

Burien, Des Moines, and SeaTac Demand

Equity for Airport-Impacted Communities



Community Open House

Welcome!

6 p.m. Presentation

6:30-7:30 p.m. Open House



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The DEIS fails to prove that hazardous materials impacts are not significant.

The DEIS relies heavily on future investigations, future remediation, and future regulatory compliance rather than providing sufficient information to support current conclusions that hazardous materials impacts are not significant.



Our analysis shows the following primary deficiencies:

- Incomplete characterization of contaminated sites.
- Outdated and incomplete contaminated-site database review.
- Insufficient evaluation of off-site plume migration potential.
- Limited analysis of fuel farm expansion and spill-response requirements.
- PFAS contamination remains incompletely delineated.
- Hazardous materials surveys incomplete for most demolition structures.
- Significance conclusions rely on regulatory compliance rather than project-specific mitigation.



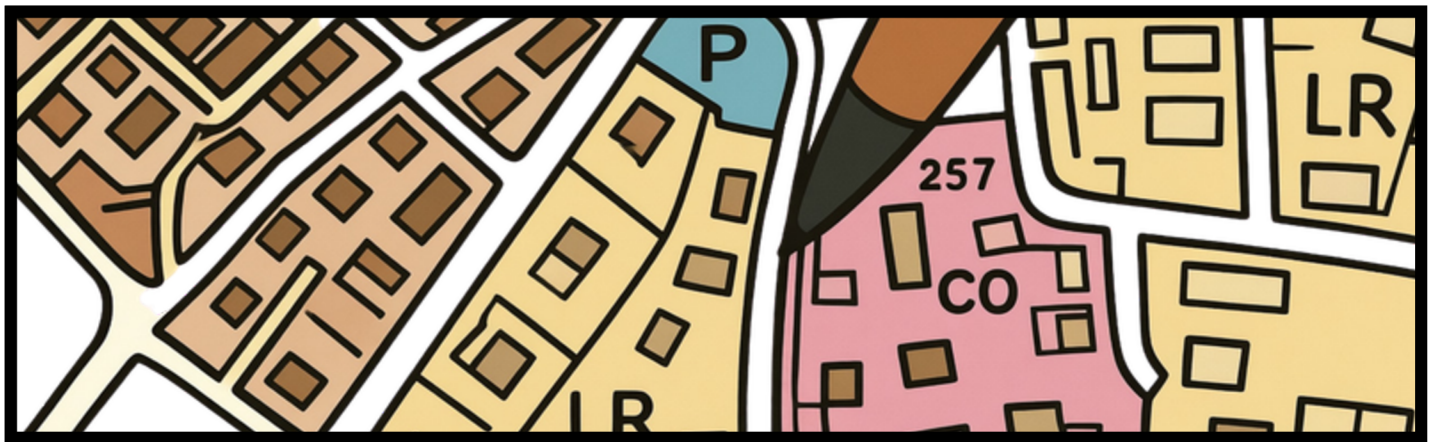
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The DEIS doesn't show its work on calculating land use impacts.

The DEIS largely equates plan consistency with land use compatibility but does not adequately demonstrate how compatibility impacts to nearby neighborhoods, parks, and community resources were evaluated.



Our analysis shows the following primary deficiencies:

- Reliance on plan consistency as a proxy for compatibility.
- No clear crosswalk between land use conclusions and technical analyses.
- Limited assessment of cargo-related land use intensity shifts.
- Limited analysis of Tub Lake adjacency effects.
- Future Airport Activity Area (AAA) lands not clearly framed in cumulative effects analysis.
- Potential inconsistencies between land use characterization and air quality modeling assumptions.
- Unclear application of RCW 36.70.547 and compatibility standards.





The DEIS needs to consider community members' lived experience when evaluating noise impacts.

The DEIS primarily relies on FAA DNL-based significance criteria and may not adequately evaluate the broader community noise effects contemplated under SEPA.



Our analysis shows the following primary deficiencies:

- Reliance on DNL primary indicator of significance.
- No supplemental metrics such as SEL, Lmax, or event-frequency analysis.
- Mitigation commitments are not clearly defined.
- SEPA significance analysis remains incomplete



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The DEIS does not go far enough in analyzing transportation impacts.

Significant transportation impacts may be understated because of baseline assumptions, limited analysis periods, missing technical documentation, and deferred mitigation commitments.



Our analysis shows the following primary deficiencies:

- PM peak-only analysis.
- Calibration uncertainty in the travel demand model.
- Core technical documentation omitted from public record.
- Severe ramp-terminal delays inadequately disclosed.
- No Action baseline embeds airport growth.
- WSDOT-controlled facilities left effectively unmitigated.
- Signal timing assumptions potentially mask impacts.
- Mitigation commitments deferred to future agreements.
- Pedestrian safety impacts insufficiently addressed.
- Insufficient construction, freight, transit, cumulative, and alternatives analyses.



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The DEIS takes the wrong approach to environmental impact mitigation.

The DEIS identifies impacts but generally defers critical mitigation details until later permitting and design phases, limiting the ability to evaluate whether impacts can actually be mitigated.



Our analysis shows the following primary deficiencies:

- No conceptual wetland mitigation plan.
- No enforceable mitigation performance standards.
- No specific wetland mitigation sites identified.
- No pollutant-loading analysis for impaired streams.
- Insufficient treatment of 6PPD-quinone and emerging contaminants.
- Reliance on regulatory compliance rather than environmental effects analysis.
- Limited evaluation of downstream impacts.
- Biological evaluation may understate impacts to Endangered Species Act (ESA) species and essential fish habitat (EFH).
- Insufficient cumulative impacts analysis.



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Air Quality, GHG, Health Risk, and Environmental Justice



The DEIS does not fully measure or commit to mitigating air quality impacts.

The DEIS understates air quality impacts through use of an inflated “No Action” baseline, limited significance criteria, and incomplete consideration of pollutants of concern and environmental justice communities.



Our analysis shows the following primary deficiencies:

- No Action Alternative embeds substantial future growth, reducing apparent project impacts.
- 2022 baseline conditions may underrepresent current airport activity.
- Construction-period dispersion impacts were not modeled.
- Ultrafine Particles were excluded from analysis.
- Hazardous Air Pollutants analysis was limited.
- National Ambient Air Quality Standards (NAAQS) exceedance used as the primary significance test.
- Climate/Greenhouse Gases (GHG) mitigation commitments are largely absent.
- Environmental justice analysis does not result in enhanced protections.
- No enforceable operational air quality mitigation measures are proposed



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