

ENVIRONMENTAL CHECKLIST

Seattle-Tacoma International Airport (Sea-Tac Airport)

Alternate Utility Facility

A. BACKGROUND

1. Name of proposed project, if applicable:

Alternate Utility Facility

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: April 11, 2017

5. Agency requesting checklist: Port of Seattle – SEPA File Number 17-01

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

The Alternate Utility Facility construction will begin in May 2017 and is expected to be operational by March 2018.

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

No.

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

- SEPA Determination of Non-Significance No. 11-03, Temporary Back-up Power Generation (see 11 for details)

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

No, there are no known pending governmental approvals or other proposals directly affecting the property covered by the proposal.

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

Port of Seattle Building Permit

City of SeaTac Haul Permit

Spill Prevention Control and Countermeasures (SPCC) Plan shall be prepared as required under 40 CFR 112.

The Puget Sound Clean Air Agency does not regulate these types of standby generators if used under 500 hours of operation and if they do not exceed 100 tons of Sea-Tac Airport's permitted emissions, therefore use as standby system would not require additional permits or approvals.

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.)

Background. In 2010 and 2011, the Port of Seattle temporarily installed nine 2MW diesel generators to provide Sea-Tac Airport with 100 percent back-up power for the airport and its operations (SEPA No. 11-03). The installation was an emergency action declared as a result of potential flood impacts of the Green River and the failure of the Howard Hansen Dam. These generators were removed in 2012. As critical infrastructure within the region, 100 percent backup power is needed to support infrastructure and operations at the airport.

Project Proposal. Installation of ten 3.0 MW diesel generators (Jet-A as secondary fuel) for the purpose of providing Sea-Tac Airport with 100 percent standby power for the airport's infrastructure and operations. The generators will be located at the site currently known as 28th Avenue Bus Holding Lot (45,000 square feet) adjacent to the South Receiving Substation (see Appendix A). The 28th Avenue Bus Holding Lot operations and its modular building will be relocated to the vacant north South Employee Parking Lot (72,200 square feet)*.

The location will contain ten generators, an electrical switch gear building, a control room building, and associated transmission lines connecting to the south substation.

Existing Conditions. The project will be located on previously developed sites. These sites include the 28th Avenue Bus Holding Lot used for overflow bus parking at the airport ground transportation lots and the vacant north South Employee Parking Lot. The north South Employee Parking Lot was one of two sites where the temporary generators were located in 2010 and 2011.

*The South Employee Parking Lot is composed of two sections, north and south. The Alternate Utility Facility Project, which includes the relocation of the 28th Avenue Bus Holding Lot, will affect the north section of the South Employee Parking Lot. Herein, north South Employee Parking Lot.

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.

There is no physical address for the site. The project site is located on Port of Seattle property. The site is immediately south of Sea-Tac Airport. The location of the site is described below and is shown in Appendix A.

The project site is located south of South 188th Street, north of South 190th Street, and west of 28th Avenue South, and east of the Sea-Tac Airport's fuel farm.

Latitude: 47.43
Longitude: -122.30
Section 04, Township 22 North, Range 04 East

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)?

The project site area is generally flat. Adjacent, and north of the project site, is a slope with an approximate grade of five percent.

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, gravel, and pre-existing fill 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.

New entrance to the north South Employee Parking Lot. Grade an entrance on the northeast corner to remove a four foot crown in the landscape. Approximately 500 cubic yards of soils will be removed and hauled offsite.

Duct bank. Run approximately 1,800 linear feet of utility lines underground from the generator site located at the 28th Avenue Bus Holding Lot to the South Receiving Substation. The duct bank will be three feet by three feet and buried approximately two feet underground and filled upon placement of utility lines. Approximately 600 cubic yards will be displaced and hauled offsite.

Generator foundation. Generator foundations will be approximately two feet below grade. This will require approximately 380 cubic yards of excavation and will be hauled offsite.

Bus Holding Lot modular building. The 28th Avenue Bus Holding Lot modular building will be relocated to the north South Employee Parking Lot and a new foundation will be placed under the building. Approximately 30 cubic yards of soil will be excavated and hauled offsite.

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 per the project's stormwater pollution prevention plan.

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

The existing 28th Avenue Bus Holding Lot is approximately 98 percent impervious surface. The current vegetated islands in the parking lot (approximately 800 square feet) will be paved, making the site 100 percent impervious. The north South Employee Parking Lot will remain 100 percent impervious surface except the one vegetated island (approximately 200 square feet). An existing gravel service road that runs between the 28th Avenue Bus Holding Lot and the north South Employee Parking Lot and accesses an adjacent stormwater filtration vault will be partially paved with asphalt (6500 square feet) to create an entrance into the north South Employee Parking Lot.

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. This is a requirement of the Port of Seattle's Master Specifications.

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.

Each generator will be operated at least one hour per month to meet the manufactures recommended operations and maintenance protocol. It is expected that all ten generators will operate for 120 hours annually.* This will use of 24,600 gallons of ultra-low sulfur diesel (ULSD) fuel annually. This amounts to the following emissions:

Oxides of Nitrogen (NO _x):	3.076 tons/year
Carbon Monoxide (CO):	0.230 tons/year
Particulate Matter (PM):	0.007 tons/year
Sulfur Dioxide (SO ₂):	0.006 tons/year

The generator's engines are regulated under the Environmental Protection Agency (EPA) and will meet Tier 2 requirements for non-road internal combustion engines. The anticipated emissions are also within the operating conditions of Sea-Tac Airport's Voluntary Limits On Emissions Order (Notice of Construction No. 7777) with the Puget Sound Clean Air Agency.

Minimal emissions will be generated during construction resulting from construction vehicles, equipment, and workers traveling to/from the site. Construction activities would also result in short-term, construction-related air emissions such as dust and vehicle exhaust. These short-term impacts will be minimized to the best extent practical, ex. water trucks to suppress dust and new equipment.

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

*In an emergency situation these generators will provide back-up power to Sea-Tac Airport. Generator use in emergency situations cannot be predicted beyond the 120 hours for operations and maintenance activities.

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, per Port of Seattle Master Specifications, 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.

The east branch of Des Moines Creek flows into the Puget Sound and is located directly south of the north South Employee Parking Lot and adjacent to the 28th Avenue Bus Holding Lot. See Appendix B.

A Category III forested wetland is located northwest and adjacent to the project site. See Appendix B.

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.

Work will be completed adjacent to Des Moines Creek. No work will occur in the described waters. This work will include the relocation of the modular building located in the 28th Avenue Bus Holding Lot to the southeast corner of the north South Employee Parking Lot. This modular building will be placed on an existing paved surface that is currently within the 50-foot stream buffer. There will be no expansion of the existing north South Employee Parking Lot. See Appendix A and B.

Utilities will be trenched from the 28th Avenue Bus Holding Lot to a substation located northwest of the generator location. This utility trench will run underneath an existing service road and then directly north up a gravel corridor to the substation. This gravel corridor is within the 50-foot buffer of the Category III forested wetland. See Appendix A and B.

Runoff from the 28th Avenue Bus Holding Lot drains to a treatment swale located immediately south of the lot. After construction, runoff from this site will receive enhanced treatment. Flow control is provided by the adjacent pond (i.e. E4 Pond).

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.

The project site does not lie within a 100-year floodplain.

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 (i.e. restroom) from the relocated modular hold room will discharge via connection to a

nearby sanitary sewer line. There is no anticipated change in use in the restroom since it is being relocated.

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.

All stormwater from the South Employee Parking Lot area currently, and will continue to, flow via catch basins and pipe to a small detention pond located just south of the Tank Farm. This pond discharges to a bioretention cell along the south end and flows to the East branch of Des Moines Creek then to Puget Sound.

Storm drain system and discharges are subject to Sea-Tac Airport's NPDES permit (#WA-0024651).

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

Project design and construction management would prevent discharge of waste materials to surface waters through existing and upgraded stormwater best management practices as required by the Stormwater Management Manual for Western Washington, Sea-Tac Airport's individual NPDES permit, and Spill Prevention, Control, and Countermeasure (SPCC) plan.

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?

The 28th Avenue Bus Holding Lot has four vegetated islands that will be removed. The vegetated island

in the north South Employee Parking Lot is not expected to be altered.

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:

Existing landscape will be maintained to the best extent practical. Vegetated islands within the Alternate Utility Facility site will not be replaced. In situations where property frontage landscaping will be impacted, it will be restored and meet the City of SeaTac/Sea-Tac International Airport Interlocal Agreement and Sea-Tac International Airport Landscape Design Standards.

In areas where the project is within a buffer, stream and wetland, no mitigation is proposed because these areas are previously developed and will not be expanded. The project does not anticipate functional impacts to the stream, wetland, or buffers. Where construction impacts occur within these areas, they will be restored to their current condition.

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

There are no known noxious weeds or invasive species known at the site.

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: , heron, eagle, , other: , , gulls, pigeons, woodpecker, hummingbird, jay, swallow

Mammals: deer, bear, elk, beaver other: , raccoon, opossum, weasel

Reptiles: Snake

Amphibian: Frog, salamander

Fish: bass, salmon, trout, 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 Sea-Tac Airport properties.

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

Sea-Tac 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.

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

There are no known invasive animal species known to exist at or near the site.

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.

Generators will operate on ultra-low diesel fuel (primary) and Jet-A (secondary).

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

The program is not expected 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 include energy efficient lighting (i.e. external and internal) and an energy efficient heating and cooling system for the control room that will meet current energy code requirements.

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.

Each generator will have an above ground 5,140 gallon double-wall fuel storage belly-tank. These storage tanks will contain ultra-low sulfur diesel (ULSD) fuel and Jet-A as a secondary fuel in emergencies. Diesel is a flammable fuel and susceptible to spills during equipment fueling or equipment failure. This containment is subject to the sites Spill Prevention, Control, and Countermeasure Plan (SPCC).

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

There are no known contaminated soils at the site. Plans will be in place to handle contaminated soil if 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.

It is anticipated that lubricants, sealants, glues, and fuels will be used during construction. Lubricants and fuel will be used during operations and maintenance of the project upon completion. All toxic or hazardous chemicals will be stored in compliance with all applicable regulations.

The generators will use ultra-low sulfur diesel (ULSD) as its primary fuel and Jet-A as a secondary fuel in emergencies.

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 followed and 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 in May 2017 and be completed in April 2018. Construction is anticipated to occur during business hours and adhere to City of SeaTac Municipal Code requirements.

The generators shall not exceed 85 dB measured at three feet from the equipment edge and five feet above the floor. Noise at the project boundary must adhere to City of SeaTac Municipal Code requirements.

Upon installation of the generators, the contractor will provide a Noise Impact Evaluation to the Port of Seattle demonstrating compliance with the project and applicable Port of Seattle and City of SeaTac requirements.

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.

Generator noise will be mitigated through control measures within the generators enclosures and will also have to comply with the City of SeaTac's noise ordinance. Noise control measures include custom silencers (i.e. muffler) on the exhaust outlet and fully enclosing the generators in a custom insulated enclosure.

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 site is a bus overflow lot known as the 28th Avenue Bus Holding Lot. The bus lot will move immediately west-southwest to the vacant north South Employee parking lot. Northwest is a stormwater pond. North is a parking lot leased by Alaska Airlines, owned by the Port of Seattle. South is a parking lot for the Alaska Flight Center. East is 28th Avenue and the Sound Transit link light rail elevated track. Northeast and east of the link light rail tracks, is MVP airport parking, a park and fly lot. East, and east of the link light rail tracks, is Hampton Inn & Suites. The proposal will not affect the current land uses. See Appendix A.

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?

The project site is not used as working farmlands or forestlands.

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 forestlands near the project site.

c. Describe any structures on the site.

There is currently a modular building at the 28th Avenue Bus Holding Lot. This structure provides basic amenities for patrons using the 28th Avenue Bus Holding Lot. This modular facility will be relocated to the southeast corner of the north South Employee Parking Lot.

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 of the site and South Employee Parking Lot is designated with the City of SeaTac as Aviation Operations (AVO).

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

The current comprehensive plan designation by the City of SeaTac is Airport, for both the project site and the north South Employee Parking Lot.

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

The project site and the north South Employee Parking Lot are 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 project site and the north South Employee Parking Lot are not classified as a critical area by the city or county.

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 forestlands.

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 will be fourteen primary structures on the project site. This includes ten enclosed generators, a control room building, a switch gear building, and a load bank building. The tallest height of these structures will be sixteen feet in height with metal exterior. There will an automatic transfer switch (ATS) building located at the south receiving station along the northwest of the project site along South 188th Street.

The current modular building located at the 28th Avenue Bus Holding Lot will be relocated to the north South Employee Parking Lot.

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

Given the location of the site and nearby land uses, no views in the immediate vicinity of the project are expected to be altered or obstructed.

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

Existing landscape will be maintained to the best extent practical. If the landscaping within the project's frontage along 28th Avenue is impacted, it will be restored to meet landscape standards identified in the Interlocal Agreement between the City of SeaTac and the Port of Seattle.

11. Light and glare

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

Lighting will be included in the project to illuminate the site, primarily during evening hours.

- 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. See Section 11.d.

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

There are no known existing off-site sources of light or glare that may affect the project proposal, given the land uses in the vicinity.

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

The current 28th Avenue Bus Holding Lot is currently illuminated via fixed light poles. This project does not anticipate producing light or glare beyond the lighting scheme that currently exists at the site. No measures to reduce or control light and glare are proposed.

12. Recreation

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

There are no designated or informal recreational opportunities in the immediate vicinity.

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

The project 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 project 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.

The project site is currently developed. Investigations during the original and adjacent site construction (see Question 13.b) did not identify any potential for impacts to cultural or historic resources at or near the project site.

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.

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.

Entrance to the project site is accessed via 28th Avenue South to South 190th Street using the existing site access. The north South Employee Parking Lot site will be accessed via 28th Avenue South to South 190th Street via a new entrance off an existing service road. See Appendix A.

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?

The project site and the north South Employee Parking Lot site are not directly served by public

transportation. However, the Sound Transit Link Light Rail Angle Lake Station is located south of the project site on the corner of 28th Avenue South and South 200th Street.

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. Current parking spaces for the 28th Ave Bus Holding Lot will use the vacant north South Employee Parking Lot.

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 partially pave the existing gravel service road and create a new entrance into the north South Employee Parking Lot. There are no other known 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 relocated 28th Avenue Bus Holding Lot. However, occasional trips would be required to maintain the generators.

Construction would result in a temporary increase in traffic volumes during business hours due to workers and equipment traveling to/from the project site. This includes:

- ~ 400 dump truck trips to haul ~7,500 cubic yards asphalt and soils
- ~ 20 large truck trips to deliver the generators and enclosures
- ~ 180 truck trips to deliver ~1,600 cubic yards of concrete
- ~ 70 truck trips to delivering materials to the project site

On peak days, during site grading in August and September, ~25 vehicle trips are expected.

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 project 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 via South 188th Street with ingress and egress via State Route 509 and State Route 518. Given the relatively small number of construction trips and short duration of construction, no measures to reduce or control transportation impacts are proposed.

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, as there will be no employees on the site.

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.**

This is a utility project. The generators will produce standby electricity for Sea-Tac Airport. The generators will produce power, as needed, to an adjacent electricity receiving station via an underground duct bank.

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: 

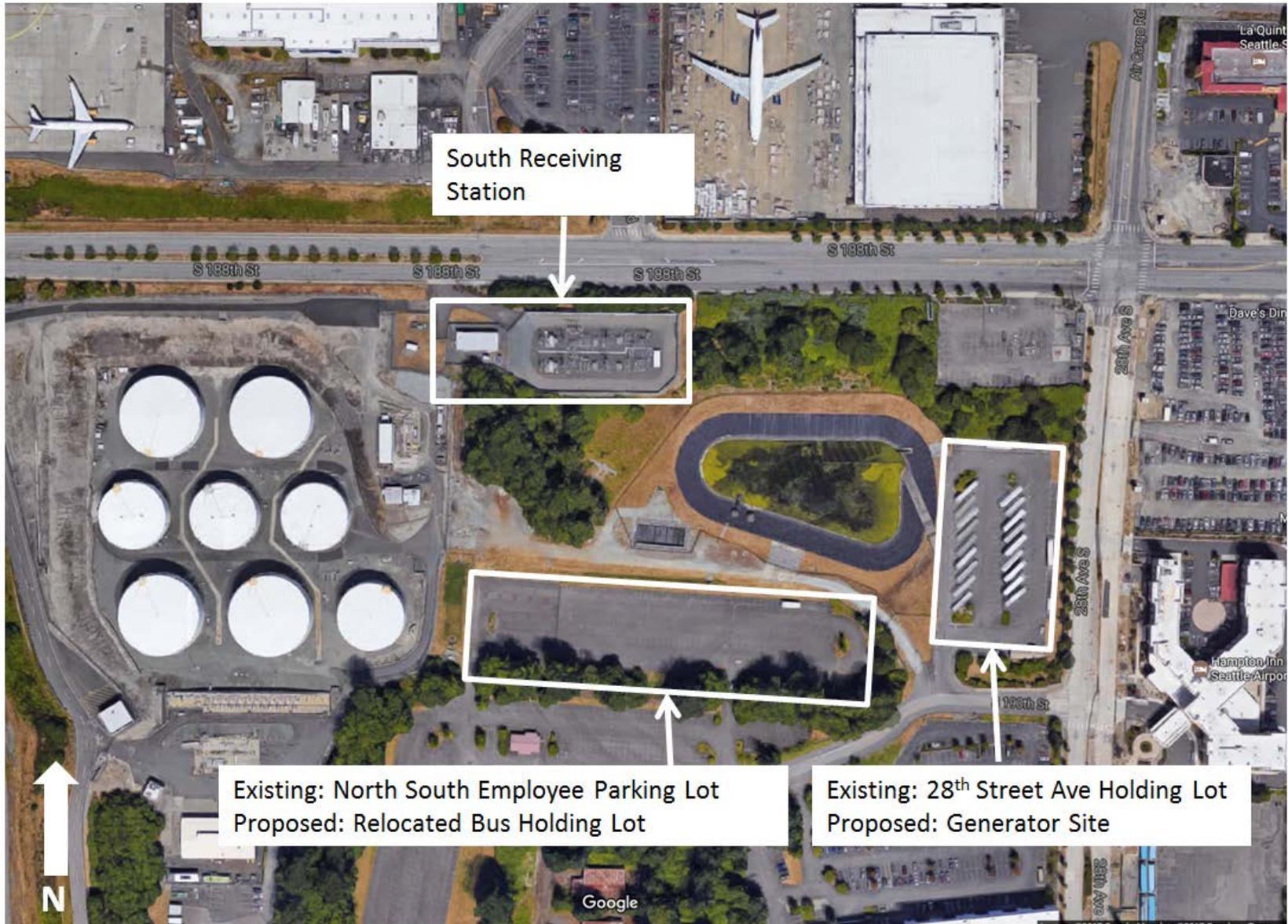
Name of signee: Steven Rybolt

Position /Organization Environmental Programs Manager/Port of Seattle

Date Submitted: April 11, 2017

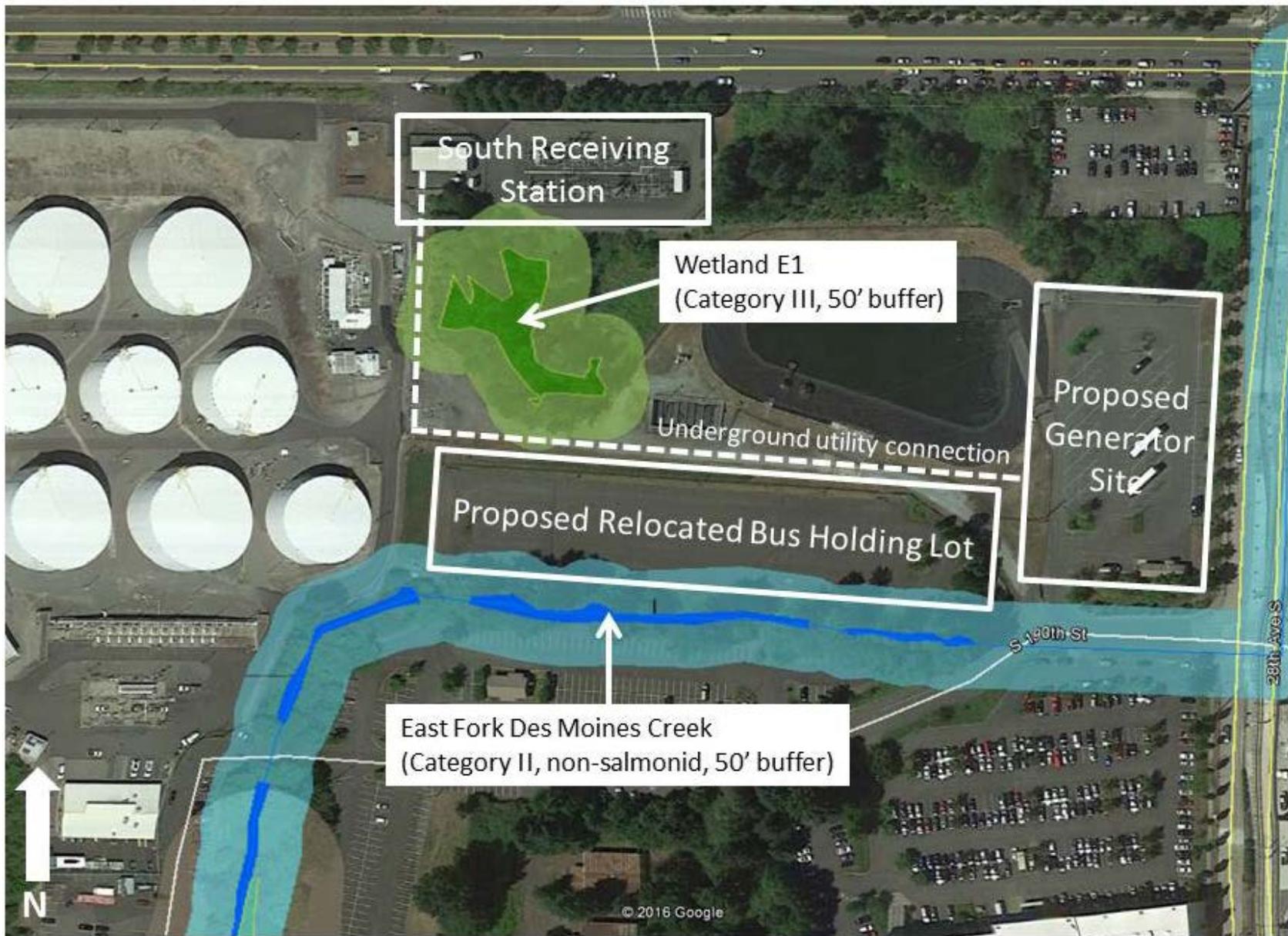
APPENDIX A

Site Map



APPENDIX B

Site Map with Wetland, Streams, and Buffers



APPENDIX C

**Greenhouse Gas Emissions Worksheet
Supplemental Information for SEPA Environmental Checklist**

GHG Emission Sources (CO ₂ , CH ₄ , N ₂ O, HFCs, PFCs, SF ₆) ¹	What sources are likely from the proposal? <i>List specific type of activities, and duration of emissions</i>	What is the quantitative or qualitative assessment of those emissions?	What available mitigation will avoid or reduce those emissions?
On-Road Mobile Sources	Not Applicable	Not Applicable	
Non-Road Mobile Sources	Not Applicable	Not Applicable	
Stationary Combustion	Standby emergency generators (exercised ~120 hours annually)	CO ₂ = 251 metric tons/yr CH ₄ = 10 metric tons /yr N ₂ O = 2 metric tons /yr	No mitigation measures are proposed. These are standby generators operated during emergencies.
Industrial Processes	Not Applicable	Not Applicable	
Fugitive Emissions	Not Applicable	Not Applicable	
Agricultural Emissions	Not Applicable	Not Applicable	
Land Disturbance	Not Applicable	Not Applicable	
Purchased Electricity and Steam	Not Applicable	Not Applicable	
Construction	See Section 14.f	Temporary/short-term use associated with construction related emissions is not expected to be significant.	Contractor performing construction/demolition would be required to maintain and repair all equipment in a manner that reasonably minimizes emissions.
Extraction of Purchased Materials	Not Applicable	Not Applicable	
Processing of Purchased Materials	Not Applicable	Not Applicable	

GHG Emission Sources (CO ₂ , CH ₄ , N ₂ O, HFCs, PFCs, SF ₆) ¹	What sources are likely from the proposal? <i>List specific type of activities, and duration of emissions</i>	What is the quantitative or qualitative assessment of those emissions?	What available mitigation will avoid or reduce those emissions?
Transportation of Purchased Materials	Ten generators will be manufactured in Minneapolis, MN, assembled in Souix Falls, SD, and transported to Seattle, WA. It is anticipated that this equipment will travel ~35,000 road miles.	Temporary/short-term use associated with construction related emissions is not expected to be significant.	Contractor transporting equipment would be required to maintain and repair all vehicles in a manner that reasonably minimizes emissions.
Employee Commute	Not Applicable	Not Applicable	
Other Mobile Emissions	Not Applicable	Not Applicable	
Water Use and Wastewater Disposal	Not Applicable	Not Applicable	
Waste Management	Not Applicable	Not Applicable	
Product Use	Not Applicable	Not Applicable	

**Calculated via City of Seattle Department of Planning and Development SEPA GHG Emissions Worksheet.*

CH₄	Methane	Landfills, production and distribution of natural gas & petroleum, fermentation from the digestive system of livestock, rice cultivation, fossil fuel combustion, etc.
N₂O	Nitrous Oxide	Fossil fuel combustion, fertilizers, nylon production, manure, etc.
HFC's	Hydrofluorocarbons	Refrigeration gases, aluminum smelting, semiconductor manufacturing, etc.
PFC's	Perfluorocarbons	Aluminum production, semiconductor industry, etc.
SF₆	Sulfur Hexafluoride	Electrical transmissions and distribution systems, circuit breakers, magnesium production, etc.