

ENVIRONMENTAL CHECKLIST
Seattle-Tacoma International Airport (Sea-Tac Airport)
Concourse D Hardstand Holdroom

A. BACKGROUND

1. Name of proposed project, if applicable:

Concourse D Hardstand Holdroom

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: June 6, 2017

5. Agency requesting checklist: Port of Seattle – SEPA File Number 17-02

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

The Concourse D Hardstand Holdroom construction is anticipated to begin in August 2017 and the facility is expected to be operational by June 2018.

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

Hardstand operations.* Sea-Tac Airport has recently experienced rapid growth in both passengers and aircraft operations. This growth is maximizing the use of existing terminal holdrooms and gate capacity. In 2016, Sea-Tac Airport conducted 288 hardstand operations to accommodate current passenger volumes and maintain a high passenger level of service; this proposal would extend that concept. If growth continues, additional hardstand operations are expected. However, no additional holdrooms are anticipated at this time beyond the Concourse D Hardstand Holdroom to accommodate these potential additional operations. The Sustainable Airport Master Plan (SAMP) is addressing future passenger growth and long-term passenger handling facility needs at Sea-Tac Airport. The SAMP environmental review is expected to be completed in early 2019.

Relocated North Ground Transportation Lot. The Concourse D Hardstand Holdroom will displace the North Ground Transportation Lot. This lot is used seasonally for cruise ship passengers flying in and out of Sea-Tac Airport. The North Ground Transportation Lot will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the Sea-Tac Airport's parking garage. See Appendix A.

*A hardstand operation is paved area where planes are parked and passengers are bused to these areas from the airport terminal, or vice versa.

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

Federal Aviation Administration (FAA) National Environmental Policy Act (NEPA)
Categorical Exclusion (2/10/2017) – Concourse D Hardstand Holdroom

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

Spill Prevention and Control and Countermeasures (SPCC) shall be prepared as required under 40 CFR 112. A Stormwater Site Plan will be prepared in compliance with the Airport's NPDES permit.

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. Over the past few years, Sea-Tac Airport has experienced rapid growth in both passengers and aircraft operations. This growth is maximizing (1) the use of existing terminal holdrooms, decreasing customer service; and airplane gate capacity, (2) causing airplanes to wait on the airfield ramp area longer until a gate becomes available. Additionally, the North Satellite (NSAT) Terminal Expansion Project (Port of Seattle SEPA File Number 15-01) and the International Arrival Facility (IAF; Port of Seattle SEPA File Number 15-07) have, and will, take gates out of service during construction placing additional strain on gate availability. In 2016, Sea-Tac Airport did 288 hardstand operations, mostly for domestic flights. Current estimates and near-term forecasts of gate capacity and demand show continued and increasing gate short falls.

The Concourse D Hardstand Holdroom will be a dedicated space connected to the terminal where passengers will take a bus to or from an airplane located on the airfield (i.e. hardstand operation) versus entering or exiting a plane through a loading bridge or walkway connected to the terminal. This facility is intended to accommodate current passenger levels, lessen the current high utilization of existing airplane gates, and maintain a high level of service for passengers.

The Concourse D Hardstand Holdroom will be a two story structure with an elevated mezzanine providing access from Concourse D via an existing bridge structure. The holdroom first floor is approximately 25,000 square feet and the mezzanine level is approximately 7,400 square feet. The mezzanine will host a concession space, adjacent waiting and dining areas, concession storage, and electrical, data, and mechanical spaces. There will be six gates, or areas where passengers will enter and exit buses, each sized to accommodate 180 passengers. Site development will include the relocation of the existing Airport Operations Area (AOA) security fence, covered sidewalks at bus lanes, tying utilities to existing infrastructure, and a sloped

walkway connecting to the airport terminal.

Passengers will be transported via bus to Hardstand 5, located north of the Concourse D Hardstand Holdroom. The bus routes will use existing vehicle service roads located within the Airport Operating Area (AOA). See Appendix B.

Existing Conditions. The project will be located on a previously developed site. The site is currently known as the North Ground Transportation Lot. This lot is used seasonally for cruise ship passengers that fly in and out of Sea-Tac Airport. The North Ground Transportation Lot will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the airport's parking garage. No additional improvements are needed at the Northeast Ground Transportation Lot to accommodate seasonal cruise ship passenger bus operations. See Appendix A.

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 immediately adjacent to Sea-Tac Airport's Airport Operating Area (AOA) and after project completion, will be within the AOA. The Concourse D Hardstand Holdroom will be located directly east of Concourse D, west of the southbound Airport Expressway, and north of the ticketing level of the airport terminal. See Appendix A.

Latitude: 47.45

Longitude: -122.30

Section 28, Township 23 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 flat with a slope of less than 1 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) 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.

Minimal grading will be necessary to complete the project. Approximately 4,200 cubic yards of dirt will be used to establish the necessary grade for the facility. Source of fill is unknown at this time; however, it will be procured from an approved facility per project requirements for structural stability and no contamination.

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

The potential exists for 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 site, the North Ground Transportation Lot, is 98 percent impervious surface. The current planting strip (~2,000 square feet) along the east side of the facility along the Departures Drive will be asphalt paved, making the site 100 percent impervious.

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 the site. 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.

Minimal emissions will be generated during construction resulting from construction vehicles, equipment, and workers traveling to and from the site. Construction activities would 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 the use of new equipment).

During operations, buses used to transport passengers to and from Concourse D Hardstand Holdroom to Hardstand 5 will be diesel fueled. In 2019, it is expected that up to 6,000 bus trips (serving an average of 12 flights per day) could result in the following potential vehicle emissions:

Oxides of Nitrogen (NO _x):	0.25 tons/year
Carbon Monoxide (CO):	0.31 tons/year
Particulate Matter (PM):	0.018 tons/year

Embodied emissions from the facility's energy use will be minimal and thus were not calculated.

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.

Buses will meet EPA Tier III emission standards.

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.

There are no surface water bodies on or in the immediate vicinity of the project site.

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.

The project will not require any work over, in, or adjacent to any surface water bodies.

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 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 on the site currently drains to Sea-Tac Airport's industrial wastewater system and is treated in the airport's Industrial Wastewater Treatment Plant. Upon project completion, the roof of the Concourse D Hardstand Holdroom will drain to the airport's storm drainage system. Outside the roof, the site will continue to drain to the industrial wastewater system.

Water treated in the airport's Industrial Wastewater Treatment Plant is discharged to Puget Sound via the Midway Sewer District outfall pipe or is sent to King County's South Treatment Plant.

Stormwater from the Concourse D Hardstand Holdroom roof will flow via existing catch basins and pipes to a detention pond located just south of South 188th Street near the Fuel Tank Farm. This pond discharges to a treatment facility along the south end and flows to the East branch of Des Moines Creek then to Puget Sound. Low impact development (LID) feasibility will be evaluated per land use development requirements specified in the Department of Ecology's Stormwater Management Manual for Western Washington. LID opportunities may include water conveyed from the facility's roof.

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.

- 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 site. The additional impervious surface water is minor and is not anticipated to affect drainage patterns.

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?

Existing landscaping is anticipated to be removed or altered as a result of the relocation of the Airport Operating Area fence. Trees that are within five feet of the Airport Operating Area fence will be removed or trimmed to meet security requirements. This will include 6 birch trees, 3 hemlock trees, and shrubs immediately east of the facility, immediately adjacent the Departures Drive.

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 landscaping adjacent to the facility site and relocated Airport Operating Area fence will be maintained to the best extent practical. Landscaping will be included in the perimeter of the building (i.e. native grasses).

Where impacts occur to existing landscaping, vegetation will be replaced per requirements of the City of SeaTac/Sea-Tac International Airport Interlocal Agreement and Sea-Tac International Airport Landscape Design Standards. It is anticipated that security-compatible landscaping will be placed in lieu of any impacted landscaping (ex. shrubs, tall grasses, etc.), albeit at a specified distance from the Airport Operating Area security fence.

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 at or near the project 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, , , other: , , , , 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.

The Concourse D Hardstand Holdroom will use electricity to serve mechanical and electrical systems. The facility will also be served by the airport's central mechanical plant, located under the main terminal/parking garage, for heating and cooling.

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

The project is not expected to affect the potential use of solar energy on 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 project will be seeking the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) certification. Under the project, energy conservation will be sought by using a high performance mechanical system, enhanced thermal envelope, lighting power efficiencies (i.e. internal and external), and maximizing daylighting.

The facility will meet all current Washington State 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.**

There are no known environmental health hazards, including exposure to toxic chemicals. There is no risk of fire and explosion, spill, or hazardous waste that could occur as a result of the proposal.

Buses will be fueled by a small tanker truck operated by the Sea-Tac Airport fuel consortium. Refueling will only occur within areas designated within the Industrial Wastewater System (IWS).

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 or conditions that might affect the program. If contaminated chemicals or conditions are encountered that might affect the program, plans will be in place to handle hazardous chemicals or 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.

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 hazardous 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 anticipated to begin in August 2017 and be completed in June 2018. Construction is anticipated to occur during business hours and adhere to City of SeaTac Municipal Code requirements.

Long-term noise is not anticipated as a result of the project, because the project will not increase aircraft operations. This facility, after completion, will be part of the existing airport terminal.

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.

Long-term noise mitigation measures are not proposed because the project will not change existing land use.

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 site is used seasonally for cruise ship passengers flying in and out of Sea-Tac Airport, known as the North Ground Transportation Lot. These activities will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the airport's parking garage.

North and west of the proposed facility is the airport's main terminal, i.e. Concourse D. East and south of the proposed facility is the airport's Northeast Ground Transportation Lot, Departures Drive, Arrivals Drive, and the Sea-Tac Airport's Parking garage. See Appendix A.

The proposal will not affect the current land uses on nearby or adjacent properties.

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 non-forest 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 oversize 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.

Currently, there are no structures on this site. Sea-Tac Airport's main terminal is comprised of four concourses and two satellite terminals. This project will be connected to the main terminal along Concourse D. Sea-Tac Airport's parking garage is located adjacent to the project site.

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

There are no permanent structures located on site. A seasonal cruise operations tent will be removed.

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

The site 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.

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 project site is not classified as a critical area by the city or county.

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

It is anticipated that the two new concessions spaces within the project will employ 20 full time employees. It is anticipated that airline employees will be relocated from existing areas within Sea-Tac Airport's terminal.

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, therefore no measures are necessary.

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 project.

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?**

The Concourse D Hardstand Holdroom will be the only structure on site. The tallest point of the structure will be approximately 32 feet. The facility's exterior will primarily be metal and glass.

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

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:**

No measures are proposed because no aesthetic impacts are expected from this project.

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. Glare may occur from exterior glazing during daylight 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.

- 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.

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

Downward lighting is proposed to minimize light impacts. Painted metal paneling is proposed to minimize glare impacts.

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.

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 are 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.

The Concourse D Hardstand Holdroom would be located within the airport's security fence, located west of Air Cargo Road, Departures Drive, Arrivals Drive, International Boulevard (State Route 99), and immediately west of South 176th Street. No public vehicle access will be allowed

to the site. Passenger vehicles will continue to access the Main Terminal from Airport Expressway via Arrivals and Departures Drives. Airport Expressway connects vehicles to State Route 99 and State Route 518, which connects to Interstate 5 to the east. Localized surface traffic, with the project, is anticipated to remain unchanged.

During construction, the primary construction access route ingress/egress will be via State Route 518, exiting south on State Route 99, then south on International Boulevard, west on 160th Street, and south on Air Cargo road to Gate E-100. Secondary construction access ingress/egress will be via State Route State Route 518, exiting south on State Route 99, then south on International Boulevard, west on 154th Street, and south on Air Cargo road to Gate E-100.

See Section 14.h and Appendix A 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?

The project site is not specifically served by public transportation, but the airport is served by public transportation. The nearest public transportation site is located near the Airport Expressway, i.e. Link Light Rail and King County Metro, a quarter mile to the east and southeast.

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 seven additional bus parking spaces created by the project. In total, 14 spaces will be available for bus parking at the Concourse D Hardstand Holdroom. Bus parking is available at the existing Northeast Ground Transportation Lot for the displaced seasonal cruise operations.

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 on public roads as a result the completed program.

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:

- ~ 45 large truck trips to haul demolition materials ~7,500 cubic yards asphalt and soils
- ~ 330 large truck trips to deliver import materials (ex. fill, facility materials and equipment, etc.)

Infill of the site is anticipated to generate the largest concentrated vehicle traffic, 240 trucks during a two-week period that is anticipated in quarter four 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 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 Air Cargo Road with ingress and egress via State Route 509 and State Route 518, using Sea-Tac Airport roadways as much as possible.

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 are 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.

No new utilities are proposed for the project; existing utilities will be used.

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: June 6, 2017

APPENDIX A

Site Map



Existing: North Ground Transportation Lot
Proposed: Concourse D Hardstand Holdroom

Existing: Northeast Ground Transportation Lot
Proposed: Northeast Ground Transportation Lot (relocate users of North Ground Transportation Lot)



APPENDIX B

**Concourse D Hardstand Holdroom
Airport Operating Area (AOB) Bus Route (anticipated)**



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	CO ₂ = 12,252 kg/year CH ₄ = 0.038 kg/year N ₂ O = 0.0048 kg/year	No measures are proposed to reduce these emissions.
Stationary Combustion	Not Applicable	Not Applicable	
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	
Transportation 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?
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.