ENVIRONMENTAL CHECKLIST

Seattle-Tacoma International Airport (Sea-Tac Airport)

C-1 Building Expansion Project

A. BACKGROUND

1. **Name of proposed project, if applicable:**

   C-1 Building Expansion

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:** March 16, 2020

5. **Agency requesting checklist:** Port of Seattle – SEPA File Number 2020-02

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

   In order to meet existing demand for post-security passenger amenities at Sea-Tac Airport (SEA), the Port of Seattle (Port) is planning facility improvements at the C-1 Building in Concourse C.

   Construction of the C-1 Building Expansion (C-1 Building) will occur in two phases:

   - Phase 1: Quarter 2 2022 to Quarter 3 2024. This phase will include all architectural, structural, mechanical, and electrical work required on the Baggage and Bridge Levels. Relocation of concession storage and Transportation Security Administration (TSA) office/baggage claim facility operation and support functions will also occur in this phase.
   - Phase 2: Quarter 4 2024 to Quarter 1 2026. This phase will focus on the construction of all levels above the concourse level of the C-1 Building and completion and delivery of the Gate C3 Holdroom Expansion.

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 plans for future additions or expansions directly related to the Project at this time. There will be no passenger gates added as a result of this Project. However, the sanitary sewer connection for the C-1 Building will need to be upsized to accommodate the C-1 Project. Requirements are currently being defined by the Port in the utility master plan (UMP).

   The Airport has a variety of unrelated proposed construction projects in the Project area. Examples of these projects include terminal restroom enhancements, updating terminal check points, ongoing airport, dining, and retail renovations, replacement of ramp pavement, and parking garage improvements. There may also be projects in the Project vicinity associated with the Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP). If the Port chooses to proceed with those projects after completion of environmental review, which is currently in progress, some of the projects may be under construction

during times that overlap with the Project construction, although in other areas of the Airport property. Examples include ramp area modifications, the Airport Expressway relocation, ground transportation improvements, construction of new terminal facilities, and associated utilities. Cumulative impacts may include increase in construction-related traffic on airport roadways and construction related emissions, although these are expected to be minor.

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

The following documents were prepared for the Project:

- Seattle-Tacoma International Airport C-1 Building Expansion Project: Project Definition Document (Updated December 24, 2019)
- Seattle-Tacoma International Airport Concession Master Plan Demand Analysis (October 29, 2019)

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.

There are no other applications pending for other proposals directly affecting the same portion of the airport terminal as the Project. Other construction projects identified in Question 7 affect other areas of the airport.

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

Yes, additional government approvals will be required in advance of Project commencement. These approvals include the following:

- Port 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 and Purpose of the Project

The C-1 Building (originally known as the Baggage Screen Facility [POS SEPA No: 03-11]), built in 2005, is an existing three-story facility (with two stories above ground) that primarily includes office space and baggage handling and screening equipment. The building was designed to "…allow for potential future expansion…for a potential total of six above ground levels."[1]

The Project will construct four additional floors on top of the existing C-1 Building, which is located adjacent to Gate C3 and between Concourses C and D (Figure 1). This proposed building expansion, to seven floors total (not including a mechanical penthouse), will provide additional airport dining and retail (ADR) opportunities, as well as needed office space and premium lounge space.

The building expansion will include the following:

- Renovation to existing bridge, baggage levels, and Concourse Level
- An additional four floors above the Concourse Level, for new dining and retail spaces, additional Transportation Security Administration (TSA) office space, and lounge or office space

[1] Port of Seattle SEPA No: 03-11

- A mechanical penthouse
- A small expansion for a loading dock and trash compactors
- An expansion to the existing Gate C3 Holdroom (passenger waiting area)

The Project will address deficiencies in capacity for ADR, hold room, lounge and office uses by adding four floors to the existing C1 Building, increasing the existing approximate 99,000 SF facility to roughly 203,000 SF, and expanding the existing C3 gate waiting area (currently 1,000 square feet [SF]) to approximately 2,300 square feet to allow it to meet standards for serving passenger levels. The project does not include any elements that would affect or increase aircraft operations.

SEA currently underserves the demand of the traveling public with ADR options in Concourses C and D.[2] Even with the addition of the Project's 24,000 SF of ADR space proposed within the existing terminal over the next five years, the Airport will still not meet current demand. Additionally, the existing passenger hold room at Gate C3 is significantly undersized to serve current aircraft activity and would be expanded to meet standard level-of-service criteria and avoid congestion on the adjacent concourse walkways.

The C1 Building expansion includes approximately 40,000 SF of office space, 14,000 SF of which is for Transportation Security Administration (TSA) on the bridge level, and another 7,000 SF of office for use by lounge operators. The remaining 19,000 SF will be allocated to either ADR tenants, or the Port of Seattle.

[2] Seattle-Tacoma International Airport Concession Master Plan Demand Analysis (October 29, 2019)

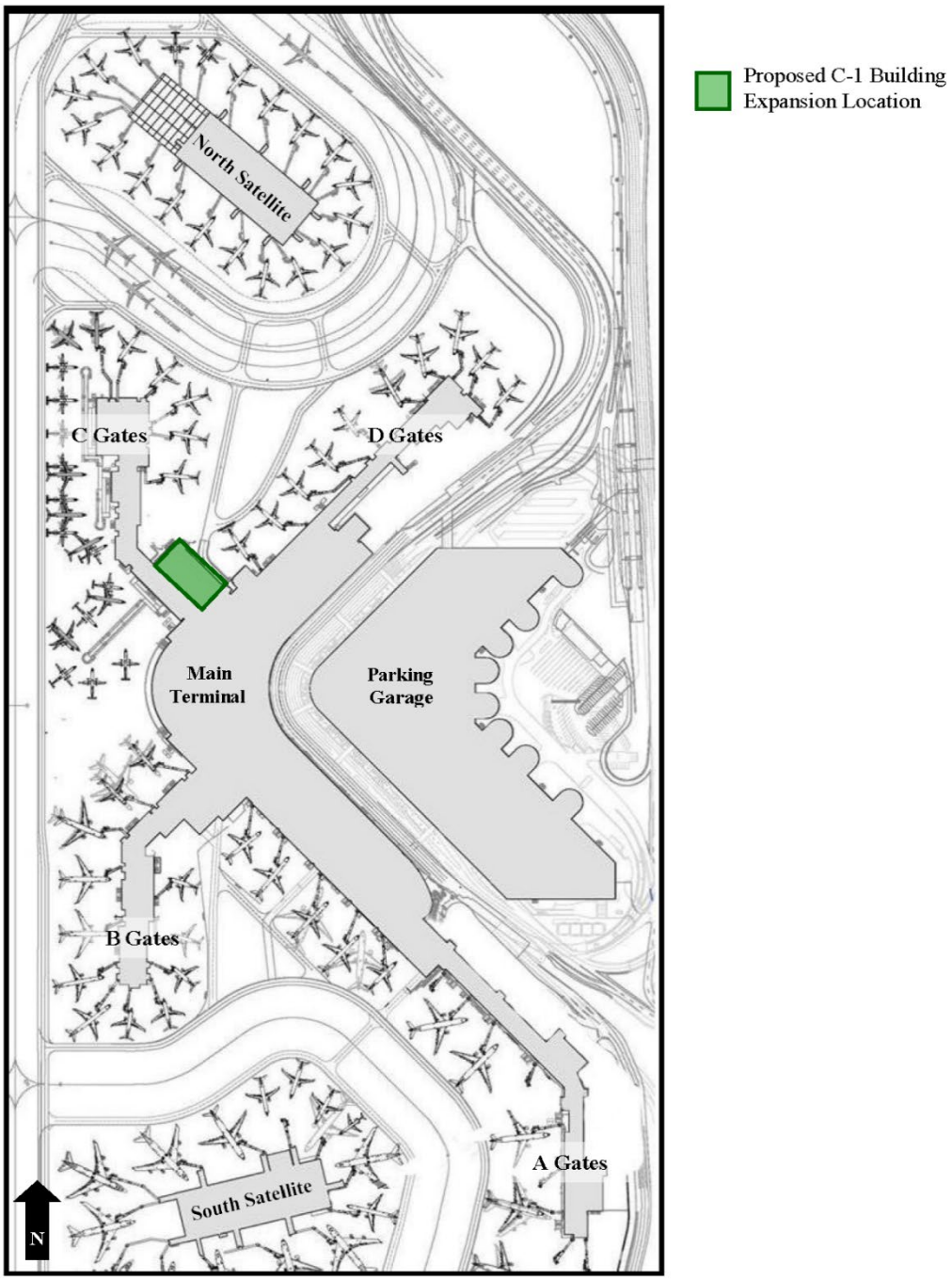


Figure 1
Project Location

The C-1 Building Expansion project (Figure 1) is being proposed to address lounge and concessions deficiencies, where existing facilities are not able to meet current passenger demand nor meet the goals for customer level of service at SEA.

The Airport Cooperative Research Program identifies several methods for benchmarking airport performance, including square footage per enplaned passengers.[3] This ratio has also been identified as a factor in airport customer level of service.[4] Table 1 summarizes the square footage-to-enplanement ratio for existing and forecasted 2021 conditions at SEA. These ratios are compared against a median ratio of 8.04 for the top 50 performing North American airports in 2018.[5]

Existing passenger use of the airport combined with current service deficiencies demonstrate the need for additional customer service facilities to meet existing demand.

Table 1. Comparison of SEA Concession Performance Ratio to Top Performing Airports

	SERVICE CATEGORY			
SCENARIO	FOOD AND BEVERAGE	RETAIL/ PERSONAL SERVICES	DUTY-FREE	TOTAL
SEA 2019* (actual)	2.80	2.21	0.17	5.18
SEA 2021* (forecast)	4.04	2.13	0.16	6.33
2018 Top Performing Median for similar square footage				**8.04**
SEA 2019 with C1-Expansion	3.63	2.72	0.17	6.53
SEA 2021 with C1 Expansion	4.84	2.63	0.16	7.63
2018 Top Performing Median for similar square footage				**7.95**

** The purpose of the demand analysis is to best understand airport, dining, and retail deficiencies and how to meet existing demand. The analysis identifies existing conditions (2019) and projects that are reasonably foreseeable and have existing contractual requirements under Lease Group 5 (2021).*

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

The Project will be located within SEA's fence line. The physical address is:

Seattle-Tacoma International Airport

[3] National Academies of Sciences, Engineering, and Medicine, 2011. *Resource Manual for Airport In-Terminal Concessions*. Washington, DC: The National Academies Press. Available at: https://doi.org/10.17226/13326.
[4] National Academies of Sciences, Engineering, and Medicine 2011. *Passenger Level of Service and Spatial Planning for Airport Terminals*. Washington, DC: The National Academies Press. Available at: https://doi.org/10.17226/14589.
[5] ARN 2019 Fact Book.

17801 Pacific Highway South
Seattle, WA 98158

Latitude: 47.443499
Longitude: -122.301922
Section 28, Township 23 North, Range 04 East

The Project is proposed at Concourse C (see Figure 1).

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 and completely paved (developed with impervious surfaces), with the steepest slope being less than 2%.

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.

The Project site is paved. 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 a history of unstable soils 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.

Earthwork activities for the Project will be limited to excavation for footing replacements, micro-piling, and pavement replacement.

The Project footprint (i.e. hold room, loading dock, and C-1 building expansion) will be 35,114 sf (0.81 acre), an increase of 5,029 sf from existing conditions. The C-1 Building proposes replacing approximately 15,000 sf of apron pavement, to bring the area into compliance with National Fire Protection Association (NFPA) Code 415, which requires fueling ramps to slope away from terminal buildings with a minimum grade of 1% for the first 50 feet.

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 (BMPs) will be implemented to minimize that potential, per the Project's Stormwater Pollution Prevention and Temporary Sediment and Erosion Control plans.

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

The Project site is paved and 100% impervious asphalt and concrete. The site will remain 100% impervious asphalt and concrete once the Project is complete.

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

During construction, a temporary erosion and sediment control plan will be in place to prevent erosion at the site; this is a requirement of the Port'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.

During construction, emissions will be generated from construction vehicles, equipment, and workers traveling to and from the Project area. Construction activities will 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 practicable (e.g., water trucks to suppress dust, and new equipment).

There will be an increase in the number of employees traveling to and from the site, and an associated increase in transportation-related emissions once the Project is complete. It is not expected that this increase in traffic will have adverse impacts to air emissions. This assumption is based on Commute Trip Reduction (CTR) and Airport employee parking data showing that many ADR employees do not travel to and from the airport in single occupancy vehicles.

See Appendix A, 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 will affect the 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 Master Specifications, to maintain and repair all equipment in a manner that meets state regulations and reasonably minimizes emissions.

The Port will also evaluate and consider options for reducing energy use below Washington State Energy Code.

Public transportation is available near the Project site as an alternative to single-occupancy vehicles for airport access; see Section 14.b for additional information. The Port also requires the design team to develop specific options to support employees that commute via active transportation, public transportation, or other non-drive modes.

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 waterbodies on or in the immediate site vicinity.

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 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 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 area 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 Project 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

Groundwater will not be withdrawn, nor will water be discharged to groundwater for this Project.

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.

The Project maintains essentially the same footprint and will collect the same roof runoff as the existing condition. Rainwater leaders currently empty into the Industrial Wastewater System (IWS) and are processed downstream with other IWS runoff collection. The Port intends to add installed tanks and containment structures into its existing Spill Prevention, Control, and Countermeasure (SPCC) Plan within 6 months of project completion.

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

Project design and construction management will prevent discharge of waste materials to surface waters through existing and upgraded stormwater BMPs as required by the Stormwater Management Manual for Western Washington, SEA's individual NPDES permit, and SPCC Plan.

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

The Project will maintain essentially the same footprint and will collect the same roof runoff as the existing condition. Currently, pavement in the vicinity slopes downward toward C-1 and Concourse C, forming a potential large surface runoff collection area. The C-1 Building proposes replacement of approximately 15,000 sf of apron pavement to bring the Project into compliance with NFPA 415 and

prevent this collection.

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

Water quality will be maintained by treatment under conditions of an approved Stormwater Pollution Prevention Plan. The Port also intends to add any installed tanks and containment structures resulting from the Project to the Port's existing SPCC plan within 6 months of completion.

4. Plants

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

_____deciduous tree: alder, maple, aspen, other:

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

_____shrubs

_____grass

_____ pasture

_____ crop or grain

_____ orchards, vineyards or other permanent crops

_____ wet soil plants:

_____ water plants:

_____ other types of vegetation

The SEA operation area is fully developed; there is no vegetation at the site.

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

The site is currently fully paved. No vegetation will be removed or added to the site.

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 Project area.

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

The site is currently fully paved. No vegetation will be removed or added to the site.

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 in the Project area.

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

Mammals: deer, bear, elk, beaver other: rodents, small mammals

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 properties.

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

SEA property and lands in the immediate 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. The Project is not expected to attract wildlife.

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

Rock pigeons and European starlings are the only invasive animal species known to exist at or near the Project 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.

Concourse C and the existing C-1 Building use electricity and natural gas to serve mechanical and electrical systems. Tenants within these concourses use electricity for cooking, lighting, and other typical activities, as well as natural gas for cooking, heating, and cooling. These existing systems will be updated to accommodate the Project.

Diesel generators may be needed for operations of the C-1 Building during emergencies.

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 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:

If new generators are required, the Port will require an evaluation of the power needs associated with generator use and non-fossil fuel options to meet that need. Non-battery powered generators will be required to have secondary containment, as outlined in the SPCC Plan.

The Project will use the most current version of Leadership in Energy and Environmental Design (LEED), as determined by the design team, with a baseline objective of LEED Silver v4.1.

Implementation of increased energy performance beyond the requirements of the Washington State Energy Code will be implemented to the extent practicable. In addition to the code requirements, the following measures will be implemented:

- Advanced occupancy-sensing controls to automatically dim the lighting when unoccupied
- Daylight sensors to automatically dim light fixtures near windows, in response to available daylight
- Digitally controlled LED lighting fixtures capable of visible-light communication, or use as Bluetooth beacons
- Ultra-efficient lighting fixtures that use the most recent developments in lumens-per-watt output
- Variable-frequency drives on all HVAC and pump equipment motors to improve control and commissioning

The Project will be completed in accordance with the Port's Sustainable Asset Management Policy (EX-15), the Sustainability Evaluation Framework Policy (Resolution No. 3768), and the guiding principle to reduce long-term capital and operating costs.

7. Environmental health

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

There are no known environmental health hazards for the Project.

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 known active and decommissioned jet fuel hydrant lines in and around SEA. 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. Pertinent local, state, and federal regulations will be followed during construction.

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. Upon completion of the Project, lubricants and fuel will be used during operations and maintenance. All toxic or hazardous chemicals will be stored in compliance with applicable regulations. Diesel fuel and gasoline will be used on-site to power construction equipment such as cranes, excavators, dump trunks, and power generators.

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 will 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:

No known environmental health hazards 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.

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 equipment during construction activities. Construction from the Project is expected to occur between 2022 and 2026.

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 or generate a substantial increase in vehicle trips. While vehicle trips are expected to increase, this increase will occur throughout a 24-hour period due to shift work and deliveries occurring during non-peak hours, minimizing any noise impacts associated with vehicle transportation.

The Project, based on size, location, and orientation, is not expected to have any impact on noise generated at the airport as there are other facilities within the area of similar size and orientation (e.g. North Satellite, Ramp Tower, and International Arrivals Facility).

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

Short-term noise from construction activities will be mitigated by using BMPs and adhering to the City of SeaTac's noise ordinance. No long-term noise mitigation measures are proposed, because the Project will not change existing 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 current use of the Project site is an airport terminal. Adjacent nearby land uses consist of active commercial runways and taxiways. The proposal will not affect current land use 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 nonforest use?

Airport properties have not been 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.

The C-1 Building (originally known as the Baggage Screen Facility [POS SEPA No: 03-11]), built in 2005, is an existing three-story facility that primarily includes office space and baggage handling and screening equipment. The building was designed to "…allow for potential future expansion…for a potential total of six above ground levels."[6] The existing structure serves as the basis for the proposed Project.

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

Existing pavement will be removed in some areas and repaired or covered.

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

The current zoning classification of the Project area is designated by the City of SeaTac as Aviation Operations (AVO). The land use designation will not change as a result of the Project, and there is no expected impact to nearby or adjacent land uses and properties.

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

[6] Port of Seattle SEPA No: 03-11

The current comprehensive plan designation by the City of SeaTac is Airport (AP) for the Project area.

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

The Project area is not within a designated 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 area is not classified as a critical area by the City of SeaTac or King County.

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

The Project will increase the number of concessionaires and tenants within the facilities. It is expected that there will be an increase in the number of individuals working within the completed Project. Approximately 600 full-time and part-time shift workers will work within the Project site.

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

The Project may displace existing facility tenants, such as TSA On-Screen Resolution Room workers, but any displacements will have in-kind replacement office space in the expanded C-1 Building.

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

There will be no permanent displacement impacts as a result of the Project.

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 the 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.

This Project does not include the construction of any housing.

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

This Project does not include the elimination of any housing.

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

There will be no housing impacts as a result of the Project; therefore, no measures to reduce or control housing impacts are 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 C-1 building will be approximately 114 feet above grade or ramp level with the highest point being approximately 493 feet above mean sea level. This has been reviewed by the Federal Aviation Administration Operations Engineering Support Group and the height does not exceed FAA standards (i.e. Federal Aviation Regulations Part 77).

The exterior skin of the building will be a combination of materials, likely a metal paneled and glazed curtain wall system that meets current Airport Design Standards.

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

Given the location of the Project site and nearby SEA-driven land uses, no views in the immediate vicinity of the Project are expected to be altered or obstructed as other facilities in the area vicinity are of similar or greater height (e.g. Air Traffic Control Tower, Ramp Control Tower, and the Airport Office Building).

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

No measures are proposed because no aesthetic impacts are expected from the Project.

11. Light and glare

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

During construction, temporary lighting will be needed to facilitate site construction, which must occur outside of normal working hours and at night, due to the operational requirements of SEA.

Potential light or glare could occur from the building exterior and outside lighting proposed by the Project. The exterior will consist of metal panels and glass that may have minor reflection under certain weather conditions.

Similar to other terminal facilities at the airport, during nighttime hours, lighting from the buildings would continuously cast light out approximately 200 feet to the apron; the strength of the light at 200 feet would be approximately 1 foot-candle.

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. There will be minimal change from existing conditions.

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:

Lighting is not expected to significantly change existing conditions in the area. No measures will be implemented to reduce or control light and 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 of the Project.

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.

The central terminal building was built in 1973 (47 years old), over an existing original terminal building dating to 1949.[7] It has not been evaluated for eligibility to preservation registers. There are no recorded archaeological sites in or near the Project site.

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.

The Project site has been extensively modified for construction of the airport and the existing terminal building. The nearest recorded archaeological sites are at Angle Lake, approximately 1.2 miles south of the Project site. There are no ethnographically recorded place names in the Project site and no notable features on early maps.

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 was reviewed by a qualified professional archaeologist. Sources include Washington Department of Archaeology and Historic Preservation's WISAARD database, historical maps, geotechnical data, and previous research. The Project includes ground disturbance within the footprint of the existing building. Geotechnical explorations 0.9 mile west of the Project site, along the Lake to Sound Trail, revealed several feet of fill over either glacial till or outwash, though intact alluvium was found in some areas.[8] Given the fairly shallow glacial sediments and extensive disturbance at the airport terminal, it is unlikely that ground disturbance for the Project will encounter archaeological materials. Though the airport terminal is potentially of historic age, the interior and exterior have been significantly modified in recent decades. The Project will not significantly modify any portion of the terminal that could date to the historic period.

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 concourses are located west of Air Cargo Road, Airport Expressway, and International Boulevard (State Route 99) between South 170th and 176th Streets. Vehicles 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 impacts will be minimal as the increase in trips will be small, new vehicle trips will occur throughout a 24-hour period due to full-time and part-time shift work, and deliveries will occur during non-peak hours. During construction the primary haul route ingress/egress will be via State Route 518 and the Airport Expressway and South 170th Street to staging areas near the C-1 Building.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If

[7] Crowley, Walt, 1999. "Sea-Tac International Airport: Part 3 – Boeing Bust to Deregulation (1970s)." Last modified August 17, 2003. Accessed February 2020. Available at: https://www.historylink.org/File/4233/.
[8] HWA Geosciences, 2012. *Final Geotechnical Engineering Report, Lake to Sound Trail, Westside Section*. Available at: https://www.dnr.wa.gov/geologyportal/.

not, what is the approximate distance to the nearest transit stop?

The Project site is not specifically served by public transportation, but SEA is served by public transportation. The nearest public transportation site is located near Airport Expressway (i.e., Link light rail and King County Metro) a quarter mile east of the Main Terminal.

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

There will be no additional parking spaces created or parking spaces eliminated by the Project.

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 Project will not require any new transportation facilities 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 Project will not require the use of water, rail, or air transportation. The Project will occur in the vicinity of air transportation for SEA.

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?

The completed Project is not anticipated to generate a significant increase in vehicular trips. New vehicle trips will occur throughout a 24-hour period due to full-time and part-time shift work, and deliveries will occur during non-peak hours. See also ENVIRONMENTAL ELEMENTS 2.a.

Construction will result in a temporary increase in traffic volumes, due to workers traveling to and from the site and haul trucks removing debris and transporting fill. Assuming 15 truck trips per construction day for the Project (not including weekends or holidays), approximately 248 construction days equals approximately 3,720 round-trip truck trips over the 6-year construction period. The replacement of the sanitary line will also require approximately 1,500 truck trips over a three-year period.

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 State Route 518, Airport Expressway, Air Cargo Road and South 170th Street.

As part of the Airport planning efforts, long-term measures to avoid and minimize impacts to transportation at the Airport include ramp relocations, channelization revisions, construction and schedule coordination with WSDOT and the City of SeaTac, re-timing traffic signals, revising designated truck routes, and expanding non-motorized facilities.

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 a need for public services beyond what is currently available at SEA.

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

No permanent impacts on public services are expected. New pumps for the C-1 Building will be required to provide the water pressure necessary to reach the upper floors of the proposed Project. An existing fire hydrant in the Project vicinity will require relocation. Fire hydrant relocation will be closely coordinated with the building Fire Department Connections and the Airport Fire Department.

16. Utilities

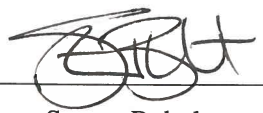
a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: stormwater, industrial water system, fire protection, WiFi

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.

- Electricity (Bonneville Power Administration) and/or natural gas (Puget Sound Energy) will provide heating, cooling, and energy needs for the facilities.
    - The existing natural gas system provided for the C-1 Building will be upsized to accommodate the C-1 Project.
- Potable 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 the Midway Sewer District.
    - The sanitary sewer connection for the C-1 Building will need to be upsized to accommodate the C-1 Project. The increased size of the sewer line is needed with or without the C-1 Project and requirements are currently being defined by the Port in the utility master plan (UMP).
- Stormwater will be managed by the Port.

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: March 16, 2020

APPENDIX A

Greenhouse Gas Emissions Worksheet
Supplemental Information for SEPA Environmental Checklist

GHG Emission Sources (CO_2, CH_4, N_2O, HFCs, PFCs, SF_6)[1]	**What sources are likely from the proposal?** ***List specific type of activities, and duration of emissions***	**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	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	Construction vehicles (See Section 14.f)	Temporary and short-term use associated with construction-related emissions is not expected to be significant.	Contractor performing construction and demolition will 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	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 practicable.	Temporary and short-term use associated with construction-related emissions is not expected to be significant.	Contractor transporting equipment will be required to maintain and repair all vehicles in a manner that reasonably minimizes emissions.
New facility operations	The Project will provide approximately 203,000 sf of space in the C-1 Building that will include food service, retail, office, storage, utilities, and other uses.	In total, the estimated lifecycle GHG emission, not including embodied carbon (142,592 MTCO2e embodied, 4,947 MTCO2e energy, and 1,853	Public transportation is available near the Project site as an alternative to single-occupancy vehicles to accommodate employee commutes.

GHG Emission Sources (CO_2, CH_4, N_2O, HFCs, PFCs, SF_6)[1]	**What sources are likely from the proposal?** ***List specific type of activities, and duration of emissions***	**What is the quantitative or qualitative assessment of those emissions?**	**What available mitigation will avoid or reduce those emissions?**
		MTCO2e transportation), is approximately 6,800 MTCO2e. It is estimated that this building will have a lifespan of approximately 50 years.*	
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.*

CH_4	Methane	Landfills, production and distribution of natural gas & petroleum, fermentation from the digestive system of livestock, rice cultivation, fossil fuel combustion, etc.
N_2O	Nitrous Oxide	Fossil fuel combustion, fertilizers, nylon production, manure, etc.
HFCs	Hydrofluorocarbons	Refrigeration gases, aluminum smelting, semiconductor manufacturing, etc.
PFCs	Perfluorocarbons	Aluminum production, semiconductor industry, etc.
SF_6	Sulfur Hexafluoride	Electrical transmissions and distribution systems, circuit breakers, magnesium production, etc.