

ENVIRONMENTAL CHECKLIST
Seattle-Tacoma International Airport (Sea-Tac Airport)
Concourse A Building Expansion for Lounges

A. BACKGROUND

1. Name of proposed project, if applicable:

Concourse A Building Expansion for Lounges

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: January 21, 2021

5. Agency requesting checklist: Port of Seattle – SEPA File Number 2021-01

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

In order to meet customer service requirements for post-security passenger amenities at Sea-Tac Airport (SEA), the Port of Seattle (Port) is planning facility improvements on Concourse A, that include a building addition for a relocated and expanded Delta Air Lines passenger lounge and expansion of the existing Port of Seattle common-use passenger lounge.

Construction of the facility improvements on Concourse A and lounges will begin late Quarter 4 2021 or early Quarter 1 2022. The construction is anticipated to take 12-15 months.

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 Airline Realignment project, the result of a process where SEA rebalances facilities (e.g. airline gate assignments and associated office and support spaces) to achieve overall airport-wide operational efficiencies, is indirectly related to this project. The Airline Realignment project is one impetus for the Project but would be completed with or with the Project, and vice versa.

SEA underwent a major planning effort – The Sustainable Airport Master Plan (SAMP). The SAMP identified a suite of Near-Term Projects (NTP) that are currently undergoing an environmental review. There are no projects that are directly or indirectly related to this project within the SAMP NTP environmental review. The SAMP also included a Long-Term Vision (LTV) which includes projects that are not ripe for environmental review at this time, as they require further study and are not reasonably foreseeable. The LTV includes the potential extension of Concourse A. The Port and Federal Aviation Administration (FAA) anticipate conducting additional environmental review in the future regarding the LTV projects identified in the SAMP.

SEA also 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 SAMP 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 SEA property. Examples include ramp area modifications, the Airport Expressway relocation, ground transportation improvements, construction of new terminal facilities, and associated utilities. Cumulative impacts from these projects, combined with this Project, may include an increase in construction-related traffic on airport roadways and construction related emissions, although these are expected to be minor.

See also Section 11 related to vacated ADR space at SSAT.

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

- Northwest Airlines Former Hangar. Summary of Post Construction Residual Soil Data (Lovely Consulting, 2008).
- Regulated Buildings Materials Assessment Report. Concourse A (Argus Pacific, 2013).
- Endangered Species Review: Sea-Tac International Airport (Anchor QEA, LLC, 2014).
- International Arrivals Facility Baseline Environmental Investigation. Seattle-Tacoma International Airport. SeaTac, Washington (Landau Associates, 2014).
- Geotechnical Engineering Design Study. Delta Sky Club A11 at Seattle-Tacoma International Airport Rev1 (CBRE | Heery, Inc., 2020)

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.

Port staff will seek Port Commission authorization of design budget and to enter into a tenant reimbursement agreement with Delta Air Lines for the design of the Concourse A Building Expansion for Lounges project at a publicly held meeting in March or April 2021.

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

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

- 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 and Purpose of the Project

Delta Air Lines (Delta) is vacating its existing passenger lounge space (of approximately 8,300SF) at the South Satellite (SSAT) at SEA.¹ At Delta's request, the Port is proposing to construct an expanded lounge

¹ Airport passenger lounges offer, for selected passengers, comforts beyond those afforded in the airport terminal itself, such as more

space to accommodate Delta's aircraft on gates at or near Concourse A and to enhance customer service based on the increased demand of lounge space by the airline and traveling passengers. The Port's existing lounge space on Concourse A (approximately 6,000 SF), currently known as the Club at SEA, will also be renovated and expanded to enhance customer service based on increased demand for lounge space by airlines and traveling passengers. The existing lounges for both Delta Air Lines and the Port underserve the demand for passenger lounge space in normal operating conditions.

The lounge space at SSAT will remain vacant once Delta Air Lines' lounge on Concourse A is completed. However, the space will likely be converted to airport dining and retail use (ADR) in the future based on a need identified in Seattle-Tacoma International Airport Concession Master Plan Demand Analysis.² It is unknown at this time when that space may be converted to ADR.

Project Description

A building expansion to house a relocated and expanded Delta Air Lines passenger lounge and an expanded Port passenger lounge is being proposed as part of an expansion on the southeast end of Concourse A and immediately south of the International Arrivals Facility (IAF). The overall project will include:

- Relocated and expanded Delta Air Lines passenger lounge
- Expanded Port of Seattle passenger lounge
- Vertical circulation, including stairs, elevators and mechanical space (i.e. supporting infrastructure)
- Reconfigure existing restrooms on Concourse A adjacent to lounge entrances
- Reconfigure (i.e. reduction in size) existing airport dining and retail on Concourse A adjacent to lounge entrances

The Project consists of an expansion connected to Concourse A resulting in six floors above the ground level (i.e. ramp level) with the project's total gross square footage of approximately 57,500 SF (~47,000 SF expansion and ~10,500 SF renovation).

A breakdown of the proposed space is as follows: The expansion on the first floor will provide new vertical circulation to access the existing loading dock on Concourse A (~2,700 SF). Changes to the second floor, the primary entrances to the facility at the Concourse Level, will include reconfiguration of adjacent restrooms, and airport, dining, and retail facilities (~4,600 SF). The third floor will be renovated and expanded for the Port's passenger shared-use lounge (16,000 SF). The fourth and fifth added floors will house the Delta Air Lines passenger lounge (~15,300SF and 12,100 SF, respectively). The added sixth floor will provide supporting infrastructure such as HVAC. All floors will contain vertical circulation and supporting infrastructure (~6,800SF).

The project does not include any elements that would affect or increase aircraft operations.

comfortable seating, quieter environments, and often better access to customer service representatives. Other accommodations may include private meeting rooms, telephones, wireless internet access and other business services, along with provisions to enhance passenger comfort, such as free drinks, snacks, magazines, and showers. Passenger lounges may be airline specific or common-use and administered by the airport.

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

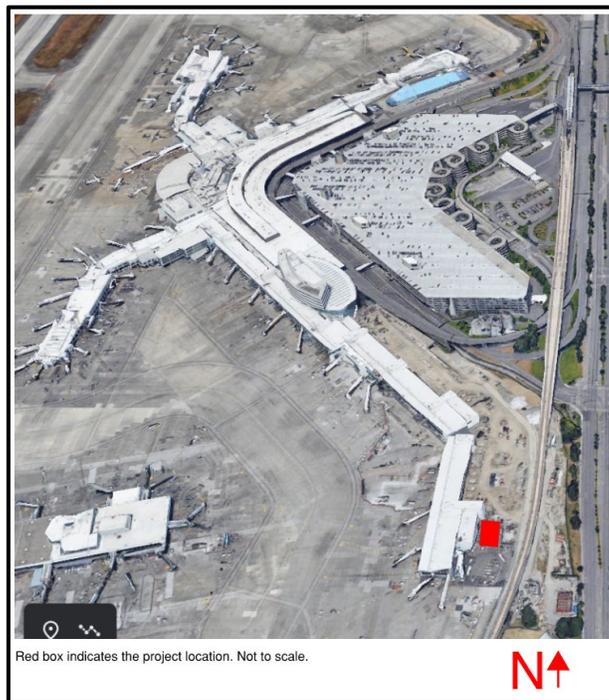


Figure 1 – Project Location

- 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
17801 Pacific Highway South
Seattle, WA 98158

Latitude: 47.44016
Longitude: -122.29759
Section 28, Township 23 North, Range 04 East

The Project is proposed at Concourse A (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 will include foundation footings, minor compaction work with existing soil in place and utility relocation. Estimated total area of impact for grading is approximately 15,000 SF. Additionally, there are eight (8) new structural columns and structural walls at the elevators that may require additional compaction and fill.

- 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.**

Stormwater on the site currently drains into the Airport's stormwater and industrial wastewater systems.

Stormwater on the site currently drains into the SEA's storm drain system and discharges, subject to an NPDES permit, into Des Moines Creek. Stormwater on site would be detained in existing stormwater ponds to the south of the property, and temporary Baker tanks (i.e. construction purposes).

Industrial stormwater is treated in the SEA Industrial Wastewater Treatment Plant. Once treated, the water is discharged to Puget Sound via Midway Sewer District outfall pipe or sent to King County's Renton Treatment Plant. All storm drain system and discharges are subject to the SEA NPDES permit (#WA-0024651).

- 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, STIA'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.**

No, the project will not alter or otherwise affect drainage patterns in the vicinity of the site.

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: Pacific willow

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

- _____shrubs: Sitka willow, salmonberry, Himalayan blackberry
- _____grass: Reed canary grass
- _____pasture
- _____crop or grain
- _____orchards, vineyards or other permanent crops
- _____wet soil plants: bittersweet nightshade, stinging nettles, lady fern
- _____water plants:

- _____other types of vegetation

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: , heron, , , other: , , ,

Mammals: deer, bear, elk, beaver other: , 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 threatened or endangered animal species are known to occur on or near the Project site.

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 A and the existing lounge use electricity and natural gas to serve mechanical and electrical systems. Tenants within these areas 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 will be needed for operations of the facilities 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:

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 sustainability measures will be considered and evaluated:

- Vestibules or method to reduce air infiltration/conditioned air loss
- Lighting, sun exposure, and HVAC energy analysis
- Use of electrochromic tinting technology
- Green roof
- Use of materials with low embodied carbon

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 no known existing hazardous chemicals/conditions that might affect the project. If contaminated chemicals or conditions are encountered that might affect the project, 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 trucks, 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 in late 2021 through early 2023.

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.

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.

Nearby structures include the SEA Main Terminal (west), Concourse A (west), International Arrivals Facility (north), the Delta Air Lines Maintenance Hangar (south), and the Link light rail (east).

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

There will be a partial demolition of the existing Port of Seattle passenger lounge (internal and external materials) and a small portion of Concourse A (internal and external materials) to accommodate the expansion and renovation.

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?

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 30 new 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 will not displace anyone.

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

There will be no 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 Concourse A Lounge building expansion will be approximately 104 feet above grade or ramp level with the highest point being approximately 480 feet above mean sea level. This elevation 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 expansion will be a combination of materials, likely a metal paneled and glazed curtain wall system that meets current SEA 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. International Arrival Facility, the Airport Office Building, and the Sound Transit Link light rail guideway).

- 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 may 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 expansion would continuously cast light out approximately 200 feet to the apron (i.e. in technical terms, 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.

Concourse A and the South Terminal Expansion Project (i.e. south expansion of Concourse A) was renovated/constructed in 2005. The site is currently developed and is not known to contain historic, architectural, archaeological, or cultural resources based upon extensive past Port and FAA studies.

There is no change in the current use of site. Review of the following studies identified no known historical, architectural, and/or cultural resources that were determined eligible to affect historic properties.

- Washington Information System for Architectural and Archeological Records Data (WISAARD) does not indicate any historic, architectural, archeological, or cultural sites.
- 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)
- Final Sea-Tac International Airport Comprehensive Development Plan, Sea-Tac International Airport (FAA and Port of Seattle, 2007)

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 are no known landmarks, features, or otherwise evidence of Indian or historic use or occupation. Historic maps and aerial photos show no features or development other than agricultural fields until the construction of the airport. See studies conducted in Section 13.a. The nearest archaeological sites are at Angle Lake approximately 0.85 miles to the south of the project area. Two formal cemeteries are located within a mile of the project area: Washington Memorial Cemetery (0.8 miles to the north) and Hillgrove Cemetery (1.3 miles to the southwest).

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 looking at previous studies and recent work (i.e. excavation) completed for

the International Arrivals Facility where no cultural or historic resources were identified in the general vicinity. The project will include an Inadvertent Discovery Plan in case a situation arises where cultural or historic resources are identified during ground disturbing activities.

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 Project is located west of Air Cargo Road and International Boulevard (State Route 99) between South 182nd and 188th 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 509, South 188th Street and Air Cargo Road to staging areas near Concourse A and the International Arrivals Facility.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The Project site is not specifically served by public transportation, but 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 approximately eight truck trips per construction day for the Project (not including weekends or holidays), approximately 315 construction days equals approximately 2,520 round-trip truck trips over the 12-15 month construction 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 509, South 188th Street and Air Cargo Road.

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

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.

There are no measures proposed to reduce or control direct impacts on public services.

16. Utilities

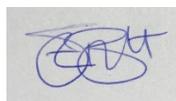
a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: stormwater, industrial water system, fire protection, Wi-Fi

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 no utilities proposed for the project.

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: _____ January 21, 2021

APPENDIX A

**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	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 57,500SF of space that will include food	In total, the estimated lifespan GHG emission (embodied, energy, and	Public transportation is available near the Project site as an alternative to

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?
	service, retail, office, storage, utilities, and other uses.	transportation) is approximately 61,872 MTCO ₂ e. Based on an average building lifespan of approximately 50 years, this equates to approximately 1,237 MTCO ₂ e annually.	single-occupancy vehicles to accommodate employee commutes.
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.
HFCs	Hydrofluorocarbons	Refrigeration gases, aluminum smelting, semiconductor manufacturing, etc.
PFCs	Perfluorocarbons	Aluminum production, semiconductor industry, etc.
SF₆	Sulfur Hexafluoride	Electrical transmissions and distribution systems, circuit breakers, magnesium production, etc.