

ENVIRONMENTAL CHECKLIST

Seattle-Tacoma International Airport (Sea-Tac Airport)

Interim Fire Station Replacement

A. BACKGROUND

1. Name of proposed project, if applicable:

Interim Fire Station Replacement

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

4. Date checklist prepared: November 4, 2019

5. Agency requesting checklist: Port of Seattle – SEPA File Number 19-02

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

The Interim Fire Station replacement is expected to begin construction in Spring 2020 with project completion expected in Winter 2020.

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

This proposal would replace the existing Interim Fire Station with an expanded, yet still interim facility to accommodate existing needs at approximately the same location as the existing interim facilities. Longer-term, the Port is conducting environmental review for the Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP), which proposes to relocate the existing Primary Aircraft Rescue and Firefighting (ARFF) facility to accommodate construction of a new terminal concourse (i.e. North Gates [SAMP NTP environmental review project T01]).

The new SAMP NTP Primary ARFF (SAMP NTP environmental review project S02) would be located adjacent to the Interim Fire Station in the southwest corner of the airfield. A SAMP NTP Secondary ARFF (S03; similar to the Interim Fire Station) would be located within the new terminal concourse (North Gates [SAMP NTP environmental review project T01]). If approved and constructed, the future SAMP NTP Secondary ARFF would accommodate the functions to be served by the proposed Interim Fire Station, at which point the Interim Fire Station would be demolished.

This proposal addresses existing needs for fire equipment and response, regardless of whether the Port proceeds with any of the SAMP NTP. If the Port does not proceed with the SAMP NTP, this Interim Fire Station will be retained. If the Port proceeds with the SAMP NTP, this interim facility will be eliminated once the SAMP NTP Primary and Secondary ARFF are completed.

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

There is no known environmental information that has been prepared, or will be prepared, directly related

to this proposal.

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

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. Consistent with FAA requirements, there are currently two Aircraft Rescue and Firefighting (ARFF) stations at Sea-Tac: a primary ARFF located north of the Main Terminal and a secondary ARFF located in the southwest corner of the airfield (in the same location where the Interim Fire Station will be constructed).

The existing Interim Fire Station was established in September 2015. The existing Interim Fire Station consists of a 520 sq. ft. tent structure accommodating one (1) ARFF truck and 717 sq. ft. of leased space within the adjacent PACCAR facility housing two (2) firefighters. The purpose of this facility is to serve as a satellite (Secondary) ARFF station to the existing Primary ARFF. This facility ensures the FAA's mandated ARFF response times are met. However, the limited space in the PACCAR facility does not provide adequate living quarters, kitchen space, or other amenities to serve current firefighting needs and meet fire and building code requirements.

Proposed project. The Interim Fire Station replacement project will install a metal framed building to accommodate the living quarters for five (5) firefighters and a steel framed metal covered shelter for the storage of two (2) ARFF trucks. The existing Interim Fire Station will be demolished to provide space for the replacement Interim Fire Station. Total square footage for these two elements is approximately 6,500 sq. ft. The increase in facility size allows for the transfer of a second ARFF truck from the primary ARFF, includes additional equipment/storage area, living quarters for five (5) firefighters, amenities for these firefighters (e.g. kitchen, living space, and washrooms) not currently available within the existing facility, and addresses fire and building code requirements. These buildings will be located at the current location of the existing Interim Fire Station, directly east of the PACCAR hangar. Additional asphalt placement, a concrete slab, security fence relocation, and utility work are required to facilitate placement of the new metal framed building and shelter. The proposed facility will more adequately house firefighters and equipment.

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.

Seattle -Tacoma International Airport

17801 Pacific Highway South
Seattle, WA 98158

The project site is located in the southwest corner of Seattle-Tacoma International Airport, immediately east of the PACCAR facility and north of South 188th Street. See Appendix A.

Latitude: 47.43
Longitude: -122.31
Section 32, 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 generally flat.

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.

It is not expected that there will be extensive filling or grading at the site. Approximately 500 cubic yards of soil will be handled related to excavation associated with utility work.

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 Interim Fire Station site is approximately 82 percent impervious surface. An existing grassy strip (approximately 1,900 square feet) will be 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/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, e.g. water trucks to suppress dust and new equipment.

See Appendix B, "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, 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 west branch of Des Moines Creek flows into the Puget Sound and is located approximately 0.8 miles south of the Interim Fire Station, on the south side of Lagoon 3.

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.

No work will occur over, in, or adjacent to the Des Moines Creek.

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, 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 Interim Fire Station will discharge via connection to a nearby sanitary sewer line to Midway Sewer District. The restrooms will be sized to serve the five (5) firefighters at the facility 24 hours a day, 7 days a week.

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 Interim Fire Station site currently flows, and will continue to flow, via catch basins and detention facility to the West Fork of Des Moines Creek via Northwest Ponds. Storm drain system and discharges are subject to Sea-Tac Airports 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, bulrush, 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 Interim Fire Station area contains a 1,900 square foot grassy strip that will be removed. This area will be paved.

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:

The existing landscaping on the adjacent PACCAR hangar site will be maintained to the best extent practical. No new landscaping is proposed for this project.

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: hawk, heron, eagle, songbirds, other: starlings, crows, gulls, pigeons, woodpecker, hummingbird, jay, swallow

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

Electricity and/or natural gas will serve the site to provide heating, cooling, and energy needs for the facility. A diesel emergency generator will be located on the site. It will be used for emergency purposes and tested each month using ultra-low diesel fuel.

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 that will meet 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.

One generator with a self-contained fuel reservoir will be stored on site to ensure emergency power for the Interim Fire Station. This generator will have secondary containment and is subject to the site's Spill Prevention, Control, and Countermeasure Plan (SPCC).

The trucks stationed at this site will contain diesel fuel and aqueous film-forming foam (AFFF). Truck fuel and AFFF storage will not occur at this site. There will be no truck maintenance or fueling conducted at this site.

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.

4) Describe special emergency services that might be required.

No special emergency services are expected as a result of implementing the project. 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.

Once operational, the Interim Fire Station will continue to provide emergency response resources for the airport.

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 (e.g. excavation, building assembly, and paving), which are expected to begin in Spring 2020 and be completed in Winter 2020. Long-term operational noise is expected to be minimal and not change from current conditions. During emergency events sirens may be heard.

Construction is anticipated to occur during business hours and adhere to City of SeaTac Municipal Code requirements. However, paving may occur outside of business hours to minimize any runway closures.

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.

The project will utilize noise suppression equipment during project construction.

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 located at the southwest end of the airfield. The proposal will not affect the current land uses. The current use of the site is an existing Interim Fire Station. The proposed replacement Interim Fire Station will expand beyond the existing Interim Fire Station's footprint on existing pavement. See Appendix A. North of the project site is General Aviation and Taxiway Q. East is Taxiway Q and Runway 16C/34C. South of the site is the Snow Shed. West of the site is the PACCAR facility.

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 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.

There is currently a modular building at the Interim Fire Station Site. See Section A.11.

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

The modular structure described above (Section 8.c) will be demolished prior to construction.

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

The current zoning of 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?

Approximately two to five firefighters will reside and work in the building following the completion of the project.

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

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

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

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

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

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

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

There are no nearby agricultural or forest lands.

9. Housing

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

There will be no housing units provided by this program.

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

There will be no housing units eliminated by this program.

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

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

10. Aesthetics

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

The tallest height of the building will be 27'-6". The principal exterior building materials are likely to consist of exterior insulated metal panels, concrete wall elements, glazing and single ply PVC roof.

- 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:**

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. Because of FAA requirements minimizing glare and light trespass near active runway areas, lighting will be shielded to minimize any illumination from the project.

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

Light and glare are 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 adjacent PACCAR building and adjacent airfield are currently illuminated via fixed light poles. Although this project will provide outside illumination that meets safety requirements appropriate for an ARFF Station, this project does not anticipate producing light or glare beyond what 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 replace a structure constructed in 2015. There are no buildings, structures, or historic sites immediately adjacent to the project that are over 45 years old that would be impacted by this project.

- 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 listed or eligible historical, architectural, and/or cultural resource properties recognized by the State Historical Preservation Office (SHPO).

- 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 employee entrance to the project site will be through the main airport entrance, which is accessed via International Boulevard or the Airport Expressway. Access during construction may include secure gated entries adjacent to the airport along Air Cargo Road, South 154th St, and/or Starling Drive. Access to these roadways and gates will occur via State Route 509 and State Route 518.

- 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 Interim Fire Station location is served by King County Metro bus 158 on 8th Ave South. Additionally, Port of Seattle employees who will work at the Interim Fire Station, will be able to access the site from the main airport facility, which is served by Sound Transit route 560E/566; Sound Transit Link Light Rail Sea-Tac Airport Station; and King County Metro buses 156, 180, and the A line.

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

No parking spaces are currently at the project site; parking will remain at the parking lot adjacent to the site.

- 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).

Site access and egress are assumed to be unaltered from the site's current layout, which is accessed from the airport perimeter road. There are no known improvements required 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 of this project. Firefighters occupying the new facility currently reside within the existing facility or the primary ARFF.

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:

- ~ 3 dump truck trips to haul ~50 Tons asphalt and soils
- ~ 5 large truck trips to deliver the generator, and HVAC equipment
- ~ 45 truck trips to deliver ~400 cubic yards of concrete
- ~ 40 truck trips to deliver other materials to the project site

On peak days, during site grading and constructing the building, from March through June, ~4 vehicle trips are expected. There will be a single peak as the concrete is placed when ~10 vehicles trips are expected. These construction estimates are based on the basis of design completed by the Port of Seattle and past construction practices.

- 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 to Starling Drive, Air Cargo Road, and/or South 154th St. There are no proposed measures to reduce or control transportation impacts.

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.**

- 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: ☐ industrial wastewater system, ☐ stormwater

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

There are existing utilities immediately adjacent to the site (e.g. electricity, natural gas, water, and sanitary). The project will connect to these utilities.

Electricity (Bonneville Power Administration) and/or natural gas (Puget Sound Energy) will serve the site to provide heating, cooling, and energy needs for the facility.

Water will be provided by Seattle Public Utilities.

Refuse Services will be provided by Recology (recycling and garbage) and Cedar Grove (compost).


Telecommunication (internet and phone services) will be provided by Comcast.

Sanitary sewer will be served by Midway Sewer District.

Stormwater will be managed by the Port of Seattle.

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 Senior Environmental Programs Manager/Port of Seattle
Date Submitted: November 5, 2019

APPENDIX A

Site Map



APPENDIX B

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	Emergency generator (exercised ~24 hours annually) Building utilities (natural gas [i.e. heating, cooking, and hot water])	CO = ~0.0017 metric tons/yr CO ₂ = ~1.6 metric tons/yr NO _x = ~0.022 metric tons /yr SO ₂ = ~0.022 metric tons /yr PM = ~5.43E-05metric tons /yr *Includes generator and building utilities	No mitigation measures are proposed. This is an emergency generator and natural gas usage is minimal.
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	

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Transportation of Purchased Materials	Concrete, asphalt, and the structure are the primary components of the project. The Port will work with the contractor to source these components locally to the extent practical.	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.