

December 18, 1996

Mr. Jack Kennedy
U.S. Army Corps of Engineers
Seattle District Office
P.O. Box 3755
Seattle, Washington 98124-2255

Dear Mr. Kennedy:

The Port of Seattle is pleased to submit this Section 404 Application to place fill material into waters of the United States at Seattle Tacoma International Airport associated with the Master Plan Update improvements, as well as associated backup information.

1. Background

The Port Commission's approval of the Master Plan Update in August 1996 was the culmination of nearly ten years of regional process regarding the need for additional airport capacity in the Puget Sound Region. It is the result of significant technical and environmental analyses; a comprehensive public information and involvement program; and extensive review of the airport capacity issue by airlines, other Airport users, citizens, and local and regional policy makers.

A 39-member panel with representatives from cities and counties throughout the Region, aviation industry experts, citizens, and the State - known as the Puget Sound Air Transportation Committee (PSATC) - was assembled and conducted the three-year long Flight Plan Study. The purpose of the Flight Plan was to develop a regional solution that would meet the Region's commercial air travel needs to the year 2020 and beyond. The PSATC conducted a thorough review of a wide range of options, including a replacement airport, supplemental airports, new navigational technologies, demand management, and high speed rail. The PSATC, Port and PSRC prepared and issued for public review and comment a report examining the potential environmental impacts of the studied alternatives. Following its deliberations, the PSATC recommended a multiple airport system that includes a new air carrier runway at Sea-Tac Airport.

On April 29, 1993, the PSRC General Assembly adopted by a vote of 89% in favor, Resolution A-93-03 which stated that "The third runway shall be authorized by April 1, 1996," subject to three conditions: 1) a regional feasibility study of potential supplemental airport sites; 2) consideration of demand & system management measures; and 3) independent evaluation of whether noise reduction goals at Sea-Tac Airport have been met. PSRC made this decision as a result of the three year "Flight Plan" study which evaluated a range of potential options for addressing the region's long-term air travel needs and based on a subsequent six month review process.

The first condition for PSRC runway approval was fulfilled on October 27, 1994 with the PSRC Executive Board adoption of Resolution EB-94-01 which concluded that "there are no feasible sites for a major supplemental airport within the four-county region." This finding was based on PSRC evaluation and public review of twenty-six existing and potential new airport sites. A number of technical documents that were prepared as part of this effort will be supplied to the Army Corps of Engineers in

**Seattle-Tacoma
International Airport**
P.O. Box 68727
Seattle, WA 98168 U.S.A.
TELEX 703433
FAX (206) 431-5912



resulting in inefficient operations and aircraft delay. This condition exists today, but is expected to become increasingly severe as air traffic increases. Because pilots can not maintain visual separation in these conditions, FAA air traffic control rules require at least 2,500 feet between parallel runways for two staggered (dependent) arrival streams in such "poor weather". Over 85 percent of total Sea-Tac delays are incurred by arriving aircraft.

While Sea-Tac currently has sufficient operating capability during good weather conditions, the existing runway system produces extensive arrival delays during poor weather. For instance, when weather worsens from Visual Flight Rule 1 (VFR1) to VFR2, average arrival delay increases by more than ten-fold (from 1 minute to 11.4 minutes). Delays further worsen when Instrument Flight Rule (IFR1/2/3) conditions occur. In these cases, average arrival delay increases more than twenty-fold over VFR1 (21.7 minutes Vs 1.0 minutes). Because these delay statistics represent averages, some flights experience less delay, while others experience substantially higher delay. The FAA's National Plan of Integrated Airport Systems concludes that when annual average delay exceed 9 minutes an airport is experiencing severe delay.

Using average aircraft operating costs developed by the FAA, Sea-Tac aircraft delays cost the airlines about \$42 million annually under 1992 demand. When annual aircraft operations reach 425,000, delay costs are anticipated to exceed \$176 million annually. Without the third parallel runway at this level of activity, average VFR2 arrival delay would exceed 40 minutes and IFR delay would exceed 70 minutes.

The third parallel runway, located 2,500 feet west of the existing 16R/34L, would permit staggered dual stream arrivals in poor weather conditions. It would decrease average arrival delays by about 80 percent in comparison to the Do-Nothing and result in a savings of **\$132 million per year.**

Your prompt attention to the processing of this permit application is appreciated.

Sincerely,



Barbara Hinkle
Senior Environmental Specialist

AGENCY USE ONLY

Agency Reference #: _____ Date Received: _____

SEPA Lead Agency: _____

Other: _____

— JARPA APPLICATION FORM —

- for use in Washington State-

PLEASE TYPE OR PRINT IN BLUE OR BLACK INK

Based on the preceding checklist, I am sending copies of this application to the following: *(check all that apply)*

- Local Government: for shoreline Substantial Development Conditional Use Variance Exemption; or
- Floodplain Management Critical Areas Ordinance
- Washington Department of Fish and Wildlife for HPA
- Washington Department of Ecology Approval to Allow Temporary Exceedance of Water Quality Standards
- 401 Water Quality Certification Nationwide Permits
- Corps Engineers for Section 404 or Section 10 permit(s)

SECTION A - Use for all permits covered by this application. Be sure to also complete Section C (Signature Block) for all permit applications.

1. Applicant Port of Seattle contact: Barbara Hinkle
 Mailing Address P.O. Box 68727
Seattle, WA 98168
 Work Phone: (206) 728-3193 Home Phone: () --
 Fax Number: (206) 431-4458

If an agent is acting for the applicant during the permit process, complete #2 & 3.

2. Authorized Agent _____
 Mailing Address _____

 Work Phone: () _____ Home Phone: () _____
 Fax Number: () _____

3. Designation of Authorized Agent, if applicable:
 I hereby designate _____ to act as my agent in matters related to this application for permit(s). I understand that if a Federal permit is issued, I must sign the permit.

 Signature of Applicant _____ Date _____

4. Relationship of applicant to property: Owner Purchaser Lessee Other (_____)

5. Name, address, and phone number of property owner(s), if other than applicant:
 The Port of Seattle will purchase the properties affected by implementation of the proposed improvements to the Airport. A list of these owners is available on request. Owners of properties (other than the Port) with waters of the United States are listed in the answer to question 19 of this application.

6. Location where proposed activity exists or will occur:

Street Address Seattle-Tacoma International Airport, 17801 Pacific Highway South

Seattle, King, Washington 98185

City, County, State, Zip Code

Waterbody Miller Creek; wetlands

DNR Stream Type (if known) Type 3

Tributary of Puget Sound

Legal Description: See Attachment A

Tax Parcel No.: See Attachment A

¼	¼	Section	Township	Range
		<u>20, 21, 28, 29, 32, 33</u>	<u>23N</u>	<u>4E</u>
		<u>4, 5</u>	<u>22N</u>	<u>4E</u>

7. Describe the current use of the property, and structures existing on the property. If any portion of the proposed activity is already completed on this property, indicate month and year of completion.

The majority of the project site is owned by the Port of Seattle and is currently undeveloped or vacant land surrounding the active airport. The area south of Runway 34R, also owned by the Port, is currently leased to a golf course operator. Impacts to wetlands will also occur to the west of the existing Port property. This area, which will be purchased by the Port, is primarily used as single and multi-family housing. No portion of the proposed activity is completed.

Is the property agricultural land? Yes No Are you a USDA program participant? Yes No

8. Describe the proposed activity, and the activity's purpose. Include expected water quality and fish impacts, and proposed actions to reduce the duration and severity of those impacts and provide proper protection for fish life: Complete plans and specifications should be provided for all work waterward of the Ordinary High Water Mark or Line, including types of equipment to be used, and for all work if applying for a shoreline permit. If additional space is needed, please attach a separate sheet.

The overall project purpose is to implement certain development actions at Seattle-Tacoma International Airport including construction of a third parallel runway. The purpose of these actions is to meet four identified needs at the airport:

- Improve poor weather airfield operating capability to accommodate aircraft activity with an acceptable level of aircraft delay;
- Provide sufficient runway length to accommodate either warm weather operations without restricting passenger load factors or payloads for aircraft types operating to the Pacific Rim;
- Provide runway safety areas (RSAs) that meet current FAA standards; and
- Provide efficient and flexible landside facilities to accommodate future aviation demand.

The Federal Aviation Administration (FAA) and the Port of Seattle undertook a master planning effort to determine how to meet these four needs. A Final EIS on the Master Plan Update (in which the Corps was a cooperating agency) was released in February 1996. The Plan identified the following necessary improvements to meet the four needs (elements with jurisdictional wetland/stream impacts are denoted with an asterisk):

- Addition of a third parallel runway with a length of up to 8,500 ft and associated taxiway and navigational aids*
- Extension of Runway 34R by 600 ft*
- Establishment of standard RSAs for existing runways*
- Addition of a new air traffic control tower
- Improvements and expansion of the main terminal and access system
- Development of new parking facilities and expansion of existing parking*
- Development of a new north unit terminal, roadway system, and parking facility
- Development of the South Aviation Support Area (SASA) for cargo and/or maintenance facilities*
- Relocation, redevelopment, and expansion of support facilities.

(See Attachment B)

Preparation of drawings: See Appendix A - sample drawings and checklist for completing the drawings. One set of original or good quality reproducible drawings must be attached. NOTE: Applicants are encourage to submit photographs of the project site, but these do not substitute for drawings. THE CORPS OF ENGINEERS REQUIRES DRAWINGS ON 8-½ X 11 INCH SHEETS. Larger drawings may be required by other agencies.

9. Proposed Starting Date: mid-1997 Estimated duration of activity: Full build-out in 2020. Activities disturbing wetlands and stream will be completed in 2004

Will the project be constructed in stages? Yes No

10. Will any structures be placed:

- a. waterward of the Ordinary High Water Mark or Line for fresh or tidal water? Yes No
- b. waterward of Mean High Water Line in tidal waters? Yes No

11. Will fill material (rock, fill, bulkhead, pilings or other material) be placed waterward of Ordinary High Water Mark or Line for fresh or tidal waters?

Yes No

- a. If "yes," in fresh water indicate volume in cubic yards: 12.13 acres of wetlands + 1,080 ft of Miller Creek + 1,400 ft of drainage channels x depth of fill (up to 160 ft - average range 30 ft to 100 ft)
- b. If "yes," in tidal waters, indicate volume in cubic yards waterward of the line of mean higher high water: _____

12. Will Material be placed in wetlands? Yes No *If yes, impacted area: 12.13* (acres)*

**This is an estimate. Most wetlands have been delineated. However, some wetlands are on private property and have not been delineated due to lack of access. See Attachment C.*

If yes:

- a. Has a delineation been completed? Yes (partial) No (If yes, please submit with application.)
- b. Type and composition of fill material (e.g., sand, etc.): Engineered fill using various grades of material fill
- c. Material source: Approved sources
- d. List all soil series (type of soil) located at the project site, & indicate if they are on the county's list of hydric soils: Soils information can be obtained from the Natural Resources Conservation Service (NRCS), formerly Soil Conservation Service (SCS). Alderwood gravelly sandy loam; Arents, Alderwood material; Bellingham silt loam (hydric); Everett gravelly sandy loam; Indianola loamy fine sand; Norma sandy loam (hydric)

13. Will proposed activity cause flooding or draining of wetlands?

Yes No *If yes, impacted area: _____ (acres)*

14. Will excavation or dredging be required in water or wetlands?

Yes No

If yes, impacted area: unknown at this time (cubic yards)

- a. Composition of material removed: Material removed from wetland areas will selectively be used for fill as appropriate
- b. Disposal site for excavated material: Construction area at airport
- c. Method of dredging: Bull dozer, back hoe

15. List other applications, approvals, or certifications from other Federal, state or local agencies for any structures, construction, discharges, or other activities described in the application (i.e., preliminary plat approval, health district approval, building permit, SEPA review, FERC license, Forest Practices Application, etc.) Also indicate whether work has been completed and indicate all existing work on drawings.

Type of Approval	Issuing Agency	Identification No.	Date of Application	Date Approved	Complete? Yes or No
See Attachment D.					

With the exception of the permits covered by this application, no permits have been applied for.

SEPA Lead Agency: Port of Seattle SEPA Decision Date: FEIS issued February 1996; Port Commission decision August 1996.

16. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes No *If yes, explain:*

SECTION B - Use for Shoreline & Corps of Engineers permits only:

17. Total cost of Project. This means the fair market value of the project, including materials, labor, machine rentals, etc.

\$1.5 billion for all the Master Plan Update improvements

18. Local government w/ jurisdiction: Port of Seattle*

**Sea-Tac Airport is located within the City of SeaTac. The jurisdiction of the City of SeaTac is the subject of an interlocal process between the Port and the City. Certain wetlands in borrow sources are located in the City of Des Moines. The wetland mitigation site is located within the City of Auburn.*

Shoreline Environment designation: NA Zoning designation: Airport

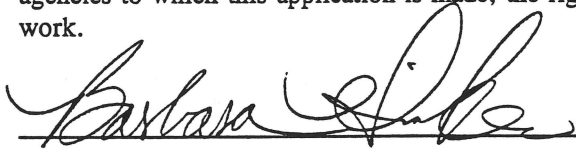
19. For Corps permits, provide names, addresses, and telephone numbers of adjoining property owners, lessees, etc.,

See Attachment E

PLEASE NOTE: Shoreline management compliance may require additional notice—consult your local government.

SECTION C - Complete for any permit covered by this application

20. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities. I hereby grant to the agencies to which this application is made, the right to enter the above-described location to inspect the proposed or completed work.



Signature of Applicant or Authorized Agent (REQUIRED)

Dec. 18, 1996

Date

Signature of Landowner (REQUIRED if other than applicant)

Date

This application must be signed by the applicant. If an authorized agent is to be designated, the applicant must also sign at Item #3.

18 U.S.C. §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than 5 years or both.

TO BE COMPLETED BY LOCAL OFFICIAL

- A. Nature of the existing shoreline. (Describe type of shoreline, such as marine, stream, lake, lagoon, marsh, bog, swamp, flood plain, floodway, delta; type of beach, such as accretion, erosion, high bank, low bank, or dike; material such as sand, gravel, mud, clay, rock, riprap; and extent and type of bulkheading, if any:)
- B. In the event that any of the proposed buildings or structures will exceed a height of thirty-five feet above the average grade level, indicate the approximate location of and number of residential units, existing and potential, that will have an obstructed view:
- C. If the application involves a conditional use or variance, set forth in full that portion of the master program which provides that the proposed use may be a conditional use, or, in the case of a variance, from which the variance is being sought:

These Agencies are Equal Opportunity and Affirmative Action employers.

For special accommodation needs, please contact the appropriate agency from Appendix A.

ATTACHMENT A

SEA-TAC INTERNATIONAL AIRPORT

Portions of the east half of Section 20, Section 21, Section 28, the east half of Section 29, the east half of Section 32 and Section 33, all in Township 23 North, Range 4 East, W.M. in the King County, Washington described as follows: Beginning at the intersection of the east margin of 12th Avenue South with the south margin of State Sign Route 518; thence easterly and southerly along said south margin and then continuing along the westerly margin of the Sea-Tac Airport Access Freeway to the projected south margin of South 160th Street; thence easterly along said south margin to the projected south margin of South 160th Street; thence easterly along said south margin to the easterly margin of said freeway; thence along said easterly margin to a point where it intersects the westerly margin of International Boulevard (SR 99); thence southerly along said westerly margin to the south line of the northeast quarter of Section 33, Township 23 North, Range 4 East; thence west along said line to the projected west margin of 28th Avenue South; thence southerly along said margin to the intersection with the north margin of South 188th Street; thence westerly and northwesterly along said north margin of South 188th Street and 12th Place South to the intersection with the easterly margin of State Sign Route 509; thence northerly along said margin to intersection with the south margin of South 176th Street; thence easterly along said south margin to the east margin of 12th Avenue South; thence northerly along said easterly margin of 12th Avenue South to the point of beginning.

Assessed in Tax Lot 16 in the Southeast quarter of Section 28, Township 23 North, Range 4 East, W.M.

ATTACHMENT B

POTENTIAL IMPACTS TO WATER QUALITY AND FISHERIES

A complete description of impacts to surface water, fisheries, and wetlands is included in Sections 10, 11, and 16 of Chapter IV, and Appendices F, H, and P, of the Final EIS for Proposed Master Plan Update Development Actions at Seattle-Tacoma International Airport (1996), and summarized below.

Impacts to Des Moines Creek will occur in later phases of construction activity. Specific construction plans have not been developed for the later phases, therefore a separate permit application for construction in Des Moines Creek will be submitted later once precise impacts to Des Moines Creek and its tributary are known. However, certain impacts, such as the addition of surface water volume into the stream as a result of increased impervious surface in the watershed and wetland fill can be reasonably quantified now and will be discussed here.

Streams

Although salmonids have not been captured in the reach of Miller Creek most affected by the Master Plan Update Improvements, cutthroat trout may occur there. Downstream reaches do support other salmonids and contain spawning habitat. Potential construction impacts to streams and fisheries resources relate to short-term increases in total suspended solids (TSS) from erosion and sedimentation and temporary loss of habitat due to creek relocation. Contaminants such as heavy metals and oil and grease from construction machinery tend to cling to sediments. The primary mechanism for delivery of sediment from the construction sites to the streams is in stormwater runoff as suspended solids. Since Phase I of the Master Plan Update Improvements covers the most area, it is likely to have the greatest impact on water resources. Construction of all phases is expected to increase TSS from 11 to 27 percent in Miller Creek and 14 to 36 percent for Des Moines Creek during and immediately after construction. As vegetation becomes established the first year after construction, sediment loading should decrease exponentially. Following construction, overall increase of sediment inputs into both Miller and Des Moines Creek will increase up to 4 percent per year compared to existing total loading.

Phase I construction will directly impact Miller Creek in three areas (see Miller Creek Relocation Plan, attached). Fill material will be placed in portions of the channelized mainstem and two drainage channels.

Operational impacts associated with the Master Plan Update Improvements are related to increased stormwater runoff due to the increase in impervious surfaces. Additional stormwater runoff will potentially increase the rate and duration of flows within the stream channels after storms. Proposed stormwater management facilities will remove most of the pollutants contained within the stormwater, but minor increases in heavy metals and oil and grease are likely to reach Miller and Des Moines Creeks. Stormwater runoff may also contain glycols and urea (used as de-icers in the winter).

Increased impervious surface area will contribute to reduced groundwater recharge, possibly reducing baseflows to the streams within the affected watersheds. Reduced baseflows could increase stream temperature and decrease dissolved oxygen levels which, in turn, could affect stream-dwelling organisms.

Stream Mitigation - Methods identified to reduce the duration and severity of both construction and operational impacts to surface water quality and fisheries resources are described in detail in the Final EIS. Generally, the following measures will be implemented before and during construction:

- An approved stormwater pollution prevention plan (including wet vaults and bioswales);
- An erosion and sedimentation control plan (including mulching, silt fencing, sediment basins, and check dams);
- Infiltration facilities;
- A spill prevention, control and countermeasures plan; and
- Best Management Practices.

In order to compensate for filling portions of Miller Creek as part of Phase I construction, a new segment of stream will be created. A thorough discussion of these mitigation measures are included in the attached Miller Creek Relocation Plan.

Wetlands

Approximately 12.23 acres of wetlands will be filled. The wetlands that will be filled are generally in close proximity to the existing airport facilities. Affected wetland classes are: 7.34 acres of forested wetland; 2.01 acres of scrub/shrub wetland; and 2.88 acres of emergent wetland. The affected wetlands are typically small and isolated from true aquatic or high quality upland habitat. For these reasons, and because they lack complex habitat features, they are generally of low functional value. A complete description of wetlands in the impact area is included in the attached Wetland Mitigation Plan.

Riparian wetlands along Miller and Des Moines Creeks downstream of the proposed projects may be indirectly affected by increased stormwater runoff. Since the mitigation measures mentioned above will be implemented prior to commencing construction activities, indirect impacts to wetlands should be minimal.

Wetland Mitigation - In order to reduce the duration and severity of impacts to wetlands, numerous mitigation measures have been undertaken, including avoidance. For example, Borrow Area 8 was identified as affecting a large area of higher quality wetlands. To reduce wetland impacts, Borrow Area 8 was eliminated from the project, reducing wetland fill from about 26 acres to 12.23 acres.

Compensatory wetland mitigation is proposed on an off-site location to maximize the benefits of replacing many small wetlands with one large wetland. An overall replacement ratio of 1.7:1 will be achieved at one location in Auburn, Washington. Since the mitigation site is adjacent to the Green River, it will function as part of a larger ecosystem. The attached Wetland Mitigation Plan describes the mitigation program in detail.

ATTACHMENT D

Federal Permits/Approvals

Federal Aviation Administration
Record of Decision
Air Quality Conformity Decision
Approval of Airport Layout Plan

United States Army Corps of Engineers
Section 404 Permit*

State Permits/Approvals

Department of Ecology
Water Quality Certification*
National Pollutant Discharge Elimination System
Temporary Modification of Water Quality*
Dam Safety Approval

Department of Fish and Wildlife
Hydraulic Project Approval*

Department of Natural Resources
Forest Practices Permit

Governors Clean Air and Water Certification

Local Permits/Approvals

Puget Sound Regional Council review
Port of Seattle Commission project decisions
City of SeaTac Comprehensive Plan and Zoning process
City of Auburn Clearing and Grading permit
Demolition permits

*=Covered by this application

ATTACHMENT E - ADJOINING PROPERTY OWNERS

Parcel No.	Tax Payer		Property Address			Mailing Address			
202304 9065	Tony & Betty J	Vacca	15060 Des Moines Memorial	SeaTac	98148	15831 5th Pl S	Seattle	WA	98148
202304 9074	Marlene	Brougham				15325 6th Ave SW #1	Seattle	WA	98166
202304 9099	Tony & Betty J	Vacca				15831 5th Pl S	Seattle	WA	98148
202304 9122	Anthony	Genzale	15225 12th Ave S	SeaTac	98148	1824 SW 166th Pl	Seattle	WA	98166
202304 9144	Antonio	Scarsella				15325 10th Ave S	Seattle	WA	98148
202304 9453	Eric W	Grant	15443 12th Ave S	SeaTac	98148	14113 SE 243rd St	Kent	WA	98042
369680 0010	Howard W	Kehrer	15413 9th Pl S	Seattle	98148	15413 9th Pl S	Seattle	WA	98148
371180 0005	Antonio	Scarsella	15337 10th Ave S	SeaTac	98148	15325 10th Ave S	Seattle	WA	98148
371180 0010	Antonio	Scarsella	15325 10th Ave S	Seattle	98148	15325 10th Ave S	Seattle	WA	98148
371180 0015	Shawn D	Patterson	15322 10th Ave S	Seattle	98148	15322 10th Ave S	Seattle	WA	98148
440140 0005	James W & Virginia	Wilcher	15006 Des Moines Way S	Seattle	98148	15006 Des Moines Way S	Seattle	WA	98148
440140 0010	William F	Eisiminger	1003 S 150th St	SeaTac	98148	3644 Corliss Ave N	Seattle	WA	98103
440140 0015	Georgia	Wardall	1009 S 150th St	SeaTac	98148	26924 140th Ave SE	Kent	WA	98042
440140 0020	Mark J & Ilona	Brose	1021 S 150th St	SeaTac	98148	1021 S 150th St	SeaTac	WA	98148
440140 0025	Robert	Ventimiglio	1029 S 150th St	Seattle	98148	1029 S 150th St	Seattle	WA	98148
440140 0030	Kenneth E & Leona	Wooding	1033 S 150th St	Seattle	98148	1033 S 150th St	Seattle	WA	98148
440140 0035	Jimmie Irene	Breeze	1041 S 150th St	Seattle	98148	1041 S 150th St	Seattle	WA	98148
292304 9079	Beverly S	Tyler	1052 S 170th St	SeaTac	98148	3554 S 173rd St	Seattle	WA	98188
042204 9032	Pacific Gulf Properties		2315 S 200th St	Des Moines	98188	363 San Miguel Dr #100	Newport Beach	CA	92660
042204 9031	King County		3024 S 200th St	Des Moines	98188	500 KC Admin Bldg	Seattle	WA	98104
666300 0101	King County					500 KC Admin Bldg	Seattle	WA	98104