

**ENVIRONMENTAL CHECKLIST**  
**Seattle-Tacoma International Airport (SEA)**  
**S Concourse Evolution (SCE): Rehabilitation and Renovation**  
**Project**

**A. BACKGROUND**

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

S Concourse Evolution (SCE) Project

**2. Name of applicant:**

Port of Seattle (Port)

**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  
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**4. Date checklist prepared:** September 4, 2024

**5. Agency requesting checklist:** Port of Seattle – SEPA File Number 2024-03

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

Rehabilitation of the S Concourse Evolution Project (SCE Project) at Seattle-Tacoma International Airport (SEA) is expected to begin in Quarter (Q)1 2025 and be completed by Q2 2034. The SCE Project would be completed in multiple phases (a minimum of five phases) and would remain operational during construction. At any given time, three gates and associated holdrooms may be out of service so additional short-term facilities are required to be constructed to accommodate these gates not being available (Facilitating Project). The estimated phasing of the SCE Project Facilitating Project construction is outlined in Table 1.

**Table 1. SCE and Facilitating Projects Phasing**

<b>Project</b>	<b>Construction</b>	<b>Operation</b>	<b>Decommissioning</b>
<b>S Concourse Evolution (Permanent)</b>			
S Concourse upgrades and renovation	Q3 2026 – Q4 2033 (Phased so max of 3 widebody gates out of service at any time)	Q2 2034	N/A
<b>Facilitating Projects (Short-term)</b>			
Cargo 7 Holdroom and Hardstand	Q4 2025 – Q1 2028	Q1 2028 – Q2 2034	Q2 2034
Cargo 6 Hardstand Passenger Operations	Q2 2025 – Q1 2026	Q2 2026– Q2 2034	Q2 2034
Gate D6 Passenger Loading Bridge (PLB) Conversion	Q3 2025 – Q4 2026	Q4 2026 – Q2 2034	Q2 2034

Cargo 3 Airfield bus (COBUS)/ Ground Service Equipment (GSE) Staging	Q2 2025 – Q1 2026	Q2 2026 – Q2 2034	Q2 2034
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**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 SCE Project at this time. There would be no gates added as a result of the completed SCE Project. The proposed SCE project would not expand overall airport capacity or change the existing aircraft fleet mix.

SEA has previously undertaken 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. If the Port chooses to proceed with SAMP NTPs after completion of environmental review, some of the projects may be under construction during times that overlap with the SCE Project construction. Also, the footprint of one of the SAMP NTPs (A01 - Taxiway A/B Extension)<sup>1</sup> overlaps with the SCE Project area for one of the facilitating projects (Cargo 7 Holdroom and Hardstand)<sup>2</sup>. The Cargo 7 Holdroom and Hardstand project would need to be demolished for construction of SAMP NTP A01 to proceed. There are no other projects that are directly or indirectly related to this project within the SAMP NTP environmental review.

SEA also has a variety of unrelated proposed construction projects near the SCE Project area. Examples of these projects include terminal restroom enhancements, updating terminal check points, ongoing airport dining and retail renovations, and replacement of ramp pavement.

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

- SCE Project - Federal Aviation Administration (FAA) National Environmental Policy Act (NEPA) Categorical Exclusion [in progress]

**9. Do you know whether applications are pending for governmental approvals or other proposals directly affecting the property covered by your proposal? If yes, explain.**

No other proposals are pending for government approvals for this property.

<sup>1</sup> Extension of parallel Taxiways A and B by approximately 1,800 feet to provide access to the south end of Runway 16L/34R.

<sup>2</sup> Construction of SAMP NTP A01 would require the removal of the Cargo 7 Holdroom and Hardstand because FAA safety requirements do not allow infrastructure to exceed specified height limitations adjacent to aircraft movement areas (14 CFR Part 77).

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

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

- Federal Aviation Administration (FAA) Airport Layout Plan (ALP) Change
- Puget Sound Clean Air Agency (PSCAA)
  - Asbestos/Demolition Notification
  - Notice of Construction for Cement Batch Plant
- Port of Seattle Grading and Building Permits
- City of SeaTac Haul Permit

The SCE Project would require Port Commission authorization of design and construction budgets.

**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.)**

*S Concourse Evolution:* The primary objective of the SCE Project is to extend the useful life of the facility and to meet current building code requirements (e.g., seismic requirements). The secondary objective of this SCE Project is to enhance the passenger experience by renovating interior spaces and improving passenger amenities. No new gates are proposed as part of the SCE Project.

The S Concourse, at Seattle-Tacoma International Airport (SEA) is a satellite passenger terminal located at the south end of the airport (Figure 1). International flights, from both domestic and international carriers operate from the S Concourse, which is designed to accommodate 13 widebody (WB) aircraft, or 18 narrowbody (NB) aircraft.

The S Concourse was constructed in 1973 and has been heavily utilized over time while receiving limited capital improvements since it was expanded in 1982. The existing structure depends on building systems that are well past their useful service life. The SCE Project would include the following:

- Structural/seismic upgrades (primary purpose): The SCE Project would require interior and exterior bracing to meet current seismic and structural building code requirements.
- Building systems upgrades: (primary purpose) Baggage handling systems, electrical, HVAC, fire suppression, plumbing, and telecommunications systems would be upgraded and/or renovated to comply with current building codes.
- Utility/civil upgrades (primary purpose): A utility duct bank may need to be trenched from the South Electrical Substation, north across S 188<sup>th</sup> Street to the S Concourse to serve the electrical demand of the SCE Project resulting from conversion of cooking equipment from natural gas to electric, and charging infrastructure needed to support converting to electrical GSE, and other electricity demands. Water line and sanitary sewer lines are currently undersized for current demand and would be upgraded. Electric vehicle charging stations for GSE would also be added. The S Concourse roof drain system would be diverted from the Industrial Wastewater System (IWS) to the storm drain system and captured for rainwater collection. Apron pavement grading and replacement work near the terminal is required to meet National Fire Protection Association (NFPA) requirements.
- Americans with Disabilities Act (ADA) Compliance upgrades to improve accessibility and circulation (primary purpose).
- Upgraded passenger experience (secondary purpose): Passenger amenities within the concourse, particularly the club level of the building, would be renovated and expanded to

provide additional better space for passengers, tenants, and vendors. With the renovations and expanded footprint, the S Concourse would remain at the current International Air Transport Association (IATA) level of service rating.

- **Sustainability (secondary purpose):** The SCE Project would seek LEED certification and other sustainability related initiatives to minimize energy and water use and reduce waste.

In order to accommodate current code requirements, the building footprint of the S Concourse would increase by about eight percent to install external seismic and structural bracing (Table 1). Existing, unused, and vacated spaces in above ground floors would be renovated to serve and enhance passenger amenities and experience.

**Table 1. Existing vs. Renovated S Concourse Building in Square Feet (SF)**

S Concourse Level	Existing	Renovated	%Change	Reason for Change
<b>Below Ground</b>				
Satellite Transit System (STS; Passenger Train) Level (Basement 2nd Floor)	75,231	79,894	6%	Footprint expansion to accommodate seismic upgrades
Mezzanine Level (Basement 1st Floor)	75,637	76,946	2%	Structural upgrades to accommodate building footprint
<b>Above Ground</b>				
Ramp Level (Ground Floor)	67,323	83,127	23%	Structural upgrades to accommodate building footprint
International Corridor Level (2nd Floor)	25,847	51,076	98%	Security space repurposed to accommodate passenger amenities
Concourse Level (3rd Floor)	90,997	98,289	8%	Structural upgrades to accommodate building footprint
Club Level (4th Floor)	20,693	98,289	375%	Existing club space expanded on rooftop
<b>ALL FLOORS</b>	<b>355,728</b>	<b>487,621</b>	<b>37%</b>	<b>Structural upgrades (primary purpose) and enhanced passenger experience (secondary purpose)</b>
<b>BUILDING FOOTPRINT</b>	<b>90,997</b>	<b>98,289</b>	<b>8%</b>	<b>Code requirement: external seismic/structural bracing</b>

*Facilitating Projects:* During construction at S Concourse up to three WB gates and associated holdrooms may be out of service at a time. To accommodate existing passenger levels while gates are out of service during renovations, facilitating projects are required to provide short-term facilities to maintain operations at SEA. These include off-site aircraft parking positions (e.g., hardstands), reconfiguring passenger loading locations (i.e., ground loading to passenger loading bridges), and support facilities (e.g., short-term processing facilities, ground support equipment, and buses to transport passengers). The short-term facilitating projects are described below.

- *Cargo 7 Holdroom and Hardstand:* This facilitating project would be located south of the S Concourse at the current Cargo 7 area that currently serves as a hardstand location. The project is to add a short-term holdroom to accommodate passengers waiting to board hardstand aircraft for departures or waiting for buses for arrivals and connections. The holdroom would be 17,000 square feet, and provide security, lighting, seating, restrooms and basic amenities for travelers. The holdroom would serve parking positions for up to four narrow body aircraft and one Remain Overnight (RON) parking position. These parking positions would access the

holdroom by a walkway or passenger loading bridge. After completion of S Concourse renovations, the holdroom would be removed.

- *Cargo 6 Hardstand*: This facilitating project would be located north of the main terminal in the current Cargo Area 6 that currently functions as a parking location for RON aircraft. The project would provide lighting, security fencing, and bus access to serve three hardstand parking positions. After completion of S Concourse renovations, the fencing and lighting would be removed, and the site would return to function as a RON parking area.
- *Gate D6 Passenger Loading Bridge (PLB)*: This facilitating project would be in Concourse D on the north end of the main terminal. It is proposed to return Gate D6 to its historic configuration as a PLB gate to increase operational efficiency. This requires demolition of the current walkway ramp connecting it to the terminal and reconnecting PLB equipment and utilities. Some modification to the terminal façade would also be necessary. After completion of S Concourse renovations, Gate D6 would continue to operate with a PLB.
- *Cargo 3 COBUS/GSE Staging*: At the northern end of the airfield an under-utilized employee vehicle parking area would be optimized for COBUS<sup>3</sup> parking and GSE storage. The displaced employee parking would return to parking at one of the offsite employee parking lots. The project would include installation of a perimeter fence, cameras, and lights and electrical vehicle charging infrastructure. After completion of S Concourse renovations, the site likely would be repurposed to a function needed at that time.

A summary of the operational changes during construction of the SCE Project and operation of the facilitating projects is provided below in Table 2; there is no increase in the number of aircraft parking positions.

**Table 2. Changes in Aircraft Parking Position Locations during SCE Project Construction**

Location	Description	Current Design	Change During Construction
S Concourse	Phased construction to minimize gate outages	Parking positions to accommodate 13 WB or 18 NB aircraft	Parking positions reduced to 10 WB (or NB equivalent)
Cargo 7	Provide passenger waiting area	Hardstand parking positions to accommodate 2 WB or 9 NB aircraft	Hardstand parking with a holdroom to accommodate 1 WB, or up to 4 NB with 1 NB RON position
Cargo 6	Provide passenger hardstand parking positions	Provides hardstand for 2 WB (cargo-evening use)	Hardstand to accommodate 2 WB (maintain cargo-evening use and add passenger-day use)
Gate D6	Increase operational efficiency	Ground-load parking position	Convert back to PLB
Cargo 3	Provide parking and staging for COBUS and GSE equipment	Port/tenant vehicle parking	COBUS/GSE parking

<sup>3</sup> An estimated 30 additional diesel-powered COBUSes will be operating during construction to service the facilitating hardstand locations. During design, the Port is investigating opportunities to electrify the COBUS fleet.

**Figure 1. Proposed SCE Project and Facilitating Project Locations**



Source: Google, Landrum & Brown, 2022

- 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 SCE Project would be located at SEA within the Airport Operating Area (AOA). The physical address for SEA is as follows:

Seattle-Tacoma International Airport  
17801 International Blvd S, SeaTac  
SeaTac, WA 98158

The SCE Project location is shown in Figure 1 and is within Sections 28 and 33, Township 23 North, Range 04 East.

## **B. ENVIRONMENTAL ELEMENTS**

### **1. Earth**

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

The SCE Project area is completely flat.

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

There are no slopes on the site. The SCE Project area is flat.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

The SCE Project sites are 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 steep slopes or other indications of unstable soils at the SCE Project site, or history of soil instability.

- 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 SCE Project would include excavation for new footings, building foundations, and utility trenching. It would also include re-grading for the northern face of the facility from east-west to meet current fire code (National Fire Protection Association [NFPA] minimum slope criteria). Excavation quantities are estimated to be 1,000 cubic yards. The exact dimensions and quantities would be refined by geotechnical engineers during the design phase. The foundation piles are anticipated to be 24 inches to 36 inches in diameter and embedded 40 feet to over 100 feet deep.

In addition, SEA expects to remove and replace approximately 25,000 square yards of existing pavement with changes to existing grades to meet current NFPA code requirements. The new pavement would be constructed on either re-compacted subgrade or on new grade for slope correction ranging from .5' to 2.5' feet in depth. The material source for any imported fill would be clean material from a local source. There would be some areas with limited excavation as required to accommodate localized drainage. The total quantity of pavement replacement is estimated to be 13,500 cubic yards as measured in place.



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

Best management practices (BMPs) for erosion control would be implemented during construction to minimize that potential, per the SCE 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)?**

The SCE Project would not change the amount of impervious surfaces at SEA.

**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 (TESC 01 57 13) would 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.**

SEA is located in an airshed that is considered in attainment for all criteria pollutants by the Environmental Protection Agency. During construction, emissions would be generated from construction vehicles, equipment, and workers traveling to and from the SCE Project area. Construction activities would also result in temporary, construction-related air emissions such as dust and vehicle exhaust. These impacts would be minimized to the best extent practicable (e.g., water trucks to suppress dust, use of new equipment). A cement batch plant may be operated at SEA by the contractors during construction, which would require a Puget Sound Clean Air Agency Notice of Construction for cement batch plants to manage air quality.

An estimated 30 COBUSES would be in service during operation of the short-term facilitating projects. The buses are assumed to be diesel powered. SEA is investigating the potential to provide electric-powered COBUSES.

**b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

There are no off-site sources of emissions that would affect the SCE Project.

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

All work during construction of the SCE Project would be conducted per Port Master Specifications, including maintaining and repairing 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.**

No surface waterbodies are in the immediate vicinity of the SCE Project site. The nearest mapped waterbodies are Bow Lake (1,800 feet east) and Wetland E1 located more than 1,700 feet south of the SCE Project area, across S 188<sup>th</sup> Street.

**2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**



No work is required near waterbodies.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

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

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

No, the SCE Project would not require surface water withdrawals or diversions.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

The SCE 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.**

No waste materials would be discharged 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 would not be withdrawn, nor would water be discharged to groundwater for this SCE 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 would 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 runoff from the paved SCE Project areas where airplanes operate is industrial stormwater and would drain to SEA's industrial wastewater system where it is treated at the airport's Industrial Wastewater Treatment Plant (IWTP) prior to discharge. SEA's IWTP operates under two permits: A National Pollutant Discharge Elimination System (NPDES) permit (#WA-0024651) and a King County Wastewater Discharge Authorization (#7810-05). The IWTP provides treatment for solids, fuel, petroleum substances, and insoluble metals. All SCE Project-generated stormwater would be treated before it is ultimately discharged to either the Puget Sound via the Midway Sewer District outfall pipe or to King County's South Treatment Plant (KCSTP) for additional treatment prior to discharge into the Puget Sound. Generally, runoff during the winter season is directed towards KCSTP due to the presence of deicing fluid in the runoff.

Stormwater that does not come into contact with industrial stormwater (i.e. roofwater) is collected and directed through the airport's storm drainage system that is managed per SEA's NPDES permit (#WA-0024651). Stormwater from the S Concourse and Cargo 7 Hardstand Holdroom roof would flow via existing catch basins and pipes to appropriately sized detention pond(s) to be determined

during the design phase. The detention ponds at the south end of the airport discharge the stormwater aftertreatment to Des Moines Creek which flows to the Puget Sound.

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

SCE Project design and construction management would prevent discharge of waste materials to ground or surface waters through existing and upgraded stormwater BMPs as required by the current *Stormwater Management Manual for Western Washington* and SEA's individual NPDES permit. The Aviation Environmental spill plan would be updated to include the short-term facilities and improvements associated with the SCE Project.

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

No, the SCE Project would not alter or otherwise affect drainage patterns in the vicinity of the site. No additional impervious surfaces are proposed as part of the SCE Project.

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

SEA would continue to implement stormwater management measures referenced above during construction and operation of the SCE Project in accordance with applicable local, state, and federal regulatory requirements.

Industry guidance would be referenced during the design phase to select appropriate source control BMPs and/or flow and treatment BMPs to address new or emerging contaminants where applicable and to the extent feasible. These include BMPs that contribute to stormwater capture, filtration, sorption, or infiltration.

**4. Plants**

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

- ☐ deciduous tree: alder, maple, aspen, other:
- ☐ evergreen tree: fir, cedar, pine, other
- ☐ shrubs: Himalayan blackberry
- ☐ grass
- ☐ pasture
- ☐ crop or grain
- ☐ orchards, vineyards, or other permanent crops
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation
  - \_\_\_\_\_ 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?**

The site is completely developed. No vegetation would be removed or added.

**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 SCE Project site.

**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 would 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 at or near the SCE Project site.

**5. Animals**

**a. List any birds and animals which have been observed on or near the site or are known to be on or near the site. Examples include:**

Birds: , heron, , , other: , , ,

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

Fish: bass, salmon, trout, herring, shellfish, other: steelhead

**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 SCE Project site.

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

SEA property and lands 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 SCE Project is not expected to attract wildlife.

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

Rock pigeons (*Columba livia*) and European starlings (*Sturnus vulgaris*) are the only invasive animal species known to exist near the SCE 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.**

The complete S Concourse and short-term hold room would be served by the airport's central mechanical plant, located under the main terminal/parking garage, to operate baggage, mechanical and electrical systems. These existing mechanical and utility systems would be updated to accommodate the SCE Project, and solar is being evaluated for use at S Concourse.

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

The SCE 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 measures beyond the requirements of the Washington State Energy Code would be considered during the design phase. In addition to the code requirements, the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) certification would be pursued for the S Concourse.

The SCE Project would be completed in accordance with the Port's Sustainability Evaluation Framework Policy (Resolution No. 3768).

## **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 expected environmental health hazards, including exposure to toxic chemical, risk of fire and explosion, spill, or hazardous waste that could occur as a result of the proposal.

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

Soil and groundwater contamination at the site may be present surrounding the S Concourse and the cargo areas, associated with historical operations and releases. Plans (Contaminated Soil Specification 02 61 13 Handling Contaminated Soil) would be in place to handle contaminated soil if encountered during SCE Project construction, and all pertinent local, state, and federal regulations would be followed.

A portion of the Cargo 7 area was remediated and has an Environmental Covenant restricting its use. Any activity associated with the Cargo 7 facilitating project that may disturb this area or change its use would require coordination and approval from the Environmental Protection Agency (EPA).

#### **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.**

Plans would be in place to handle contaminated soil if encountered during program construction, and all pertinent local, state, and federal regulations would be followed. There are underground pipelines for distributing fuel and natural gas that would be delineated prior to any ground disturbing activities.

#### **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 would be used during construction. Upon completion of the SCE Project, lubricants and fuel would be used during operations and maintenance. All toxic or hazardous chemicals would 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 SCE Project. The Port maintains its own police force and firefighting and rescue units as well as a trained response team available to respond at all times in case of an emergency.

#### **5) Proposed measures to reduce or control environmental health hazards, if any:**

Excavation, drilling, and dewatering activities would adhere to special handling and disposal requirements per Port Specifications 02 61 13 Handling Contaminated Soil. An environmental monitor would be present during excavation and dewatering activities. A Regulated Materials Management (RMM) report would identify PCB ballasts, PCB caulking, and other standard regulated materials such as asbestos and lead paint that would need to be mitigated in accordance with applicable Port specifications.

### **b. Noise**

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

The dominant source of noise at the SCE Project site 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, however aircraft noise is the dominant source of noise in the SCE Project area. Construction would adhere to relevant code requirements, and construction noise would generally occur during daylight hours. Long-term noise is not anticipated as a result of the SCE Project, because the SCE Project would not increase aircraft operations or generate a substantial increase in vehicle trips. While vehicle trips are expected to increase, this increase would 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 would 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 SCE Project would 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 SCE Project site is an airport terminal. Adjacent nearby land uses consist of active commercial runways and taxiways. The proposal would 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?**

The SCE Project site is already developed and no working farmland or working forest land would be converted.

**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 SCE Project site.

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

The S Concourse structure is rectangular in plan with a bump-out at the northeast side. The existing building is 494 ft long by 143 ft wide. The structure consists of six levels, with two levels below ground, and three levels above ground. The existing S-Concourse building is approximately 40 feet in height along perimeter and 63 feet at the club level.

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

There would be a partial demolition of the existing S-Concourse (internal and external materials) to accommodate the renovation. Existing utilities that are underneath proposed building improvements and hardstand locations may need to be relocated outside of the SCE Project footprints. The Gate D6 PLB project would require demolition of the current walkway ramp connecting it to the terminal.

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

The current zoning classification of the SCE Project area is designated by the City of SeaTac as Aviation Operations (AVO). The land use designation would not change as a result of the SCE 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 of the site by the City of SeaTac is Airport.

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

The SCE Project site 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.**

No part of the site has been classified as a critical area.

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

The SCE Project would increase the number of concessionaires and tenants within the facilities. It is expected that there would be an increase in the number of individuals working within the completed S Concourse. Approximately 30 additional tenant employees would work within the completed SCE Project for dining and retail.

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

The completed SCE Project would not displace any people.

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

No displacement impacts are anticipated as a result of the SCE 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 would be no changes to existing or projected land use as a result of the SCE 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 SCE 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 SCE Project does not include the elimination of any housing.

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

There would be no housing impacts as a result of the SCE 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 current highest point (excluding antennae) is 63 feet.

The SCE Project would increase the height of the S Concourse by approximately 22 feet to 85 feet at the highest point. This expansion is required to bring the building up to current seismic and structural codes. The S Concourse building exterior would consist of metal panels and glass, similar to the existing

building.

The short-term Cargo 7 holdroom would be constructed out of metal/wood panels and glass. The proposed Cargo 7 holdroom would be 17,000 square feet and approximately 25 feet high, and the highest point would be 30 feet tall.

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

The SCE Project would not alter or obstruct any views in the vicinity of the SCE Project.

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

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

**11. Light and glare**

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

No change in the amount of light or glare produced by SEA is anticipated. Lighting would be included in the SCE Project to illuminate the site for operations and security, primarily visible during evening hours. Glare may occur from exterior glazing during daylight hours,

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

This SCE Project would adhere to the City of SeaTac/Port of Seattle Interlocal Agreement pertaining to light and glare. Light and glare are not expected to be a safety hazard or interfere with views.

**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 SCE Project proposal.

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

No measures are proposed because no light or glare impacts are expected from the SCE Project.

**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 SCE Project.

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

The SCE Project would 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.**

Two properties involved in the SCE Project are recorded in the Department of Archaeology and Historic Preservation's records of archaeological sites, historic properties, and prior cultural resources investigations. The S Concourse (Property ID 723875) and the Main Terminal (Property ID 723876) would be physically affected by seismic retrofit and gate conversion, respectively. Both 723875 and 723876 were determined not eligible for listing in the National Register of Historic Places (NRHP) in 2021 (Brown et al. 2021). No other buildings, structures, or sites are located within the SCE Project area.



- 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.**

No landmarks, features, or other evidence of Indian or historic use or occupation are recorded within the SCE Project area. The SCE Project area is adjacent to Runway Safety Area subareas of one prior investigation (Iverson et al. 2000) and within the study area for the Sustainable Airport Master Plan (SAMP; Brown et al. 2021). Iverson et al. (2000) identify the area as having low potential to contain archaeological resources. Specifically, the authors identify limited potential to have been the site of opportunistic hunting and foraging and with a relatively shallow extent. Archaeological resources may be potentially present up to 2 to 4 feet below native ground surface.

Brown et al. (2021) reviewed SAMP elements, including planned utility lines through the short-term Holdroom at Cargo 7. Their research design indicates that all SCE Project elements with potential to impact archaeological sites, either in open lands or beneath exist hardscape have a low potential to contain archaeological deposits. No subsurface investigation was conducted.

- 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 SCE Project and DAHP's records of archaeological sites, historic properties, and prior cultural resources investigations, were reviewed by personnel meeting the Secretary of the Interior's Professional Qualifications Standards.

- 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 impacts to cultural resources are anticipated. An Inadvertent Discovery Plan (IDP) developed for the SCE Project would be provided to contractors and all onsite personnel. The IDP identifies procedures in the event that cultural resources or human remains are encountered during the SCE Project.

#### **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.**

Localized surface traffic impacts are anticipated to be minimal. Haul routes would utilize existing airport only ingress/egress routes from 28<sup>th</sup> Ave S, to 188<sup>th</sup> to I5.

- 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 SCE Project site is not currently served by public transportation. The nearest public transportation site is located near the Airport Expressway (i.e. Link Light Rail and King County Metro), a quarter mile to the east.

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

There would be no additional public parking spaces created or eliminated by this SCE Project. COBUS and GSE parking would be provided on the airfield, displacing less than 30 airline employee parking spots. The employees would park at one of the offsite employee parking lots instead.

- 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 SCE Project does not require any new or improvements to existing local roads, streets, or 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 SCE Project would not require the use of water, rail, or air transportation. The SCE Project would 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 would be no additional vehicular trips generated as a result of the completed S Concourse. Construction would result in a temporary increase in traffic volumes due to workers traveling to/from the site and haul trucks removing debris and transporting soil cuttings and fill. The construction is estimated to generate 12 truck trips per day, based on Port experience with similar scale projects. Operation of COBUSes during hardstand operations would occur entirely on Port property and not impact local roadways.

- 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 SCE Project would 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 would be via 28<sup>th</sup> Ave, using Sea-Tac Airport roadways as much as possible.

## 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 SCE Project would 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, ☒ communication.

- 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.**

No additional utilities are proposed for the SCE 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: Steve Rybolt  
Name of signee: Steven Rybolt  
Position /Organization Senior Environmental Program Manager, Port of Seattle  
Date Submitted: September 4, 2024

## References

2021. Brown, James, Michael A. Johnson, Matthew Breidenthal, and Sarah M.H. Steinkraus, MA. *Cultural Resources Survey of the Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects*, King County. Stell Environmental Enterprises, Inc. On file at Port of Seattle, Seattle, WA.
- Ecology (Washington State Department of Ecology), 2019. *Stormwater Management Manual for Western Washington*. Washington State Department of Ecology, Water Quality Program. Publication Number 19-10-021. July 2019.
- Iverson, David, Leonard A. Forsman, Dennis E. Lewarch, and Lynn L. Larson, 2005. *Port of Seattle, Seattle-Tacoma International Airport Master Plan, Proposed Third Runway Archaeological Resources and Traditional Cultural Places Assessment*. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.

## **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	Not applicable	Not applicable	
Non-Road Mobile Sources	Deisel-powered COBUSes would operate during construction of the SCE Project (2025-2034) to serve facilitating hardstand locations.  The number of COBUS round trips are anticipated to range from 144 trips per day to 272 trips per day during peak travel periods.	The short-term transportation related GHG emissions during operation of the facilitating projects is estimated to range from ~644 MTCO <sub>2</sub> e to ~1,216 MTCO <sub>2</sub> e.*	The Port is investigating opportunities to electrify the COBUS fleet.
Stationary Combustion	S Concourse and Cargo 7 holdroom conditioning (heating and cooling) would be provided by the airport's existing central mechanical plant, i.e. natural gas boiler.	Annual CO <sub>2</sub> emissions are not likely to change. No anticipated increase in load to the central mechanical plant with operation of the renovated S Concourse.	The SCE Project will investigate the integration of a high-performance mechanical system, enhanced thermal envelope, and automated controls to minimize facility conditioning. Other energy conservation measures that would be investigated include lighting power efficiencies, and variable frequency drives for the baggage system and mechanical walkways to minimize energy use.
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	S Concourse and Cargo 7 holdroom conditioning (i.e. heating and cooling), and SCE Project lighting, baggage	Annual CO <sub>2</sub> emissions are not likely to change. No anticipated increase in load to the central mechanical plant with	The SCE Project will investigate the integration of a high-performance mechanical system, enhanced thermal

GHG Emission Sources (CO <sub>2</sub> , CH <sub>4</sub> , N <sub>2</sub> O, HFCs, PFCs, SF <sub>6</sub> ) <sup>1</sup>	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?
	systems, and mechanical walkways (i.e. escalators/elevators) would be required. The S Concourse would use the airport’s existing central mechanical plant, i.e. chiller.	operation of the renovated S Concourse.	envelope, and automated controls to minimize facility conditioning. Other energy conservation measures that will be investigated include lighting power efficiencies, and variable frequency drives for the baggage system and mechanical walkways to minimize energy use.
Construction	Construction vehicles and equipment.	Temporary and short-term use associated with construction-related emissions are not expected to be significant.	Contractor performing construction 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.



GHG Emission Sources (CO <sub>2</sub> , CH <sub>4</sub> , N <sub>2</sub> O, HFCs, PFCs, SF <sub>6</sub> ) <sup>1</sup>	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?
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	Not applicable	Not applicable	

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

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