

ENVIRONMENTAL CHECKLIST

Seattle-Tacoma International Airport (Sea-Tac Airport)

Flight Corridor Safety Program – Phase 1

A. BACKGROUND

1. Name of proposed project, if applicable:

Flight Corridor Safety Program – Phase 1

2. Name of applicant:

Port of Seattle

3. Address and phone number of applicant and contact person:

Port of Seattle
P.O. Box 68727
Seattle, WA 98168

Contact: Steve Rybolt, Environmental Program Manager
Telephone/Email: (206) 787-5527, Rybolt.S@portseattle.org

4. Date checklist prepared: July 15, 2016

5. Agency requesting checklist: Port of Seattle – SEPA File Number 16-04

6. Proposed timing or schedule (including phasing, if applicable):

The Flight Corridor Safety Program will be completed in three initial phases, 2016 – 2019. Phase 1, expected to begin in the fourth quarter of 2016, will include the removal of obstructions (i.e. trees and vegetation) on Port-owned properties, Phase 2 will include the removal of obstructions on commercial and public properties, and Phase 3 will include the removal of obstructions on private properties.

This SEPA checklist describes the Flight Corridor Safety Program - Phase 1 and will provide preliminary information for Phases 2 and 3.

Subsequent SEPA will be required for Phases 2 and 3. Phase 2 SEPA review is anticipated to occur in the third quarter of 2017 and Phase 3 SEPA review is anticipated to occur in the third quarter 2018.

Beyond 2019, future obstructions will be removed as they are identified. The Port will undertake additional environmental review as required.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. The removal of obstructions to navigable airspace will continue into the future.

In 2014, the Port conducted a comprehensive obstruction analysis that used Light Detection and Ranging (LiDAR) remote sensing and imaging technology to identify obstructions extending into, or very near, navigable airspace. The imaging process identified more than 1,600 obstructions. These obstructions are primarily trees or stands of trees that are located on Port-owned properties, other public properties (owned by the Washington State Department of Transportation [WSDOT], the City of SeaTac, or the City of Burien), and commercial and private lands in the cities of Burien, SeaTac, and Des Moines. Following the LiDAR obstruction analysis, the obstruction locations were field verified by a third party consultant, Anchor QEA. Anchor QEA physically identified 1,081 existing obstructions that penetrated into the navigable airspace. During the field investigation, Anchor QEA also identified other trees or vegetation that would likely penetrate the navigable airspace in the near future. These

future obstructions will be removed as part of this program, for a total of approximately 1,800 obstructions that are penetrating, or will penetrate, the navigable airspace within the next 5 years. It is expected that approximately 2,750 trees (i.e. obstructions plus associated and impacted understory trees) will be removed over the next three years ending in 2019. Upon completion of the first three phases of this program, a similar method will be used to identify obstructions beyond 2018. Per Federal Aviation Administration (FAA) requirements, the obstructions will be removed.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Sea-Tac Airport Light Detection and Ranging (LiDAR) Comprehensive Obstruction Analysis (4/2014)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – Port of Seattle Commission briefing (11/24/2015)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – City of SeaTac staff briefing (1/11/2016)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – City of Des Moines staff briefing (1/21/2016)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – City of Burien staff briefing (1/22/2016)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – City of Highline School District staff briefing (1/21/2016)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – Washington State Department of Transportation staff briefing (3/10/2016)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – Port of Seattle Commission Design Authorization (2/9/2016)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – Conceptual Plan (12/2015)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – Public briefing meeting (4/11/2016)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – Regulatory Plan (4/2016)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – Implementation Plan (4/2016)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – Critical Areas Special Study (4/2016)
- Seattle-Tacoma International Airport Flight Corridor Safety Obstruction Management Program – City of SeaTac council briefing (6/14/2016)
- Port of Seattle 60% Design Documents – Phase 1 (5/2016)
- Port of Seattle 90% Design Documents – Phase 1 (7/2016)
- Port of Seattle 100% Design Documents – Phase 1 (Anticipated Quarter 3 2016)

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Yes, additional government approvals will be required in advance of project commencement. This includes:

- FAA Airport Operating Certificate
- Port of Seattle staff will seek Port of Seattle Commission authorization for additional design and construction funding at a publically held meeting anticipated on August 9, 2016.

10. List any government approvals or permits that will be needed for your proposal, if known.

- U.S Army Corps of Engineering Notification and Consent for Impacts within Mitigation Areas;
- FAA Airport Circular 150/5300.13A – Maintenance of obstacle clearance surfaces;
- Revised Code of Washington Section 14.12.020 – Airport hazards contrary to public interest;
- Washington State Department of Natural Resources Forest Practices Act (Class IV-General) review;
- Washington State Department of Ecology Construction Stormwater General Permit;
- City of SeaTac/Sea-Tac International Airport Interlocal Agreement; and
- Port of Seattle Landscape Design Standards Review.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

As a condition of the FAA-issued Airport Operating Certificate, the Port of Seattle is required to ensure there are no obstacles or obstructions on or around Seattle-Tacoma International Airport (STIA) that could affect aviation safety. Hazardous obstructions to air navigation are defined by the FAA as features that “affect the safe and efficient use of navigable airspace and the operation of planned or existing air navigation and communication facilities” (14 Code of Federal Regulations [CFR] Part 77).

The Port of Seattle identified approximately 1,800 obstructions that penetrate, or will penetrate, the navigable airspace within the next five years. These obstructions are located on or adjacent to STIA on Port of Seattle property and within the cities of SeaTac, Burien, and Des Moines and will be removed per FAA regulations. This project is broken down into fourteen general sites. Generally, these sites include seven Port of Seattle owned sites, three publically owned sites, one commercial site, and three residential sites. Some of these sites are located within critical areas. These sites are identified in section 12 of this document and identified in detail in Appendix A, “Implementation Plan, Seattle-Tacoma International Airport, Flight Corridor Safety Program.”

Phase 1 will remove approximately 1,170 trees on 27 acres of Port of Seattle property. After the removal of obstructions, new trees and vegetation will be replanted in accordance with federal, state, and local requirements and Port of Seattle policy. Approximately 2,400 trees will be re-planted in Phase 1. Shrubs and hydro seeding are intended to revegetate areas where ground vegetation or understory impacts occur during removal activity in densely treed areas. Re-planted trees will be low-height species and are not anticipated to become future obstructions.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The program will be located in and around Seattle-Tacoma International Airport (STIA). The physical address of STIA is:

17801 Pacific Highway South
Seattle, WA 98158

Latitude: 47.448417
Longitude: -122.302099

The program is broken down into 14 general sites. A map is available in Appendix A, “Implementation Plan, Seattle-Tacoma International Airport, Flight Corridor Safety Program.”

Phase 1

1. Site Port 1 (P-1): Located immediately north of South 154th and Runway 16R/34L and south of State Route 518

Latitude: 47.467399
Longitude: -122.307090

2. Site Port 2 (P-2): Located immediately west and adjacent runway 16R/34L and Port of Seattle’s West Side Offices

Latitude: 47.450151
Longitude: -122.320426

3. Site Port 3a (P-3a): Located directly south of runway 16C/34C and S 188th Street surrounding the north and east edges of lagoon 3

Latitude: 47.433636
Longitude: -122.310641

4. Site Port 3b (P-3b): Located south of runway 16L/34R, east of the 16L/34R Approach Lighting System with Sequence Flashers (ALSF), and within the former Tyee Valley Golf Course

Latitude: 47.425594
Longitude: -122.306521

5. Site Port 4 (P-4): Located south of the airport and south of Site P-3a and Site P-6, southwest of Site P-3b, west of the runway 16L/34R ALSF, and intersected by S 200th Street

Latitude: 47.424084
Longitude: -122.309654

6. Site Port 5 (P-5): Located south of runway 16C/34C, directly south of and S 200th Street, and west of Site P-4

Latitude: 47.421267
Longitude: -122.312357

7. Site Port 6 (P-6): Located west of Site P-3b and the runway 16L/34R ALSF and south of Site P-3a

Latitude: 47.427016
Longitude: -122.308795

Phase 2

8. Site Washington State Department of Transportation (WSDOT) 1 (WP-1): Comprised of three general locations; one area is directly west of the airport, and the other two are south of lagoon 3, south of the airport and surrounded by Sites P-4 and P-5. The two southern locations are divided by S 200th Street and 18th Avenue S

Latitude: 47.424145
Longitude: -122.312722

9. Site SeaTac 1 (SP-1): Comprised of two general locations, SP-1a and SP-1b. SP-1a is located north of the airport, north and east of the North Employee Parking Lot, and south of the Boeing warehouse on a Seattle Public Utility water reservoir

Latitude: 47.471383
Longitude: -122.303710

SP-1b sites are located south and west of the airport. There are six small sites

Site SP-1b.1 is located immediately northeast of the Puget Sound Skills Center and west of State Route 509

Latitude: 47.442340
Longitude: -122.321085

Site SP-1b.2 is located immediately west of the Hertz Rent-a-Car Administration Office

Latitude: 47.435721
Longitude: -122.321938

Site SP-1b.3 is located immediately west of Seattle Air Cargo and north of S 192nd Street.

Latitude: 47.432165
Longitude: -122.32423

Sites SP-1b.4, 5, and 6 are located within the confines of Des Moines Memorial Drive, S 200th Street, and S 196th Street/18th Avenue S

Latitude: 47.425197
Longitude: -122.314450

10. Site Burien 1 (BP-1): Comprised of two locations, one north of the airport and one west of the airport.

Site BP-1a is located immediately south of the Puget Sound Skills Center and north of State Route 509

Latitude: 47.440452
Longitude: -122.322915

Site BP-1b is located south of S 142nd Street, north of S 143rd Place, east of 8th Avenue S, and west of Ajax Parking

Latitude: 47.475852
Longitude: -122.321928

11. Site SeaTac Commercial/Industrial 1 (SCI-1): Comprised of one location north of the airport and three locations south of the airport

Site SCI-1a is located south of the Boeing warehouse and north of S 146th Street.

Latitude: 47.472604
Longitude: -122.304643

SCI-1b sites are located south of the airport. There are three small sites

Site SCI-1b.1 is located immediately south of the Hertz Rent-a-Car Administration Office and west of Des Moines Memorial Drive S

Latitude: 47.434443
Longitude: -122.320383

Site SCI-1b.2 is located immediately east of Prince of Peace Lutheran Church and north of S 192nd Street

Latitude: 47.431773
Longitude: -122.323033

Site SCI-1b.3 is located on the corner of S 188th and 16th Ave S Street.

Latitude: 47.434532
Longitude: -122.314122

Phase 3

12. Site SeaTac Residential 1 (SR-1): Comprised of one location northeast of the airport and three locations southwest of the airport.

Site SR-1a is located east of the Boeing warehouse between 24th and 25th Avenue S and S 142nd and S 146th Streets

Latitude: 47.473714
Longitude: -122.301720

SR-1b sites are located southwest of the airport. There are three general areas

Site SR-1b.1 is located west-northwest of Euro Asian Garage Auto Repair

Latitude: 47.436818
Longitude: -122.320517

Site SR-1b.2 is generally located around the International Airport Center; north of S 194th Street, property line south of Transgroup Worldwide Logistics, east of 8th Avenue S, west of Des Moines Memorial Drive

Latitude: 47.430261
Longitude: -122.323234

Site SR-1b.3 is generally located south of the airport south of 192nd Street, immediately south of S 200th Street, east of Des Moines Memorial Drive S, and west of 18th Avenue S

13. Site Burien Residential 1 (BR-1): Comprised of two locations northwest and southwest of the airport.

Site BR-1a is located south of S 142nd Street, north of S 143rd Place, east of 8th Avenue S, and west of Ajax Parking

Latitude: 47.475852
Longitude: -122.321928

Site BR-1b is located immediately northeast of the Puget Sound Skills Center and west of State Route 509

Latitude: 47.442340
Longitude: -122.321085

14. Site Des Moines Residential 1 (DR-1) is generally located south of S 194th Street, north of S 208th Street, east of Des Moines Memorial Drive S, and west of 1st Avenue South

Latitude: 47.427824
Longitude: -122.328064

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other

b. What is the steepest slope on the site (approximate percent slope)?

Most of the sites impacted are flat and rolling. However, some sites have slopes that are approximately 40% in grade. Sites for Phase 1 with steep slopes are identified in the Appendix B, “Critical Areas Special Study, Seattle-Tacoma International Airport, Flight Corridor Safety Obstruction Management Program – Appendix D.” Critical areas special studies will be required for Phases 2 and 3.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

Underlying soil consists of pre-existing glacial till (i.e. Vashon till) and associated outwash sediments or imported sand and gravel that was graded and compacted during original site use.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

There are no surface indications or history of unstable soil at the site.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

There will be no fill, excavation, or grading for the proposed program.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

The potential exists for some erosion to occur during construction; however, erosion and sediment control best management practices will be implemented to minimize that potential.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

There will be no change in impervious surface resulting from this program

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

During construction a Temporary Erosion and Sediment Control (TESC) plan will be in place to prevent erosion at all sites.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Emissions from this program, including greenhouse gases, will be minimal. Emissions will be generated during construction resulting from workers traveling to/from the site and construction equipment. Construction activities would also result in short-term, construction-related air emissions such as dust and vehicle exhaust. The re-planting of additional trees is expected to offset any carbon reductions resulting from tree removal.

See Section 8.1 and Appendix C, “Greenhouse Gas Emissions Worksheet Supplemental Information for SEPA Environmental Checklist,” for additional information.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

There are no off-site sources of emissions that would affect this project.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

The contractor performing construction will be required to maintain and repair all equipment in a manner that meets state regulation and reasonably minimizes emissions.

3. Water

a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

East Fork Des Moines Creek, the mainstem of Des Moines Creek, and wetlands are located within the program boundary.

Appendix B, “Critical Areas Special Study, Seattle-Tacoma International Airport, Flight Corridor Safety Obstruction Management Program,” describes these surface water bodies as applicable to Phase 1.

Phases 2 and 3 will also be within the immediate vicinity of these surface water bodies and will be required to be identified within a subsequent critical area study for each phase.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Phase 1 will require work adjacent to East Fork Des Moines Creek (i.e. in the stream buffer) and over adjacent wetlands. Appendix B, the “Critical Areas Special Study, Seattle-Tacoma International Airport, Flight Corridor Safety Obstruction Management Program,” identified impacts to critical areas and how work will occur in and adjacent to these areas. Appendix A, the “Implementation Plan, Seattle-Tacoma International Airport, Flight Corridor Safety Plan” identifies the methods through which work will occur adjacent to East Fork Des Moines Creek and within wetlands.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

There will be no fill or dredge material that would be placed in or removed from the surface water or wetlands.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

The program will not require surface water withdrawals or diversions.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

Site P-6 partially lies within the 100-year floodplain. Appendix A, the “Implementation Plan, Seattle-Tacoma International Airport, Flight Corridor Safety Plan” identifies the location of Site P-6.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

The program does not involve any discharges of waste materials to surface waters.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known**

Ground water will not be withdrawn or nor will water be discharged to ground water for this program.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Waste materials will not be discharged into the ground from a septic system or other source.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater for Phase 1 drains into the Airport's stormwater system and through natural infiltration processes.

Treatment methods within the Airport's stormwater system include infiltration and detention. Once treated, water is discharged to Puget Sound via Des Moines Creek, Miller Creek, and Walker Creek. All storm drain system and discharges are subject to the Airport's NPDES permit (#WA-002465-1).

Outside of the Airport's stormwater system, natural infiltration will discharge to Puget Sound via the Des Moines Creek sub-basin. This will be subject to a Construction Stormwater General Permit.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

Phase 1 program design and construction management would prevent discharge of waste materials to surface waters.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The program does not alter or otherwise affect drainage patterns in the vicinity of the sites.

d. Proposed measures to reduce or control surface, ground, runoff water, and drainage pattern impacts, if any:

Water quality would be maintained by treatment under conditions of an approved Construction Stormwater General Permit and an associated Stormwater Pollution Prevention Plan (SWPPP).

4. Plants

a. Check the types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other: madrone, poplar, cottonwood, cherry, locust, ash, birch,

evergreen tree: fir, cedar, pine, other: hemlock

shrubs

grass

pasture

crop or grain

orchards, vineyards or other permanent crops

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

———— water plants: water lily, eelgrass, milfoil, other

———— other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Phase 1 will remove 1,167 trees and areas of ground vegetation or understory where dense tree stands will be removed. Trees and understory being removed include those identified within Appendix A, the “Implementation Plan, Seattle-Tacoma International Airport, Flight Corridor Safety Plan.” After the removal of trees, new trees and vegetation will be re-planted. Phase 1 will re-plant approximately 2,400 trees. Shrubs and hydro seeding are intended to revegetate areas where ground vegetation or understory impacts occur. Tree species used for re-planting are not anticipated to become future obstructions because they will be low-height species.

c. List threatened and endangered species known to be on or near the site.

No threatened or endangered plant species are known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

After the removal of trees, new trees and vegetation will be planted. Re-planting requirements will occur at a minimum of 1:1 with additional plantings in critical areas or as defined by local, state, and federal requirements and Port of Seattle policy.

Phase 1 will re-plant approximately 2,400 native trees. Shrubs and hydro seeding are intended to revegetate areas where ground vegetation or understory impacts occur. Re-planted tree species should not become future obstructions. All re-planted species for Phase 1 will meet the City of SeaTac/Sea-Tac International Airport Interlocal Agreement and Sea-Tac International Airport Landscape Design Standards.

e. List all noxious weeds and invasive species known to be on or near the site.

Invasive species at Phase 1 sites primarily consist of ivy, blackberry, tansy, and poison hemlock.

5. Animals

a. List any birds and animals which have been observed on or near the site or are known to be on or near the site. Examples include:

Birds: , , , , other: , , , , , , ,

Mammals: deer, bear, elk, beaver other: , , ,

Retiles:

Amphibian: ,

Fish: bass, salmon, , herring, shellfish, other:

b. List any threatened and endangered species known to be on or near the site.

No known threatened or endangered animal species are on or near the Airport properties.

c. Is the site part of a migration route? If so, explain.

Airport property and lands in the immediate airport vicinity are not part of any known migration routes.

d. Proposed measures to preserve or enhance wildlife, if any:

No preservation or enhancement measures are proposed. Re-planted trees and shrubs will adhere to Sea-Tac International Airport Landscape Design Standards to support safe airport operations. The program is not expected to attract wildlife and planting will occur outside of the avian nesting season.

e. List any invasive animal species known to be on or near the site.

Pigeons, starlings, American bullfrog, eastern grey squirrels, and eastern cottontails are the only known invasive species known to be at the sites.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

There will be no energy needs for the program upon completion.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The program does not anticipate to affect the potential use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal?

List other proposed measures to reduce or control energy impacts, if any:

The program will not have any energy conservation features.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

There are no known environmental health hazards for this program.

1) Describe any known or possible contamination at the site from present or past uses.

There are no known contaminated soils that may be encountered during the program. Plans will be in place to handle contaminated soil if it is encountered during program construction and all pertinent local, state, and federal regulations will be followed.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity

There are no known hazardous chemicals/conditions that might affect the program. If contaminated chemicals/conditions are encountered that might affect the program, plans will be in place to handle hazardous chemicals/conditions when and if they are encountered. During construction, pertinent local, state, and federal regulations will be followed.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Diesel fuel and gasoline will be used on site to power construction equipment such as chainsaw, excavators, dump trucks and power generators. Within critical areas, heavy equipment will not be allowed.

4) Describe special emergency services that might be required.

No special emergency services are expected as a result of implementing the program. Construction-related accidents or injuries may require response from local fire, police, air units, or ambulances. The Port maintains its own police force and firefighting and rescue units that would be called upon for these types of incidents. The Port also maintains a trained response team available to respond at all times to any spill or loss of contaminated or hazardous materials.

5) Proposed measures to reduce or control environmental health hazards, if any:

There are no known environmental health hazards that have been identified. If encountered, local, state, and federal regulations regarding safety and handling of hazards materials will be enforced.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

In general, the dominant source of noise in the airport vicinity is generated by aircraft operations.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Short-term noise is anticipated from the use of construction equipment during construction activities, which are expected to begin for Phase 1 in the fourth quarter 2016 and be completed in the first quarter 2017. Phase 2 and 3 will occur during the same periods between 2017 and 2019. Noise impacts are not anticipated to result from the removal of trees.

3) Proposed measures to reduce or control noise impacts, if any:

Short-term noise from construction activities will be mitigated by the use of Best Management Practices (BMPs) and adhering to the City of SeaTac's noise ordinance. There is no long-term noise mitigation measures proposed because the project will not change existing noise.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The current use of the sites and adjacent properties are airport operations, commercial business operations, and residential living.

Phase 1 sites are within a runway protection zone and other Port of Seattle owned properties and will continue to support airport operations.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Program sites are not used as working farmlands or forest lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversized equipment access, the application of pesticides, tilling, and harvesting? If so, how:

There are no surrounding working farms or forest lands near program sites.

c. Describe any structures on the site.

There are commercial buildings, residential houses, and airport navigational aids on or adjacent to project sites. It is not anticipated that there will be any impacts to existing structures. Phase 1 structures include airport office buildings and airport navigational aids within the vicinity of obstructions being removed.

d. Will any structures be demolished? If so, what?

The program does not anticipate demolishing any structures.

e. What is the current zoning classification of the site?

The current land use is designated with the City of SeaTac Aviation Operations (AVO), Aviation Commercial (AVC), Industrial (I), Business Park (BP), Community Business (CB), Neighborhood Business (NB), or Urban Low Density Residential. The current land use within the City of Burien is Professional/Residential, Industrial, and Airport Industrial with Auto Mall/Commercial Retail. The current land use within the City of Des Moines is Residential.

Phase 1 land use is within the City of SeaTac and is designated AVO and AVC. The land use designation will not change as a result of this program and there is no expected impact to nearby or adjacent land uses and properties.

f. What is the current comprehensive plan designation of the site?

The current comprehensive land use for the program is the same as the current zoning classification.

g. If applicable, what is the current shoreline master program designation of the site?

The project site is not in a shoreline area.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The program contains critical areas in all three phases.

Phase 1 contains critical areas in Site P-1 (steep slope sensitive areas), Site P-2 (Wetland 39 buffer, Wetland 44 buffer, and steep slope sensitive areas), Site P-3a (Wetland 28, Wetland 28 buffer, Wetland IWSa-b, and steep slope sensitive areas), Site P-3b (East Fork Des Moines Creek buffer, Wetland G12 buffer, Wetland 52b buffer, and steep slope sensitive areas), and Site P-5 (steep slope sensitive areas). Descriptions of these critical areas are provided in detail in Appendix B, "Critical Areas Special Study, Seattle-Tacoma International Airport, Flight Corridor Safety Obstruction Management Program."

i. Approximately how many people would reside or work in the completed project?

There will be no new jobs created following the completion of the program.

j. Approximately how many people would the completed project displace?

There will be no displacement impacts expected as a result of this program.

k. Proposed measures to avoid or reduce displacement impacts, if any:

There will be no persons displaced as a result of this program.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

No measures are proposed because there will be no changes to existing or projected land use as a result of this program.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

There are no nearby agricultural or forest lands.

9. Housing

- a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

There will be no housing units provided by this program.

- b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

There will be no housing units eliminated by this program.

- c. **Proposed measures to reduce or control housing impacts, if any:**

There will be no housing impacts as a result of this program. Therefore, measures to reduce or control housing impacts are not proposed.

10. Aesthetics

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

There are no proposed structures being proposed within this program

- b. **What views in the immediate vicinity would be altered or obstructed?**

The program will remove trees in industrial, commercial, and residential areas. Some of the trees being removed provide visual buffers for residential properties or are required by local landscape ordinances for industrial or commercial businesses. These tree removals are primarily in Phases 2 and 3.

Phase 1 does not anticipate altering or obstructing views. However, Site P-5, located adjacent to residential properties and S 200th Street will have a large number of trees removed.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

The program, in all three phases, will have a minimum replanting ratio of 1:1. Greater re-planting ratios will occur in critical areas, in accordance with local, state, and federal requirements. Tree species used for re-planting will be carefully selected as to not become future obstructions.

In Phase 1, specific to Site P-5 and in addition to re-planting requirements, a vegetated buffer will be maintained along residential properties and S 200th Street. Other sites within Phase 1 are not expected to have aesthetic impacts.

11. Light and glare

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

This program does not anticipate producing light or glare.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

Light and glare is not expected to be a safety hazard or interfere with views.

- c. **What existing off-site sources of light or glare may affect your proposal?**

There are no existing sources of light or glare that will affect the program.

- d. **Proposed measures to reduce or control light and glare impacts, if any:**

This program does not anticipate producing light or glare. In areas where the removal of trees provide a visual barrier for residential areas, the program will seek, when possible, to maintain vegetated buffer

areas in addition to re-planting requirements and minimize any potential impact.

Phase 1, specifically Site P-5, intends to leave a buffer between residential properties and the site and between S 200th Street and the site.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Des Moines Creek Park is the only designated recreation area in the immediate vicinity. The park is located east and outside of Site WP-1 (Phase 2) and will not be impacted.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The program will not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No impacts to recreation, including recreation opportunities, are anticipated.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

This program will not affect any buildings, structures, or historic sites.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

There is no change in current use of sites impacted. Review of the following studies identified no known historical, architectural, and/or cultural resource that were determined eligible to affect historic properties.

- Final Environmental Impact Statement for the Proposed Master Plan Update Development Actions, Seattle-Tacoma International Airport (FAA and Port of Seattle, 1996);
- Final Supplemental Environmental Impact Statement for the Proposed Master Plan Update Development Actions, Seattle-Tacoma International Airport (FAA and Port of Seattle, 1997); and
- Final Sea-Tac International Airport Comprehensive Development Plan, Sea-Tac International Airport (FAA and Port of Seattle, 2007).

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

There is no change in current use of sites impacted.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

No known historic properties or cultural resources are within the project area, therefore no measures to avoid or minimize impacts is anticipated.

Phases 1, 2, and 3 do not anticipate acquiring any permits related to historic or cultural preservation.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

All phases of the program will require roadway access to sites for removing obstructions. Phase 1 construction site access includes:

Site P-1: Site access ingress and egress will occur on S 154th Street.

Site P-2: Site access ingress and egress will occur via Des Moines Memorial Drive S to S 168th and S 170th Street to the airport Perimeter and Pacific Road

Site P-3a: Site access ingress and egress will occur on S 188th Street

Site P-3b: Site access ingress and egress will occur via S 200th Street to 20th Avenue S

Site P-4: Site access ingress and egress will occur via S 200th Street to 18th and 20th Avenue South

Site P-5: Site access ingress and egress will occur on S 200th

Site p-6: Site access ingress and egress will occur via S 200th Street to 20th Avenue S

See Section 14.h for additional information.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Program sites are not directly served by public transportation. However, King County Metro routes 122 and 156 stop at S 200th St & Des Moines Memorial Dr S, and run along 8th Ave S.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

There will be no additional parking spaces created or eliminated by this program.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

The proposal will not require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The program will not require the use of water, rail, or air transportation.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?**

There will be no additional vehicular trips generated as a result the completed program.

Construction would result in a temporary increase in traffic volumes due to workers traveling to/from the site and trucks removing debris and transporting materials. Based on the number of trees removed and proposed vegetation quantities in Phase 1, a total of approximately 500 truck trips are expected. This assumes a capacity of approximately 70 trees per logging truck, understory and invasive species removed, and number of trees being replanted. These truck trips would be spread throughout Phase 1 – October 2016 to February 2017.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The program will not interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any:

During construction, the primary site access routes will be on major arterials (i.e. Des Moines Memorial Drive, S 200th Street, etc.) and airport roadways with access to State Route 509 and State Route 518.

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The project will not require an increased need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

There is not expected to be any direct impacts on public services.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: stormwater

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

There are no utilities planned for this program.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:  _____

Name of signee: Steven Rybolt

Position /Organization Environmental Programs Manager/Port of Seattle

Date Submitted: July 14, 2016