

**ENVIRONMENTAL CHECKLIST**  
***Seattle-Tacoma International Airport (Sea-Tac Airport)***  
***Angle Lake School Demolition Project***

**Mitigation:** In 2002, the Washington State Department of Archaeology and Historic Preservation (DAHP) reviewed an Environmental Impact Statement for the region's new Sound Transit light rail system, which was accompanied by a cultural and historical resources survey and historic site inventory form. As part of that review, the Department identified Angle Lake School as eligible for listing on the National Register of Historic Places in November 2002. DAHP affirmed this determination of eligibility in an environmental review of the Port of Seattle's Sea-Tac International Airport Comprehensive Development Plan (CDP) in January 2007. The subject property, the former Angle Lake School, was not part of the Port's CDP.

The Port of Seattle now plans to demolish the Angle Lake School buildings. The Port determined in conjunction with their historic preservation consultant and DAHP that a mitigation effort would accompany a SEPA checklist for the proposed demolition project to mitigate for potential historic and cultural impacts. A current Historic American Building Survey (HABS) report was prepared as a mitigation effort along with a subsequent permit review document (a SEPA Checklist). The HABS report follows the format established by the Historic American Building Survey for a Type II report, and it documents the property's history and architecture. In addition to this report, the Port of Seattle's consultant contracted with a local organization, the Highline Historical Society, which undertook several oral histories with former students of the Angle Lake School.

Written transcriptions of the oral interviews and printed copies of this HABS report are provided to the Burien Branch of the King County Library System, the Highline Historical Society, and the Museum of History and Industry in Seattle. An archival set, consisting of the HABS report with original negatives and printed photographs and transcription notes, is located at the Washington State Department of Archaeology and Historic Preservation, in Olympia, along with a CD with the same content.

**A. BACKGROUND**

**1. Name of proposed project, if applicable:** Angle Lake School Demolition Project

**2. Name of applicant:** Port of Seattle

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

Steve Rybolt, Environmental Management Specialist (206) 988-5527

Port of Seattle, Sea-Tac Airport

P.O. 68727

Seattle, WA 98168

[Rybolt.S@portseattle.org](mailto:Rybolt.S@portseattle.org)

**4. Date checklist prepared:** June 12, 2008

**5. Agency requesting checklist:** Port of Seattle (SEPA File Number: 08-08)

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

Demolition is anticipated to start in as soon as permits are received. The length of the project demolition, grading and paving is expected to last several weeks.

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

There are no future additions, expansion, or further activity related to or connected with this proposal. The Port of Seattle has not made any decisions on what to do with the site after demolition of the structures on the site. Proposals for future use of the site may require additional environmental review as appropriate.

In the absence of a proposal for the vacated site, the Port may opt for temporary uses that have been used in the past such as vehicle parking or storage.

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

- Phase I Environmental Site Assessment Parcel 798S Angle Lake School, SeaTac, Washington. Prepared for the Port of Seattle. January 12, 2004. Prepared by Pinnacle GeoSciences.
- The Angle Lake School, SeaTac, Washington Historic American Building Survey. Prepared by BOLA Architecture + Planning. April 2008.

**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.**

There are no applications pending for governmental approvals of other proposals directly affecting the property covered by this proposal.

In 2006, the SeaTac City Council approved plans for development of areas around two new Sound Transit Light Rail Stations. The light rail project will link the community and airport with Seattle and Tacoma. Sea-Tac Airport's third runway is scheduled to begin operation in November 2008 and the light rail in 2009.

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

- Demolition Permit
- Grading Permit
- Right of Way Permit
- Haul Permit
- Washington Dept. of Ecology (DOE) National Pollutant Discharge Elimination System (NPDES) permit
- DOE approval for removal and installation of underground storage tanks.
- Puget Sound Clean Air Agency (PSCAA) Asbestos Removal Notification

**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.)**

**Project Background:** The Angle Lake School property is located in the present city of SeaTac, Washington, south of the SeaTac International Airport, which is owned and operated by the Port of Seattle (POS). School functions were moved out of the buildings in the mid-1970s, and the buildings were vacated in August 2005 by the original owner, the Highline School District.

In 2005 the Port of Seattle purchased the Angle Lake School property. With the acquisition, the Port allowed several existing tenants, including several community non-profit organizations, who leased space on a month-to-month basis to remain in non-profit the main school structure for several years. The tenants included a daycare facility, machinist union IMAAW Local 2202 and District 143 offices, a Christian church, and a water testing company, and the Highline Historical Society. The Port adapted the main floor of

the nearby gym as a temporary staff office space. The tenants left the school building in early to mid 2007, and the school buildings and property have been vacant since that time.

Despite efforts to secure the property with fencing and locks, vandals entered the main school building in late 2007 apparently to strip copper wiring, an activity that resulted in considerable damage to the interior finishes. In late 2007, the Port secured the buildings by installing plywood panel over glazed window and door openings.

On May 31, 2008, a three-alarm fire burned the main school building to the north. The fire is currently under investigation as arson. It has not yet been determined if the building debris from the fire is required to be removed as a safety issue under an emergency permit or if the Port will be able to demolish all the buildings at the same time when permits are received.

The site is within one-half mile of the airport runway, directly below its flight pattern and is in an area zoned for airport-related uses. The buildings are isolated from both residential and commercial development. The POS has not identified an appropriate use for the buildings and does not view them as candidates for a successful rehabilitation. Although it has not identified any specific uses for the property, the Port proposes to demolish the buildings in early 2008.

In 2002, the Washington State Department of Archaeology and Historic Preservation (DAHP) reviewed an Environmental Impact Statement for the region's new Sound Transit light rail system, which was accompanied by a cultural and historical resources survey and historic site inventory form. As part of that review, the Department identified Angle Lake School as eligible for listing on the National Register of Historic Places in November 2002. DAHP affirmed this determination of eligibility in an environmental review of the Port of Seattle's Sea-Tac International Airport Comprehensive Development Plan in January 2007. The subject property, the former Angel Lake School, was not part of the Port's development plan.

This current Historic American Building Survey (HABS) report is a mitigation effort, prepared along with a subsequent permit review document (a SEPA Checklist). The HABS report follows the format established by the Historic American Building Survey for a Type II report, and it documents the property's history and architecture. In addition to this report, the Port of Seattle's consultant has contracted with a local organization, the Highline Historical Society, which undertook several oral histories with former students of the Angle Lake School.

Written transcriptions of the oral interviews and printed copies of this HABS report are provided to the Burien Branch of the King County Library System, the Highline Historical Society, and the Museum of History and Industry in Seattle. An archival set, consisting of the HABS report with original negatives and printed photographs and transcription notes, is located at the Washington State Department of Archaeology and Historic Preservation, in Olympia, along with a CD with the same content.

**Project Description:** The proposal is to demolish the existing buildings including the north building that was recently burned. Signage and retaining walls on the site as well as other above ground structures at the site are to be removed including: light poles, fences, curbs, landscaping, stairs, vaults, fire hydrants, and guardrails. Existing utilities would be relocated or terminated if no longer used. Asphalt and vegetation would be moved as necessary to create a level terrain. The site would be graded following demolition to create level terrain and then paved.

- 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, 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 Angle Lake School property is located in the present city of SeaTac, Washington, south of the SeaTac International Airport, and South of South 192<sup>nd</sup> Street and west of 28<sup>th</sup> Avenue South in the City of Sea-Tac. The street address is 19215 28<sup>th</sup> Avenue South in SeaTac, Washington (*See Figure 1 – Vicinity Map*). Section 4, Township 22 North, Range 4 East, W.M., in King County, Washington.

## TO BE COMPLETED BY APPLICANT

### B. ENVIRONMENTAL ELEMENTS

#### 1. Earth

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

The site is flat to hilly.

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

The property is northwest of Angle Lake, at the top of a hill. The site around the three school buildings is relatively level and slopes dramatically down to the street on the north.

- 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 prime farmland.**

The site is in the Des Moines drift plain, an area of glacial outwash with sand, silt, and gravel. The soils are of the Alderwood formation, a moderately well-drained gravel and sandy loam underlain with dense, slowly permeable glacial till.

- 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 soils in the immediate vicinity of the proposed sites.

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

There is no fill or excavation as part of this project. Grading may be required to level the site following demolition of the building structures. The total amount of grading and paving is expected to be approximately 22,000 square feet.

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

The potential exists for erosion to occur during site grading or demolition. However, erosion control and prevention measures would be undertaken to minimize that potential. The Port proposes to use best management practices (BMPs), including a sediment and erosion control plan to minimize erosion.

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

The project does not propose to add impervious surface as part of this project.

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

The Port's master contract specifications to control erosion and water quality are considered state-of-the-art and would be included in the project contract.

#### 2. Air

- a. **What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**

The project would involve demolition activities, which are anticipated to result in temporary, localized increases in emissions. These temporary construction-related emissions would be well below 100 tons per year for each of the following pollutants: nitrogen oxides, carbon monoxide, volatile organic compounds, fine particulate matter, and sulfur oxides.

- 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 or odors that would affect this proposal.

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

Contractors would be required to comply with PSCAA's regulations, requiring reasonable precautions to be taken to minimize dust emissions. The Port's contract specifications also control contractor activities in this regard. Reasonable precautions may include, but are not limited to, the use of wet (or chemical) suppressants during dry weather, reducing vehicle speeds, cleaning vehicle undercarriages before they exit to prevent track-out of mud or dirt onto paved public roadways, and taking other measures to minimize dust emissions.

The project does not propose any building or paving as part of the project. Therefore, no greenhouse gas emissions (GHG) are expected after the demolition of the buildings and grading of the site is complete. GHG emissions would result from the transportation and disposal of materials from the demolition site (See GHG worksheet – Attachment 1).

**3. Water**

**a. Surface**

- 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 northwestern corner of the property is a wetland area with natural vegetation of trees, bushes and shrubs (City of SeaTac Comprehensive Plan wetland and stream classification map).

- 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 work within 200 feet of the wetland area.

- 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.**

No fill or dredge material would be placed in or removed from surface water or wetlands.

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

The project would 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 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.**

No discharges of waste materials to surface waters are expected.

**b. Ground:**

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

No ground water would be withdrawn, nor would water be discharged to groundwater.

- 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.

No waste material would be discharged into the ground from septic tanks or other sources. In approximately 2002, the school building was connected to the public sewer system and the septic tank was removed. The area occupied by the septic drain field was within the present one-acre grassy area at the north end of the school. The drain field was regraded when the septic tank was removed.

**c. Water Runoff (including storm water):**

**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.**

Runoff from the project would connect to the existing stormwater collection system that drains ultimately to Des Moines Creek.

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

No waste materials would enter ground or surface waters. Construction BMPs would be used to control erosion and sedimentation, and to limit spill potential.

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

Construction BMPs, including drain filter inserts, check dams, and silt fences (as appropriate) would be used to limit erosion and sediment transport.

A former water supply well constructed in approximately 1945 is present on the property and will be properly abandoned by a licensed well driller as part of this project to prevent it from becoming a conduit for possible contaminants to enter the underlying water supply aquifer.

**4. Plants**

**a. Check or circle types of vegetation found on the site:**

- deciduous tree: alder, maple, aspen, cottonwood, Lombardy poplars other: sycamore ornamentals
- evergreen tree: fir, cedar, pine, other: hemlock
- shrubs: Himalayan blackberry, yarrow, Scots broom
- grass,
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other: soft rush
- water plants: water lily, eelgrass, milfoil, other
- other type of vegetation: English ivy, ornamental shrubs

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

Landscaped grass, shrubs and trees would be removed as needed during demolition.

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

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

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

No landscaping is proposed as part of this project.

**5. Animals**

**a. Circle any birds and animals that have been observed on or near the site or are known to be on or**

**near the site:**

birds: red-tailed hawk, heron, eagle, songbirds, other: starlings, crows, gulls, pigeons  
mammals: deer, bear, elk, beaver, other: rodents (Norway rat, tree rat), small mammals  
fish: bass, salmon, trout, herring, shellfish, other:

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

No listed threatened or endangered species known to use the site. Bald eagles occasionally fly in the vicinity of the airport but air traffic and airport operations decrease the likelihood of their presence.

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

The site is not part of a migration route. Existing air traffic and airport operations decrease the likelihood of bird migration in the area.

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

No measures are proposed.

**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.**

During demolition, grading and paving, the project would use electricity to provide power for demolition and construction tools, and construction vehicles would use diesel and gasoline fuels for operation. No energy would be required for the completed project.

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

This project would not 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:**

Proposed measures to control energy impacts during construction would include locating construction staging areas as close as possible to the site.

**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.**

The following properties pose potential concerns during demolition due to the possible presence of contaminated soil, contaminated groundwater, asbestos-containing material (ACM), lead-base paint (LBP) or PCB-containing equipment.

The school's boiler room showed evidence of periodic flooding, likely from surface water entering the room through the outdoor concrete stairwell that may intercept some rainfall and surface water flow.

**b. Describe special emergency services that might be required.**

Construction-related accidents or injuries may require response from local fire, police, aid units or ambulances. The Port maintains its own police force and fire fighting and rescue units and would provide the initial response.

Special emergency services which could be required in response to a release of hazardous or toxic substances include Port of Seattle fire department personnel with hazardous materials training, experience or appropriate equipment. The Port also has an environmental response team.

All construction contractors would be required to abide by the Port's contract conditions regarding encounter with contaminated soil or groundwater. Therefore, no additional emergency services should be required.

**c. Proposed measures to reduce or control environmental health hazards, if any:**

The Port would alert all potential construction bidders to potential hazardous waste issues, and would require all construction contractors to abide by the Port's contract conditions to ensure the contractors are prepared to encounter contaminated soil or groundwater. The Port would include special environmental conditions as appropriate including, but not limited to, those listed below:

- Regulated Materials Submittals
- Environmental Regulatory Requirements
- Hazardous Materials Management, Planning and Execution
- Lead-Containing Paint Work Controls
- PCB-Containing Light Ballast Removal and Disposal
- Removal and Disposal of Fluorescent Lamps
- Asbestos Abatement
- Handling Contaminated Soil
- Stormwater Pollution Prevention Plan (SWPPP)

**b. Noise**

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

Noise in the vicinity of the project site area includes airport operations, surface traffic noise from International Boulevard and other major arterials and commercial business operations and is not anticipated to affect the project.

**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.**

Noise typically associated with demolition, grading and paving activity would be expected on a short-term basis. These noise sources include cranes, concrete saws, trucks, equipment used to excavate, jackhammers, and other construction equipment. The median noise level for most of the equipment to be used at the project site would probably range from 75 to 85 dBA at a distance of 50 feet.

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

The contractor would be required to comply with all federal, state, and local regulations relating to construction noise to reduce the potential for temporary, disruptive noise impacts associated with demolition, grading and paving. Using enclosures or walls to surround noisy equipment, installing mufflers on engines, substituting quieter equipment or construction methods, minimizing time of operation, and locating equipment farther from sensitive receptors, can reduce construction noise.

**8. Land and Shoreline Use**

**a. What is the current use of the site and adjacent properties?**

The site is occupied by several vacant elementary school buildings, outbuildings, gravel roadways, and adjacent grassy areas. Three permanent building, two of wood frame construction and one of brick, and a brick water well house make up a complex used for several decades as an elementary school. The windows of all the buildings have been boarded up due to vandalism that occurred late in 2007.

A large grassy area north of the northern-most school building was formerly occupied by a large septic drain field that served the school building for over sixty years. The northwestern corner of the property is a wetland area with natural vegetation of trees and under story bushes and shrubs.

Historically the site was developed with a playfield, paving, and bus drop off area. Most of these elements have been removed and the current site consists of un-mowed turf with trees and bushes. The driveway and a parking area south of the buildings remain. The driveway is secured at its foot by a chain.

The property is currently surrounded by developed parking lots, Port of Seattle maintenance facilities low-scale hotels, restaurants, and other buildings with service businesses associated with the airport.

**b. Has the site been used for agriculture? If so, describe.**

The site has not been used for agriculture in recent times.

**c. Describe any structures on the site.**

There are three permanent buildings on the site. Two buildings are of wood frame construction and one is of brick construction. The northern-most school building was burned by a three-alarm fire on May 13, 2008. The north section of the building was destroyed and the roof caved in during the fire. The entire area is now surrounded by security fencing as the fire department investigates the arson. A brick water well house completes this building complex that was used for several decades as an elementary school.

Angle Lake School was one of many schools closed during the 1970s, due to declining enrollment throughout the district. The school administration and PTA organized a “decommissioning ceremony” on June 13, 1975. After 1975, the building continued to be used for a variety of functions. In 1980, the Kent School District used it to house an alternative high school program, known as the Thomas School. The City of SeaTac occupied the building as its initial city hall in 1990 to 2003. In 2005, the POS acquired the property, and allowed non-profit organizations to occupy the main school structure for several years, while adapting the main floor of the nearby gym as a temporary staff office space. The non-profit tenants once included the Highline Museum, a martial arts school for disadvantaged youth, a childcare and preschool program, and several church organizations. The Highline Historical Society left the building in early 2007 and the other tenants soon afterwards. The school buildings and property have been vacant since that time.

**Gymnasium Building**

The building is a wood frame single-story structure of approximately 3,240 square foot and was constructed in ca. 1937.

**The Main School Building**

The Main School Building was constructed in 1937 and is a two-story structure of approximately 11,400 square feet. In 1950, a major expansion was completed with an addition on the north end of the building, which added 8,150 square feet. This building is the one that was burned by a three-alarm fire on May 13, 2008 and the roof caved in and the north part of the building is destroyed.

**The Annex Addition**

This building is a free-standing, one story, 4,292 square foot structure linked to the north end of the older school by a covered walkway.

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

All structures on the site will be demolished.

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

The site is within one-half mile of the airport runway, directly below its flight pattern, and is in an area zoned for airport-related uses as Aviation Commercial (AVC).

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

The current Comprehensive Development Plan designation for the site is Airport for Port-owned land.

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

None of the site is in a shoreline area.

**h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.**

None of the area affected by the project has been designated as environmentally sensitive.

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

The proposed project would not provide any housing.

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

The proposed project would not displace any homes.

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

No measures are necessary.

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

The proposed project is compatible with existing and projected land uses at the Airport. Future development on the project site will be subject to environmental review to ensure that it is compatible with existing and projected land use plans.

**9. Housing**

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

No residential uses are present at the project site and no residential occupancy is proposed.

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

No units would be eliminated.

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

No such measures are necessary.

**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?**

No new building structures are proposed.

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

Temporary visual impacts during demolition, grading and paving would include the presence of demolition equipment, materials, signage, disturbed areas, and staging areas in the construction zone that would reduce the visual quality of the immediate area.

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

No measures are proposed.

**11. Light and Glare**

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

During demolition, grading and paving, the contractor may use portable lights for some early morning or evening work activities. This construction lighting may produce glare off-site. Glare from construction

lighting may be shielded as appropriate to minimize off-site glare.

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

No light or glare from the finished project would be a safety hazard or interfere with views.

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

No existing off-site sources of light or glare have been identified.

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

No measures to reduce or control light and glare impacts are proposed. Lighting for the completed project would be similar to the existing lighting at the site.

**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 of the site. Tye Golf Course is located to the west of the project site.

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

The proposed project would not displace existing recreational uses.

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

Measures to reduce impacts to recreation are not expected to be necessary.

**13. Historic and Cultural Preservation**

**a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

In 2002, the Washington State Department of Archaeology and Historic Preservation (DAHP) reviewed an Environmental Impact Statement for the region's new Sound Transit light rail system, which was accompanied by a cultural and historical resources survey and historic site inventory form. As part of that review, the Department identified Angle Lake School as eligible for listing on the National Register of Historic Places in November 2002. DAHP affirmed this determination of eligibility in an environmental review of the Port of Seattle's Sea-Tac International Airport Comprehensive Development Plan in January 2007. The subject property, the former Angle Lake School, was not part of the Port's development plan.

**b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

No Traditional Cultural Properties or archaeological, scientific, or cultural importances (other than the school property described above) are documented within the area affected by the project.

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

The Port determined in conjunction with their historic preservation consultant and DAHP that a mitigation effort would accompany a SEPA checklist for the proposed demolition project to mitigate for potential historic and cultural impacts. A current Historic American Building Survey (HABS) report was prepared as a mitigation effort along with a subsequent permit review document (a SEPA Checklist). The HABS report follows the format established by the Historic American Building Survey for a Type II report, and it documents the property's history and architecture. In addition to this report, the Port of Seattle's consultant has contracted with a local organization, the Highline Historical Society, which undertook several oral histories with former students of the Angle Lake School.

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If the items are still intact after the May 31<sup>st</sup> fire, the Port will provide the following requested items to the Highline Historical Society:

- Leaded window panes above the north-east stairway
- Siren-type loudspeaker/bell above north entrance
- Doorknob in room across from “chalkboard room”
- One panel of the original checkerboard-shaped window in main building
- Small, round light fixture in gym
- Blackboard from the “chalkboard room”

Additional measures to reduce impacts to historic or cultural resources are not expected to be necessary. Although highly unlikely, if potentially significant cultural resources are discovered during construction excavation, the Port would immediately suspend construction activity in the immediate area until a qualified archaeologist could accurately assess the context and integrity of the find. Upon discovery of significant cultural resources (e.g., human skeletal remains), the King County Sheriff, the Port, and if necessary, any affected Native American Tribes, would be contacted immediately.

## 14. Transportation

### a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The primary streets serving the project are:

- International Boulevard (SR99) is a six-lane principal arterial located within the city limits of SeaTac, which serves both regional and local traffic.
- SR 518 is a four-lane limited access freeway serving regional trips between I-5, Sea-Tac Airport, and Burien.
- South 160<sup>th</sup> Street is an east/west roadway consisting of four travel lanes.
- South 170<sup>th</sup> Street is an east/west route consisting of four travel lanes.

**b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

The site is served by King County Metro bus service.

**c. How many parking spaces would the completed project have? How many would the project eliminate?**

There are no parking spaces at the proposed site that are currently in use. There are no proposed parking spaces in the completed project.

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

No new roads or streets, or improvements to existing roads or streets, not including driveways, are included in this project.

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

The proposed project would not use water, rail or air transportation.

**f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The proposed project is not expected to generate substantial additional traffic.

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

Other projects may be under construction during the proposed project construction. Coordination with other projects would be required to allow traffic to flow smoothly. Construction traffic would generate temporary, short-term increases in traffic from construction vehicles. The general construction traffic impacts would be caused by the arrival, departure, and parking of construction workers' vehicles; and the arrival, departure, and maneuvering of construction material and construction equipment delivery vehicles.

**15. Public Services**

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

The proposed project is not expected to require the need for increased public services.

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

No specific measures are proposed or foreseen to be necessary for the proposed project.

**16. Utilities**

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

The site is currently vacant. Utilities available at the site include:

Water: City of SeaTac and Port of Seattle

Sewer: ValVue Sewer District

Electrical: Puget Sound Energy, Seattle City Light and Port of Seattle

Natural Gas: Puget Sound Energy

Telephone/Communications Services: Qwest

Refuse Service: City of SeaTac

**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 that might be needed.**

No new utilities are proposed for the site.

**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:** \_\_\_\_\_ **Signature on File**

**Date Submitted:** \_\_\_\_\_ July 17, 2008



Attachment 1 – Greenhouse Gas Emissions Worksheet

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO <sub>2</sub> e)			Lifespan Emissions (MTCO <sub>2</sub> e)
			Embodied	Energy	Transportation	
Single-Family Home.	0		98	672	792	0
Multi-Family Unit in Large Building .....	0		33	357	766	0
Multi-Family Unit in Small Building	0		54	681	766	0
Mobile Home	0		41	475	709	0
Education .....		0.0	39	646	361	0
Food Sales .....		0.0	39	1,541	282	0
Food Service .....		0.0	39	1,994	561	0
Health Care Inpatient ....		0.0	39	1,938	582	0
Health Care Outpatient ...		0.0	39	737	571	0
Lodging .....		0.0	39	777	117	0
Retail (Other Than Mall)....		0.0	39	577	247	0
Office .....		0.0	39	723	588	0
Public Assembly		0.0	39	733	150	0
Public Order and Safety		0.0	39	899	374	0
Religious Worship		0.0	39	339	129	0
Service .....		0.0	39	599	266	0
Warehouse and Storage		0.0	39	352	181	0
Other .....		0.0	39	1,278	257	0
Vacant .....		0.0	39	162	47	0

**Section II: Pavement.....**

Pavement.....		0.00				0
<b>Total Project Emissions:</b>						<b>0</b>