

**ENVIRONMENTAL CHECKLIST**  
**Seattle-Tacoma International Airport (SEA)**  
**Widen Arrivals Drive**

**A. BACKGROUND**

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

Widen Arrivals Drive Project

**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:** May 13, 2021

**5. Agency requesting checklist:** Port of Seattle – SEPA File Number 2021-04

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

Construction of the Arrivals Drive Widening Project (Project) is expected to begin in mid-2023 and take approximately 18 months to complete.

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

Sea-Tac Airport (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. The Project is an independent action but will be designed to accommodate the NTPs (e.g. room for a potential expanded utility corridor under the Project and design consistent with the horizontal and vertical alignments of the proposed North Airport Expressway relocation). With or without the SAMP NTPs, this Project would occur and will be constructed independently. Construction of this Project does not impact Port choices or decisions regarding whether and what SAMP NTP projects may occur.

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, terminal renovations, new and 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 aircraft ramp area modifications, the North 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.

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

Widen Arrivals Approach Project Traffic Analysis Report (HNTB Corporation & Concord Engineering 2021)

**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 for design budget and construction authorization for the Project in September 2021 and January 2023, respectively.

**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**

The Port of Seattle (Port) is proposing the Project to improve safety and congestion by adding two travel lanes to the Arrivals Drive roadway at SEA. Most passengers traveling to SEA by vehicle access the airport via North Airport Expressway, which is a north-south limited access freeway under the jurisdiction of the Port. As it nears the airport terminal, North Airport Expressway splits into Arrivals Drive and Departures Drive (Figure 1). The Arrivals Drive roadway currently supports public parking, passenger arrivals, and ground transportation including courtesy vehicles, taxis, transportation network companies (TNCs; e.g. Uber, Lyft and Wingz), limousines, shared ride services, charter buses, scheduled services, and public transit. Approximately 51.8 million passengers used the airport in 2019, and Arrivals Drive experiences recurring congestion at peak travel times on a daily basis.<sup>1</sup> Widening of Arrivals Drive is planned for the roadway section immediately adjacent and north of the terminal and will improve access to the SEA terminal parking garage, ground transportation center, and curb front by alleviating

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<sup>1</sup> SEA has seen a dramatic reduction in passenger volumes as a result of the COVID-19 public health emergency. In 2020, passenger volumes were approximately 60 percent below 2019 levels. Based on airlines schedules, COVID-19 public health emergency travel restrictions, airline service announcements, and consultation with airline and travel industry sources, it is estimated the Airport will reach 2019 passenger volumes around 2025. While there is still uncertainty in full recovery of the impacts related to the COVID-19 public health emergency, current data is showing that recovery is beginning as airport passenger volumes increase at SEA and beyond.

congestion and reducing queuing on the main roadway entrances for airport visitors and passengers. The Project will enhance roadway safety to accommodate the existing passenger activity at the airport but will also be designed to accommodate potential future infrastructure improvements at SEA.

### **Project Elements**

The Project includes the following main elements:

- Widening of Arrivals Drive
- Realignment of Air Cargo Road, Departures Drive and Arrivals drive to accommodate the widening
- Installation of supporting roadway design features such as illumination and signage, as well as utilities relocation and a new rental car bus stop

The roadway design criteria and roadway standards used for the Project will be consistent with the City of SeaTac and King County roadway design standards as adopted by the City Design Standards Committee (Revised Code of Washington [RCW] 35.78.030) and County Design Standards Committee (RCW 43.32.020) in the state of Washington.

### **Arrivals Drive Widening**

The Project will shift Arrivals Drive to the west and widen it from two lanes to four lanes in the area immediately adjacent and north of the terminal. The Project will begin near S 170th Street. One of the two new lanes will provide access to the main parking garage and the northeast ground transportation lot. The other new lane will provide access to the parking garage for commercial ground transportation services, including courtesy vehicles, taxis, TNCs, and limousines. The roadway profile will also be raised to be consistent with the proposed North Airport Expressway relocation.

### **Air Cargo Road and Departures Drive Realignment**

Air Cargo Road, Departures Drive and Arrivals Drive will shift to the west as part of the Project to accommodate the widening of Arrivals Drive (Figure 2). The existing vertical alignment for Air Cargo Road will remain the same, but Departures Drive will be raised similar to Arrivals Drive.

No changes are anticipated to the existing airfield to the west or the Sound Transit Link light rail elevated guideway to the east.

### **Supporting Design Elements**

Additional improvements are proposed in the Project, including the following:

- **Roadway Shoulder Realignment:** Roadway shoulders will be realigned, starting at S 170<sup>th</sup> Street, to accommodate new lanes.
- **Roadway Illumination:** Existing roadway luminaires will be replaced with light-emitting diode (LED) fixtures throughout the Project area.
- **Stormwater Drainage:** The Project will update the locations for the stormwater conveyance system along Arrivals Drive and Departures Drive in order to accommodate the new alignments and additional lanes. All stormwater will connect back into the existing SEA conveyance system.

- **Utilities:** Several utility systems will require relocation due to the roadway widening. Some utilities will be updated or improved during the relocation process:
  - Power system activities include the relocation of maintenance holes (also called manholes), service vaults, and duct bank systems, and the replacement of aging electrical feeders.
  - Communication system activities include the relocation of maintenance holes, communication cabinets, and duct bank systems.
  - Domestic water system activities include the relocation of a section of water main, and the relining of a section of aging water main.
  - Natural gas system activities include the relocation of natural gas piping.
- **Structures and Retaining Walls:**
  - The existing retaining wall west of Air Cargo Road will be replaced with a new anchored soldier pile wall.
  - A new anchored soldier pile wall system will be installed at the north end of Arrivals Drive adjacent to the new rental car bus stop where an existing section of unused roadway is being removed.
  - Cantilevered concrete retaining walls will be installed at multiple locations for lower heights.
- **Landscaping:** The Project will include new landscaping, details of which will be developed during the 60% design, consistent with the SEA Landscape Master Plan and the Port's landscape design standards.
- **Signage:** Wayfinding and regulatory signage will be installed to support the roadway improvements.
- **New Rental Car Bus Stop:** The existing north rental car bus stop will be relocated further northeast. A new canopy structure will be constructed at the new bus stop to provide shelter and protection from the elements.
- **Existing Bridge Demolition:** The existing closed bridge between Departures Drive and the Main Garage will be demolished because it is no longer used. Barriers will be restored along Departures Drive.

The existing number of lanes on Arrivals Drive and Departures Drive will be maintained during construction. During construction, it is anticipated that Air Cargo Road will be reduced to a one-lane roadway supporting alternating traffic flow or be closed with appropriate detours.

**Figure 1**  
**Project Location and Vicinity**



**Figure 2**  
**Existing and Future Lane Configuration**

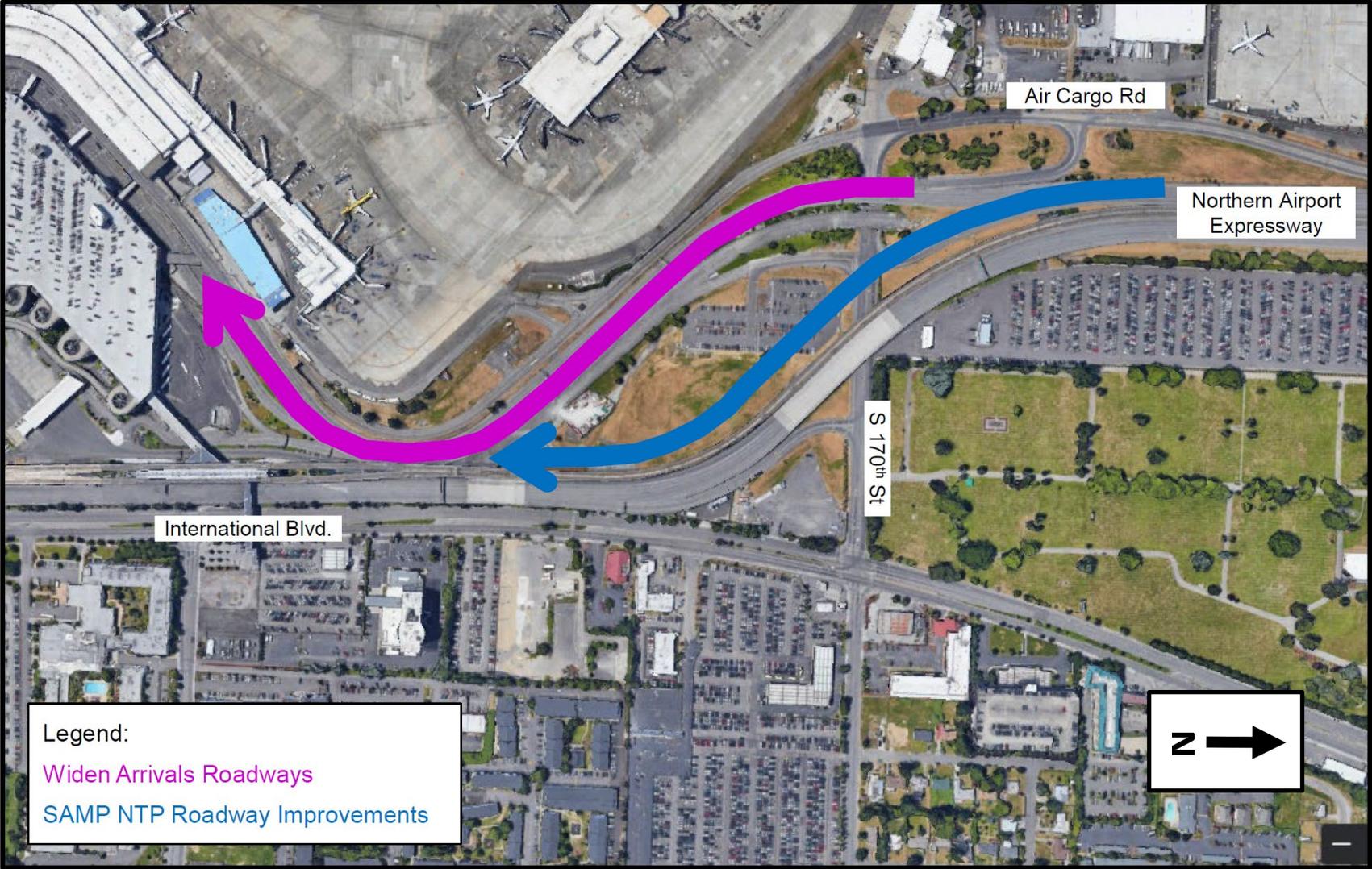
**Legend:**

- Future Air Cargo Road
- Existing Air Cargo Road
- Future Departures Drive
- Existing Departures Drive
- Future Arrivals Drive
- Existing Arrivals Drive
- Future Main Garage Access



Google Earth Image

**Figure 3**  
**Widen Arrivals Drive Project and proposed SAMP NTP Roadway Improvements Project**



**Figure Notes:**

- The Northern Airport Expressway Relocation Project is not the subject of this document and is only shown here as an example of a potential future project in the vicinity that would be accommodated by the design of the Widen Arrivals Project.
- Arrows in this figure are illustrative and are not meant to depict specific project features.

- 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 the SEA fence line. The physical address is:

Seattle-Tacoma International Airport  
17801 Pacific Highway South  
Seattle, WA 98158

Latitude: 47.44695  
Longitude: -122.29711  
Section 28, Township 23 North, Range 04 East

The Project limits extend between South 170th Street and the northern end of the SEA main terminal at Skybridge 7 (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 roadways through the Project area are generally flat and developed with impervious surfaces with slopes of approximately 2%. There are small areas within the site that have contained steep slopes that are not subject to erosion.

**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 mostly 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.**

The Project includes excavation, grading, and filling associated with the roadway widening and realignment and utility relocation. The total Project area is approximately 11 acres and the total area affected by excavation, grading, and filling is 8.25 acres. The total volume of excavation is approximately 30,000 cubic yards and the total volume of fill is approximately 13,000 cubic yards. Clean fill material will be reused from the Project area or provided by the contractor from an approved source.

**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 erosion and sediment control plans.

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

Approximately 250,000 square feet of the site will be covered with impervious surfaces within the Project boundaries after Project completion, which is an increase of 50,000 square feet. The Port's stormwater plan currently considers all areas within the Project footprint as impervious surfaces.

**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).

The Project is being implemented to provide enough capacity to meet existing conditions and accommodate forecasted passenger activity. It is not expected to result in an increase in people traveling to and from the site.

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.

**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.**

Runoff from the Project will only be from stormwater. Stormwater on the site is currently collected in catch basins and is conveyed in pipes to SEA's main stormwater drainage system, which eventually discharges into Pond SDE4 (Enhanced Level 1) located south of South 188th Street and west of 28th Avenue South. The relocated stormwater conveyance system along Arrivals Drive and Departures Drive will be connected back into the existing conveyance system. All stormwater drainage will be within the National Pollutant Discharge Elimination System (NPDES) Permit Application Boundary and Seattle Tacoma International Airport Retrofit Area. Stormwater BMPs will be evaluated and implemented as needed based per the Department of Ecology Stormwater Management Manual for Western Washington.

**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 ground or surface waters through existing and upgraded stormwater BMPs as required by the Stormwater Management Manual for Western Washington (Ecology 2019), SEA's individual NPDES permit, and the spill prevention, control, and countermeasure 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:**

The majority of the Project stormwater runoff is conveyed to the Port's SDE4 enhanced Level 1 flow control extended detention pond and enhanced treatment facility. Water quality during construction activities will be maintained by treatment under conditions of the Port's individual NPDES permit and an associated stormwater pollution prevention plan. The Project has also been designed to comply with the Seattle-Tacoma International Airport Stormwater Management Manual for the Port Aviation Division.

**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:

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

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

Approximately 2 acres of vegetation will be removed (i.e. shrubs) as part of the roadway widening and realignment.

**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:**

Landscaping will be replaced as appropriate. Landscaping plans will be developed during the 60% design, following the SEA Landscape Master Plan and consistent with the Port's landscape design standards.

**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.**

Electricity will serve the Project area to provide energy needs for the proposed lighting. Existing roadway luminaires will be replaced with LED fixtures throughout the Project area.

**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:**

Existing roadway luminaires will be replaced with LED fixtures throughout the Project area for energy conservation. The luminaires will have features in order to reduce light pollution.

**7. Environmental health**

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

The former Continental-Olympic-United Fuel Farm is located within the Project limits (i.e. immediately north and east of the Project and Air Cargo Road). The site has been undergoing cleanup as part of the Department of Ecology's Voluntary Cleanup Program and a soil vapor extraction system is present in the area. The Project is not expected to impact the ongoing cleanup at this site or lead to environmental health hazards.

**1) Describe any known or possible contamination at the site from present or past uses.**

Contaminated soils are present at the Continental-Olympic Fuel Farm. Plans will be in place to handle contaminated soil if encountered during construction, and all pertinent local, state, and federal regulations will be followed.

**2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity**

There are no known hazardous chemicals/conditions that might affect the 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.**

Diesel fuel and gasoline will be used on-site to power construction equipment such as cranes, excavators, dump trucks, and power generators. All toxic or hazardous chemicals will be stored in compliance with applicable regulations.

**4) Describe special emergency services that might be required.**

No special emergency services are expected as a result of implementing the Project. Construction-related accidents or injuries may require response from local fire, police, air units, or ambulances. The Port maintains its own police force and firefighting and rescue units that 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 begin in mid-2023 and last 18 months.

Construction is anticipated to primarily occur during business hours (although nighttime work may be needed) and adhere to the 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 an increase in vehicle trips.

**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 a road system serving SEA's main terminal. Adjacent nearby land uses consist of active commercial runways and taxiways, the main terminal, and other roadways. 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 oversized 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 and the Sound Transit Link light rail. Structures existing in the Project area include Air Cargo Road, Arrivals Drive, Departures Drive, the Airport Parking Garage, and streetlights and parking lot lights.

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

Portions of Arrivals Drive, Departures Drive, and Air Cargo Road will be removed and relocated in order to accommodate the two new lanes for Arrivals Drive. Existing streetlights will also be removed and replaced.

**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?**

No people will reside or work in the Project area.

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

The completed 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; therefore, no measures are proposed.

**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; therefore, no measures are proposed.

## 9. Housing

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

The 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.**

The 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 tallest structures proposed for the Project will be light poles. The light poles are approximately 45 feet tall.

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

Given the location of the Project area and nearby land uses, no views in the immediate vicinity of the Project are expected to be altered or obstructed.

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

No measures are proposed because no aesthetic impacts are expected from 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 may be needed to facilitate site construction, which may occur outside of normal working hours and at night, due to the operational requirements of SEA.

The Project will install 34 light poles, including 28 to replace existing light poles and 6 new light poles. An additional 10 existing light poles will remain in place, with updated lighting and hardware. The American Association of State Highway and Transportation Officials (AASHTO) Roadway Lighting Design Guide (AASHTO 2018) will be the design standard used on the Project. Lighting included in the Project will provide illumination during evening hours.

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

Light and glare is not expected to be a safety hazard or interfere with views. 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:**

The light poles will use LED fixtures and meet current AASHTO Roadway Lighting Design Guide standards for road illumination and parking facilities. The luminaires will have features to reduce light pollution. Lighting is not expected to significantly change existing conditions in the area.

## 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.**

Review of the following studies identified no buildings, structures, or sites in the Project area that are more than 45 years old listed in or eligible for listing in national, state, or local preservation registers:

- 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 (Federal Aviation Administration [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)
- Port of Seattle, Seattle-Tacoma International Airport Master Plan, Proposed Third Runway Archaeological Resources and Traditional Cultural Places Assessment, King County, Washington. (Larson Anthropological Archaeological Services Limited 2000)
- Final Sea-Tac International Airport Comprehensive Development Plan, Sea-Tac International Airport (FAA and Port of Seattle 2007)

The center of the main parking garage, located adjacent to the Project area, is potentially eligible for listing in the National Register of Historic Places (determinations will be made as part of SAMP NTP environmental review). The Project will not alter the parking garage or its general setting.

**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. The nearest archaeological sites are more than a mile from the Project area. The Washington Memorial Cemetery is 0.2 mile to the north of the Project area and will not be affected. According to the studies listed in 13.a., the Project area is extensively disturbed and has low probability for intact archaeological resources. No structures older than 45 years will be modified or demolished for the Project.

**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 reviewed included the studies listed in 13.a., other relevant archaeological literature, and historic maps and photographs.

**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.**

Since there are no impacts to historic properties or cultural resources within the Project area, no measures to avoid or minimize impacts are proposed. However, the Port of Seattle's General Conditions for Construction (i.e. Division 00, Section G-04.31) identifies actions if any archeological artifacts are encountered.

#### 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.**

Project activities would occur on Arrivals Drive, Departures Drive, and Air Cargo Road. Vehicles access the Main Terminal from North Airport Expressway via Arrivals Drive and Departures Drive. The North Airport Expressway connects vehicles to State Route 99 and State Route 518, which connects to Interstate 5 to the east. The existing number of lanes on Arrivals Drive and Departures Drive will be maintained during construction. During construction, it is anticipated that Air Cargo Road will be reduced to a one-lane roadway with supporting alternating traffic flow or closed with appropriate detours.

- 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 North Airport Expressway (i.e., Sound Transit Link light rail and King County Metro) a quarter mile east of the Main Terminal adjacent to the SEA parking garage.

- 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).**

Road improvements will all occur on public land. Arrivals Drive will be widened from two to four lanes, and Departures Drive and Air Cargo Road will be realigned to accommodate the widened Arrivals Drive roadway. The Project does not include any new or improved 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?**

There will be no additional vehicular trips generated as a result of this Project because it is intended to alleviate traffic and reduce queuing for existing users and conditions.

Prior to the COVID-19 public health emergency, traffic movements on the Arrivals Drive and Departures Drive were operating at or above capacity. Peak periods occur between 5:00 a.m. and 8:00 a.m., 10:00 a.m. and 1:00 p.m., and 7:00 p.m. and 10:00 p.m. Based on the traffic data, the morning peak represents a higher percentage of airline departures, the evening peak represents a higher percentage of airline arrivals,

and the midday peak represents a mix of airline arrivals and departures. Based on a traffic analysis, after the Project is implemented, traffic along southbound North Airport Expressway accessing SEA is expected to operate under uncongested conditions in the morning, midday, and afternoon peak periods (HNTB Corporation & Concord Engineering 2021).

Construction would result in a temporary increase in traffic volumes during business hours due to workers and equipment traveling to/from the Project area. A total of 7,500 truck trips are estimated for fill, excavation, and grading activities over the 18-month construction period (an average of approximately 17 truck trips per day).

**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:**

A traffic control plan will be developed prior to construction to minimize traffic and transportation impacts. The existing number of lanes on Departures Drive and Arrivals Drive will be maintained during construction. There may be short closures or periods of alternating one-way traffic on Air Cargo Road; however, Air Cargo Road is not a public roadway and closures would be minimized and limited to off-peak hours. With the implementation of the Project, traffic along southbound North Airport Expressway accessing SEA is expected to operate under uncongested conditions in the morning, midday, and afternoon peak periods. The north rental car bus stop will also be relocated further northeast as part of the Project to reduce congestion at the north end of the Arrivals Drive.

**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.**

Several utility systems will be impacted and require relocation due to the roadway widening.

- Power system activities include the relocation of maintenance holes, service vaults, and duct bank systems, and the replacement of aging electrical feeders. Bonneville Power Administration provides electricity to the Project area.
- Communication system activities include the relocation of manholes, communication cabinets, and duct bank systems. Telecommunication services are provided by Comcast.
- Domestic water system activities include the relocation of a section of water main, and the relining of a section of aging water main. Potable water is provided by the Port.
- Natural gas system activities include the relocation of natural gas piping. Natural gas is provided by Puget Sound Energy.

**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 Program Manager, Port of Seattle \_\_\_\_\_

Date Submitted: \_\_\_\_\_ May 13, 2021 \_\_\_\_\_

**APPENDIX A**

**Greenhouse Gas Emissions Worksheet  
Supplemental Information for SEPA Environmental Checklist**

<b>GHG Emission Sources</b> (CO <sub>2</sub> , CH <sub>4</sub> , N <sub>2</sub> O, HFCs, PFCs, SF <sub>6</sub> ) <sup>1</sup>	<b>What sources are likely from the proposal?</b> <i>List specific type of activities, and duration of emissions</i>	<b>What is the quantitative or qualitative assessment of those emissions?</b>	<b>What available mitigation will avoid or reduce those emissions?</b>
On-Road Mobile Sources	Vehicles using the Arrivals Drive, roadway	Improvements proposed for this Project anticipate alleviating congestion and reducing queuing on the main roadway entrances for airport visitors and passengers.	No net increase in emissions is expected to result from the Project; therefore, no mitigation is proposed.
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	Removal of vegetation for road widening and realignment.	Approximately 2 acres of vegetation will be removed.	Vegetation will be replaced as appropriate; therefore, no mitigation is proposed.
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. Approximately 7,500 truck trips are anticipated for hauling material to and from the Project site over an 18-month period.	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	

<b>GHG Emission Sources</b> (CO <sub>2</sub> , CH <sub>4</sub> , N <sub>2</sub> O, HFCs, PFCs, SF <sub>6</sub> ) <sup>1</sup>	<b>What sources are likely from the proposal?</b> <i>List specific type of activities, and duration of emissions</i>	<b>What is the quantitative or qualitative assessment of those emissions?</b>	<b>What available mitigation will avoid or reduce those emissions?</b>
Transportation of Purchased Materials	Concrete and asphalt 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	Not Applicable	Not Applicable	
Other Mobile Emissions	Not Applicable	Not Applicable	
Water Use and Wastewater Disposal	Not Applicable	Not Applicable	
Waste Management	Not Applicable	Not Applicable	
Product Use – New Pavement	There will be an increase of 50,000 square feet of impervious surfaces due to the new roadway.	In total, the estimated lifespan GHG emission (embodied, transportation, and energy) is 2,500* MTCO <sub>2</sub> e.	Over the lifespan of the project

*\*Calculated via City of Seattle Department of Planning and Development SEPA GHG Emissions Worksheet.*

<b>CH<sub>4</sub></b>	Methane	Landfills, production and distribution of natural gas & petroleum, fermentation from the digestive system of livestock, rice cultivation, fossil fuel combustion, etc.
<b>N<sub>2</sub>O</b>	Nitrous Oxide	Fossil fuel combustion, fertilizers, nylon production, manure, etc.
<b>HFCs</b>	Hydrofluorocarbons	Refrigeration gases, aluminum smelting, semiconductor manufacturing, etc.
<b>PFCs</b>	Perfluorocarbons	Aluminum production, semiconductor industry, etc.
<b>SF<sub>6</sub></b>	Sulfur Hexafluoride	Electrical transmissions and distribution systems, circuit breakers, magnesium production, etc.