

APPENDIX G

Historic Resources

Cultural Resources Survey of the SAMP Near-Term Projects

Coordination between FAA and DAHP

- Initiation of Section 106 Process/APE Approval (8/27/20)
- DAHP APE and Methodology Comments (9/2/20)
- DAHP Survey Methodology Comments (9/23/20)
- Documentation of Section 106 Finding of No Adverse Effect (5/6/21)
- DAHP Request for More Information (6/2/21)
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- Letter sent to Native American Tribes
 - The followings Tribes were contacted:
 - Confederated Tribes and Bands of the Yakama
 - Confederated Tribes of the Warm Springs Reservation of Oregon
 - Muckleshoot Indian Tribe
 - Puyallup Tribe of Indians
 - Samish Indian Nation/Snoqualmie Indian Tribe
 - Squaxin Island Tribe of the Squaxin Island Reservation
 - Stillaguamish Tribe of Indians of Washington
 - Suquamish Tribe
 - Tulalip Tribes of Washington
- Response letters from Native American Tribes

APPENDIX G

Historic Resources

Cultural Resources Survey of the SAMP Near-Term Projects

**Cultural Resources Survey of the Seattle-Tacoma International
Airport Sustainable Airport Master Plan Near-Term Projects, King
County**

28 July 2021

Prepared for:

Landrum & Brown
4445 Lake Forest Drive
Suite 700
Cincinnati, OH 45242

Prime Contract No.: P00318453

Prepared by:



Stell

6100 219th St. SW Suite 480
Mountlake Terrace, WA 98043

By James Brown, MS; Michael A. Johnson, Ph.D., RPA; Matthew Breidenthal, MS, and Sarah
M.H. Steinkraus, MS, RPA

Stell Project No.: LBI001.02

EXECUTIVE SUMMARY

Stell Environmental Enterprises, Inc. (Stell) was contracted by Landrum & Brown to complete a cultural resources survey and assessment for the environmental review of the Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA). These NTPs are derived from the Port of Seattle's Sustainable Airport Master Plan (SAMP). The Project is located across Township 23N, Range 4E, Sections 21, 28, 29, 32, and 33 and Township 22N, Range 4E, Section 4, Willamette Meridian. This area is encompassed in the United States Geological Survey Des Moines 7.5' Quadrangle topographic map. The Area of Potential Effect (APE), as approved by the Federal Aviation Administration and Department of Archaeology and Historic Preservation, is located in southwestern King County. This analysis includes documentation of historic resources immediately adjacent (within one tax parcel/or viewshed) of known historic resources. Ground-disturbing activities are expected along the outer margins of SEA and totals approximately 1,972 acres. A total of 36 unique study areas are included in the APE.

Stell's recommendations for Section 106, National Environmental Policy Act, and State Environmental Policy Act compliance for the SAMP NTPs includes developing an Inadvertent Discoveries Plan in the instance that any historic materials are uncovered during construction and that during construction in high probability areas that archaeological monitoring occur to document any cultural materials that may be identified.

Within the APE four archaeological sites and 12 historic properties were documented. None of the archaeological sites and only one of the historic properties are recommended as being eligible for the National Register of Historic Places.

Archaeological fieldwork and background research were conducted in October and November of 2020. Four archaeological sites and 12 historic properties were recorded, along with many non-diagnostic fragments of cultural debris. Based on the results of this study, **Stell's summary recommendations are the creation of a Monitoring and Inadvertent Discovery Plan, as well as conducting archaeological monitoring of all ground disturbing activities requiring excavation greater than four feet below the surface elevation within the APE. As currently understood, the Project will have no effect on known historic properties. If there are any changes to the project plan, an architectural historian will need to evaluate any potential impacts to the central portion of the parking garage.**

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- DAHP No Adverse Effect Concurrence (7/12/24)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Denver Airports District Office
26805 E 68th Avenue, Suite 224
Denver, CO 80249-6361

August 27, 2020

Ms. Allyson Brooks, PhD
State Historic Preservation Officer
Director of Department of Archaeology & Historic Preservation
1110 South Capitol Way, Suite 30
Olympia, WA 98501

Re: Initiation of Section 106 Process for the Seattle-Tacoma International Airport

Dear Ms. Brooks:

This letter is notification that the Federal Aviation Administration (FAA) is initiating Section 106 consultation as stipulated in 36 CFR 800.3 for the Seattle-Tacoma International Airport (Airport) Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP). The Airport and the FAA are preparing an Environmental Assessment (EA) to review potential impacts from the proposed project.

The SAMP identified a Long Term Vision to accommodate future passenger levels over a 20-year planning horizon (out to 2034). While recognizing the need for additional long-term study, the Airport identified a set of NTPs to address the near-term activity levels whether or not the long-term projects are pursued. The attached figure depicts the proposed NTPs.

The Area of Potential Effect (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties” (36 C.F.R. § 800.16(d)). The APE encompasses areas proposed for disturbance and areas with the potential for visual effects. The APE encompasses roughly 3,920 acres where ground disturbing activities are anticipated to be located, with a buffer of 1,500 feet to account for areas that may be impacted by a change in visual character or setting. Detailed survey and evaluation of potential resources will be conducted within this APE. The undertaking will not result in significant increases in noise as defined by FAA Order 1050.1F and therefore a separate APE to address noise impacts is not warranted.

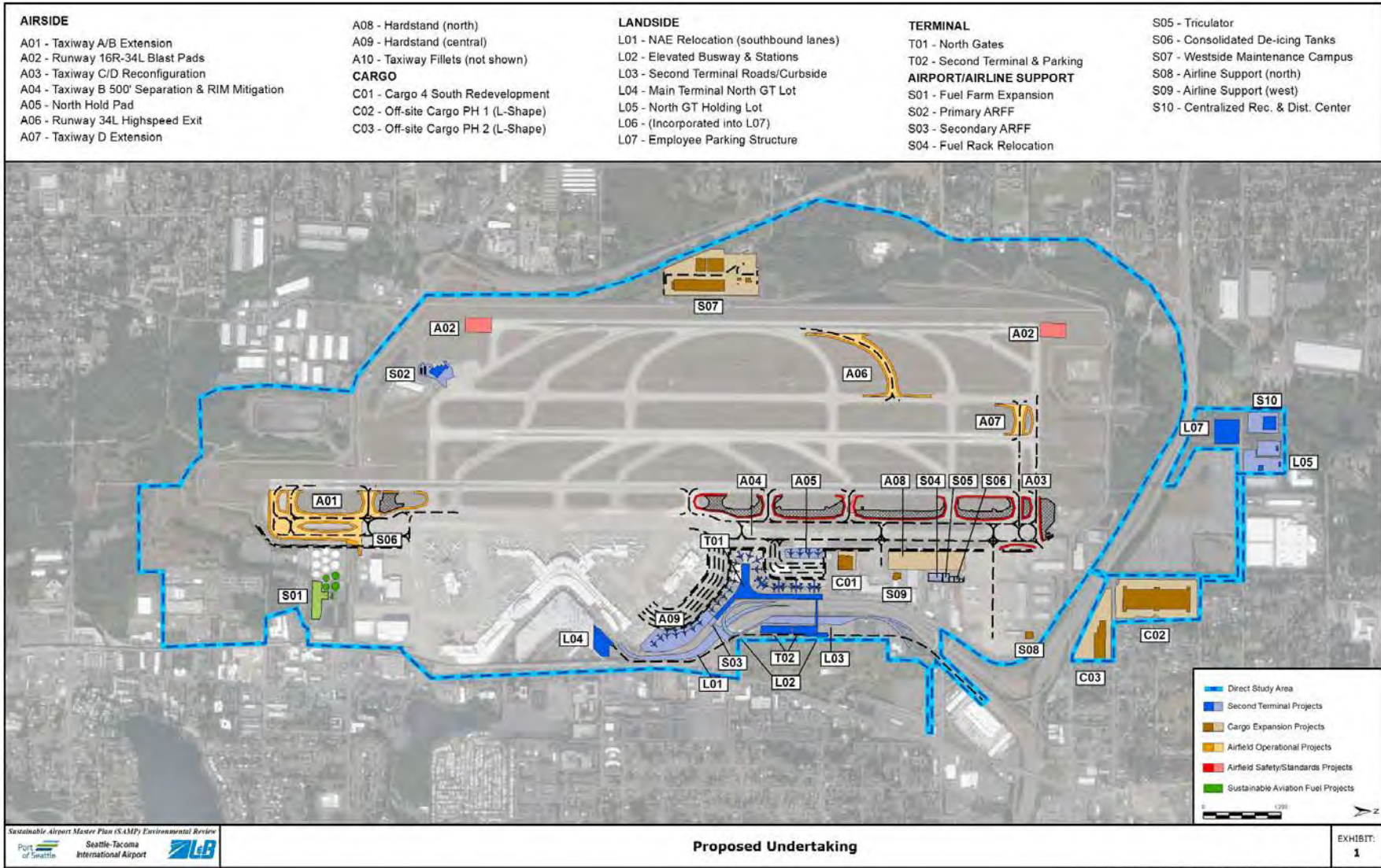
The FAA respectfully requests that the SHPO provide written concurrence with the defined APE. Once the APE is finalized, the FAA will submit a proposed methodology for identifying historical/cultural resources within the APE in accordance with 36 CFR 800.4(b). If you have any comments, questions, or concerns regarding the analyses and conclusions, or have any questions regarding the project, please do not hesitate to contact me at (303) 342-1261 or Kandice.Krull@faa.gov.

Sincerely,

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airport District Office
303-342-1261

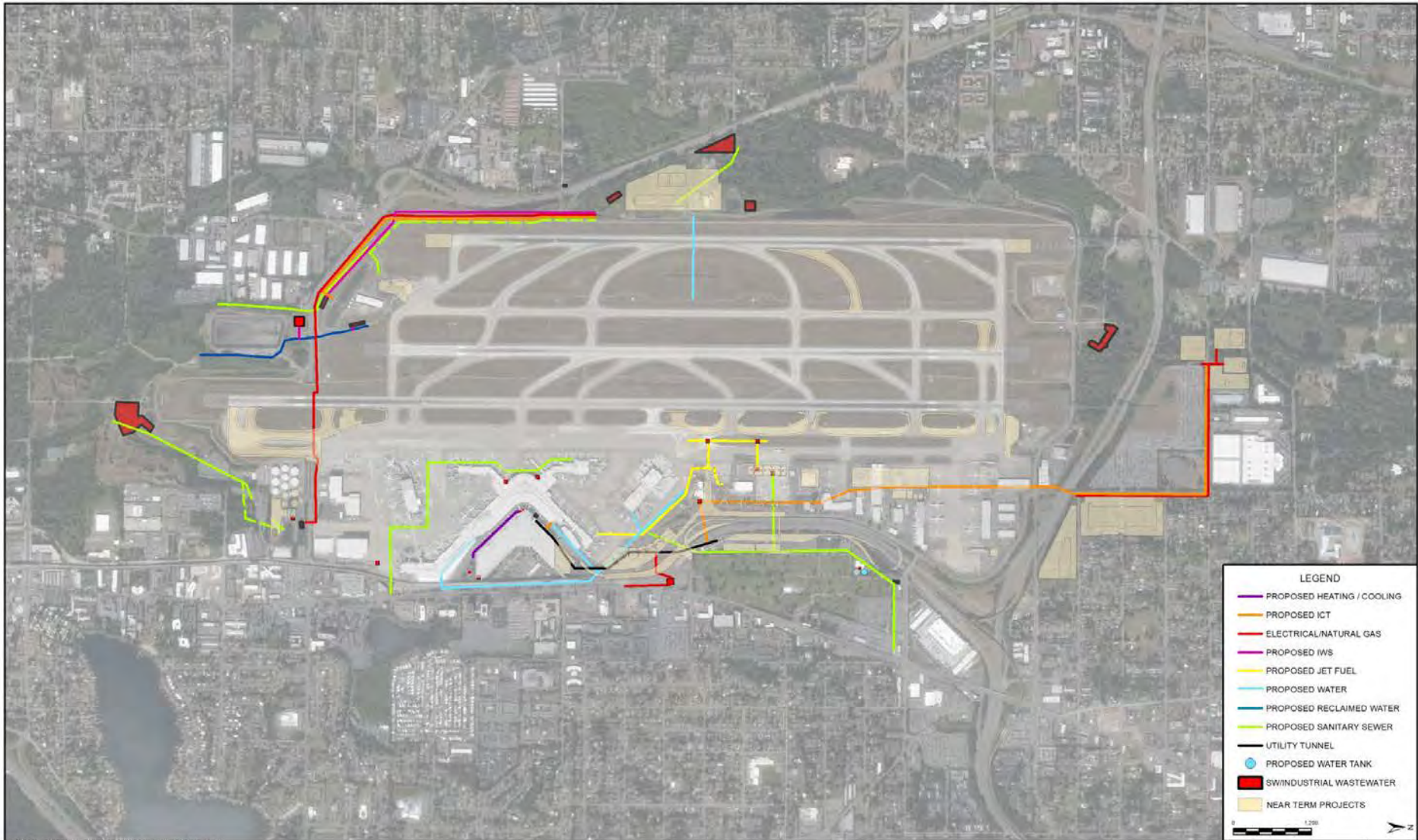
Enclosure: Proposed Project Figure
Area of Potential Effect (APE)

**SEATTLE-TACOMA INTERNATIONAL AIRPORT
PROPOSED UNDERTAKING**



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**SEATTLE-TACOMA INTERNATIONAL AIRPORT
PROPOSED UNDERTAKING**



LEGEND	
	PROPOSED HEATING / COOLING
	PROPOSED ICT
	ELECTRICAL/NATURAL GAS
	PROPOSED IWS
	PROPOSED JET FUEL
	PROPOSED WATER
	PROPOSED RECLAIMED WATER
	PROPOSED SANITARY SEWER
	UTILITY TUNNEL
	PROPOSED WATER TANK
	SW/INDUSTRIAL WASTEWATER
	NEAR TERM PROJECTS

Sustainable Airport Master Plan (SAMP) Environmental Review

Proposed Undertaking - Utility & Support Elements

EXHIBIT:
2

8/11/2020 Y:\SEA\NEPA\DRAFT FOLDER STRUCTURE\15_GIS\MXD\UTILITY AND SUPPORT ELEMENTS.mxd

**SEATTLE-TACOMA INTERNATIONAL AIRPORT
PROPOSED UNDERTAKING**





Allyson Brooks Ph.D., Director
State Historic Preservation Officer

September 2, 2020

Ms. Kandice Krull
Environmental Protection Specialist
Federal Aviation Administration

In future correspondence please refer to:

Project Tracking Code: 2020-08-05388

Property: City of SeaTac_ Seattle-Tacoma International Airport Sustainable Airport Master Plan
Near-Term Projects

Re: APE Concur

Dear Ms. Krull:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the area of potential effect (APE).

We concur with your definition of the APE. However, we recommend having a meeting with your agency and the Port of Seattle to discuss the different elements of the proposed master plan. While we feel the APE is adequate, we would appreciate the opportunity to discuss the survey methodology before proceeding with any inventories, in order to ensure a commensurate level of survey is performed. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 586-3085
dennis.wardlaw@dahp.wa.gov





Allyson Brooks Ph.D., Director
State Historic Preservation Officer

September 23, 2020

Ms. Kandice Krull
Environmental Protection Specialist
Federal Aviation Administration

In future correspondence please refer to:
Project Tracking Code: 2020-08-05388
Property: City of SeaTac_ Seattle-Tacoma International Airport Sustainable Airport Master Plan
Near-Term Projects
Re: Survey Inventory Methodology Comments

Dear Ms. Krull:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) and providing the proposed survey inventory methodology for the above referenced project. First, DAHP does not agree that is appropriate to limit subsurface investigations to areas of impact that are anticipated to extend beyond 36 inches (.91 meters). Numerous sites in Western Washington do not extend to that depth, and applying this blanket exemption to project areas could lead to sites being missed. Unless the consultant can demonstrate that areas have been subject to extensive disturbance and that the proposed actions do not have potential to encounter native soils, then the project areas should be examined. DAHP would also like language added regarding subsurface sampling intervals and for site delineations. For the survey sampling intervals, DAHP is recommending no more than 20-meters. For site delineation, bounding tests should be conducted in a cruciform pattern at 10-meter intervals until two negative shovel testes are recorded in each direction.

Regarding the Above-Ground Evaluation:

At this time, we do not agree with the methodology as proposed. As we state in our Standards for Cultural Resource Reporting: "Intensive survey implies that the resource is already considered to be significant and research is likely to uncover new information." We therefore recommend any built environment resource identified and surveyed for this undertaking be done so only at the reconnaissance level, in order to determine if historic properties exist within the APE. We ask that this effort align with our expectations as specified in our HPI FAQ (<https://dahp.wa.gov/sites/default/files/DAHP%20HPIF%20FAQ.pdf>), which offers what we believe to reflect a reconnaissance level effort under Section 106 would include in each individual HPIF:

- All applicable data fields, check-boxes, and pull-down menus completed. At least one clear photo showing two facades. Photos should be of recent date that show the property as it presently appears. Photos of notable features or materials are encouraged.
- A succinct, concise explanation of the historic context(s) that the recorded property is being evaluated. In most cases this need not be more than a few sentences or paragraph at most.



- A discussion of the resource's integrity. (DAHP has written an example NRHP evaluation, which is available on our website, intended to emphasize the importance a discussion of integrity has on a resource's NRHP eligibility). This discussion only needs to be one or two sentences, but is the crux of all NRHP evaluations. Please reference all aspects of integrity considerations.
- An evaluation of the resource's eligibility in accordance with NRHP criteria. Meaningful, defensible evaluations must be written for each resource. Given that each resource is different, statements of significance with boiler plate language may be returned.

To summarize: we request that any effort to perform intensive level HPIFs be removed from the methodology, and that all HPIFs be prepared as listed above, meeting our expectations for a reconnaissance level survey.

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to comment on the proposed methodology. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. Should you have any questions, please feel free to contact me.

Sincerely,



Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov





U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Denver Airports District Office
26805 E 68th Avenue, Suite 224
Denver, CO 80249-6361

May 6, 2021

Mr. Dennis Wardlaw
Washington Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Subject: Documentation of Section 106 Finding of No Adverse Effect (36 CFR § 800.5(b)) for the Seattle-Tacoma International Airport

Dear Mr. Wardlaw:

The Federal Aviation Administration (FAA) determined that a Section 106 finding of a *No Adverse Effect* is applicable for the proposed Sustainable Airport Master Plan Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA). This letter and attached documents constitute a request for written concurrence with the eligibility determinations and Section 106 determination of *No Adverse Effect*.

1. Description of the Undertaking

The Port of Seattle (Port) completed a Sustainable Airport Master Plan (SAMP) for the Seattle-Tacoma International Airport (SEA) that identified a Long Term Vision to accommodate future needs over the 20-year planning horizon (out to 2034). From this, the Port developed Near-Term Projects (NTPs) to address near-term needs. The NTPs would improve efficiency, safety, access to SEA, and support facilities for airlines and SEA.

Section 106 of the National Historic Preservation Act (NHPA) defines an undertaking as a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency. The proposed methodology, approved by the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) in October 2020, listed all of the NTPs as the undertaking (Attachment A). Since the approval of the methodology, the Federal Aviation Administration (FAA) has reviewed the projects in accordance with the FAA Reauthorization Act of 2018.

Section 163 of HR 302, the "FAA Reauthorization Act of 2018" (the Act) (P.L. 115-254) limited the FAA's authority in certain circumstances:

- Section 163(a) limits the FAA's authority to regulate, directly or indirectly, an airport operator's transfer or disposal of certain types of airport land.
- Section 163(b) identifies exceptions to this general rule.

- Section 163(c) preserves the statutory revenue use restrictions regarding the use of revenues generated by the use, lease, encumbrance, transfer, or disposal of the land, as set forth in 49 U.S.C. §§ 47107(b) and 47133.
- Section 163(d) limits the FAA's review and approval authority for Airport Layout Plans (ALPs).

While the undertaking described in the approved methodology is the Port's intended full development at SEA, the FAA has determined that they do not have authority over two projects (C01-Cargo 4 South Redevelopment and S01-Fuel Farm Expansion). Therefore, the FAA has removed these two projects from the undertaking. For the rest of the projects, either the FAA has authority over the project or the project needs to occur to allow construction of a project that the FAA does have authority over (Attachment B). Therefore, the FAA has included them as part of the undertaking.

The undertaking includes:

- A01 – Taxiway A/B Extension
- A02 – Runway 16R/34L Blast Pads
- A03 – Taxiway C/D Reconfiguration and Runway Incursion Mitigation
- A04 - Taxiway B 500' Separation
- A05 – North Hold Pad
- A06 – Runway 34L High Speed Exit
- A07 – Taxiway D Extension
- A08 – North Cargo Hardstand
- A09 – Central Hardstand
- A10 – Taxiway Fillets
- T01 – North Gates
- T02 – Second Terminal and Parking
- C02 – Offsite Cargo Phase 1
- C03 – Offsite Cargo Phase 2
- L01 – North Airport Expressway (NAE) Relocation (southbound lanes)
- L02 – Elevated Busways and Station
- L03 – Second Terminal Roads and Curbside
- L04 – Northeast Ground Transportation (GT) Center
- L05 – North GT Holding Lot
- L07 – Employee Parking Structure
- S02 – Primary Aircraft Rescue and Firefighting (ARFF) Facility
- S03 – Secondary ARFF Facility
- S04 – Fuel Rack Relocation
- S05 – Triculator
- S06 – Consolidated De-icing Tanks
- S07 – Westside Maintenance Campus
- S08 – North Airline Support
- S09 – West Airline Support
- S10 – Centralized Receiving and Distribution Center (CRDC)

- Expansion of existing stormwater ponds
- Construction of new stormwater management facilities
- Sanitary sewer improvements
- Upgrades to the existing centralized mechanical plant
- Conversion of existing storm drainage vaults (3 and 3A) to industrial wastewater system vaults
- New natural gas/electrical service
- Jet fuel mainline extension
- Extension of fiber optic cable

2. Area of Potential Effect

The Area of Potential Effect (APE) is the area within which an undertaking may affect, directly or indirectly, a historic property or cultural resource. The scale and nature of an undertaking influences the delineation of the APE. The APE (Figure 1) encompasses approximately 3,920 acres with a buffer of 1,500 feet to account for visual character or setting impacts. This is the same APE DAHP concurred with in September 2020.



Area of Potential Effect

Figure 1

3. Efforts to Identify Historic Properties

Stell Environmental Enterprises, Inc. (Stell) completed a Cultural Resources Survey of the SEA SAMP NTPs in February 2021 in accordance with the approved methodology (Attachment C). The methods for identifying historic properties included a combination of desktop research, sub-surface testing, and on-site study of above ground features. A review of the WISAARD predictive model indicated that the risk for cultural resources within the APE ranged from moderately low to high risk.

Stell completed shovel testing at 390 points in October and November of 2020. They identified cultural material at 120 of the shovel-tested points. Most of the material found was temporally non-diagnostic and often found in fill deposits. Shell did identify four sites that had a variety of cultural material (Sites SAMP-C02-Site1, SAMP-L05-Site1, SAMP-S10-Site1, and SAMP-C03-Site1). Stell determined, and the FAA concurs, that the sites were not eligible for listing on the National Register of Historic Places (NRHP).

Stell also reviewed 12 properties within the APE. Stell determined, and the FAA concurs, that one property is eligible for listing on the NRHP (central portion of the SEA Parking Terminal - HPI 28319). Stell also considered the potential for identifying portions of SEA as a historic district, but the buildings/structures reviewed do not possess the required level of significance that would warrant the creation of a district at this time.

Stell recommends, and the FAA concurs, developing an Inadvertent Discoveries Plan for projects C02, C03, L03, L05, L07, S07, and S10 (Attachment D). In addition, Stell recommends, and the FAA concurs, that an archaeological monitor should be on-site during ground disturbing activities for projects in C03, S10, and the southern half of C02 given the high potential to find cultural materials in these areas.

4. Describe Affected Historic Properties

The SEA Parking Terminal (DAHP HPI# 28319) is 1,846,950 total square feet and has an irregular plan that is a general chevron shape with somewhat irregular edges. The structure has a poured concrete foundation, concrete siding, and a flat roof with parapet that serves as the eighth level of parking. Multiple concrete structures on the top of the Parking Terminal contain elevator and staircase access points. The original portion of the Parking Terminal, built in 1971, is the center of the current parking garage. SEA constructed additions in 1990 and 1998. The additions were designed to match the overall style of the original structure, although the newer portions are easily distinguishable from the original structure.

The exterior has a characteristically massive, brutalist feel with two primary architectural features (horizontal, concave handrails and the spiraling vehicle access). The horizontal, concave handrails make up the horizontal concrete levels of the Parking Terminal. The open expanses above the handrails are dark, due to the gloomy nature of large parking garages, creating the distinctive brutalist look of windows and doors as “holes” in the building. The openings and concave handrails create an interplay with natural light, which is part of brutalist architecture. The spiraling vehicle access ramps create a series of cylindrical shapes, jutting from the main (east) façade of the structure. The spirals themselves are an unusual but organic form. Metal beams from a single

central concrete pillar suspend the ramps. This provides a sense of weightlessness and space despite the heavy concrete spirals and the vehicles utilizing the ramps.

Only the original, central portion of the Parking Terminal is eligible for nomination to the NRHP under Criterion C due to its distinctive characteristics of Brutalism. To be eligible for listing on the NRHP, a property has to be significant under the National Register criteria and have integrity. The Parking Terminal maintains its overall integrity, retaining six of the seven aspects of integrity:

- Location - The Parking Terminal is in its original location next to the Main Terminal and functions as airport parking. The structure maintains integrity of location.
- Design - The original Parking Terminal retains the Brutalist style and has not significantly changed over time. The sides of the original structure were removed when modern additions were constructed but the design elements of the east and west (main façade) of the structure remain largely intact. These are the sides that have always been most visible to people interacting with the structure as they contain the entry ramps for vehicles and the overhead walkways connecting to the main terminal. The original Parking Terminal maintains its integrity of design, despite the modern additions.
- Setting - The topographic features surrounding the Parking Terminal have urbanized since its original construction in 1971. The vegetation has changed from open grass fields to manicured pockets of urban vegetation. However, the strong relationship between the Parking Terminal and the Main Terminal is maintained. The addition of the two modern wings of the parking garage mimics the shape of the Main Terminal almost increasing the visible relationship between the two buildings as they now fit together quite snugly. Though urbanization has affected the integrity of setting, the Parking Terminal's primary relationship with SEA has not been impaired.
- Materials - The materials have not been significantly changed since construction and are typical of the time period and the Brutalist style. While the north and south portions of the Parking Terminal were removed when the modern additions were built, the east and west sides of the original structure are still present and visible as well as the interior. The Parking Terminal maintains its material integrity.
- Workmanship - The Parking Terminal was built using typical construction techniques of the time. The interlocking system used to attach the precast concrete railings is depicted in the original plan drawings as well as the plans for the modern additions. Some of the original railings have been replaced due to damage over time. The structure maintains its integrity of workmanship.
- Feeling - The Parking Terminal maintains the feeling of a massive, hulking Brutalist structure on the landscape with jutting spiral ramps that dominates the surrounding area. This type of architecture evokes a very strong connection with the mid-1900s. It also maintains the general sense of a busy travel hub and airport that has always been associated with the Parking Terminal and SEA. While the area surrounding the structure has been urbanized, this does not

negate the other components that typify the feeling of the structure. The Parking Terminal maintains its integrity of feeling.

- Association - The Parking Terminal does not have a direct association with an important historic event or person. Therefore, the Parking Terminal does not have integrity of association.

5. Describe the Undertaking’s Effects on Historic Properties

Expansion of the Northeast Ground Transportation Center (L04) is the only project that has the potential to affect the Parking Terminal. The project includes expanding the existing parking lot on the north side of the parking garage to connect the new busway (L02) and to accommodate increased demand for charter and cruise passenger busses. The expansion would include a new second floor with nine bus-parking positions. A third level would provide space for office space, storage, or other similar functions. L04 will affect an addition to the Parking Terminal and not the central Parking Terminal that is eligible for listing on the NRHP.

6. Explain Application of Criteria of Adverse Effect- Include Conditions or Future Actions to Avoid, Minimize or Mitigate Adverse Effects

The following table demonstrates the consideration of the criteria for adverse effect, as stated in 36 CFR § 800.5, in determining if the undertaking will negatively affect the central Parking Terminal:

Examples of Adverse Effect	Yes/No
Physical destruction of or damage to all/part of property	No
Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation & handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties	No
Removal of the property from its historic location	No
Change of the character of the property’s use or physical features within the property’s setting that contribute to its historic significance	No
Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features	No
Neglect of a property which causes its deterioration, except where such neglect & deterioration are recognized qualities of a property of religious & cultural significance to an Indian tribe or Native Hawaiian organization	No
Transfer, lease or sale of property out of Federal ownership or control without adequate & legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance	No

7. Basis for Finding

The FAA has determined that the proposed undertaking will not affect the central Parking Terminal, a property eligible for listing on the NRHP. In addition, the FAA has agreed to include an Inadvertent Discoveries Plan for projects C02, C03, L03, L05, L07,

S07, and S10 (Attachment D) and to have an archaeological monitor on-site during ground disturbing activities for projects in C03, S10, and the southern half of C02. If any construction activity outside of these specified area results in the inadvertent discovery of a cultural resource, construction will halt until the Port notifies the FAA and DAHP.

The FAA has therefore determined that a finding of *No Adverse Effect* is appropriate for this project. The FAA respectfully requests that DAHP provide written concurrence with the eligibility determinations and this Section 106 finding.

If you have any comments, questions, or concerns regarding the analyses and conclusions used to determine the potential effects of the proposed project on historic, cultural, and archaeological resources, or have any questions regarding the project, please do not hesitate to contact me.

Sincerely,

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airport District Office
303-342-1261

ATTACHMENTS

Attachment A: Approved Methodology
Attachment B: Project Descriptions
Attachment C: Cultural Resource Survey
Attachment D: Inadvertent Discovery Plan

Attachment A
Approved Methodology

**Seattle-Tacoma International Airport
Sustainable Airport Master Plan (SAMP)
Near-Term Projects**

Project Undertaking and Area of Potential Effect

Prepared for:

Landrum & Brown
4445 Lake Forest Drive
Cincinnati, OH 45241

Prepared by:



Stell
22617 76th Avenue West, Suite 205
Edmonds, WA 98026

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1 PROPOSED UNDERTAKING

Section 106 of the National Historic Preservation Act (NHPA) defines an undertaking as a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including [1] those carried out by or on behalf of a Federal agency; [2] those carried out with Federal financial assistance; and [3] those requiring a Federal permit, license or approval.

Because the proposed SAMP Near-Term Projects (NTPs) meet the definition of an undertaking, consultation through the Section 106 process is required.

The proposed NTPs were grouped into six categories based on the specific purpose(s) and need(s) for which they were developed. The Overall Program Support Projects represent enabling projects necessary to accommodate the proposed projects. The elements of each of the project categories are described below, and depicted on **Exhibit 1**.

1.1 SECOND TERMINAL PROJECTS

A new Second Terminal is proposed north of the existing Main Terminal, with a separate ground transportation center/parking garage, relocation and construction of airport roadways, and vehicle curb immediately adjacent to the new terminal.¹ A new concourse will provide 19 new narrowbody equivalent aircraft boarding gates and holdroom, circulation, and concessions space.² The new terminal would include passenger ticketing, security screening, and baggage processing facilities to support the new aircraft gates. The new concourse gates would be connected to the rest of the existing main terminal through both secure and non-secure side connections.

Elements of the Proposed Undertaking:

- Construct a new terminal concourse north of the existing terminal complex to provide 19 additional narrowbody equivalent aircraft boarding gates (T01). Includes the construction of a secure side connection from the new concourse to the existing North Satellite.
- Construct a new second passenger terminal and parking to the north (T02)
- Construct a new north hold pad (A05)
- Construct a new central hardstand (A09)
- Relocate and widen a portion of North Airport Expressway (L01)
- Construct an elevated busway and stations (pre-security) (L02)
- Construct new second terminal roads and curbside (L03)

¹ Terminals are pre-security facilities where passengers transfer between ground transportation and air travel. Both arriving and departing passengers travel through terminals.

² Concourses are post-security facilities that provide aircraft boarding gates, holding rooms, and other passenger amenities.

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- Construct new North Ground Transportation Facility at north end of parking garage (L04)
- Construct a new ground transportation parking/holding lot north of State Route 518 (L05)
- Construct a new primary ARFF facility (S02)
- Construct a new secondary ARFF (in terminal area) (S03)
- Construct consolidated deicing fluid tanks (S06)
- Construct new employee parking structure/garage north of State Route 518 (L07)³
- Construct new Centralized Receiving & Distribution Center (CRDC) (S10)

Buildings/facilities to be relocated:

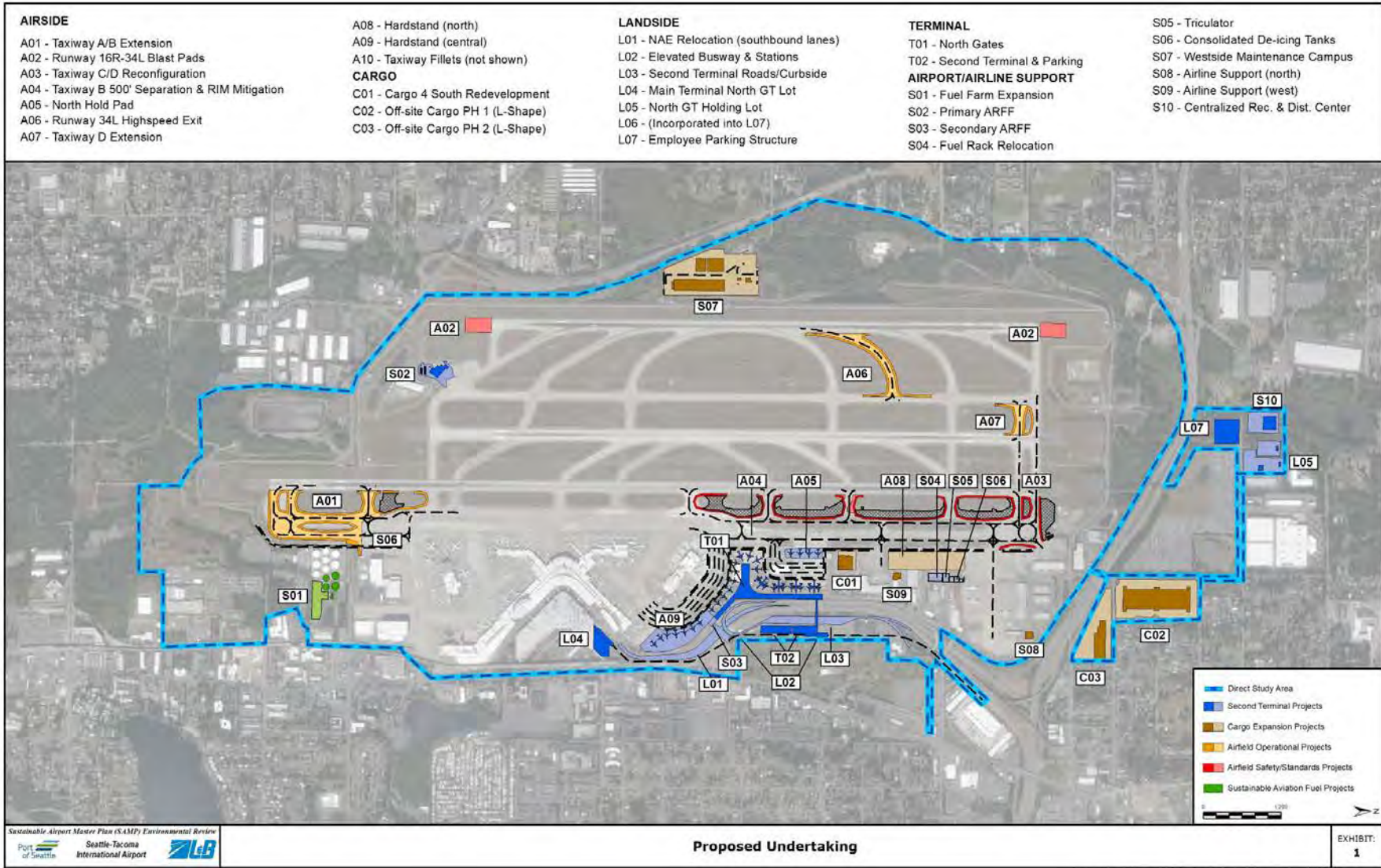
- Existing fuel rack (S04)
- Portion of North Airport Expressway
- Existing Triculator (S05)

Buildings/facilities to be demolished:

- Primary Aircraft Rescue and Firefighting Facility (ARFF)
- Swissport Cargo Facility
- Gate Gourmet Flight Kitchen
- Existing de-icing fluid tanks

³ Note: The original proposed action presented in scoping materials in September 2018 included L06, an employee surface parking lot north of the L07 location. After further refinement of the proposed action, the parking spaces associated with L06 have been incorporated into the garage structure of L07.

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1.2 CARGO FACILITIES PROJECTS

New cargo facilities are proposed in the North Cargo Area of the Airport, with a new cargo aircraft hardstand area providing 3 additional aircraft parking positions (for a total of 21 positions). Includes the construction of new cargo warehouse space on the Port's L-shaped parcel of land north of State Route 518.

Elements of the Proposed Undertaking:

- Construct new north cargo hardstand area (A08)
- Redevelop existing Cargo 4 site to provide new cargo facilities (C01)
- Construct new cargo warehousing building (C02 and C03)
- Construct new Aviation Maintenance Facility (AMF) (S07)
- Construct new airline support building to accommodate displaced functions (S08)
- Expand existing AMB/AFCO III building to accommodate displaced functions (S09)

Buildings/facilities to be demolished:

- Port's Aviation Maintenance Facility
- United Airlines Maintenance Building

1.3 AIRFIELD STANDARDS PROJECTS

Various airfield improvements are proposed to meet FAA standards and guidance.

Elements of the Proposed Undertaking:

- Expansion of existing Runway 16R/34L blast pads located from 200' x 200' to 220' x 400' feet in order meet FAA standards (A02)
- Modify existing non-standard taxiway geometry of Taxiways C and D to correct non-standard intersection angles, and reconfigure intersections with more than three nodes (A03)
- Reconfigure/relocate existing Taxiway A and B in areas where other project elements are being constructed to provide 500-foot separation (A04)

Buildings/facilities to be demolished:

- Areas of existing airfield pavement would be modified/removed

1.4 AIRFIELD OPERATIONAL EFFICIENCY PROJECTS

Various improvements are proposed to enhance the operational efficiency of the taxiway layout of the Airport.

Elements of the Proposed Undertaking:

- Extension of Taxiway A/B at the south end of Runway 16L/34R to create a new parallel taxiway system. This would provide additional space for aircraft queuing, better runway access, and more flexibility in situations where aircraft are held or disabled (A01)

**SEATTLE-TACOMA INTERNATIONAL AIRPORT
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- Construction of new high-speed taxiway exit from Runway 16R/34L and a new crossing of Runway 16C/34C. These would provide a more efficient connection to the terminal area and create additional holding areas for taxiing aircraft (A06)
- Extension of Taxiway D from Runway 16C-34C west to Taxiway T to provide additional taxiway crossings, to increase airfield efficiency (A07)

Buildings/facilities to be demolished:

- Relocation of existing Taxiway S approximately 310 feet south
- Relocation of Runway 34R glideslope antenna and shelter approximately 60 feet to the west and 100 feet to the south of current position on the east side of Runway 16L-34R to facilitate the taxiway work

1.5 AVIATION FUEL PROJECTS

Expansion of the existing fuel farm is proposed to provide the necessary facilities to meet the projected fuel storage demand at the Airport and meet the Port's Sustainable Aviation Fuel (SAF) initiative.

Elements of the Proposed Undertaking:

- Expand fuel farm by approximately 197,000 square feet onto the vacant south employee parking lot (S01)
- Construct four new settling tanks (adding approximately 10 million gallons storage capacity) (S01)
- Construct an approximately 500,000-gallon blending tank and approximately 100,000-gallon Sustainable Aviation Fuels (SAF) receipt tank
- Construct additional piping, spill containment dike, and a new truck fuel rack

Buildings/facilities to be demolished:

- None

1.6 OVERALL PROGRAM SUPPORT PROJECTS

In addition to the project elements described above, several enabling and supporting projects are required for the overall development program. These projects are depicted on **Exhibit 2**, and include the following:

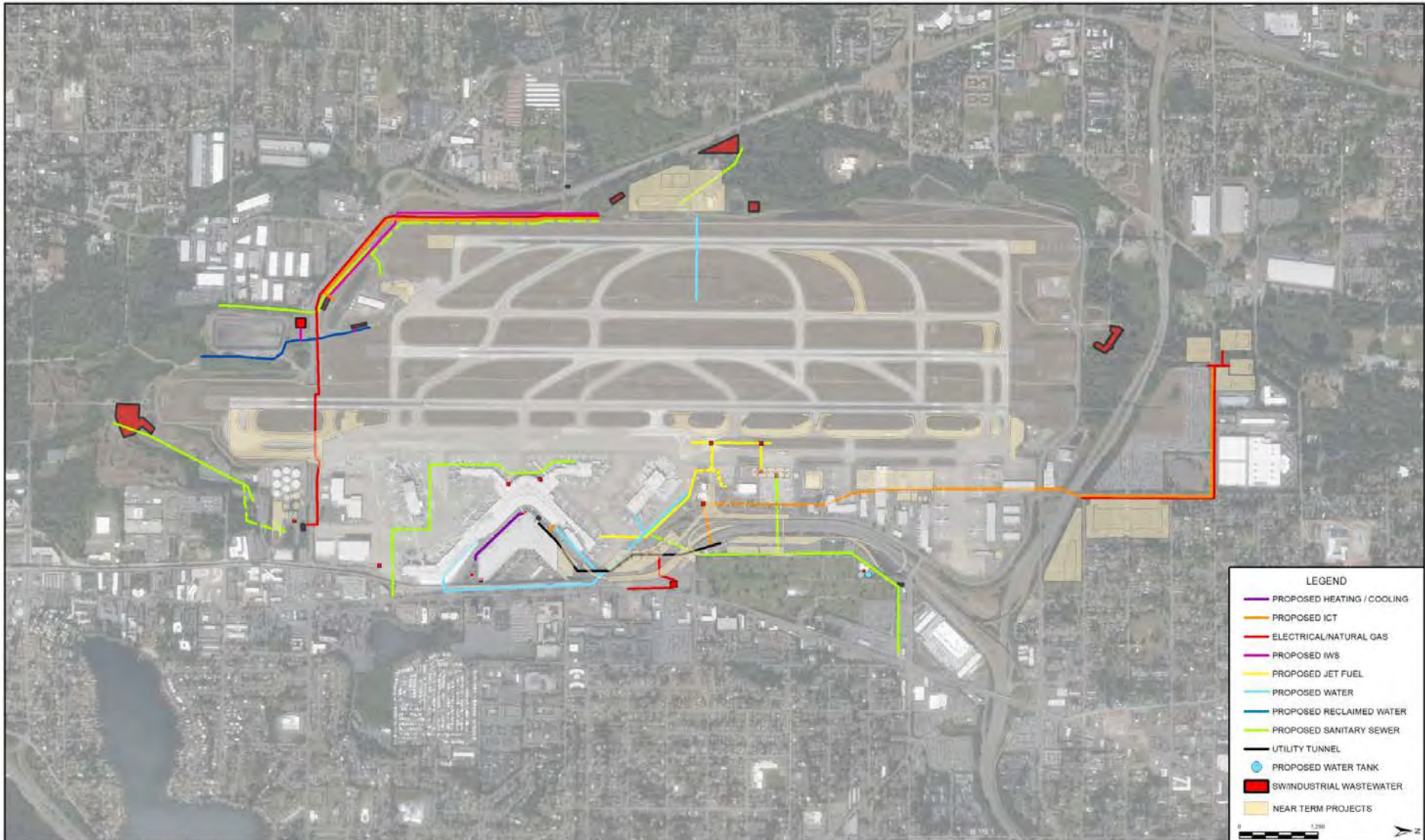
- Stormwater/Industrial Wastewater Infrastructure:
 - Improvements to stormwater infrastructure would include the expansion of several existing stormwater ponds (shown as red polygons and dark blue lines on Exhibit 2):
 - Storm detention - north ponds 2/3/4 (Pond M)
 - Storm detention - south pond 4
 - Westside Campus ponds (two total)

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The proposed project elements related to cargo facilities and employee parking areas north of SR 518 (Projects C02, C03, L05, L06, L07, and S10) would also require new stormwater management to accommodate the additional impervious surfaces being created.

Several of the proposed project elements would require additional stormwater capacity for increased biochemical oxygen demand (BOD) runoff due to changes in the locations of industrial activities (where maintenance, fueling, or deicing may occur). To accomplish this, two existing storm drainage vaults (3 and 3A) would be converted to industrial wastewater system vaults (with associated piping).

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LEGEND	
	PROPOSED HEATING / COOLING
	PROPOSED ICT
	ELECTRICAL/NATURAL GAS
	PROPOSED IWS
	PROPOSED JET FUEL
	PROPOSED WATER
	PROPOSED RECLAIMED WATER
	PROPOSED SANITARY SEWER
	UTILITY TUNNEL
	PROPOSED WATER TANK
	SW/INDUSTRIAL WASTEWATER
	NEAR TERM PROJECTS

Sustainable Airport Master Plan (SAMP) Environmental Review
 Port of Seattle
 Seattle-Tacoma International Airport

Proposed Undertaking - Utility & Support Elements

EXHIBIT:
2

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- Sanitary Sewer

The following sanitary sewer improvements (shown as green lines on Exhibit 2) would be required to accommodate the proposed project elements:

- Additional sewer line to increase capacity to Westside Maintenance Campus
- Capacity increases to south sewer collection system (serving the Main Terminal, Concourses A, B, C, and D, South Satellite, hangars, and garage)
- Rerouting of sewer line at Fuel Farm to accommodate proposed expansion
- Relocation of existing triculor building and construction of second triculor building
- Construction of new sewage lift station southeast of Concourse D, with increased pipe size, and reroute to a larger sewer main

Additionally, new sewer connections would be necessary to connect the following new buildings/facilities to the existing systems:

- Primary Aircraft Rescue and Firefighting (ARFF)
- Employee Parking Structure
- Centralized Receiving and Distribution Center
- North GT Holding Lot
- Employee Parking Surface Lot
- Cargo Warehousing

- Central Mechanical Plant

Upgrades to the existing central mechanical plant are proposed to support increased heating and cooling demands from the proposed improvements, specifically the construction of the Second Terminal Projects. This includes new chillers, new boilers, pumps, cooling towers, and utility connections.

- Water Systems

The proposed improvements would include replacing existing 16-inch diameter water piping with new 24-inch ductile iron piping (shown as light blue lines on Exhibit 2) and constructing a second 2-million-gallon water storage tank adjacent to the existing tank (shown as a light blue circle on Exhibit 2):

New domestic water service would need to be provided for the following new buildings/facilities:

- Employee Parking Structure
- Centralized Receiving and Distribution Center
- North GT Holding Lot
- Employee Parking Surface Lot
- Cargo Warehousing

- Natural Gas

New natural gas service would need to be provided for the following new buildings/facilities (shown as red lines on Exhibit 2):

**SEATTLE-TACOMA INTERNATIONAL AIRPORT
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- Central Mechanical Plant (new boiler)
- Cargo Warehousing
- North GT Holding Lot
- Employee Parking Structure
- Centralized Receiving and Distribution Center

As individual projects are designed, it may be feasible and desirable to substitute electric service for the natural gas service, for sustainability reasons.

- Jet Fuel

The existing 20-inch jet fuel mainline would be extended to serve the new Terminal Concourse (shown as yellow lines on Exhibit 2). Distribution lines would also be necessary to serve aircraft parking positions.

- Electrical Power Systems

Capacity increases are needed for the electrical lines currently serving the Airport, and new service points would be required. Proposed upgrades are shown as red lines on Exhibit 2:

- Expansion of South Main Substation
- Expansion of North Main Substation
- Expansion of 160th Street Distribution Center
- Construction of a new Westside Distribution Center
- Construction of a new North Distribution Center

Each of the proposed upgrades would include new or improved electrical transmission and distribution lines as needed.

- Information and Communication Technology

Existing fiber optic cable and ductbank would be extended to the new Westside Maintenance Campus. Additionally, new Direct Digital Control (DDC) and monitoring cable runs would be installed to connect the Central Mechanical Plant, Industrial Wastewater Treatment Plant (IWTP), new ARFF, and new Westside Maintenance Campus. DDC cable runs would also be installed between the CMP and new terminal, and between the CMP and the north area project elements. Proposed Information and Communication Technology (ICT) cables are shown as orange lines on Exhibit 2.

- Construction Staging

Construction staging will be accommodated onsite for each of the individual projects.

2 AREA OF POTENTIAL EFFECT

The Area of Potential Effect (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties” (36 C.F.R. § 800.16(d)).

The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking (36 C.F.R. § 800.16(d)). The APE must include all direct and reasonably foreseeable indirect effects. Although the NHPA regulations do not define the term “indirect effect,” the criteria of adverse effects cover reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative (36 C.F.R. § 800.5(a)(1)).

The APE (**Exhibit 3**) encompasses a roughly 3,920 acre area where ground disturbing activities are anticipated to be located, with a buffer of 1,500 feet to account for areas that may be impacted by a change in visual character or setting. Detailed survey and evaluation of potential resources will be conducted within this APE. See Section 3 for information on the proposed methodology. The undertaking will not result in significant increases in noise as defined by FAA Order 1050.1F and therefore a separate APE to address noise impacts is not warranted.

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3 PROPOSED METHODOLOGY

This section outlines the proposed methodology for locating cultural resources that are potentially eligible for the NRHP. Stell, a cultural and environmental resource consulting company, was sub-contracted by Landrum & Brown to develop recommendations for recording historic and cultural resources that may be affected by proposed construction activities under SAMP Near-Term Projects. Stell's recommendations were incorporated into the development of the following methodology. The following studies were considered:

Subsurface Resource Identification/Evaluation

Subsurface investigations will be conducted for all project areas, except where extensive previous disturbance can be demonstrated, and the project does not have the potential to encounter native soils.

- Testing will consist of either geotechnical boring (in areas where there is hardscape) or archaeological shovel testing (in non-hardscape areas).
 - Survey and subsurface sampling will be spaced at 20-meter intervals.
 - If a test yields positive results, bounding tests will be conducted to the north, south, east, and west at 10-meter intervals until two negative shovel tests are recorded in each direction in order to delineate the subsurface archaeological site.
- Sites/resources identified will be documented and evaluated based on National Register criteria.
- Background review will be completed for areas located near the Washington Memorial Cemetery to help determine the likelihood of locating unmarked human remains buried outside of the cemetery. If the background review suggests it is likely that human remains may be in a location, then geotechnical boring and/or ground-penetrating radar may be used.

Above-Ground Evaluation

There are two main types of surveys for above-ground resources: Reconnaissance-level Survey and Intensive-level Survey. A reconnaissance-level survey identifies properties based on their architectural significance and is used as a tool to determine if historic properties exist within the APE. Intensive-level survey implies that the resource is already considered to be significant and research is likely to uncover new information. No intensive-level surveys will be conducted as part of the proposed undertaking.

Reconnaissance-level surveys will be completed to identify properties potentially impacted (either directly or indirectly) by the undertaking that are 40 years or older. HPI forms will be completed for all buildings/structures that are 40 years or older. 40 years was selected because (1) construction will take place over the next 10 years and (2) in King County, 40 years is considered the cut-off for inclusion as a landmark.

HPI forms will be completed in accordance with DAHP standards, and include the following:

- All applicable data fields, check-boxes, and pull-down menus completed. At least one clear photo showing two facades and any notable features or materials.
- A succinct, concise explanation of the historic context(s) that the recorded property is being evaluated.
- A discussion of the resource's integrity, referencing all aspects of integrity considerations.
- An evaluation of the resource's eligibility in accordance with NRHP criteria, with meaningful, defensible evaluations.

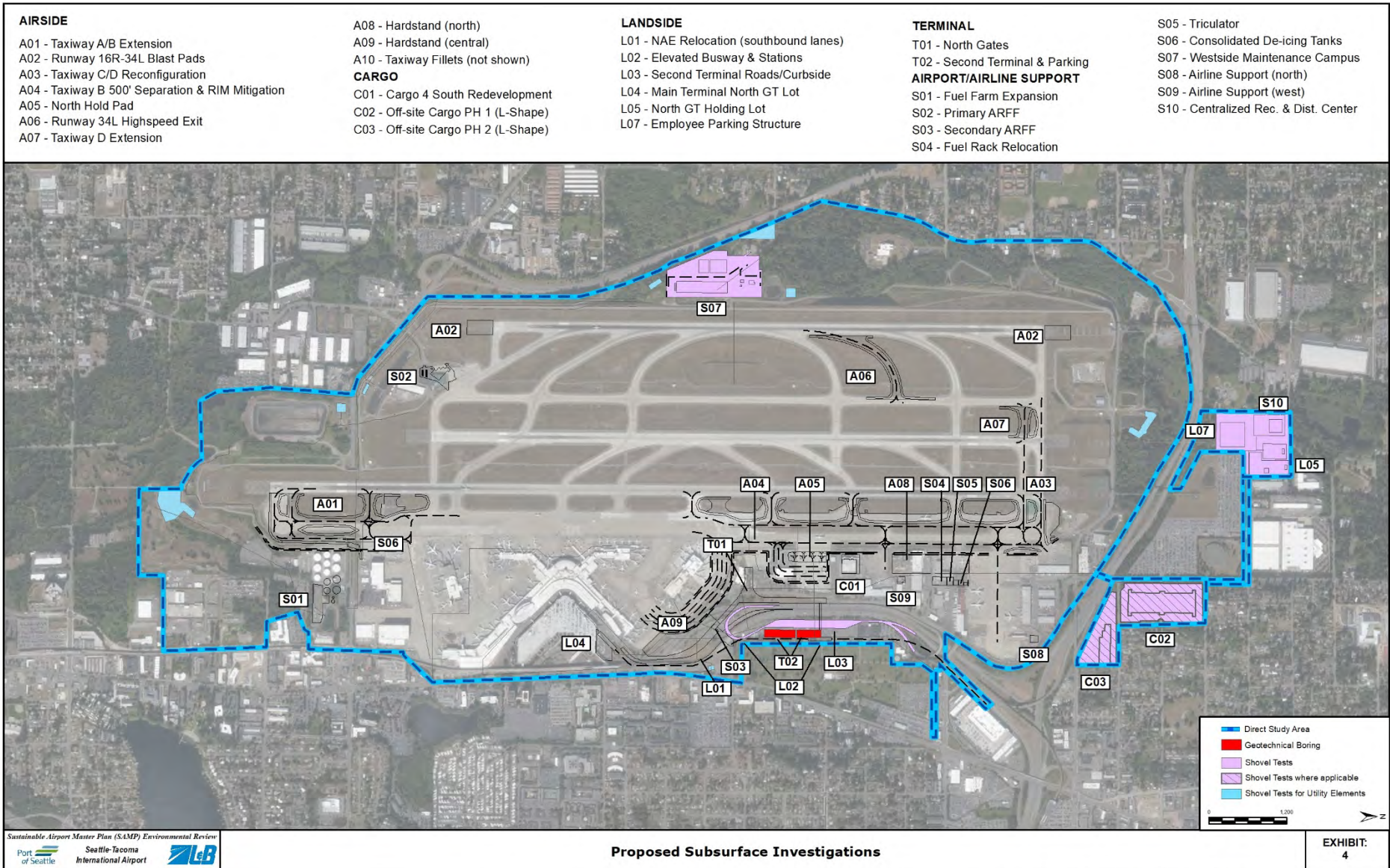
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Category	Project Identifier	Project Component	Subsurface Evaluation	Above-Ground Evaluation	Buildings Directly Impacted
Second Terminal	T01	Terminal Concourse	None	Reconnaissance	Main Terminal; N. Satellite Terminal; Swissport Cargo
Second Terminal	T02	Passenger Terminal & Parking	Geotechnical Boring & Background Review	Reconnaissance	Gate Gourmet Flight Kitchen
Second Terminal	L01	N. Airport Expressway Relocation/Widening	Background Review	None	None
Second Terminal	A05	North Hold Pad	None	None	None
Second Terminal	A09	Central Hardstand	None	None	None
Second Terminal	L02	Elevated Busway & Stations	Background Review	Reconnaissance	Main Terminal; Main Terminal Parking Garage
Second Terminal	L03	Second Terminal Roads/Curbside	Shovel Testing	None	None
Second Terminal	L04	Main Terminal North Ground Transportation Lot	None	Reconnaissance	Main Terminal; Main Terminal Parking Garage
Second Terminal	L05	North Ground Transportation Holding Lot	Shovel Testing	Reconnaissance	None
Second Terminal	S02	Primary ARFF	None	Reconnaissance	ARFF
Second Terminal	S03	Secondary ARFF	Geotechnical	Reconnaissance	ARFF; N. Satellite Concourse; Swissport Cargo
Second Terminal	S05	Triculator	None	None	None
Second Terminal	S06	Consolidated De-Icing Tanks	None	Reconnaissance	Alaska Airlines & Port Maintenance Buildings; S. Satellite Concourse; B.T. Properties Building
Second Terminal	L07	Employee Parking Structure	Shovel Testing	Reconnaissance	None
Second Terminal	S10	CRDC	Shovel Testing	Reconnaissance	None
Cargo	A08	North Cargo Hardstand	None	Reconnaissance	Port Maintenance Building; FedEx Building; BT Property
Cargo	C01	Cargo 4 South Redevelopment	None	Reconnaissance	Alaska Airline Air Cargo; Swissport Cargo Building
Cargo	C02	Off-Site Cargo Phase I	Shovel Testing (where appropriate)	Reconnaissance	None

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Category	Project Identifier	Project Component	Subsurface Evaluation	Above-Ground Evaluation	Buildings Directly Impacted
Cargo	C03	Off-Site Cargo Phase II	Shovel Testing (where appropriate)	Reconnaissance	None
Cargo	S07	Westside Maint. Campus	Shovel Testing	Reconnaissance	None
Cargo	S08	Airline Support (North)	None	None	None
Cargo	S09	Airline Support (West)	None	Reconnaissance	Port Maintenance Building; Alaska Airline Cargo Building; Cargo 4 South
Airfield Standards	A02	Runway 16R/34L Blast Pads	None	None	None
Airfield Standards	A03	Reconfigure Taxiways C & D	None	None	None
Airfield Standards	A04	Relocate Taxiways A & B	None	None	None
Airfield Efficiency	A01	Taxiway A/B Extension	None	Reconnaissance	Alaska Airlines Maintenance; S. Satellite Concourse; SeaTac Fuel Farm
Airfield Efficiency	A06	Runway 34L Highspeed Exit	None	None	None
Airfield Efficiency	A07	Taxiway D Extension	None	None	None
Aviation Fuel	S01	Fuel Farm Expansion	Geotechnical	Reconnaissance	Alaska Airlines Maintenance; SeaTac Fuel Farm
Support	-	Stormwater/Industrial Wastewater Infrastructure	Shovel Testing	None	None
Support	-	Sanitary Sewer	None	None	None
Support	-	Central Mechanical Plant	None	None	None
Support	-	Water Systems	None	None	None
Support	-	Natural Gas	None	None	None
Support	-	Jet Fuel	None	None	None
Support	-	Electrical Power Systems	None	None	None
Support	-	Information & Communication Technology	None	None	None

SEATTLE-TACOMA INTERNATIONAL AIRPORT PROJECT UNDERTAKING AND APE



3.1 SECOND TERMINAL PROJECT AREAS

The proposed methodology for investigation of potentially eligible resources is outlined for each of the Second Terminal Project areas:

PROJECT T01- TERMINAL CONCOURSE

Based on the extensive level of previous disturbance no subsurface investigations will be completed. Structures over 40 years of age that would be removed or near the terminal concourse will be recorded using HPI forms. Initial research indicates that the following buildings will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking:

- Main Terminal
- North Satellite Terminal
- Swissport Cargo

PROJECT T02- PASSENGER TERMINAL AND PARKING

Based on the planned depth of construction and existing hardscape for the passenger terminal and parking, geotechnical boring will be completed. The proposed passenger terminal and parking is located near the Washington Memorial Cemetery and therefore will be further evaluated for the possibility of human remains. Structures over 40 years of age that would be removed or near the passenger terminal and parking will be recorded using HPI forms. Initial research indicates that the following building will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking:

- Gate Gourmet Flight Kitchen



Overview of T02 project area. Note the Bonny Watson Cemetery on right side of frame adjacent to project APE.

PROJECT L01- NORTH AIRPORT EXPRESSWAY (NAE) RELOCATION/WIDENING-SOUTHBOUND LANES

Due to extensive levels of previous disturbance, no subsurface investigations will be completed. Geotechnical boring may be completed for the areas near the Washington Memorial Cemetery, depending on the findings of the background review. Initial research indicates that there are no buildings in the vicinity of this project that are over 40 years old.

PROJECT A05- NORTH HOLD PAD

This project is primarily installing hardscape on areas that are already paved, which will result in minimal ground disturbance. Therefore, no geotechnical boring or shovel tests will be completed. Initial research indicates that no buildings will be directly/indirectly impacted.

PROJECT A09- CENTRAL HARDSTAND

This project is primarily installing hardscape on areas that are already paved, which will result in minimal ground disturbance. Therefore, no geotechnical boring or shovel tests will be completed. Initial research indicates that no buildings will be directly/indirectly impacted.

PROJECT L02- ELEVATED BUSWAY AND STATIONS

This project would include only limited ground disturbance for support pillars along the elevated busway route. Because of this, geotechnical boring and/or shovel tests (existing surface dependent) will only occur where the pillars would be located. Initial research indicates that the following buildings will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking:

- Main Terminal
- Main Terminal Parking Garage (middle portion) (already determined eligible for NRHP)



View south overlooking the L02 and T02 Project proposed project areas.

PROJECT L03- SECOND TERMINAL ROADS/CURBSIDE

Shovel tests will be completed to determine depths to undisturbed native soils and level of prior disturbance. Initial research indicates that there are no buildings in the vicinity of this project that are over 40 years old.

PROJECT L04- MAIN TERMINAL NORTH GROUND TRANSPORTATION LOT

This project includes an extension to the Main Terminal parking garage, which was determined eligible for the NRHP in 2004. In order to move forward with this project, DAHP will be consulted with for direction. Possible paths forward include completing a Determination of Eligibility (DOE) for the Main Terminal Parking Garage and/or completion of Historic American Building Survey (HABS)/ Historic American Engineering Record (HAER) forms for the structure. Discussions will also need to include any requirements that may need to be designed into the Parking Garage addition.

The area where the extension would occur is completely paved and has had considerable construction activities in the past. Therefore, no geotechnical boring/archaeological shovel testing will be completed for this area. Initial research indicates that the following building will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking:

- Main Terminal
- Main Terminal Parking Garage (middle section) (already determined eligible for NRHP)

PROJECT L05- NORTH GROUND TRANSPORTATION HOLDING LOT

This project area is in the location of a former mid-20th Century residential neighborhood. All housing was demolished when the Port of Seattle took over ownership. Pedestrian survey and shovel probes in this area will be conducted as no previous survey has been conducted and it would need to be cleared and leveled prior to construction. Structures over 40 years of age that would be near the holding lot will be recorded using HPI forms.



Overview of L05. View is west.

PROJECT S02- PRIMARY ARFF

Due to the amount of previous construction in this area no geotechnical survey or shovel tests will be conducted as no intact soils are anticipated to be disturbed. The primary ARFF was constructed prior to 1980, making it over 40 years old. The ARFF is over will be evaluated for eligibility for the NRHP. Other nearby structures that are over 40 years of age were identified above and will also be evaluated.

PROJECT S03- SECONDARY ARFF

Based on the planned depth of construction and existing hardscape on the site of the secondary ARFF, geotechnical boring will be completed. Initial research indicates that the following buildings will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking:

- ARFF Building
- North Satellite Concourse
- Swissport Cargo

PROJECT S05- TRICULATOR

Based on the level of prior disturbance in this area, no geotechnical boring/archaeological shovel testing will be completed. The triculator was constructed after 1980. Because the triculator is less than 40 years old it will not be evaluated for eligibility for the NRHP.

PROJECT S06- CONSOLIDATED DE-ICING TANKS

Based on the limited depth of construction and existing hardscape on the site of the de-icing tanks, neither geotechnical boring nor archaeological shovel tests will be completed. Initial research indicates that the following buildings will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking:

- Alaska Airlines Maintenance Building
- South Satellite Concourse
- Port Maintenance Building
- B.T. Properties (UPS subsidiary) Building

PROJECT L07- EMPLOYEE PARKING STRUCTURE

This project area is in the location of a former mid-20th Century residential neighborhood. All housing was demolished when the Port of Seattle took over ownership. A pedestrian survey will be conducted, followed by shovel testing as no previous survey has been conducted and it would need to be cleared and leveled prior to construction. Structures over 40 years of age that would be near the site will be recorded using HPI forms.



Overview of area L07. View is south.

PROJECT S10- CRDC

This project area is in the location of a former mid-20th Century residential neighborhood. All housing was demolished when the Port of Seattle took over ownership. A pedestrian survey will be conducted, followed by shovel testing in this area as no previous survey has been conducted and it would need to be cleared and leveled prior to construction. Structures over 40 years of age that would be near the site will be recorded using HPI forms.



Overview of area S10.

3.2 CARGO FACILITIES PROJECTS

The proposed methodology for investigation of potentially eligible resources is outlined for each of the Cargo Facilities Project areas:

PROJECT A08- NORTH CARGO HARDSTAND

This project would involve resurfacing existing paved areas. Therefore, no geotechnical boring/archaeological shovel tests will be completed. Initial research indicates that the following buildings will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking:

- Port Maintenance Building
- Federal Express Building
- BT Properties (UPS Subsidiary) Building

PROJECT C01- CARGO 4 SOUTH REDEVELOPMENT

This project includes constructing a building on top of a previously paved and disturbed area. Therefore, no geotechnical boring/archaeological shovel tests will be completed. The existing Cargo 4 South building was constructed prior to 1980, making it over 40 years old. Because the Cargo 4 South building is over 40 years old it will be evaluated for eligibility for the NRHP. Initial research indicates that the following building will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking:

- Alaska Airlines Air Cargo Building (south portion)
- Swissport Cargo Building

PROJECT C02- OFF-SITE CARGO BUILDING PHASE I (L-SHAPE)

This project area is in the location of a former mid-20th Century residential neighborhood. All housing was demolished when the Port of Seattle took over ownership. A pedestrian survey will be conducted, followed by shovel testing in this area as no previous survey has been conducted. Structures over 40 years of age that would be near the site will be recorded using HPI forms.



Overview of area C02. View is west.



Detail of sign observed in area C02.

PROJECT C03- OFF-SITE CARGO PHASE II (L-SHAPE)

This project area is in the location of a former mid-20th Century residential neighborhood. All housing was demolished when the Port of Seattle took over ownership. A pedestrian survey will be conducted, followed by shovel testing in this area as no previous survey has been conducted. Structures over 40 years of age that would be near the site will be recorded using HPI forms.



Overview of area C03. View is south.

PROJECT S07- WESTSIDE MAINTENANCE CAMPUS

This project area is in the location of a former mid-20th Century residential neighborhood. All housing was demolished when the Port of Seattle took over ownership. A pedestrian survey will be conducted, followed by shovel testing in this area as no previous survey has been conducted. Structures over 40 years of age that would be near the site will be recorded using HPI forms.



Overview of area S07. View is south.

PROJECT S08- AIRLINE SUPPORT [NORTH]

This project includes constructing a building on top of a previously paved and disturbed area. Therefore, no geotechnical boring/archaeological shovel tests will be completed. Initial research indicates that there are no buildings in the vicinity of this project that are over 40 years old.

PROJECT S09- AIRLINE SUPPORT [WEST]

This project includes expanding a building on top of a previously paved and disturbed area. Therefore, no geotechnical boring/archaeological shovel tests will be completed. The existing building was constructed after 1980 and is therefore not eligible for the NRHP. Initial research indicates that the following buildings will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking:

- Port Maintenance Building
- Alaska Airlines Cargo Building (south portion)
- Cargo 4 South

3.3 AIRFIELD STANDARDS PROJECTS

The proposed methodology for investigation of potentially eligible resources is outlined for each of the Airfield Standards Project areas:

PROJECT A02- RUNWAY 16R/34L BLAST PADS

This project includes removing, replacing, and/or resurfacing hardscape, over an area of extensive fill. Therefore, no geotechnical boring/archaeological shovel tests will be completed. No structures will be directly/indirectly impacted by this project.

PROJECT A03- RECONFIGURING TAXIWAYS C AND D

This project includes removing, replacing, and/or resurfacing hardscape. Therefore, no geotechnical boring/archaeological shovel tests will be completed. No structures will be directly/indirectly impacted by this project.

PROJECT A04- RELOCATED TAXIWAYS A AND B

This project includes removing, replacing, and/or resurfacing hardscape. Therefore, no geotechnical boring/archaeological shovel tests will be completed. No structures will be directly/indirectly impacted by this project.

3.4 AIRFIELD OPERATIONAL EFFICIENCY PROJECTS

The proposed methodology for investigation of potentially eligible resources is outlined for each of the Airfield Operational Efficiency Project areas:

PROJECT A01- TAXIWAY A/B EXTENSION

This project includes removing, replacing, and/or resurfacing hardscape over areas of extensive/deep fill within the airfield. Therefore, no geotechnical boring/archaeological shovel tests will be completed. Initial research indicates that the following buildings will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking:

- Alaska Airlines Maintenance Building (portions)
- South Satellite Concourse
- SeaTac Fuel Farm

PROJECT A06- RUNWAY 34L HIGH SPEED EXIT

This project includes removing, replacing, and/or resurfacing hardscape over areas of extensive/deep fill within the airfield. Therefore, no geotechnical boring/archaeological shovel tests will be completed. No structures will be directly/indirectly impacted by this project.

PROJECT A07- TAXIWAY D EXTENSION

This project includes removing, replacing, and/or resurfacing hardscape over areas of extensive/deep fill within the airfield. Therefore, no geotechnical boring/archaeological shovel tests will be completed. No structures will be directly/indirectly impacted by this project.

3.5 AVIATION FUEL PROJECTS

The proposed methodology for investigation of potentially eligible resources is outlined for each of the Aviation Fuel Project areas:

PROJECT S01- FUEL FARM EXPANSION

- Based on the planned depth of construction and existing hardscape on the site of the fuel farm expansion, geotechnical boring will be completed. The fuel farm was constructed prior to 1980, making it over 40 years old.

Because the fuel farm is over 40 years old it will be evaluated for eligibility for the NRHP. Initial research indicates that the following building will be evaluated for eligibility for the NRHP based on age and potential for direct/indirect impacts related to the undertaking: Alaska Airlines Maintenance Building

3.6 OVERALL PROGRAM SUPPORT PROJECTS

The proposed methodology for investigation of potentially eligible resources is outlined for each of the Overall Program Support Project areas.

STORMWATER/INDUSTRIAL WASTEWATER INFRASTRUCTURE

This support project includes primarily trenching activities for water conveyance systems and storage basins. Shovel tests/ground borings will be conducted to determine if native undisturbed soils are present as appropriate. If so, additional shovel testing will be conducted in areas without hardscape. If cultural materials are located in areas under hardscape a site monitoring permit may be required for additional work. Most of the improvements would be located in areas that have been previously disturbed through construction and/or fill activities so it is unlikely that undisturbed soils will be present. In areas where existing water ponds would be expanded, archaeological shovel tests will be conducted for areas of non-hardscape related to these expansions. It is not believed that geotechnical borings will be required. No structures will be directly/indirectly impacted by this project.



Overview of area Pond M. View is north.

SANITARY SEWER

This support project includes trenching activities for sanitary water conveyance along existing utility corridors or other areas such as road rights-of-way or the terminal area of the Airport that have been previously disturbed through

construction and/or fill activities. It is unlikely that undisturbed soils will be present, therefore, no geotechnical/archaeological shovel test are proposed. No structures will be directly/indirectly impacted by this project.

CENTRAL MECHANICAL PLANT

This support project consists primarily of indoor upgrades to existing systems. No ground disturbing activities are expected and no changes to character of buildings would occur. Therefore, no archaeological surveying will be completed, and no building or structure surveys will be prepared.

WATER SYSTEMS

This support project includes trenching activities for water conveyance systems along existing utility corridors or other areas such as road rights-of-way that have been previously disturbed through construction and/or fill activities. It is unlikely that undisturbed soils will be present, therefore, no geotechnical/archaeological shovel tests are proposed. No structures will be directly/indirectly impacted by this project.

NATURAL GAS

This support project includes trenching activities for natural gas distribution systems along existing utility corridors or other areas such as road rights-of-way that have been previously disturbed through construction and/or fill activities. It is unlikely that undisturbed soils will be present, therefore, no geotechnical/archaeological shovel tests are proposed. No structures will be directly/indirectly impacted by this project.

JET FUEL

This support project includes trenching activities for jet fuel distribution systems along existing utility corridors or other areas such as road rights-of-way that have been previously disturbed through construction and/or fill activities. It is unlikely that undisturbed soils will be present, therefore, no geotechnical/archaeological shovel tests are proposed. No structures will be directly/indirectly impacted by this project.

ELECTRICAL POWER SYSTEMS

This support project includes trenching activities for electrical distribution systems along existing utility corridors or other areas such as road rights-of-way that have been previously disturbed through construction and/or fill activities. It is unlikely that undisturbed soils will be present, therefore, no geotechnical/archaeological shovel tests are proposed. No structures will be directly/indirectly impacted by this project.

INFORMATION AND COMMUNICATION TECHNOLOGY

This support project includes trenching activities for information and communication systems along existing utility corridors or other areas such as road rights-of-way that have been previously disturbed through construction and/or fill activities. It is unlikely that undisturbed soils will be present, therefore, no geotechnical/archaeological shovel tests are proposed. No structures will be directly/indirectly impacted by this project.

Attachment B
Project Descriptions

The Port of Seattle (the Port) prepared a Sustainable Airport Master Plan (SAMP) for the Seattle-Tacoma International Airport (SEA) that identified a Long-term Vision to accommodate future passenger levels and to address other identified needs over the 20-year planning horizon (through 2034). One of the overarching themes from the SAMP was the need to improve the experience for passengers while at SEA. The current passenger processing functions, such as on-site parking, check-in hall, security screening, holdrooms, and the number of gates, are limited or undersized for the number of passengers SEA currently handles. The results of these limitations are crowded spaces, long lines, and delayed flights. These problems are expected to get worse in the future as passenger demand increases.

The Port developed the Near-Term Projects (NTPs), which is a plan to address the near-term needs. The NTPs include 30 projects that would improve the efficiency and safety of SEA, access to SEA, and support facilities for the airlines and SEA. Construction of the NTPs should take approximately five years to complete. Based on the current schedule for environmental review, construction could begin as soon as late 2022. If the Port decides to proceed with the project following environmental review, the Proposed Action could be substantially complete and operational by 2027.

A01 – Taxiway A/B Extension

Extension of Taxiways A and B to provide access to the south end of Runway 16L/34R. Includes construction of parallel taxiway connectors from Taxiway B to Runway 16L/34R and the relocation of Taxiway S 310 feet south. Taxiways will have in-pavement centerline lights, elevated taxiway edge lights, hold position markings with in-pavement lights, elevated runway guard lights, and signage. Also includes the relocation of the Runway 34R glideslope antenna and shelter to the southeast, adjustment of the Runway 34R glideslope angle, and the construction of a new vehicle service road bridge over S 188th St.

A02 – Runway 16R/34L Blast Pads

Expansion of Runway 16R/34L blast pads from 200 feet x 200 feet to 220 feet x 400 feet to meet FAA standards.

A03 – Taxiway C/D Reconfiguration and Runway Incursion Mitigation

Modification of existing taxiway geometry of Taxiways C and D to correct non-standard intersection angles and reconfigure non-standard intersections. Also included is the extension of Taxiways C and D to Taxiway A and removal of pavement north of Taxiway C to mitigate the existing Runway Incursion Mitigation location.

A04 - Taxiway B 500' Separation

Relocation of Taxiways A and B 100 feet east between Taxiways C and L to provide the required 500 foot runway/taxiway separation. Includes extending Taxiways C, D, E, H, and K to the relocated Taxiway B. Taxiways will have in-pavement centerline lights, elevated taxiway edge lights, hold position markings with in-pavement lights, elevated runway guard lights, and signage.

A05 – North Hold Pad

Construction of a 90,000-square-foot hold pad for four aircraft to reduce congestion on the taxiways and at the terminal.

A06 – Runway 34L High Speed Exit

Construction of a new high-speed exit for Runway 34L arrivals between Taxiways J and E. The high-speed exit would be equipped with in-pavement centerline lights, elevated taxiway edge lights, hold position markings with in-pavement lights, and taxiway signage.

A07 – Taxiway D Extension

Extension of Taxiway D from Runway 16C/34C west to Taxiway T. Includes in-pavement centerline lights, elevated taxiway edge lights, hold position marking with in-pavement lights, elevated runway guard lights, and signage.

A08 – North Cargo Hardstand

Construction of a 600,000-square-foot cargo aircraft hardstand in the North Cargo area east of Taxiway A. The hardstand would accommodate five aircraft for loading and unloading of cargo freight and parking of cargo aircraft.

A09 – Central Hardstand

Construction of a 292,000-square-foot hardstand for seven aircraft north of Concourse D and east of the North Satellite to accommodate increased demand for passenger hardstand operations and overnight parking of passenger aircraft. Buses will bring passengers to/from aircraft on the hardstand.

A10 – Taxiway Fillets

Construction of full strength pavement panels and shoulders, and the installation of edge lighting and signage to bring taxiway fillets up to current FAA standards.

T01 – North Gates

Construction of a new 215,000-square-foot concourse and 590,000-square-foot apron to accommodate up to 19 gates. The new concourse would include a ramp level for baggage handling and aircraft support functions; a concourse level with passenger holdrooms, concessions, restrooms, and other passenger and airline support functions; a mezzanine level with office space; and an aboveground-elevated pedestrian walkway to the passenger terminal. The new facility would be located north of the North Satellite Concourse and will displace the ARFF, Cargo 6 warehouse, and fuel rack. The new concourse would also include an elevated pedestrian walkway to connect to the existing north satellite concourse.

T02 – Second Terminal and Parking

Construction of a new multi-level passenger terminal (45,000-square-feet). The new terminal would include a basement level for baggage handling and screening; a baggage claim level for arriving passengers; an interstitial (or open) level connected to a new garage that provides commercial curbside space; and a departures level with passenger check-in and security screening facilities. This would be located across the Airport Expressway from the proposed Terminal Concourse, connected via an elevated pedestrian walkway. Includes a new multi-level parking garage with approximately 1,350 parking spaces.

C01 – Cargo 4 South Redevelopment

Construction of a new 80,000-square-foot building in Cargo 4 South. Includes warehouse and office space, truck terminals, and parking.

C02 – Offsite Cargo Phase 1

Construction of a new 330,000-square-foot building on the L-shaped parcel located north of SR 518. Includes warehouse and office space, truck terminals, and parking.

C03 – Offsite Cargo Phase 2

Construction of a new 90,000-square-foot building on the L-shaped parcel located north of SR 518. Includes warehouse and office space, truck terminals, and parking.

L01 – North Airport Expressway (NAE) Relocation (southbound lanes)

Construction of 7,300-linear-feet of new airport roadways to access the Second Terminal and to alleviate congestion on existing roadways. The new roadway replaces roadways eliminated for the construction of A09 and T01. Includes the relocation and widening of a portion of NAE from three lanes to four lanes.

L02 – Elevated Busways and Station

Construction of 6,000-linear-feet of elevated busway and three 22,000-square-foot stations to connect the Main Terminal, New Second Terminal, and Rental Car Facility. The busway and stations would be located along the eastern edge of airport property and will tie into existing bus routes.

L03 – Second Terminal Roads and Curbside

Construction of a loop ramp from the southbound lanes of the NAE to provide access to the Second Terminal. The ramp would connect to the existing S. 160th Street Loop, westbound SR 518 on-ramp at S. 160th Street, or the existing northbound lanes of the NAE. Includes the construction of a single-level curbside for arriving and departing vehicles.

L04 – Northeast Ground Transportation (GT) Center

Expansion of the existing GT lot on the north side of the existing parking garage to connect to the new busway (L02) and to accommodate increased demand for charter and cruise passenger buses. The expansion includes a new second floor of 100,000 square feet to support 40 buses and office space.

L05 – North GT Holding Lot

Construction of an 180,000-square-foot GT holding lot north of SR 518 and south of S. 144th St. to replace the parking lot displaced by L02.

L07 – Employee Parking Structure

Construction of a new eight-story parking structure that would provide approximately 3,515 parking stalls on Port property north of SR 518 and south of S. 144th St. to accommodate employee-parking demand.

S01 – Fuel Farm Expansion

Expansion of the existing fuel farm onto the vacant south employee parking lot. Includes four new settling tanks, adding approximately 10-million-gallons storage capacity; 500,000-gallon blending tank and 100,000-gallon Sustainable Aviation Fuels (SAF) receipt tank; expanded spill containment dike; and a new truck fuel rack to support the delivery of SAF for blending

S02 – Primary Aircraft Rescue and Firefighting (ARFF) Facility

Relocation of the Primary ARFF station to the south airfield between Runway 16R/34L and Runway 16C/34C for construction of T01.

S03 – Secondary ARFF Facility

Construction of a Secondary ARFF to provide ambulatory response to the terminals and concourses, fuel spill and fire response to the concourse ramp areas, and back-up emergency response to the airfield. The Secondary ARFF facility would be integrated within the new Concourse (T01) at the southeast end of the concourse and would have both airside and landside access.

S04 – Fuel Rack Relocation

Relocation of the fuel rack from the Cargo 6 area to the Cargo 3 area for construction of T01. The fuel rack is where fuel trucks refill.

S05 – Triculator

Relocation of the triculator building from east of the existing ARFF station to the north cargo area to clear the site for A09. The triculator handles the transfer of aircraft waste to the sewer system.

S06 – Consolidated De-icing Tanks

Relocation of de-icing fluid tanks currently located at Cargo 6 and Cargo 7 to a northern location and southern location to clear the site for the new Concourse. Each site would have two tanks, one for Type I deicing fluid (for shorter-term protection) and the second for Type IV de-icing fluid (for longer-term protection). Each set of tanks would also have a blending station.

S07 – Westside Maintenance Campus

Relocation of the aviation maintenance facility to vacant land in the Westside Maintenance Campus for construction of A08. Includes a vehicle fuel rack, airfield deicer storage, and a 135,000-square-foot multi-bay building.

S08 – North Airline Support

Construction of a 15,000-square-foot airline support building in the northeast corner of the North Cargo area to accommodate displaced aircraft maintenance functions from the United Airlines maintenance building and Swissport cargo facility. Both facilities are located in the area proposed for the construction of A08.

S09 – West Airline Support

Expansion of the existing AMB/AFCO III building to the west (12,500-square-foot final footprint). The expanded building would accommodate displaced Ground Service Equipment maintenance functions for construction of A08.

S10 – Centralized Receiving and Distribution Center (CRDC)

Construction of a new 55,000-square-foot CRDC north of SR 518 and south of S. 144th St. to improve security and efficiency in moving supplies to Airport dining and retail concessionaires in the passenger terminals. The new CRDC includes a warehouse, office space, truck terminals, and parking for visitors and employees.

Overall Program Support Projects

- Expansion of existing stormwater ponds
- Construction of new stormwater management facilities
- Sanitary sewer improvements
- Upgrades to the existing centralized mechanical plant
- Conversion of existing storm drainage vaults (3 and 3A) to industrial wastewater system vaults
- New natural gas/electrical service
- Jet fuel mainline extension
- Extension of fiber optic cable

AIRSIDE

- A01 - Taxiway A/B Extension
- A02 - Runway 16R-34L Blast Pads
- A04 - Taxiway B 500' Separation & RIM Mitigation
- A05 - North Hold Pad
- A06 - Runway 34L Highspeed Exit
- A07 - Taxiway D Extension
- A08 - Hardstand (north)

A09 - Hardstand (central)

A10 - Taxiway Fillets (not shown)

CARGO

- C01 - Cargo 4 South Redevelopment
- C02 - Off-site Cargo PH 1 (L-Shape)
- C03 - Off-site Cargo PH 2 (L-Shape)

LANDSIDE

- L01 - NAE Relocation (southbound lanes)
- L02 - Elevated Busway & Stations
- L03 - Second Terminal Roads/Curbside
- L04 - Main Terminal North GT Lot
- L05 - North GT Holding Lot
- L06 - Employee Parking Structure
- L07 - Employee Parking Structure

TERMINAL

- T01 - North Gates
 - T02 - Second Terminal & Parking
- AIRPORT/AIRLINE SUPPORT**
- S01 - Fuel Farm Expansion
 - S02 - Primary ARFF
 - S03 - Secondary ARFF
 - S04 - Fuel Rack Relocation

S05 - Triculator

- S06 - Consolidated De-icing Tanks
- S07 - Westside Maintenance Campus
- S08 - Airline Support (north)
- S09 - Airline Support (west)
- S10 - Centralized Rec. & Dist. Center



Attachment C
Class III Cultural
Resource Survey
Submitted Separately

Attachment D
Inadvertent Discovery
Plan

Sustainable Airport Master Plan Near-Term Projects

Inadvertent Discovery Plan

2021

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Inadvertent Discovery Plan

Sustainable Airport Master Plan (SAMP)
Near-Term Projects (NTPs)

2021

1 Introduction

The Port of Seattle (Port) has developed this Inadvertent Discovery Plan (IDP) for use during ground-disturbing activities for the Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (Sea-Tac Airport). This IDP describes the protocols to be followed by SAMP NTPs personnel if archaeological resources are discovered during ground-disturbing activities.

1.1 Project Description

The Project is located at Sea-Tac Airport in SeaTac, King County, Washington. The SAMP NTPs consist of 30 projects and eight supporting projects.

- A01 – Taxiway A/B Extension
- A02 – Runway 16R/34L Blast Pads
- A03 – Taxiway Geometry
- A04 – Taxiway B 500' Separation and RIM Mitigation
- A05 – North Hold Pad
- A06 – Runway 34L High Speed Exit
- A07 – Taxiway D Extension
- A08 – North Hardstand
- A09 – Central Hardstand
- A10 – Taxiway Fillets
- T01 – North Gates
- T02 – Second Terminal and Parking
- C01 – Cargo 4 South Redevelopment
- C02 – Offsite Cargo Phase 1
- C03 – Offsite Cargo Phase 2
- L01 – North Airport Expressway (NAE) Relocation (southbound lanes)
- L02 – Elevated Busways and Station
- L03 – Second Terminal Roads and Curbside
- L04 – Main Terminal North Ground Transportation (GT) Lot
- L05 – North Ground Transportation (GT) Holding Lot
- L07 – Employee Parking Structure
- S01 – Fuel Farm Expansion
- S02 – Primary Aircraft Rescue and Firefighting (ARFF) Facility
- S03 – Secondary ARFF Facility
- S04 – Fuel Rack Relocation

- S05 – Triculator
- S06 – Consolidated De-icing Tanks
- S07 – Westside Maintenance Campus
- S08 – North Airline Support
- S09 – West Airline Support
- S10 – Centralized Receiving and Distribution Center (CRDC)
- Expansion of existing stormwater ponds
- Construction of new stormwater management facilities
- Sanitary sewer improvements
- Upgrades to the existing centralized mechanical plant
- Conversion of existing storm drainage vaults (3 and 3A) to industrial wastewater system vaults
- New natural gas/electrical service
- Jet fuel mainline extension
- Extension of fiber optic cable

1.2 Regulatory Environment

The Project will comply with the following state and federal laws including:

- National Historic Preservation Act (NHPA) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800
- Revised Code of Washington (RCW) 27.53 and 68.50.645
- Washington Administrative Code 25-48

Under Section 106 of the NHPA, the Federal Aviation Administration (FAA) determined on May 6, 2021 that the Project would have **no adverse effect on historic properties**. The FAA determined that the proposed undertaking would not negatively affect the central Parking Terminal, a property eligible for listing on the National Register of Historic Places. In addition, the FAA agreed to include this Inadvertent Discoveries Plan and to have an archaeological monitor on-site during ground disturbing activities for projects C03, S10, and the southern half of C02.

The State Historic Preservation Officer (SHPO) concurred with this determination on 8/30/21..

This IDP describes procedures that will be followed if archaeological resources or human remains are encountered during construction, in compliance with applicable state and federal laws.

2 Archaeological Resources

An archaeological resource could be prehistoric or historic. When in doubt, assume the material is an archaeological resource.

Examples of prehistoric archaeological materials include:

- An accumulation of shell, burnt rocks, or other food-related materials
- Bones or small pieces of bone
- An area of charcoal or very dark stained soil with artifacts
- Stone tools or waste flakes (i.e., an arrowhead or stone chips)
- Basketry, cordage, or rope
- Wooden posts or stakes

Examples of potentially historic archaeological materials include:

- Domestic ceramics (such as tableware, crockery, etc.) and industrial ceramics (such as insulators, tile, etc.)
- Glass, including bottles, tableware, window glass, wire glass, or multiple glass fragments
- Metal items, including equipment, vehicle parts, agricultural items, enameled ironware, etc.
- Bakelite, celluloid, glass, and shell buttons
- Punch-opened and solder-sealed beverage cans, solder-sealed food tins, general lack of thin-walled aluminum and welded steel cans
- Residential structural remains, such as historic building foundations or privies

NOTE: Items made of plastic, polystyrene, nylon, or Styrofoam, or those with modern markings (e.g., candy wrappers, or bottles and cans recognizable as modern) are not archaeological resources and do not constitute an inadvertent discovery.

2.1 On-Site Staff Responsibilities

The following section describes the steps to follow if an on-site Port employee, contractor, or subcontractor believes that they have uncovered a potential archaeological resource (a find) at any point in the project.

1. **Stop Work:** All work on site and in areas adjacent to the find will stop. The area of work stoppage will be adequate to protect the find from any further disturbance; this is expected to be 30 feet in any direction, unless site conditions indicate otherwise. The location of the find will be secured at all times. The find will not be handled, removed, reburied, or covered. The Contractor will install a physical barrier (e.g., exclusionary fencing) and prevent all machinery, other vehicles, and unauthorized individuals from crossing the barrier until the Project Archaeologist examines and verifies the find. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery area. Spoils piles or vehicles (such as dump trucks) with the potential to contain archaeological resources will remain on site. Work at the location of the find will not resume until authorized by the Port.
2. **Notify the Archaeological Monitor:** If there is an archaeological monitor on site, notify that person. The monitor will contact the Port Environmental Manager unless there is a monitoring plan in place that directs the monitor to do otherwise. If the Port Environmental Manager is not available, the monitor will contact [\[Alternate Contact Title\]](#).
3. **Notify Project Management:** If there is no archaeological monitor on site, contact the Port Environmental Manager. If they are not available, contact [\[Alternate Contact Title\]](#). The Port representative will make all other contacts.
4. **Avoid Any Other Communication:** Do not call 911, the media, or members of the public about the find.

2.2 Project Manager Responsibilities

1. **Contact the Project Archaeologist:** The Port Environmental Manager or designee will contact the Project Archaeologist (or, if there is not one, designate a qualified archaeologist) to evaluate whether the find is an archaeological resource as defined by state or federal law. If the Project Archaeologist recommends that the find is not an archaeological resource, the Project Archaeologist can authorize work to continue.
2. **Determine Area Adequate for Protection:** If the Project Archaeologist recommends that the find is an archaeological resource, the Project Archaeologist will determine the area and the means adequate for protection and instruct the Contractor to maintain or adjust the protected area accordingly.

3. **Notify Consulting Parties:** The Project Archaeologist or the Port Environmental Manager will notify the Federal Aviation Administration (FAA) of the discovery of an archaeological resource. The Federal Aviation Administration shall notify consulting parties (SHPO, tribes, and any other identified interested parties) of the find within 48 hours, per 36 CFR Part 800.13.
4. **Research to evaluate NRHP-Eligibility:** The Project Archaeologist will conduct any additional research necessary to evaluate National Register of Historic Places (NRHP) eligibility of the archaeological resource. Based on this research, the Project Archaeologist will recommend to the Port Environmental Manager and the FAA whether the archaeological resource is NRHP-eligible.
5. **Formally Determine NRHP-Eligibility and Continue Consultation:** The Federal Aviation Administration shall determine whether the archaeological resource is NRHP-eligible and shall provide the determination to consulting parties. Consulting parties shall respond within 48 hours, per 36 CFR Part 800.13.
6. If the FAA determines that the archaeological resource is not NRHP-eligible and consulting parties do not object within 48 hours, construction may continue when authorized by the FAA. If any consulting party objects, the FAA shall continue consultation with all consulting parties in good faith to resolve the lack of agreement. If agreement cannot be reached, the FAA shall seek comment from the Advisory Council on Historic Preservation, as described in 36 CFR Part 800.4(c)(2).
7. **Avoid or Mitigate Adverse Effects:** If the FAA determines that the archaeological resource is NRHP-eligible, the FAA will work with the Port of Seattle to determine whether adverse effects can be avoided. If adverse effects can be avoided, the FAA shall provide documentation of avoidance and a determination of No Adverse Effect to consulting parties. If consulting parties do not object within 48 hours, construction may continue when authorized by the FAA. If any consulting party objects, the FAA shall continue consultation with all consulting parties in good faith to resolve the lack of agreement. If agreement cannot be reached, the FAA shall seek comment from the Advisory Council on Historic Preservation, as described in 36 CFR Part 800.4(c)(2).
8. If the FAA determines that adverse effects cannot be avoided, the agency will work with the Port and consulting parties to develop mitigation measures. These measures could include an Archaeological Treatment Plan that describes data recovery efforts, or other mitigation measures.

3 Human Remains

Uncovered human remains on project construction site require special treatment under RCW 68.50.645. Any potential remains that are encountered during project work should be assumed to be human until determined otherwise by the Project Archaeologist or the applicable County Medical Examiner. Procedures for the discovery of possible human remains are shown in Figure 1 and described below.

3.1 On-Site Staff Responsibilities

On-site staff will follow the procedures described below. The contact phone tree is shown in Appendix A - On-Site Inadvertent Discovery Guide.

1. **Stop Work:** If any Port of Seattle employee, contractor, or subcontractor believes that he or she has uncovered possible human remains at any point in the project, all work on site and in areas adjacent to the discovery will stop. The area of work stoppage will be adequate to protect the discovery, which is expected to be a minimum of 30 feet in all directions, unless the Project Archaeologist or law enforcement personnel indicate otherwise.
2. **Do Not Handle Human Remains:** Possible human remains shall not be handled, removed, reburied, or covered.
3. **Flag and Secure the Area:** The area of discovery will be flagged and secured. The location of the discovery will be secured at all times. Construction equipment and personnel will not enter the area. Spoils piles or vehicles from the area that have the potential to contain human remains, such as dump trucks, will remain on site. No persons other than the proper law enforcement personnel, the applicable County Medical Examiner, and professional archaeologists will be authorized to access the discovery location after the area is secured.
4. **Notify the Archaeological Monitor:** If there is an archaeological monitor on site, notify that person. The monitor will contact the Port Environmental Manager. the STIA Environmental Manager is not available, the monitor will contact [\[Alternate Contact Title\]](#).
5. **Notify Project Management:** If there is no archaeological monitor on site, contact the STIA Environmental Manager. If they are not available, contact [\[Alternate Contact Title\]](#). The STIA Environmental Manager or designee will make all other contacts.
6. **Avoid Any Other Communication:** Do not call 911, the media, or members of the public about the find.

3.2 Project Manager Responsibilities

1. **Preliminary Observation:** The STIA Environmental Manager will notify the FAA of the discovery, and will coordinate with the Project Archaeologist to assess whether the discovery may be human remains (without disturbing the discovery further). If the discovery can be definitively identified as nonhuman, procedures for archaeological resources will be followed.
2. **Notify Local Law Enforcement:** If the discovery could possibly be human remains, the STIA Environmental Manager or the Project Archaeologist shall call the [Port Police or City of SeaTac Police] nonemergency number and report that potential human remains have been discovered. The [Port Police or City of SeaTac Police] will control the discovery site until it is either determined to be non-forensic (not a crime scene) or the investigation is complete.
3. **Participate in Consultation:** The FAA and the Port will participate in consultation. If there are also archaeological materials at the human remains discovery location, there may be a parallel archaeological resources process led by the FAA. Construction can resume when authorized by the FAA and SHPO.

4 Construction Team Training, Communication, and Reporting

4.1 Preconstruction Meeting

A preconstruction meeting will be held for the Project Archaeologist, Port of Seattle Resident Engineer, Contractor's leadership, and other personnel responsible for overseeing ground-disturbing field operations to:

- Review IDP procedures
- Provide introductions to the STIA representatives, the Project Archaeologist, and other personnel
- Describe the role of the Project Archaeologist and archaeological monitor
- Establish a chain of command for communication and decision-making among the Project Archaeologist, the Port of Seattle, and Contractor personnel
- Clarify questions about stop-work and notification procedures

The preconstruction meeting will occur prior to any ground-disturbing activity. Additional meetings will be scheduled if there is substantial staff turnover, concern about staff understanding the protocols, a long break in construction, or a desire for refresher training on policy. The Project Archaeologist will remain in contact with the STIA Environmental Manager throughout the project to determine if site visits, additional meetings, or orientations are needed.

4.2 Construction Crew Member Orientation

The Project Archaeologist may provide on-site cultural resources orientation for all construction crew members leading ground-disturbing construction work. Orientation will inform and familiarize construction personnel with the IDP protocols and their responsibility to call attention to any archaeological materials they observe. The STIA Environmental Manager will coordinate with the Project Archaeologist to provide a brief orientation to construction crew members, as appropriate.

4.3 Ongoing Communication

The Port of Seattle staff, contractor, and its agents will abide by established communication protocols described in the inadvertent discovery processes in Sections 2 and 3 regarding any archaeological resource matters that arise during construction. The Project Archaeologist will remain in communication with the STIA Environmental Manager (or designee), as appropriate, throughout project construction, via email and phone.

4.4 Reporting of Inadvertent Discoveries

The responsibilities of the Project team include assessments of any inadvertent discoveries and a summary of results at the conclusion of construction. The Port of Seattle will provide reports regarding assessments of any inadvertent discoveries to the FAA for review before submitting them

to consulting parties. For all reporting, sensitive information regarding archaeological resources, human remains, funerary objects, or traditional practices shall not be released except as authorized by the FAA under applicable state and federal laws.

The Project Archaeologist will be responsible for preparing an assessment of all inadvertent discoveries during construction. The FAA and the SHPO will use the assessment to determine Section 106 eligibility and project effects, and inform any additional coordination or investigation that may be necessary. The assessment will be prepared within 24 hours of an inadvertent discovery and can be provided to the FAA in a memorandum or email. It will include the following information:

- 1) A description of the find, in enough detail to characterize its features and age. The description should include at least one photograph of the find.
- 2) A description and map of where the find occurred, including its context with adjacent features. The location of the find should be identified on a map that also identifies other known historic properties, if relevant.
- 3) Whether or not the find is an archaeological resource.
- 4) For archaeological resources, a recommendation of NRHP-eligibility that includes a statement of the age of the find, evaluation of find against each NRHP criterion, and a description of the integrity of the find.

5 Archaeological Resources and Collection Curation

No artifact shall be removed or taken by any construction crew member, regardless of archaeological significance or the disposition of the artifact. If a NRHP-eligible resource is encountered and the Archaeological Treatment Plan includes excavation or removal of the archaeological materials, the plan will specify collection and curation requirements. If artifacts are removed from the site for analysis and determined ineligible, the Project Archaeologist will dispose of the material.

6 Contact Information

Project Team	Tribal Contacts
<p>Port of Seattle Primary Contact: Steve Rybolt Title: Environmental Manager Office: 206-787-5527 Cell: 206-554-1235 Email: Rybolt.Steve@portseattle.org</p> <p>Alternate Contact: Title: Office: Cell: Email:</p>	<p>Muckleshoot Tribe Laura Murphy, Cultural Resources Office: 253-876-3272 laura.murphy@muckleshoot.nsn.us</p> <p>Snoqualmie Tribe Steve Mullen-Moses, Cultural Resources Office: 425-292-0249 x2010 steve@snoqualmietribe.us</p> <p>Suquamish Tribe Dennis Lewarch, Cultural Resources Office: 360-394-8529 Email: dlewarch@suquamish.nsn.us</p>
<p>Federal Aviation Administration Contact: Title: Office: Cell: Email:</p>	<p>Tulalip Tribe Richard Young, Cultural Resources Office: 425-239-0182 Email: ryoung@tulaliptribes-nsn.gov</p> <p>Duwamish Community Cecile Hansen, Chair Office: 206-431-1582</p>
<p>Project Archaeologist [Name] Office: Cell: Email:</p> <p>Archaeological Monitors [Name] Cell:</p> <p>[Name] Cell:</p>	<p style="text-align: center;">State Historic Preservation Office</p> <p>Name: Title: Office: Cell: Email:</p> <p style="text-align: center;">Law Enforcement</p> <p>[Pick agency with jurisdiction]</p> <p>Port Police Non-Emergency Number: 206-787-3490</p> <p>City of SeaTac Police Non-Emergency Number: 206-296-3311</p>



June 2, 2021

Ms. Kandice Krull
Environmental Protection Specialist
FAA - Denver Airports District Office

In future correspondence please refer to:
Project Tracking Code: 2020-08-05388
Property: City of SeaTac_ Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects
Re: More Information Needed

Dear Ms. Krull:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. In response, we have reviewed the materials you provided for this project. In order to complete our review we request the following information be provided to our office:

Archaeology Comments:

- The GPR survey methodology and results sections are incomplete. What was the transect interval utilized for these surveys? Where is the reflection profile and 3D data? How did the results compare to the adjacent cemetery GPR survey?
- The results section covering the three of the four sites (45KI1572, 45KI1573, and 45KI1575) needs to be expanded. The background research from the historic maps and aerials for this project in general is very good, but there is a disconnect between this research and the these sites. In general the historical information provided is too vague. DAHP recommends the sections for these three sites be expanded for a lengthier discussion of these three sites.
- The recommendation section needs to be expanded to provide a discussion of the four sites and a recommendation of eligibility based on the four NRHP criteria.
- The site forms for 45KI1572, 45KI1573, and 45KI1575 should also be updated to include an expanded discussion of the historical research. These site form could also benefit from maps depicting locations of shovel tests and recorded artifacts.

Built Environment Comments:

General Comments:

- Please have each resource re-evaluated with the consideration of a potential historic district.
- Please have the report revised to provide a thorough, concise evaluation of the potential historic district.
- Please have each Historic Property Inventory Form (HPIF) revised to meet DAHP's Standards for Cultural Resource Reporting regarding naming conventions.
- We would like to take this opportunity to note that DAHP always highly encourages agencies to ensure that HPIFs are completed by cultural resource professionals meeting the SOI Professional Qualification Standards in Architectural History (https://www.nps.gov/history/local-law/arch_stnds_9.htm). This is noted to ensure that the information being provided to our office,



and entered into our publicly-accessible Wisaard platform, is accurate and usable for future research, as well as by the general public. As you will note below, we have concerns that the information currently provided is not sufficiently accurate for making these legally-justifiable decisions.

- Common issues throughout the HPIFs include:
 - Misidentification of style, form type, roof type, roof material, and plan.
 - Transportation – Air Related should be added under Current Use.
 - Architect/Engineer/Builder information should be entered last name first in the Information Tab.
 - Misidentification of what qualifies as a Criterion A association. “Feel of the airport” does not reflect Criterion A associations; “nationwide commercial aviation expansion of the 1960s” is what would qualify as a Criterion A association. There is also not enough context provided for researchers to understand why that’s important.
 - Lack of appropriate consideration for Criterion C for buildings or structures to represent the works of masters of their trade.
 - Discussions of architectural/engineering firms should all be moved to the Statements of Significance.

Property ID: 723810 161D

- This is not a pre-fabricated steel building. It is a building clad with metal siding.
- How do we know this was designed by Douglas Mulvanny?
- How are the construction dates known?
- How do we know the addition was designed by David Glassman Architects? The documents provided show “Rupert Engineering, Inc.” David Glassman Architects and/or Rupert Engineering should be added to the Information Tab.
- Revise Criterion C discussion to clearly articulate why you believe this building does not represent the work of a master architect.

Property ID: 723823 166B

- Please revise to consider Leo A. Daly and Associates under Criterion C.
- If this building has never been altered, we need a much stronger argument for why it would not be eligible.

Property ID: 723831 167A

- Concrete should be added as a cladding.
- The 2000 addition would not qualify as an “extensive” alteration to the plan, considering the original footprint was so large, and the addition is small in comparison.
- The 2000 addition would detract from integrity of design, workmanship, and feeling.
- If the Richardson Associates are the original architects, the Criterion C discussion needs to consider that. How do we know he was the architect?

Property ID: 723863 160A

- This does not appear to be mapped correctly.
- Was it or was it not designed by Victor O. Gray? Why is this only a maybe? If it was designed by Gray, please revise the Criterion C discussion to discuss that.
- Elaborate on the 1997 remodel and how historic integrity was impacted. Plans appear to note a “New 2 Story Office,” which would impact integrity of design, workmanship, and feeling.
- Plans provided show CNA Architecture Inc. and lists the Principal Architects; please add these to the Information Tab as appropriate.

Property ID: 723864 160E

- Built Date missing from Information tab. If a date is not known, provide an educated guess based upon knowledge of architectural history and available research.
- If this building has never been altered, we need a much stronger argument for why it would not be eligible.



- This is not pre-cast concrete.

Property ID: 723870 161G

- Built Date missing from Information tab. If a date is not known, provide an educated guess based upon knowledge of architectural history and available research.
- Not pre-cast concrete; add marblecrete cladding.
- Is the roof material really metal?
- If this building has never been altered, we need a much stronger argument for why it would not eligible.

Property ID: 723872 165A

- How do we know this was designed by the McKinley Associates? If it was, revise Criterion C discussion to consider representing the work a master.
- If this building has never been altered, we need a much stronger argument for why it would not eligible.

Property ID: 723874 170A

- Add Rice, Fergus, and Miller Architects and Huitt-Zollars to Information tab.
- How was the built date decided?
- If this building has never been altered, we need a much stronger argument for why it would not eligible.

Property ID: 723875 SeaTac Terminal- South Satellite

- If this building has never been altered, we need a much stronger argument for why it would not eligible.
- Revise Criterion C discussion to consider representing the work a master. How do we know the Richardson Associations were the architects?

Property ID: 723876 SeaTac Main Terminal

- Revise Criterion C discussion to consider representing the work a master or masters. How do we know who designed what?
- How are all of these built/addition dates known?

Property ID: 723998 SeaTac Airport Fuel Farm

- Address missing, at least add the City.
- Built Date missing from Information tab. How was the circa 1968 date decided?

Property ID: 28319 Sea-Tac Airport Parking Terminal

- This is a structure, not a building. Please revise the text accordingly.
- We cannot have two different "Built Dates."
- Why is this supposedly not associated with the same patterns of history described in every other HPIF?
- Do the additions really impact integrity?

We appreciate receiving copies of any correspondence or comments from concerned tribes and other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the SHPO pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.



Sincerely,

A handwritten signature in blue ink, appearing to read "D. Wardlaw".

Dennis Wardlaw
Transportation Archaeologist
(360) 458-5014
dennis.wardlaw@dahp.wa.gov





U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Denver Airports District Office
26805 E 68th Avenue, Suite 224
Denver, CO 80249-6361

August 3, 2021

Mr. Dennis Wardlaw
Washington Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Subject: Documentation of Section 106 Finding of No Adverse Effect (36 CFR § 800.5(b)) for the Seattle-Tacoma International Airport – 2020-08-05388

Dear Mr. Wardlaw:

The Federal Aviation Administration (FAA) issued a Section 106 finding of *No Adverse Effect* for the proposed Sustainable Airport Master Plan Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA) on May 6, 2021 (2020-08-05388). Your office requested additional information on the identified resources in a letter dated June 2, 2021.

The FAA worked with the Port of Seattle and Stell Environmental Enterprises, Inc. (Stell) to update the site forms, Historic Property Inventory Forms (HPIFs), and Cultural Resources Survey to address the comments provided in the June 2, 2021 letter. The updated site forms, HPIFs, and Cultural Resources Survey have been uploaded to the WISAARD database.

The FAA does not agree with DAHP's request to re-evaluate each resource for inclusion in an historic district. SEA has had a consistent and continuous pattern of minor and major upgrades, expansions, and improvements that have been undertaken to meet the passenger and shipping demands placed on SEA since the construction of the administrative building (now the Main Terminal) in 1949. Because of the continuous nature of improvements to SEA, it is difficult to discern discreet and succinct periods of development that would lend themselves to the creation of historic districts. There are specific elements that link the 12 properties evaluated together, however, those elements cannot be tied specifically to a period of expansion or any major historical themes or figures.

It should be noted that of the 12 buildings evaluated as part of the survey, six will be directly impacted. Of those six, four are included as part of the undertaking. Of those four, only one will be over 50 years of age when impacted (Building 161G). This has been clarified in the Cultural Resources Survey (Table 6-5).

In addition to the information requested, the recommendations in the Cultural Resources Survey (Section 7.2) have also been updated to include all project areas that will require either an inadvertent discoveries plan or monitoring during construction.

The FAA has therefore determined that the previous determinations and finding of *No Adverse Effect* is still appropriate for this project. The FAA respectfully requests that DAHP provide written concurrence with the eligibility determinations and this Section 106 finding.

If you have any comments, questions, or concerns regarding the analyses and conclusions used to determine the potential effects of the proposed project on historic, cultural, and archaeological resources, or have any questions regarding the project, please do not hesitate to contact me.

Sincerely,

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airport District Office
303-342-1261



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

August 30, 2021

Ms. Kandice Krull
Environmental Protection Specialist
FAA - Denver Airport District Office

In future correspondence please refer to:
Project Tracking Code: 2020-08-05388
Property: City of SeaTac_ Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects
Re: NO Adverse Effect

Dear Ms. Krull:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. This action has been reviewed on behalf of the SHPO under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication.

Archaeology Comments (Dennis Wardlaw):

- We concur that Sites 45KI1572, 45KI1573, 45KI1547, and 45KI1575 are NOT ELIGIBLE for inclusion in the National Register of Historic Places (NRHP).
- We also concur with the recommendation for monitoring in areas S10, CO2, and CO3. However, DAHP is requesting that active monitoring also occur at areas LO7, LO5, TO2, and LO3.

Built Environment Comments (Holly Borth):

- We would like to note that the consideration of a historic district is standard practice when evaluating built environment resources for the NRHP. We note in your previous letter dated May 6, 2021 stated: "Stell also considered the potential for identifying portions of SEA as a historic district, but the buildings/structures reviewed do not possess the required level of significance that would warrant the creation of a district at this time." We therefore are deferring to this as FAA's decision regarding a potential historic district at SeaTac International Airport.
- We concur that the following historic resources are not eligible for listing in the NRHP:
 - Property ID: 723810 Building 161D, Seattle-Tacoma International Airport
 - Property ID: 723823 United Airlines - Air Cargo Building
 - Property ID: 723831 Western Airlines Freight Facility
 - Property ID: 723863 Federal Express
 - Property ID: 723864 Building 160E, Seattle-Tacoma International Airport
 - Property ID: 723870 Building 161G, Seattle-Tacoma International Airport
 - Property ID: 723872 Building 165A, Seattle-Tacoma International Airport
 - Property ID: 723874 Aircraft Rescue and Fire Fighting Facility
 - Property ID: 723875 SEA-TAC Terminal- South Satellite
 - Property ID: 723876 SEA-TAC Main Terminal, Seattle-Tacoma International Airport



- Property ID: 723998 SEA-TAC Airport Fuel Farm, Seattle-Tacoma International Airport
- SeaTac International Airport Historic District

- Regarding Property ID: 28319, SEA-TAC Airport Parking Terminal, Seattle-Tacoma International Airport: We do not concur that this structure is eligible for listing in the NRHP. DAHP research indicates that this structure has incurred several significant additions over time in the modern era that result in a lower level of integrity of design, materials, workmanship, and feeling. Therefore, due the lack of a historic district present to accommodate its lower level of integrity, it is not eligible for listing in the NRHP.

We also concur that the current project as proposed will have "NO ADVERSE EFFECT" on historic properties within the APE that are listed in, or determined eligible for listing in, the National Register of Historic Places. However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,



Dennis Wardlaw
Transportation Archaeologist
(360) 458-5014
dennis.wardlaw@dahp.wa.gov



Holly Borth
Preservation Design Reviewer
(360) 890-0174
Holly.Borth@dahp.wa.gov





U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Denver Airports District Office
26805 E 68th Avenue, Suite 224
Denver, CO 80249-6361

November 9, 2023

Mr. Dennis Wardlaw
Washington Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Subject: Documentation of Project Changes (36 CFR § 800.5(b)) for the Seattle-Tacoma International Airport – 2020-08-05388

Dear Mr. Wardlaw:

The Federal Aviation Administration (FAA) issued a Section 106 finding of *No Adverse Effect* for the proposed Sustainable Airport Master Plan Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA) on May 6, 2021 (2020-08-05388) and updated site forms, Historic Property Inventory Forms (HPIFs), and Cultural Resources Survey on August 3, 2021. Washington Department of Archaeology and Historic Preservation (DAHP) concurred with the finding in a letter dated August 30, 2021. Due to delays from COVID-19 and other factors, the proposed opening of the NTP’s has shifted from 2027 to 2032. The FAA reviewed the APE to determine if additional properties would need to be analyzed given the shift in the construction schedule. The following is the process the FAA used to reevaluate and verify the Area of Potential Effects (APE) and identify potential historic properties to be included in the analysis.

The first step was to identify all buildings that could be directly or indirectly impacted by the proposed NTPs (Table 1). Buildings that would be directly impacted and were constructed prior to 1992 were identified for further evaluation.

Table 1: Buildings Near Proposed Near Term Projects

Building Number	Building Name	Year Built	Potential Impacts (NTP Project)	Near NTP Project(s)	Included in Survey	Need to Analyze
156D	USPS Mail Warehouse	1985	No Direct Impacts	S08	-	No
156E	Transplex A	1985	No Direct Impacts	S08	-	No
156F	Guard Shack	2015	No Direct Impacts	A04	-	No
160A	FedEx Building	1975	No Direct Impacts	A08; S05; S06	Yes	-
160D	Gourmet Flight Kitchen	1978	Demolished (L03)	L03	Yes	-
161A	United Airlines Maintenance	1990	Demolished (A08-S04-S05)	A04; A08; S04; S05; S06	-	Yes
161B	FedEx Ship Center		No Direct Impacts	A08; S04; S05; S06	-	No
161D	BT Properties Building	1978	No Direct Impacts	A08; S09	Yes	-
161E	Cargo 4E	1983	Demolished (S09)	A08; S09	-	Yes
161F	Cargo 4W-WFS	1999	No Direct Impacts	A08; S04; S05; S09	-	No
161G	Port’s AMF	1969	Demolished (A08)	A04; A08; S09	Yes	-
165A	Alaska Airline Air Cargo	1978	No Direct Impacts	A08; C01; S09	Yes	-

Building Number	Building Name	Year Built	Potential Impacts (NTP Project)	Near NTP Project(s)	Included in Survey	Need to Analyze
166A	Guard Shack	2015	No Direct Impacts	A04; A05; C01	-	No
166B	United Airlines Maint. Cargo 4S	1969	Demolished (C01)	A04; A05; C01	Yes	-
166C	Air Traffic Control Tower	2002	No Direct Impacts	C01	-	No
167A/ 167B	Swissport Cargo Facility	1977	Demolished (A05-T01)	A04; A05; T01	Yes	-
170A	Primary ARFF	1978	Demolished (T01)	A04; L01; T01	Yes	-
170B	Doug Fox Payment Building	2014 ¹	Demolished (T02)	L01; L02; L03: T02	-	Yes
170C	Doug Fox Office	2014	Demolished (T02)	L01; L02; L03: T02	-	No
170D	Guard Shack	2006	No Direct Impacts	A09	-	No
170W	Westside Field Office	2001	Demolished (S07)	S07	-	No
188F/ 188G	Alaska Airlines Maint.	1967	No Direct Impacts	A01	-	No
188WA	Signature Flight Support	2001	No Direct Impacts	S02	-	No
188WB	PACCAR	2001	Demolished (S02)	S02	-	No
?	Building Next to PACCAR	2021	No Direct Impacts	S02	-	No
188WD	Snow Shed	2001	No Direct Impacts	S02	-	No
190A	Fuel Farm Office	1968	No Direct Impacts	A01; S01	-	No
190B	SEPL N Warming Shack		No Direct Impacts	S01	-	No
190C	SEPL Gate Shack		No Direct Impacts	S01	-	No
N/A	Christensen LLC	1984	No Direct Impacts	L05	-	No
N/A	DelEx Inc Seattle	1983	No Direct Impacts	L05	-	No
N/A	Doug Fox Lot	2014 ²	Demolished (T02)	L02; L03; T02	-	Yes
N/A	Fuel Farm	1968	Expanded (S01)	A01; S01	Yes	-
N/A	Main Terminal	1949	No Direct Impacts	A09; L01; L04	Yes	-
N/A	North Satellite	2021 ³	Connection (T01)	A04; A09; T01	-	No
N/A	Parking Garage	1971	Connection (L04)	A09; L01; L04	Yes	-
N/A	South Satellite	1973	No Direct Impacts		Yes	-
N/A	Surveillance Radar System	2002	No Direct Impacts	S07	-	No
N/A	Deicing Fluid Tanks	1977	Demolished		-	Yes
N/A	Runway 34 Glideslope	2000 ⁴	Adjusted (A01)	A01	-	No

¹ Doug Fox Payment Building was constructed in 1970 but completely reconstructed in 2014

² Doug Fox Parking Lot was constructed in 1970 but completely reconstructed in 2014

³ North Satellite opened in 1973 but was completely reconstructed in 2021

⁴ Runway 34 Glideslope will not be relocated but will be adjusted in place

Reevaluation and Verification of Area of Potential Effect (APE)

The development of the APE focused on areas of direct physical impacts on airport property given that all projects would occur on airport property. Potential visual impacts were considered during the reevaluation and verification of the APE with a focus on the proposed cargo facilities (C02 and C03).

An undertaking that can be seen from an historic property, obscures the historic property from being seen at primary locations, or is visible within the boundary of the historic property may cause a visual effect to that historic property. However, the simple fact that something may be seen does not mean that it is an adverse visual effect. An adverse effect is found when an undertaking may directly or indirectly alter any of the characteristics of a historic property in a manner that would diminish the integrity of the property. Therefore, the assessment of visual effects will focus on historic properties that maintain the integrity of Setting, Feeling, Association (when the view is required to maintain that association) and/or Design (when the view is integral to the integrity of the design). If the integrity of these aspects is missing or the property is only eligible for other aspects of integrity, then adverse visual effects are highly unlikely and will not be analyzed further.

The visual APE is influenced by the scale and nature of an undertaking, as well as factors such as topography and vegetation that, for example, might obscure the visibility of an undertaking, thereby impacting the potential for visual effects from specific vantage points.



Topography and vegetation were considered to determine the visual APE. The topography in the area varies from a 320' to 460'. The proposed cargo facility parcel ranges in elevation from 410' to 460'. The site would be leveled for construction, but the ultimate elevation has yet to be determined. For the purposes of defining the APE, an elevation of 435' feet was selected (average of site). The facilities are expected to be approximately 30' tall. Therefore, the elevation at the top of the building would be 465'. The land would be cleared to construct the cargo facilities and it was assumed that most of the existing vegetation would be removed so this vegetation was not considered in determining the APE. In addition to the

topography and vegetation, the houses could also shield other houses from being able to view the cargo facilities. Standard heights were established for houses and then applied to further refine the APE. One story houses were estimated to be 15' tall while two story houses were estimated to be 25'.



Example of elevation map used to delineate visual APE.

A windshield survey of the project area was utilized to define the initial visual APE. Three trees on the project site were identified that would be easy to spot away from the spot. The initial APE included all areas where the three trees could be identified.



As noted above, the simple fact that something may be seen does not mean that it is an adverse visual effect. The visual APE was adjusted to focus on areas where potential adverse effects could occur if historic properties maintain integrity of Setting, Feeling, Association (when the view is required to maintain that association) and/or Design (when the view is integral to integrity of the design). The proposed visual APE for the proposed cargo development is depicted in Figure 1. Figure 2 is the APE for the SAMP NTP EA.



Figure 1: Visual Area of Potential Effects



Figure 2: Area of Potential Effects

The structures within the visual APE were analyzed to identify the age of the structures to determine which would be further analyzed to determine potential impacts (Table 2).

Table 2: Structures within the Visual APE

Property Number	Address Number	Address Street	Year Constructed	Included
1	14646	24th Avenue South	1962	Yes
2	14650	24th Avenue South	1963	Yes
3	14706	24th Place South	?	Yes
4	14712	24th Place South	?	Yes
5	14730	24th Place South	?	Yes
6	14723	25th Court South	2013	No
7	14726	25th Court South	2013	No
8	14731	25th Court South	?	Yes
9	14732	25th Court South	?	Yes
10	15030	26th Avenue South	1960	Yes
11	14814	26th Lane South	2000	No
12	14820	26th Lane South	2000	No
13	14826	26th Lane South	2000	No
14	15029	26th Lane South	2000	No
15	15025	26th Lane South	2000	No
16	15021	26th Lane South	2000	No
17	15105	26th Lane South	2007	No
18	15113	26th Lane South	2007	No
19	15117	26th Lane South	2007	No
20	15100	26th Place South	2016	No
21	15102	26th Place South	2016	No
22	15116	26th Place South	2016	No
23	15120	26th Place South	2016	No
24	14909	27th Place South	1959	Yes
25	14917	27th Place South	1962	Yes
26	14918	27th Place South	1968	Yes
27	15030	28th Lane South	1998	No
28	15032	28th Lane South	1998	No
29	15034	28th Lane South	1998	No
30	15036	28th Lane South	1998	No
31	15038	28th Lane South	1998	No
32	15040	28th Lane South	1998	No
33	15059	29th Avenue South	1962	Yes
34	15058	29th Avenue South	1963	Yes
35	15231	29th Avenue South	?	Yes
36	15235	29th Avenue South	1954	Yes
37	2408	South 146th Place	2017	No
38	2414	South 146th Place	1923	Yes
39	2412	South 148th Street	1962	Yes
40	2424	South 148th Street	1948	Yes
41	2504	South 148th Street	1948	Yes
42	2508	South 148th Street	2017	No
43	2606	South 148th Street	2004	No

Property Number	Address Number	Address Street	Year Constructed	Included
44	2610	South 148th Street	1954	Yes
45	2616	South 148th Street	1953	Yes
46	2617	South 148th Street	1943	Yes
47	2633	South 148th Street	1941	Yes
48	2634	South 148th Street	1947	Yes
49	2639	South 148th Street	1941	Yes
50	2640	South 148th Street	1954	Yes
51	2605	South 150th Street	1940	Yes
52	2606	South 150th Street	1933	Yes
53	2613	South 150th Street	1920	Yes
54	2620	South 150th Street	1941	Yes
55	2625	South 150th Street	2013	No
56	2627	South 150th Street	2013	No
57	2629	South 150th Street	1963	Yes
58	2631	South 150th Street	1963	Yes
59	2636	South 150th Street	1908	Yes
60	2637	South 150th Street	1962	Yes
61	2642	South 150th Street	1961	Yes
62	2650	South 150th Street	2017	No
63	2602	South 152nd Street	1958	Yes
64	2608	South 152nd Street	1959	Yes
65	2626	South 152nd Street	1942	Yes
66	2632	South 152nd Street	2006	No
67	2636	South 152nd Street	1942	Yes
68	2646	South 152nd Street	1950	Yes
69	2650	South 152nd Street	1942	Yes
70	2804	South 152nd Street	1957	Yes
71	2805	South 152nd Street	1955	Yes
72	2815	South 152nd Street	1942	Yes
73	2816	South 152nd Street	1949	Yes
74	2820	South 152nd Street	1940	Yes
75	2821	South 152nd Street	1956	Yes
76	2823	South 152nd Street	1949	Yes
77	2829	South 152nd Street	1942	Yes
78	2843	South 152nd Street	1961	
79	2845	South 152nd Street	1959	
80	2847	South 152nd Street	1959	
81	2821	South 154th Street	2017	No
82	2825	South 154th Street	1949	
83	2828	South 154th Street	1942	
84	2832	South 154th Street	1942	
85	2201	South 142 nd Street	1992	No
86	14651	24 th Avenue South	?	
87	14651	24 th Avenue South	1989	No
88	2300	South 154 th Street	1990-1998	No

The FAA respectfully requests that the DAHP provide written concurrence with the visual APE and proposed building evaluations by December 15, 2023. If you have any comments, questions, or concerns regarding the analyses and conclusions used to determine the visual APE, or have any questions regarding the project, please do not hesitate to contact me.

Sincerely,

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airport District Office
303-342-1261



November 16, 2023

Kandice Krull
Federal Aviation Administration

In future correspondence please refer to:

Project Tracking Code: 2020-08-05388

Property: City of SeaTac_ Seattle-Tacoma International Airport Sustainable Airport Master Plan
Near-Term Projects

Re: Revised APE Concur

Dear Kandice Krull:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the area of potential effect (APE).

We concur with your definition of the APE. We also concur with your proposed survey methodology. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Maureen Elenga, M.A.
Transportation Reviewer
(360) 972-4539
Maureen.Elenga@dahp.wa.gov





U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Denver Airports District Office
26805 E 68th Avenue, Suite 224
Denver, CO 80249-6361

July 11, 2024

Mr. Dennis Wardlaw
Washington Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Subject: Documentation of Section 106 Finding of No Adverse Effect (36 CFR § 800.5(b)) for the Seattle-Tacoma International Airport (2020-08-05388)

Dear Mr. Wardlaw:

The Federal Aviation Administration (FAA) issued a Section 106 finding of *No Adverse Effect* for the proposed Sustainable Airport Master Plan Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA) on May 6, 2021 (2020-08-05388) and submitted updated site forms, Historic Property Inventory Forms (HPIFs), and Cultural Resources Survey on August 3, 2021. Washington Department of Archaeology and Historic Preservation (DAHP) concurred with the finding in a letter dated August 30, 2021. The FAA revised the Area of Potential Effect (APE) and submitted the revised APE to DAHP on November 9, 2023. DAHP concurred with the revised APE on November 16, 2023. This letter and attached documents constitute a request for written concurrence with the eligibility determinations and updated Section 106 determination of *No Adverse Effect*.

1. Description of the Undertaking

The Port of Seattle (Port) completed a Sustainable Airport Master Plan (SAMP) for SEA that identified a Long-Term Vision to accommodate future needs over the 20-year planning horizon. From this, the Port developed Near-Term Projects (NTPs) to address near-term needs. The NTPs would improve efficiency, safety, access to SEA, and support facilities for airlines and SEA.

Section 106 of the National Historic Preservation Act (NHPA) defines an undertaking as a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency. The proposed methodology, approved by the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) in October 2020, listed all the NTPs as the undertaking (Attachment A). Since the approval of the methodology, the FAA has reviewed the projects in accordance with the FAA Reauthorization Act of 2018.

Section 163 of HR 302, the "FAA Reauthorization Act of 2018" (the Act) (P.L. 115-254) limited the FAA's authority in certain circumstances:

- Section 163(a) limits the FAA's authority to regulate, directly or indirectly, an airport operator's transfer or disposal of certain types of airport land.
- Section 163(b) identifies exceptions to this general rule.
- Section 163(c) preserves the statutory revenue use restrictions regarding the use of revenues generated by the use, lease, encumbrance, transfer, or disposal of the land, as set forth in 49 U.S.C. §§ 47107(b) and 47133.
- Section 163(d) limits the FAA's review and approval authority for Airport Layout Plans (ALPs).

While the Proposed Action details the Port's intended development at SEA, only some of these development components are subject to federal approval and/or funding. Therefore, the undertaking is slightly different from the Proposed Action. The undertaking includes the following:

- | | |
|------------------------------------|---|
| A01 – Taxiway A/B Extension | L01 – North Airport Expressway Relocation |
| A02 – Runway 16R/34L Blast Pads | L02 – Elevated Busway and Station |
| A03 – Taxiway C/D Reconfigurations | L03 – Second Terminal Roads and Curbside |
| A04 – Taxiway B 500' Separation | L04 – Northeast Ground Transportation Center |
| A05 – North Hold Pad | L05 – North Ground Transportation Holding Lot |
| A06 – Runway 34L High-Speed Exit | S02 – Primary ARFF Facility |
| A07 – Taxiway D Extension | S03 – Secondary ARFF Facility |
| A08 – North Cargo Hardstand | S04 – Fuel Relocation Rack |
| A09 – Central Hardstand | S05 – Triculator |
| A10 – Taxiway Fillets | S06 – Consolidated De-Icing Tanks |
| T01 – North Gates | S07 – Westside Maintenance Campus |
| T02 – Second Terminal and Parking | S08 – North Airline Support Facilities |
| C01 – Cargo 4 South Redevelopment | S09 – West Airline Support Facilities |
| C02 – Offsite Cargo Phase 1 | Overall Program Support Projects |
| C03 – Offsite Cargo Phase 2 | L02 – Elevated Busway and Station |

The undertaking does not include L07 – Employee Parking Structure, S01 – Fuel Farm Expansion and S10 – Centralized Rec. and Distribution Center. The FAA determined it does not have approval authority for these three projects and they are not related to any of the projects that the FAA does have authority over. Therefore, these projects are not included as part of the undertaking.

2. Area of Potential Effect

The Area of Potential Effect (APE) is the area within which an undertaking may affect, directly or indirectly, a historic property or cultural resource. The scale and nature of an undertaking influences the delineation of the APE. The APE encompasses areas proposed for disturbance and areas with the potential for noise and/or visual effects, including the view shed (Figures 1 and 2). This is the same APE DAHP concurred with in September 2020 and November 2023. The APE is in Sections 20, 21, 22, 27, 28, 29, 32, 33, and 34, Township 23 North, Range 04 East of the Willamette Principal Meridian.



Figure 1: Area of Potential Effect



Figure 2: Area of Potential Effect – Visual APE

3. Efforts to Identify Historic Properties

Stell Environmental Enterprises, Inc. (Stell) completed a Cultural Resources Survey of the SEA SAMP NTPs in February 2021 in accordance with the approved methodology (Attachment C). The methods for identifying historic properties included a combination of desktop research, sub-surface testing, and on-site study of above ground features. A review of the WISAARD predictive model indicated that the risk for cultural resources within the APE ranged from moderately low to high risk.

Stell completed shovel testing at 390 points in October and November of 2020. They identified cultural material at 120 of the shovel-tested points. Most of the material found was temporally non-diagnostic and often found in fill deposits. Shell did identify four sites that had a variety of cultural material (Sites SAMP-C02-Site1, SAMP-L05-Site1, SAMP-S10-Site1, and SAMP-C03-Site1). Stell determined, and the FAA and DAHP concurred, that the sites were not eligible for listing on the National Register of Historic Places (NRHP).

Stell also reviewed 12 properties within the APE. Stell recommended, and the FAA originally agreed, that the parking garage was eligible for listing on the NRHP. After consultation with the DAHP, the FAA determined that none of the properties, including the parking garage, were eligible for listing on the NRHP. The DAHP concurred with this determination. Attachment E contains all previous correspondence. Stell also considered the potential for identifying portions of SEA as a historic district, but the buildings/structures reviewed do not possess the required level of significance that would warrant the creation of a district.

Stell recommends, and the FAA and DAHP concurred, developing an Inadvertent Discoveries Plan for construction (Attachment D). In addition, Stell recommends, and the FAA and DAHP concurred, that an archaeological monitor should be on-site during ground disturbing activities for projects in C03, S10, and the southern half of C02 given the high potential to find cultural materials in these areas.

Fieldwork Studio LLC (Fieldwork) completed a Reconnaissance Survey Report of On-Airport Properties in December 2023 (Attachment F). This survey evaluated three on-airport structures that were not included in the 2020 survey completed by Stell that would be directly impacted by the proposed undertaking. The buildings included were Building 161A (United Airlines Maintenance Facility), Building 161E (Cargo 4E), and deicing fluid tanks. Fieldwork determined, and the FAA concurs, that none of the properties are eligible for listing on the NRHP. Attachment G contains a table that lists all on-airport properties that will either be directly impacted or located near a proposed NTP and explains why properties were not included in the survey.

Fieldwork completed a Reconnaissance Survey Report in December 2023, which inventoried 56 properties near projects C02 and C03 (Attachment H). Fieldwork recommends, and the FAA concurs, that none of the properties are eligible for listing on the NRHP. While the residences are associated with early 20th-century development in the vicinity of SeaTac and the neighborhood of Riverton Heights, this association does not appear to be important enough to meet NRHP Criterion A. None of the properties are known to be associated with the lives of persons significant in our past and do not meet NRHP Criterion B. Under NRHP Criterion C, the properties do not embody the distinctive characteristics of a type, period, or method of construction, are not associated with a significant designer or craftsman, and are not considered to possess high artistic value. Finally, the properties are not considered to be, or have been, the principal source of information and are not considered significant, pursuant to NRHP Criterion D. Attachment G contains a table that lists all properties within the visual APE, indicates if they were included in the Survey, and notes from the Survey.

Fieldwork completed an evaluation of the Washington Memorial Park Cemetery in March 2024 (Attachment J). Fieldwork recommends, and the FAA concurs, that the Cemetery is not eligible for listing on the NRHP given that the property does not appear to meet any of the National Registers Criteria for Evaluation, and it does not meet the special criteria considerations for cemeteries.

4. Basis for Finding

The surveys did not identify any resources listed on or eligible-for-listing on the NRHP within the APE. The FAA has agreed to include an Inadvertent Discoveries Plan for projects C02, C03, L03, L05, L07, S07, and S10 (Attachment D) and to have an archaeological monitor on-site during ground disturbing activities for projects C03, S10, and the southern half of C02. If any construction activity outside of these specified area results in the inadvertent discovery of a cultural resource, construction will halt until the Port notifies the FAA and DAHP.

The FAA has therefore determined that a finding of *No Adverse Effect* is appropriate for this project. The FAA respectfully requests that DAHP provide written concurrence with the eligibility determinations and the updated Section 106 finding.

If you have any comments, questions, or concerns regarding the analyses and conclusions used to determine the potential effects of the proposed project on historic, cultural, and archaeological resources, or have any questions regarding the project, please do not hesitate to contact me.

Sincerely,

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airport District Office
303-342-1261

ATTACHMENTS

Attachment A: Approved Methodology (previously submitted)
Attachment B: Project Descriptions (previously submitted)
Attachment C: Cultural Resource Survey (previously submitted)
Attachment D: Inadvertent Discovery Plan (previously submitted)
Attachment E: Previous Correspondence
Attachment F: Reconnaissance Survey Report of On-Airport Properties
Attachment G: On-Airport Properties Table
Attachment H: Reconnaissance Survey Report of C02 and C03
Attachment I: C02 and C03 Properties Table
Attachment J: Washington Memorial Park Cemetery Evaluation

Seattle-Tacoma International Airport (SEA) Near-Term
Projects (NTPs), Reconnaissance Survey Report
On-Airport Properties, SEA

Sonja Molchany, Principal, Fieldwork Studio LLC
Christopher Hetzel, Sr. Architectural Historian, Anchor QEA
December 15, 2023
Port of Seattle – Aviation (Contracting Sponsor)
Federal Aviation Administration (Lead Agency)

Introduction

This report has been prepared at the request of the Port of Seattle – Aviation by Sonja Molchany, Principal, Fieldwork Studio LLC and Christopher Hetzel, Sr. Architectural Historian, Anchor QEA (both of whom meet the Secretary of the Interior’s Professional Qualification Standards as Architectural Historians).

In 2020 to 2021, the Federal Aviation Administration (FAA) conducted National Historic Preservation Act Section 106 consultation with the Washington State Department of Archaeology and Historic Preservation (DAHP) on the proposed Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA) (DAHP Project no. 2020-08-05388). The FAA issued a Section 106 finding of *No Adverse Effect* for the SAMP NTPs and DAHP concurred with the finding.

In 2023, FAA requested that the Port complete analysis of three additional on-airport resources due to an extension of the original NTP schedule to 2037. All of these are situated on the tax parcel number 282304-9016, which encompasses the entire airport. DAHP has concurred with the FAA’s addition of these resources to the inventory.¹ The current survey and evaluation includes the following resources:

- Building 161A / United Airlines Maintenance Facility – 2230 S. 161st Street
- Building 161E / Cargo 4E – 16215 Air Cargo Road
- Deicing Fluid Tanks – no address; located west of Building 161G

Research Design

The reconnaissance survey was limited to the three buildings/structures listed above, with the purpose of evaluating their eligibility for listing in the National Register of Historic Places (NRHP). A records search was conducted in DAHP’s Washington Information System for Architectural and Archeological Records Data (WISAARD) to confirm that the properties had not been previously recorded or evaluated. A broader cultural resources survey was previously undertaken for the SEA SAMP NTPs with a resulting report completed in July 2021.² That report contained a historic context statement that includes the development of SEA and its facilities; no further contextual research was undertaken for this survey.

Sources for building-specific information included the following:

- original architectural drawings and current floor plans on file with SEA (Facilities records);
- Patrick A. Haley, Air Cargo Facilities Manager, Air Cargo Operations, SEA;
- archival *Seattle Times* and *Seattle Post-Intelligencer*, available through Seattle Public Library online collections;
- site visits in October and November 2023 to view and photograph the resources.

¹ DAHP letter from Maureen Elenga, Transportation Reviewer, dated November 16, 2023.

² Stell. “Cultural Resources Survey of the Seattle-Tacoma International Airport Sustainable Master Plan (SAMP) Near-Term Projects, King County.” Prepared for Landrum & Brown, July 28, 2021.



Survey Results

Building 161A / United Airlines Maintenance Facility (1990) is recommended not eligible for listing in the NRHP. It is not sufficiently associated with significant aspects of SEA development or history to meet Criterion A. Research has not revealed any association with the lives of persons significant in our past (Criterion B). While the building appears to retain good architectural integrity, it does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic values (Criterion C). Finally, the building is not considered to be, or have been, the principal source of information (Criterion D).

Building 161E / Cargo 4E (1983) is recommended not eligible for listing in the NRHP. It is not sufficiently associated with significant aspects of SEA development or history to meet Criterion A. Research has not revealed any association with the lives of persons significant in our past (Criterion B). While the building appears to retain good architectural integrity, it does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic values (Criterion C). Finally, the building is not considered to be, or have been, the principal source of information (Criterion D).

The **Deicing Fluid Tanks** (1977) are recommended not eligible for listing in the NRHP. They are not associated with significant aspects of SEA development or history (Criterion A), nor with the lives of persons significant in our past (Criterion B). The prefabricated steel tanks do not embody the distinctive characteristics of a type, period, or method of construction (Criterion C). Finally, the structure is not considered to be, or have been, the principal source of information (Criterion D).

Bibliography

"78 Units in Chalet South." *Seattle Times*. October 8, 1978, p. 217.

"Builder Chosen for School." *Seattle Times*. July 5, 1981, p. 105.

"Building Complex Under Way at Airport." *Seattle Times*. March 20, 1983, p. 60.

"Condominium to Retain Old Trees." *Seattle Times*. November 11, 1979, p. 171.

Haley, Patrick A., Air Cargo Facilities Manager, Air Cargo Operations, SEA. Conversation with Sonja Molchany, October 24, 2023.

King County GIS Center. iMap. <https://www.kingcounty.gov/services/gis/Maps/imap.aspx>

Building Number	Building	Year Constructed	Potential Direct Impacts (NTP Project)	Construction Starts	Age at Start Construction	Included in 2021 Survey	Included in 2024 Survey	Reason not Included	Eligible	Property ID
156D	USPS Mail Warehouse	1985	None	2027	42	No	No	No direct impacts & not exceptionally important	N/A	N/A
156E	TransiPLEX A	1985	None	2027	42	No	No	No direct impacts & not exceptionally important	N/A	N/A
156F	Guard Shack	2015	None	2028	13	No	No	No direct impacts	N/A	N/A
160A	FedEx Building	1975	None	2026	51	Yes	-	N/A	No	723863
160E 160D	Gate Gourmet Flight Kitchen	1978	Demolished (L03)	2028	50	Yes	-	N/A	No	723864
161A	United Airlines Maintenance	1990	Demolished (A08-S04-S05)	2026	36	No	Yes	N/A	No	732589
161B	FedEx Ship Center	?	None	2026	?	No	No	No direct impacts & not exceptionally important	N/A	N/A
161D	BT Properties Building	1978	None	2026	48	Yes	-	N/A	No	723810
161E	Cargo 4E	1983	Demolished (S09)	2026	43	No	Yes	N/A	No	732590
161F	Cargo 4W-WFS	1999	None	2026	27	No	No	No direct impacts	N/A	N/A
161G	Port's AMF	1969	Demolished (A08)	2026	57	Yes	-	N/A	No	723870
165A	Alaska Airline Air Cargo	1978	None	2026	48	Yes	-	N/A	No	723872
166A	Guard Shack	2015	None	2026	11	No	No	No direct impacts	N/A	N/A
166B	United Airlines Maintenance Building/ Cargo 4S	1969	Demolished (C01)	2026	57	Yes	-	N/A	No	723823
166C	Air Traffic Control Tower	2002	None	2026	24	No	No	No direct impacts	N/A	N/A
167A/167B	Swissport Cargo Facility	1977	Demolished (A05-T01)	2027	50	Yes	Yes	N/A	No	723831
170A	Primary ARFF	1978	Demolished (T01)	2026	48	Yes	-	N/A	No	723874
170B	Doug Fox Payment	1970	Demolished (T02)	2026	56	No	No	Completely Remodeled 2014	N/A	N/A
170C	Doug Fox Office	2014	Demolished (T02)	2026	12	No	No	Completely Remodeled 2014	N/A	N/A
170D	Guard Shack	2006	Demolished (A09)	2027	21	No	No	Not exceptionally important	N/A	N/A
170W	Westside Field Office	2001	Demolished (S07)	2026	25	No	No	Not exceptionally important	N/A	N/A
188F/188G	Alaska Airlines Maintenance Building	1967	None	2026	59	No	No	No direct impacts & not exceptionally important	N/A	N/A
188WA	Signature Flight Support	2001	None	2026	25	No	No	No direct impacts	N/A	N/A
188WB	PACCAR	2001	Demolished (S02)	2026	25	No	No	Not exceptionally important	N/A	N/A
?	Building Next to PACCAR	2021	None	2026	5	No	No	No direct impacts	N/A	N/A
188WD	Snow Shed	2001	None	2026	25	No	No	No direct impacts	N/A	N/A
190A	Fuel Farm Office	1968	None	2026	58	No	No	No direct impacts & not exceptionally important	N/A	N/A
190B	SEPL N Warming Shack		None	2028	?	No	No	No direct impacts & not exceptionally important	N/A	N/A
190C	SEPL Gate Shack		None	2028	?	No	No	No direct impacts & not exceptionally important	N/A	N/A

Building Number	Building	Year Constructed	Potential Impacts (NTP Project)	Construction Starts	Age at Start Construction	Included in 2021 Survey	Included in 2024 Survey	Reason not Included	Eligible	Property ID
N/A	Christensen LLC	1984	None	2027	43	No	No	No direct impacts & not exceptionally important	N/A	N/A
N/A	DelEx Inc Seattle	1983	None	2027	44	No	No	No direct impacts & not exceptionally important	N/A	N/A
N/A	Doug Fox Lot	1970	Demolished (T02)	2026	56	No	No	Completely Remodeled 2014	N/A	N/A
N/A	Fuel Farm	1968	Expanded (S01)	2026	58	Yes	-	N/A	No	723998
N/A	Main Terminal	1949	None	2026	77	Yes	-	N/A	No	723876
N/A	North Satellite	1973	Connection (T01)	2027	6	No	No	Reconstructed 2021	N/A	N/A
N/A	Parking Garage	1971	Connection (L04)	2026	55	Yes	-	N/A	No	28319
N/A	South Satellite	1973	None	2026	53	Yes	-	N/A	No	723875
N/A	Airport Surveillance Radar System	2002	None	2026	24	No	No	No direct impacts	N/A	N/A
N/A	Existing De-icing Fluid Tanks	1977	Demolished	2027	50	No	Yes	N/A	No	732591
N/A	Runway 34R Glideslope	Relocated 2000	Relocated (A01)	2026	26	No	No	Previously Relocated	N/A	N/A

Seattle-Tacoma International Airport (SEA) Near-Term
Projects (NTPs) C02 and C03, Reconnaissance Survey Report
SeaTac

Sonja Molchany, Principal, Fieldwork Studio LLC
Christopher Hetzel, Sr. Architectural Historian, Anchor QEA
December 15, 2023
Port of Seattle – Aviation (Contracting Sponsor)
Federal Aviation Administration (Lead Agency)

Introduction

This report has been prepared at the request of the Port of Seattle – Aviation (Port) by Sonja Molchany, Principal, Fieldwork Studio LLC and Christopher Hetzel, Sr. Architectural Historian, Anchor QEA (both of whom meet the Secretary of the Interior’s Professional Qualification Standards as Architectural Historians).

In 2020 to 2021, the Federal Aviation Administration (FAA) conducted National Historic Preservation Act Section 106 consultation with the Washington State Department of Archaeology and Historic Preservation (DAHP) on the proposed Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA) (DAHP Project no. 2020-08-05388). A broader cultural resources survey was undertaken for the SEA SAMP NTPs with a resulting report completed in July 2021.¹ The FAA issued a Section 106 finding of *No Adverse Effect* for the SAMP NTPs and DAHP concurred with the finding.

In 2023, FAA reevaluated the Area of Potential Effects (APE) to consider potential visual impacts associated with two NTPs on Port-owned property northeast of SEA: C02 – Off-Site Cargo, Phase 1 (L-Shape); and C03 – Off-Site Cargo, Phase 2 (L-Shape). DAHP concurred with the FAA’s visual APE.

C02 and C03 would involve construction of two cargo warehouses of approximately 30 feet in height, each having 75-foot setbacks. The C02 and C03 Project Area (see figure on the next page) consists of an overall L-shaped property that includes the following tax parcel numbers:

212304-9018
610100-0005
212304-9202
212304-9382
307060-0005
307060-0010
307060-0015
307060-0020
307060-0025
212304-9019
755620-0045
338835-0020
384260-0121
384260-0065
731760-0005
384260-0061

¹ Stell. “Cultural Resources Survey of the Seattle-Tacoma International Airport Sustainable Master Plan (SAMP) Near-Term Projects, King County.” Prepared for Landrum & Brown, July 28, 2021.

While several pre-1940 houses remain, the majority of residences in the neighborhood date from the 1940s, 1950s, and 1960s. They appear to have been typically modest builder houses designed in a contemporary style of their era. Some cul-de-sacs or groups of two or three parcels along a street were clearly developed at the same time and with the same or similar characteristics. Double-wide mobile homes dating from the early 1980s can also be found in the neighborhood, along with houses constructed from the 1990s to present.

Inventoried Properties

Most of the 56 properties inventoried are single-family residences. The exceptions are a commercial property (in a converted single-family residence) at 2825 S. 154th Street, Wat Buddharam Buddhist Study & Cultural Center (in a converted single-family residence along with more recent accessory buildings) at 2617 S. 148th Street, and a Seattle Public Utilities reservoir (Riverton Heights Reservoir, 1979) at 14651 24th Avenue S. Following is a table of properties.

Site No.	FAA Site No.	Address	Tax Parcel No.	Built Date	Sound Insulation	Recommend NR-eligible?
1	1	14646 24th Ave S.	212304-9465	1962	9/18/2001	no
2	2	14650 24th Ave S.	212304-9195	1963	6/9/1989	no
3	39	2412 S. 148th St	212304-9466	1962	1/17/1996	no
4	38	2414 S. 146th Pl	212304-9506	1923	none	no
5	3	14706 24th Pl S. [inaccessible]	212304-9559	1983 (mobile home)	none	no
6	4	14712 24th Pl S. [inaccessible]	212304-9560	1983 (mobile home)	none	no
7	40	2424 S. 148th St [behind/inaccessible]	212304-9439	1948	5/2/1995	no
8	41	2504 S. 148th St [behind]	212304-9204	1948	6/3/2000	no
9	5	14730 24th Pl S.	212304-9561	1983 (mobile home)	none	no
10	9	14732 25th Ct S.	212304-9546	1981 (mobile home)	none	no
11	44	2610 S. 148th St	212304-9207	1954	9/19/1995	no
12	45	2616 S. 148th St	212304-9518	1953	9/30/1992	no
13	-	2626 S. 148th St	212304-9234	1958	2013	no
14	48	2634 S. 148th St	212304-9184	1947	6/1/1994	no
15	50	2640 S. 148th St	212304-9316	1954	7/6/1995	no
16	49	2639 S. 148th St	212304-9166	1941	10/6/1999	no
17	47	2633 S. 148th St	212304-9147	1941	11/9/1994	no

Seattle-Tacoma International Airport (SEA) Near-Term Projects (NTPs) C02 and C03,
 Reconnaissance Survey Report / SeaTac
 December 15, 2023

Site No.	FAA Site No.	Address	Tax Parcel No.	Built Date	Sound Insulation	Recommend NR-eligible?
18	46	2617 S. 148th St	212304-9126	1943	7/13/1995	no
19	52	2606 S. 150th St	212304-9088	ca. 1935	3/13/2000	no
20	54	2620 S. 150th St [fenced/hard to photograph]	212304-9117	1941	6/18/1997	no
21	24	14909 27th Pl S.	212304-9175	1959	12/9/1992	no
22	25	14917 27th Pl S.	212304-9435	1962	6/18/1996	no
23	26	14918 27th Pl S.	212304-9446	1968	4/27/1995	no
24	59	2636 S. 150th St	212304-9407	1908	12/11/1995	no
25	61	2642 S. 150th St	212304-9431	1961	12/28/1999	no
26	51	2605 S. 150th St	212304-9346	1940	10/21/1994	no
27	53	2613 S. 150th St	212304-9127	1920	5/5/1995	no
28	60	2637 S. 150th St	212304-9327	1962	10/5/1989	no
29	57	2629 S. 150th St	212304-9483	1963	7/19/1994	no
30	58	2631 S. 150th St	212304-9484	1963	8/12/2004	no
31	10	15030 26th Ave S.	212304-9521	1960	6/18/1996	no
32	64	2608 S. 152nd St	212304-9112	1959	2/23/1998	no
33	63	2602 S. 152nd St	212304-9375	1958	3/28/1991	no
34	65	2626 S. 152nd St	212304-9193	1942	10/18/1996	no
35	67	2636 S. 152nd St [inaccessible]	212304-9203	1942	5/17/2000	no
36	68	2646 S. 152nd St	212304-9219	1950	11/12/1999	no
37	69	2650 S. 152nd St	212304-9348	1942	10/31/1992	no
38	70	2804 S. 152nd St	212304-9353	1957	11/17/1994	no; det not eligible 2018
39	73	2816 S. 152nd St	392340-0122	1949	4/28/1997	no

Site No.	FAA Site No.	Address	Tax Parcel No.	Built Date	Sound Insulation	Recommend NR-eligible?
40	74	2820 S. 152nd St	392340-0123	1940	2/28/1996	no
41	33	15059 29th Ave S.	638580-0010	1962	3/5/1993	no
42	34	15058 29th Ave S.	638580-0150	1963	4/25/1994	no
43	71	2805 S. 152nd St	384260-0054	1955	10/24/1991	no
44	72	2815 S. 152nd St	384260-0053	1942	3/31/1992	no
45	75	2821 S. 152nd St	384260-0055	1956	9/29/1994	no
46	76	2823 S. 152nd St [inaccessible]	384260-0056	1949	4/29/2005	no
47	77	2829 S. 152nd St	384260-0042	1942	1/22/1990	no
48	78	2843 S. 152nd St	384260-0045	1961	7/28/1999	no
49	79	2845 S. 152nd St	384260-0043	1959	6/3/2000	no
50	80	2847 S. 152nd St	384260-0044	1959	2/1/1995	no
51	35	15231 29th Ave S.	384260-0048	1981 (mobile home)	none	no
52	36	15235 29th Ave S.	384260-0047	1954	6/12/1998	no
53	84	2832 S. 154th St	384260-0046	1942	2/9/1993	no
54	83	2828 S. 154th St	384260-0051	1942	3/28/1995	no
55	82	2825 S. 154th St	384260-0171	1949	none	no
56	86	14651 24th Ave S. (reservoir)	212304-9034	1979	N/A	no

Survey Results

Each of the 56 buildings was evaluated for potential NRHP eligibility. None of the surveyed and inventoried properties is recommended eligible for listing in the NRHP. The HPI forms with individual evaluations are provided as an appendix to this report.

In general, the properties appear to have been changed over time to suit the evolving needs of their owners and residents. Replacement of original doors and windows is typical in the neighborhood; most were implemented through the Port's Sound Insulation Program to reduce noise for occupants. Additional common visible alterations include replacement siding and trim, additions, new porches or decks, conversion of integral garages to living space, and construction of new/larger detached garages and sheds. The buildings typically do not retain integrity for consideration under Criterion C.

The neighborhood, or portions of the neighborhood, also do not form a cohesive potential historic district. In addition to loss of integrity of individual properties, there has been incremental development and redevelopment over the years, leading to clusters of more recent construction and infill throughout the study area and neighborhood.

Bibliography

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Stell. "Cultural Resources Survey of the Seattle-Tacoma International Airport Sustainable Master Plan (SAMP) Near-Term Projects, King County." Prepared for Landrum & Brown, July 28, 2021.

Stell. "Seattle-Tacoma International Airport Sustainable Master Plan (SAMP) Near-Term Projects, Project Undertaking and Area of Potential Effect." Prepared for Landrum & Brown, October 2020.

Property Number	Address Number	Address Street	Year Constructed	Sound Insulated	Structure Age When Insulated	Included	Eligible for Listing	Property ID	Age in 2026 (Construction Start)	Misc	Notes
1	14646	24th Avenue South	1962	2001	39	Yes	No	732333	64	Remodel 2021	Original doors & windows replaced, new roofing
2	14650	24th Avenue South	1963	1989	26	Yes	No	732339	63	Remodel 1989	Original doors & windows replaced, garage door replaced, non-original exterior cladding
3	14706	24th Place South	1983	No	-	Yes	No	732342	43	-	-
4	14712	24th Place South	1983	No	-	Yes	No	732343	43	-	-
5	14730	24th Place South	2016	No	-	No	-	-	10	-	-
6	14723	25th Court South	2013	No	-	No	-	-	13	-	-
7	14726	25th Court South	2013	No	-	No	-	-	13	-	-
8	14731	25th Court South	1983	No	-	Yes	No	732346	43	-	Original doors & windows replaced, addition of front & rear porches
9	14732	25th Court South	1981	No	-	Yes	No	732347	45	-	Installation of a new front door and porch stoop
10	15030	26th Avenue South	1960	1996	36	Yes	No	732496	66	Remodel 1996; Addition 2016	Original windows & siding replaced, garage addition, raised roofline on east side
11	14814	26th Lane South	2000	No	-	No	-	-	26	-	-
12	14820	26th Lane South	2000	No	-	No	-	-	26	-	-
13	14826	26th Lane South	2000	No	-	No	-	-	26	-	-
14	15029	26th Lane South	2000	No	-	No	-	-	26	-	-
15	15025	26th Lane South	2000	No	-	No	-	-	26	-	-
16	15021	26th Lane South	2000	No	-	No	-	-	26	-	-
17	15105	26th Lane South	2007	No	-	No	-	-	19	-	-
18	15113	26th Lane South	2007	No	-	No	-	-	19	-	-
19	15117	26th Lane South	2007	No	-	No	-	-	19	-	-
20	15100	26th Place South	2016	No	-	No	-	-	10	-	-
21	15102	26th Place South	2016	No	-	No	-	-	10	-	-
22	15116	26th Place South	2016	No	-	No	-	-	10	-	-
23	15120	26th Place South	2016	No	-	No	-	-	10	-	-
24	14909	27th Place South	1959	1992	33	Yes	No	732464	67	Remodel 1992	Windows, siding, & trim replaced, garage conversion, garage door replaced (sliding door)
25	14917	27th Place South	1962	1996	34	Yes	No	732466	64	Remodel 1996	Original windows & doors replaced, expanded detached garage, extensive paving of lot
26	14918	27th Place South	1968	1995	27	Yes	No	732471	58	Remodel 1995; 2019	Original windows, doors, & siding replaced, paving of the entire lot.
27	15030	28th Lane South	1998	No	-	No	-	-	28	-	-
28	15032	28th Lane South	1998	No	-	No	-	-	28	-	-
29	15034	28th Lane South	1998	No	-	No	-	-	28	-	-
30	15036	28th Lane South	1998	No	-	No	-	-	28	-	-
31	15038	28th Lane South	1998	No	-	No	-	-	28	-	-
32	15040	28th Lane South	1998	No	-	No	-	-	28	-	-
33	15059	29th Avenue South	1962	1993	31	Yes	No	732529	64	Remodel 1993; 2016	Original windows replaced, garage conversion, construction of a large detached garage
34	15058	29th Avenue South	1963	1994	31	Yes	No	732533	63	Remodel 1994; 2017	Original windows & overhead garage doors replaced
35	15231	29th Avenue South	1981	No	-	Yes	No	732599	45	-	Vinyl sliding windows appear more recent
36	15235	29th Avenue South	1954	1998	44	Yes	No	732566	72	Remodel 1998	Doors, windows, garage door, siding, & trim replaced, removal of the original chimney
37	2408	South 146th Place	2017	No	-	No	-	-	9	-	-
38	2414	South 146th Place	1923	No	-	Yes	No	732341	103	Remodel 1998; 2004	Additions on east & west side, original residence completely remodeled
39	2412	South 148th Street	1962	1996	34	Yes	No	-	64	-	-
40	2424	South 148th Street	1948	1995	47	Yes	No	732344	78	Remodel 1995	Original doors, windows, & siding replaced
41	2504	South 148th Street	1948	2000	52	Yes	No	732345	78	Addition 1976; 1980; 2000	Original doors, windows, & cladding replaced. Significant remodel in 1980
42	2508	South 148th Street	2017	No	-	No	-	-	9	-	-
43	2606	South 148th Street	2004	No	-	No	-	-	22	-	-
44	2610	South 148th Street	1954	1995	41	Yes	No	732361	72	Remodel 1995; 2020	Doors & windows replaced, large front entry deck with flat roof added, original brick painted
45	2616	South 148th Street	1953	1992	39	Yes	No	732371	73	Remodel 1992; Addition 2022	Original windows & door replaced, addition of a large entry deck with roof
46	2617	South 148th Street	1943	1995	52	Yes	No	732387	83	Remodel 1995; Addition 2015	Original doors, windows, siding, & trim replaced, construction of several new structures
	2626	South 148th Street	1958	2013	55	Yes	No	732376	68	Remodel 2013	Replacement of original windows
47	2633	South 148th Street	1941	1994	53	Yes	No	732385	85	Remodel 1994	Original doors, windows, siding, & trim replaced
48	2634	South 148th Street	1947	1994	47	Yes	No	732382	79	Remodel 1994	Windows, siding, & trim replaced, addition of a front deck at the entry
49	2639	South 148th Street	1941	1999	58	Yes	No	732384	85	Remodel 1999; Addition 2016	Completely remodeled in 2016 - no integrity
50	2640	South 148th Street	1954	1995	41	Yes	No	732383	72	Remodel 1995	Original windows, cladding on the upper wall portion, & garage door replaced
51	2605	South 150th Street	1940	1994	54	Yes	No	732474	86	Remodel 1994	Original doors, windows & siding replaced
52	2606	South 150th Street	1935	2000	65	Yes	No	732395	91	Remodel 2000	Some original wood windows replaced, conical roof at the entry bay added
53	2613	South 150th Street	1920	1995	75	Yes	No	732482	106	Remodel 1956; 1995	Non-original windows and doors
54	2620	South 150th Street	1941	1997	56	Yes	No	732402	85	Remodel 1997	Replacement of original windows with vinyl sash.
55	2625	South 150th Street	2013	No	-	No	-	-	13	-	-
56	2627	South 150th Street	2013	No	-	No	-	-	13	-	-
57	2629	South 150th Street	1963	1994	31	Yes	No	732491	63	Remodel 1994	Doors & windows replaced, garage conversion, rear addition with extended roofline
58	2631	South 150th Street	1963	2004	41	Yes	No	732495	63	Remodel 2004	Doors & windows replaced, garage conversion, non-original posts at east overhang
59	2636	South 150th Street	1908	1995	87	Yes	No	732472	118	Remodel 1995	Original doors, windows, siding, & trim replaced, very large accessory building added
60	2637	South 150th Street	1962	1989	27	Yes	No	732486	64	Remodel 1989	Original doors & windows replaced, conversion of the garage to living space

61	2642	South 150th Street	1961	1999	38	Yes	No	732473	65	Remodel 1999	Siding, trim, windows, & overhead garage door replaced
62	2650	South 150th Street	2017	No	-	No	-	-	9	-	-
63	2602	South 152nd Street	1958	1991	33	Yes	No	732509	68	Remodel 1991	Replacement of original windows
64	2608	South 152nd Street	1959	1998	39	Yes	No	732500	67	Remodel 1998	Replacement of original doors and windows
65	2626	South 152nd Street	1942	1996	54	Yes	No	732518	84	Remodel 1996; 2008	Doors, windows, siding & trim replaced, garage conversion, gabled front entry porch added
66	2632	South 152nd Street	2006	No	-	No	-	-	20	-	-
67	2636	South 152nd Street	1942	2000	58	Yes	No	732519	84	Remodel 2000	Replacement of original windows and doors, as well as a new roofed entry porch
68	2646	South 152nd Street	1950	1999	49	Yes	No	732521	76	Remodel 1999	Doors, windows, siding, & trim replaced, garage conversion, front entry deck with flat roof & detached garage added
69	2650	South 152nd Street	1942	1992	50	Yes	No	732523	84	Remodel 1992; 2019	Replacement of original doors and windows, as well as non-original siding and trim
70	2804	South 152nd Street	1957	1994	37	Yes	No	732524	69	Remodel 1994	Replacement of original aluminum windows. Not eligible in 2018 survey
71	2805	South 152nd Street	1955	1991	36	Yes	No	732535	71	Remodel 1991	Original doors & windows replaced, original exposed brick cladding and chimney painted
72	2815	South 152nd Street	1942	1992	50	Yes	No	732538	84	Remodel 1992; Addition 2022	Original doors & windows replaced, addition to front northeast corner of the house
73	2816	South 152nd Street	1949	1997	48	Yes	No	732525	77	Remodel 1997	Replacement of original windows and conversion of the attached garage to living space
74	2820	South 152nd Street	1940	1996	56	Yes	No	732526	86	Remodel 1996	Doors, windows, siding, & trim replaced, front porch altered, detached garage added
75	2821	South 152nd Street	1956	1994	38	Yes	No	732540	70	Remodel 1994	Original doors, windows, siding, & trim replaced, garage conversion
76	2823	South 152nd Street	1949	2005	56	Yes	No	732541	77	Remodel 2005	Replacement of original doors, windows, and possibly removal of siding.
77	2829	South 152nd Street	1942	1990	48	Yes	No	732543	84	Remodel 1990	Replacement of original windows and doors
78	2843	South 152nd Street	1961	1999	38	Yes	No	732552	65	Remodel 1999	Doors, windows, siding, & trim replaced, front entry deck added, garage conversion
79	2845	South 152nd Street	1959	2000	41	Yes	No	732554	67	Remodel 2000	Replacement of original doors and windows
80	2847	South 152nd Street	1959	1995	36	Yes	No	732556	67	Remodel 1995	Doors, windows, & garage door replaced, brick chimney painted below the roofline
81	2821	South 154th Street	2017	No	-	No	-	-	9	-	-
82	2825	South 154th Street	1949	No	-	Yes	No	732582	77	SCI Infrastructure	Original windows & doors replaced, changes to the main entry area
83	2828	South 154th Street	1942	1995	53	Yes	No	732572	84	-	Original doors, windows, siding, & trim replaced
84	2832	South 154th Street	1942	1993	51	Yes	No	732571	84	-	Doors & windows replaced, primary south façade addition, garage conversion, shed addition
85	2201	South 142 nd Street	1992	No	-	No	-	-	34	-	-
86	14651	24 th Avenue South	1979	No	-	Yes	No	732586	47	Riverton Heights Reservoir	
87	14651	24 th Avenue South	1989	No	-	No	-	-	37	-	-
88	2300	South 154 th Street	1990-1998	No	-	No	-	-	36	-	-

Fieldwork Studio LLC

6552 37th Ave. NE
Seattle, WA 98115

Date

March 29, 2024

To

Steve Rybolt, Senior Environmental Program
Manager

Adele Pozzutto, Senior Environmental
Management Specialist, Aviation – Port of
Seattle

From

Sonja Molchany, Principal

Re

Washington Memorial Park Cemetery

Background

This memo has been prepared for the Seattle-Tacoma International Airport (SEA) environmental team, following a request from the Federal Aviation Administration (FAA). The intent is to determine whether the Washington Memorial Park Cemetery, which is located adjacent to the Terminal 2 Project, may be eligible for the National Register of Historic Places (NRHP).

Property Data

Washington Memorial Park Cemetery
16445 International Boulevard, SeaTac 98158

Tax parcels:

- 282304-9052 (56.31 acres)
- 282304-9054 (2.16 acres; contains mausoleum and columbarium)
- 282304-9080 (2.25 acres; contains florist & apt building, shop building, and funeral home/mortuary; single-family residence was demolished 2012)

tel: (206) 240-5887

email: sonja@fieldwork-studio.com

Washington Memorial Park was established by the Washington Cemetery Association in 1931, when 42 acres were cleared at the property “on the new Seattle-Tacoma Highway, about four miles beyond the south city limits.”¹ The cemetery was completed June 12 of that year,² with the first burial soon after.

Bonney Watson, a Seattle-area cemetery, cremation, and funeral service provider since 1868, acquired the Washington Memorial cemetery and funeral home in 1978³ and has continued to operate it since then. According to their website, Washington Memorial Park is an endowment care cemetery and continues to accept burials and has grave, columbarium, and niche sites.

Evaluation

Cemeteries, along with religious properties, moved properties, birthplaces and graves, reconstructed properties, and properties achieving significance within the past 50 years, are a type of property that are not usually considered for listing in the National Register. In order to be eligible for listing, cemeteries need to meet specific considerations in addition to being eligible under one or more of the four Criteria for Evaluation and possessing integrity. “A cemetery is eligible [for listing in the NRHP] if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.”⁴

The Washington Memorial Park Cemetery is recommended not eligible for listing in the NRHP. The property does not appear to meet any of the four National Register Criteria for Evaluation, and it does not meet the special criteria considerations for cemeteries. Since its establishment in 1931, it has expanded over the years and continues to receive new burials. It is not associated with important events that have contributed significantly to the broad pattern of our history and does not meet Criterion A. The cemetery is not known to be associated with the lives of persons significant in our past and therefore does not meet Criterion B. Additionally, it does not contain graves of persons of transcendent importance. Washington Memorial Park Cemetery is an example of a commercially-maintained memorial park, with associated buildings and structures such as funeral home and mortuary, mausoleum and columbarium, florist, and maintenance shop building. All the buildings have been altered over time. The property does not have distinctive design features, is not associated with a significant designer or craftsman, and does not possess high artistic value; it does not meet Criterion C. The cemetery is not considered the principal source of important information and does not meet Criterion D.

In 2010, Charlie Sundberg, then King County Historic Preservation Planner, completed an HPI form on the Washington Memorial Park Cemetery as part of a survey of King County cemeteries. He evaluated the property as not eligible for the NRHP. As described above, I concur with the 2010 recommendation.

Sources

“History.” Bonney Watson website. <https://bonneywatson.com/about-us/history/> (accessed March 12, 2024).

King County Parcel Viewer. <https://gismaps.kingcounty.gov/parcelviewer2/> (accessed March 19, 2024).

¹ “Memorial Park To Be Developed Early This Year.” *Seattle Times*. January 7, 1931, p. 26.

² “Memorial Park Completed.” *Seattle Times*. June 12, 1931, p. 3.

³ “History.” Bonney Watson website.

⁴ *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, p. 34.



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

July 12, 2024

Kandice Krull
Environmental Protection Specialist
Federal Aviation Administration
FAA – Denver Airports District Office

In future correspondence please refer to:
Project Tracking Code: 2020-08-05388
Property: City of SeaTac_ Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects
Re: Not Eligible for the National Register

Dear Kandice Krull:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. This action has been reviewed on behalf of the State Historic Preservation Office (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation provided in your submittal.

First, we concur that the following properties are not eligible for listing in the National Register of Historic Places:

- Property ID: 732333 Residence 14646 24th Ave S, Seatac, Washington, 98168
- Property ID: 732339 Residence 14650 24th Ave S, Seatac, Washington, 98168
- Property ID: 732340 Residence 2412 S 148th St, Seatac, Washington, 98168
- Property ID: 732341 Residence 2414 S 146th Pl, Seatac, Washington, 98168
- Property ID: 732342 Mobile Home 14706 24th Pl S, Seatac, Washington, 98168
- Property ID: 732343 Mobile Home 14712 24th Pl S, Seatac, Washington, 98168
- Property ID: 732344 Residence 2424 S 148th St, Seatac, Washington, 98168
- Property ID: 732345 Residence 2504 S 148th St, Seatac, Washington, 98168
- Property ID: 732346 Mobile Home 14730 24th Pl S, Seatac, Washington, 98168
- Property ID: 732347 Residence 14732 25th Ct S, Seatac, Washington, 98168
- Property ID: 732361 Residence 2610 S 148th St, Seatac, Washington, 98168
- Property ID: 732371 Residence 2616 S 148th St, Seatac, Washington, 98168
- Property ID: 732376 Residence 2626 S 148th St, Seatac, Washington, 98168
- Property ID: 732382 Residence 2634 S 148th St, Seatac, Washington, 98168
- Property ID: 732383 Residence 2640 S 148th St, Seatac, Washington, 98168
- Property ID: 732384 Residence 2639 S 148th St, Seatac, Washington, 98168
- Property ID: 732385 Residence 2633 S 148th St, Seatac, Washington, 98168
- Property ID: 732387 Schmitz Residence 2617 S 148th St, Seatac, Washington, 98168
- Property ID: 732395 Residence 2606 S 150th St, Seatac, Washington, 98188
- Property ID: 732402 Residence 2620 S 150th St, Seatac, Washington, 98188
- Property ID: 732464 Residence 14909 27th Pl S, Seatac, Washington, 98188
- Property ID: 732466 Residence 14917 27th Pl S, Seatac, Washington, 98188
- Property ID: 732471 Residence 14918 27th Pl S, Seatac, Washington, 98188
- Property ID: 732472 Residence 2636 S 150th St, Seatac, Washington, 98188
- Property ID: 732473 Residence 2642 S 150th St, Seatac, Washington, 98188
- Property ID: 732474 Residence 2605 S 150th St, Seatac, Washington, 98188



- Property ID: 732482 Residence 2613 S 150th St, Seatac, Washington, 98188
- Property ID: 732486 Residence 2637 S 150th St, Seatac, Washington, 98188
- Property ID: 732491 Residence 2629 S 150th St, Seatac, Washington, 98188
- Property ID: 732495 Residence 2631 S 150th St, Seatac, Washington, 98188
- Property ID: 732496 Residence 15030 26th Ave S, Seatac, Washington, 98188
- Property ID: 732500 Residence 2608 S 152nd St, Seatac, Washington, 98188
- Property ID: 732509 Residence 2602 S 152nd St, Seatac, Washington, 98188
- Property ID: 732518 Residence 2626 S 152nd St, Seatac, Washington, 98188
- Property ID: 732519 Residence 2636 S 152nd St, Seatac, Washington, 98188
- Property ID: 732521 Residence 2646 S 152nd St, Seatac, Washington, 98188
- Property ID: 732523 Residence 2650 S 152nd St, Seatac, Washington, 98188
- Property ID: 732524 Residence 2804 S 152nd St, Seatac, Washington, 98188
- Property ID: 732525 Residence 2816 S 152nd St, Seatac, Washington, 98188
- Property ID: 732526 Residence 2820 S 152nd St, Seatac, Washington, 98188
- Property ID: 732529 Residence 15059 29th Ave S, Seatac, Washington, 98188
- Property ID: 732533 Residence 15058 29th Ave S, Seatac, Washington, 98188
- Property ID: 732535 Residence 2805 S 152nd St, Seatac, Washington, 98188
- Property ID: 732538 Residence 2815 S 152nd St, Seatac, Washington, 98188
- Property ID: 732540 Residence 2821 S 152nd St, Seatac, Washington, 98188
- Property ID: 732541 Residence 2823 S 152nd St, Seatac, Washington, 98188
- Property ID: 732543 Residence 2829 S 152nd St, Seatac, Washington, 98188
- Property ID: 732552 Residence 2843 S 152nd St, Seatac, Washington, 98188
- Property ID: 732554 Residence 2845 S 152nd St, Seatac, Washington, 98188
- Property ID: 732556 Residence 2847 S 152nd St, Seatac, Washington, 98188
- Property ID: 732559 Mobile Home 15231 29th Ave S, Seatac, Washington, 98188
- Property ID: 732566 Residence 15235 29th Ave S, Seatac, Washington, 98188
- Property ID: 732571 Residence 2832 S 154th St, Seatac, Washington, 98188
- Property ID: 732572 Residence 2828 S 154th St, Seatac, Washington, 98188
- Property ID: 732582 Residence 2825 S 154th St, Seatac, Washington, 98188
- Property ID: 732586 Riverton Heights Reservoir 14651 24th Ave S, Seattle, Washington, 98168
- Property ID: 732589 United Airlines Maintenance Facility 2230 S 161st St, Seatac, Washington, 98158
- Property ID: 732590 Airport Drayage Co. 16215 Aircargo Rd, Seattle, Washington, 98158
- Property ID: 732591 Deicing Fluid Tanks Seattle-Tacoma International Airport

We also concur that no historic properties will be affected by the current project as proposed.

As a result of our concurrence, further contact with DAHP on this proposal is not necessary. However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,



Maureen Elenga, M.A.
 Transportation Reviewer
 (360) 972-4539
 Maureen.Elenga@dahp.wa.gov



APPENDIX G

Historic Resources

Coordination between FAA and Native American Tribes

- Letter sent to Native American Tribes
 - The followings Tribes were contacted:
 - Confederated Tribes and Bands of the Yakama
 - Confederated Tribes of the Warm Springs Reservation of Oregon
 - Muckleshoot Indian Tribe
 - Puyallup Tribe of Indians
 - Samish Indian Nation
 - Snoqualmie Indian Tribe
 - Squaxin Island Trine of the Squaxin Island Reservation
 - Stillaguamish Tribe of Indians of Washington
 - Suquamish Tribe
 - Tulalip Tribes of Washington
- Response letters from Native American Tribes



U.S. Department
of Transportation

**Federal Aviation
Administration**

Northwest Mountain Region
Seattle Airports District Office
2200 South 216th Street
Des Moines, WA 98198

July 28, 2021

Chairman Delano Saluskin
Confederated Tribes and Bands of the Yakama
PO Box 151
Toppenish, WA

Subject: Seattle-Tacoma International Airport Sustainable Airport Master Plan
Near-Term Projects

Dear Chairman Saluskin :

The Federal Aviation Administration (FAA) wishes to notify you of the proposed Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA). A project description and applicable maps are included with this letter. The proposed project and its associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106, 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The FAA initiated the preparation of an Environmental Assessment (EA) to meet its regulatory obligations and intends to complete Section 106 in conjunction with the NEPA process.

We are contacting you as a tribal representative with possible interest in the project. In accordance with Section 106 of NHPA, the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking and is inviting you to participate in consultation in the Section 106 process. We are also initiating government-to-government consultation in accordance with Executive Order 13175, *Consultation and Coordination with Indian and Tribal Governments* and FAA Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*.

The Port of Seattle (Port) completed the SAMP for SEA that identified a Long Term Vision to accommodate future needs over a 20-year planning horizon (out to 2034). From this, the Port developed the NTPs to address near-term needs (Attachment). The NTPs would improve efficiency, safety, access to SEA, and support facilities for airlines and SEA.

Section 106 of the NHPA defines an undertaking as a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency.

Section 163 of HR 302, the “FAA Reauthorization Act of 2018” (the Act) (P.L. 115-254) limited the FAA’s authority in certain circumstances:

- Section 163(a) limits the FAA’s authority to regulate, directly or indirectly, an airport operator’s transfer or disposal of certain types of airport land.
- Section 163(b) identifies exceptions to this general rule.
- Section 163(c) preserves the statutory revenue use restrictions regarding the use of revenues generated by the use, lease, encumbrance, transfer, or disposal of the land, as set forth in 49 U.S.C. §§ 47107(b) and 47133.
- Section 163(d) limits the FAA’s review and approval authority for Airport Layout Plans (ALPs).

The FAA determined that they do not have authority over two projects (C01-Cargo 4 South Redevelopment and S01-Fuel Farm Expansion) that were included in the NTP’s. Therefore, the FAA has removed these two projects from the undertaking. For the rest of the projects, either the FAA has authority over the project or the project needs to occur to allow construction of a project that the FAA does have authority over.

The Area of Potential Effect (APE) is the area within which an undertaking may affect, directly or indirectly, a historic property or cultural resource. The APE (Figure 1) encompasses approximately 3,920 acres with a buffer of 1,500 feet to account for visual character or setting impacts. The Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) concurred with the APE in September 2020.

Stell Environmental Enterprises, Inc. (Stell) completed a Cultural Resources Survey of the SEA SAMP NTPs in February 2021. The methods for identifying historic properties included a combination of desktop research, sub-surface testing, and on-site study of above ground features. Stell completed shovel testing at 390 points in October and November of 2020. They identified cultural material at 120 of the shovel-tested points. Most of the material found was temporally non-diagnostic and often found in fill deposits. Shell did identify four sites that had a variety of cultural material:

Site	Cultural Materials	Eligibility
SAMP-C02-Site 1	Rock garden, house foundation, terracotta pipe, rock pile with house debris	Not Eligible
SAMP-C03-Site 1	1933–1943 Rheinlander pull tab beer can, a 1945–1955 Vaseline jar base, a mid-1950s flask type bottle base, and a 1954 round bottle base	Not Eligible
SAMP-L05-Site	Massive, bolted timbers and a damaged luggage trailer	Not Eligible
SAMP-S10-Site 1	Concrete Wall, glass fragments, ceramic shards, metal pipe, nails, and milled lumber	Not Eligible

Stell also reviewed 12 properties within the APE. Stell determined, and the FAA concurs, that one property is eligible for listing on the National Register of Historic Places (NRHP) (central portion of the SEA Parking Terminal - HPI 28319). Stell also considered the potential for identifying portions of SEA as a historic district, but the buildings/structures reviewed do not possess the required level of significance that would warrant the creation of a district at this time.

The FAA determined that the proposed undertaking would have *no adverse effect* on the Parking Terminal. The FAA has agreed to include an Inadvertent Discoveries Plan for projects C02, C03, L03, L05, L07, S07, S10, B01, B02, B03, B04, and B08 and to have an archaeological monitor on-site during ground disturbing activities for projects in C03, S10, and the southern half of C02 given the high potential to find cultural materials in these areas.

To confirm your intent to participate in this Section 106 consultation or to pursue government-to-government consultation as well as to provide the FAA with information on places of traditional religious and cultural importance that may be impacted by the proposed project, submit comments on the proposed project, receive a copy of the Draft Environmental Assessment, or receive additional information regarding this project, please contact:

Kandice Krull
Environmental Protection Specialist
FAA Denver Airports District Office
26805 East 68th Avenue, Suite 224
Denver, CO 80249-6361
(303) 342-1261
Kandice.Krull@faa.gov

We would appreciate your response by August 27, 2021. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull of the FAA at (303) 342-1261. Thank you in advance for your input.

Sincerely,

Warren D. Ferrell, Acting Manager
Seattle Airports District Office

Cc: Velma Kate Valdez, THPO

Enclosures

The Port of Seattle (the Port) prepared a Sustainable Airport Master Plan (SAMP) for the Seattle-Tacoma International Airport (SEA) that identified a Long-term Vision to accommodate future passenger levels and to address other identified needs over the 20-year planning horizon (through 2034). One of the overarching themes from the SAMP was the need to improve the experience for passengers. The current passenger processing functions, such as on-site parking, check-in hall, security screening, holdrooms, and the number of gates, were limited or undersized for the number of passengers in 2019. The results were crowded spaces, long lines, and delayed flights. These problems are expected to get worse in the future as passenger demand increases.

The Port developed the Near-Term Projects (NTPs) to address the near-term needs. The NTPs include 30 projects that would improve the efficiency and safety of SEA, access to SEA, and support facilities for the airlines and SEA. The NTPs are described below and shown on **Exhibit 1**.

The airfield projects (A01-A10) will require the FAA to relocate FAA-owned equipment (including navigational and visual aids) and associated infrastructure. The extent of these relocations is not known at this time and will be determined during design. Any relocations would occur on the airfield.

The NTPs include:

A01 – Taxiway A/B Extension

Extension of Taxiways A and B to provide access to the south end of Runway 16L/34R. Includes construction of parallel taxiway connectors from Taxiway B to Runway 16L/34R and the relocation of Taxiway S 310 feet south. Taxiways would have in-pavement centerline lights, elevated taxiway edge lights, hold position markings with in-pavement lights, elevated runway guard lights, and signage. Also includes the relocation of the Runway 34R glideslope antenna and shelter to the southeast, adjustment of the Runway 34R glideslope angle, adjustment of the PAPI to match the glideslope, amendments to flight procedures to accommodate the change in glideslope angle, and construction of a new vehicle service road bridge over S 188th St.

A02 – Runway 16R/34L Blast Pads

Expansion of Runway 16R/34L blast pads from 200 feet by 200 feet to 220 feet by 400 feet to meet current FAA standards.

A03 – Taxiway C/D Reconfiguration and Runway Incursion Mitigation

Modification of existing geometry of Taxiways C and D to correct non-standard intersection angles and reconfigure non-standard intersections. Includes the extension of Taxiways C and D to Taxiway A and removal of pavement north of Taxiway C to mitigate the existing Runway Incursion Mitigation location.

A04 - Taxiway B 500' Separation

Relocation of Taxiways A and B 100 feet east between Taxiways C and L to provide the required 500 feet runway/taxiway separation. Includes extending Taxiways C, D, E, H, and K to the relocated Taxiway B. Taxiways would have in-pavement centerline lights, elevated taxiway edge lights, hold position markings with in-pavement lights, elevated runway guard lights, and signage.

A05 – North Hold Pad

Construction of new hold pad for four aircraft to reduce congestion on the taxiways and at the terminal.

A06 – Runway 34L High Speed Exit

Construction of a new high-speed exit for Runway 34L between Taxiways J and E to allow for more efficient use of the runway by arriving aircraft. Includes in-pavement centerline lights, elevated taxiway edge lights, hold position markings with in-pavement lights, and taxiway signage.

A07 – Taxiway D Extension

Extension of Taxiway D from Runway 16C/34C west to Taxiway T. Includes in-pavement centerline lights, elevated taxiway edge lights, hold position marking with in-pavement lights, elevated runway guard lights, and signage.

A08 – North Cargo Hardstand

Construction of a new cargo aircraft hardstand in the North Cargo area east of Taxiway A. The hardstand would accommodate five aircraft for loading and unloading of cargo freight and parking of cargo aircraft.

A09 – Central Hardstand

Construction of a new hardstand for seven aircraft north of Concourse D and east of the North Satellite to accommodate increased demand for passenger hardstand operations and overnight parking of passenger aircraft. Buses would bring passengers to/from aircraft on the hardstand.

A10 – Taxiway Fillets

Construction of full strength pavement panels and shoulders, and the installation of edge lighting and signage to bring taxiway fillets up to current FAA standards.

T01 – North Gates

Construction of a new multi-level terminal concourse and aircraft apron to accommodate up to 19 gates. The new concourse would include a ramp level for baggage handling and aircraft support functions; a concourse level with passenger holdrooms, concessions, restrooms, and other passenger and airline support functions; a mezzanine level with office space; and an above-ground elevated pedestrian walkway to the passenger terminal. The new facility would be located north of the North Satellite Concourse and would displace the ARFF, Cargo 6 warehouse, and fuel rack. The new concourse would also include an elevated pedestrian walkway to connect to the existing north satellite concourse.

T02 – Second Terminal and Parking

Construction of a new multi-level passenger terminal. The new terminal would include a basement level for baggage handling and screening; a baggage claim level for arriving passengers; an interstitial (or open) level connected to a new garage that provides commercial curbside space; and a departures level with passenger check-in and security screening facilities. This would be located across the Airport Expressway from the proposed Terminal Concourse, connected via an elevated pedestrian walkway. A new multi-level parking garage would also be provided. The garage would provide approximately 1,350 parking spaces.

C01 – Cargo 4 South Redevelopment

Construction of a new building (warehouse and office space, truck terminals, and parking) on the Cargo 4 South site located in the existing central cargo area of the Airport.

C02 – Offsite Cargo Phase 1

Construction of a new cargo warehouse building (warehouse and office space, truck terminals, and parking) on the Port's L-shaped parcel located north of SR 518.

C03 – Offsite Cargo Phase 2

Construction of a new cargo warehouse building (warehouse and office space, truck terminals, and parking) on the Port's L-shaped parcel located north of SR 518.

L01 – North Airport Expressway (NAE) Relocation (southbound lanes)

Construction of 7,300-linear-feet of roadways to access the Second Terminal and alleviate congestion on existing roadways. The new roadway would replace a section of roadway eliminated for the construction of A09 and T01. The relocated portion of the NAE would also be widened from three lanes to four lanes.

L02 – Elevated Busways and Station

Construction of approximately 6,000-linear-feet of elevated busway and three stations to connect the Main Terminal, New Second Terminal, and Rental Car Facility. The busway and stations would be located along the eastern edge of airport property and would tie into existing bus routes.

L03 – Second Terminal Roads and Curbside

Construction of a loop ramp from the southbound lanes of NAE to provide access to the new passenger terminal. The ramp would connect to the existing S. 160th Street Loop, westbound SR 518 on-ramp at S. 160th Street, or the existing northbound lanes of the NAE. Split-level curbsides would also be constructed for arriving vehicles, departing vehicles, and commercial vehicles such as shuttles, taxis, and rideshares.

L04 –Northeast Ground Transportation Center (NE GTC)

Expansion of the existing GT lot on the north side of the existing parking garage to connect to the new busway (L02) and to accommodate increased demand for charter and cruise passenger buses. The expansion would include a new second floor with nine bus parking positions. Three levels would provide space that could be used for office space, storage, or other similar functions for a total of five floors.

L05 – North Ground Transportation (GT) Holding Lot

Construction of a GT holding lot on Port property north of SR 518 and south of S. 144th St. to replace the parking lot displaced by L02. This lot would be used for ground transportation holding, as they await trip requests or passenger arrival.

L06 – Combined with Project L07 during alternatives development.

L07 – Employee Parking Structure

Construction of a new eight-story (i.e., one below grade and seven above grade) parking structure that would provide approximately 3,515 parking stalls on Port property north of SR 518 and south of S. 144th St. to accommodate employee-parking demand.

S01 – Fuel Farm Expansion

Expansion of the existing fuel farm onto the vacant south employee parking lot. Includes four new settling tanks, adding approximately 10-million-gallons storage capacity; an approximately 500,000-gallon blending tank and approximately 100,000 gallon Sustainable Aviation Fuels (SAF) receipt tank; additional piping; expanded spill containment dike; and a new truck fuel rack to support the delivery of SAF for blending.

S02 – Primary Aircraft Rescue and Firefighting (ARFF) Facility

Relocation of the Primary ARFF station for construction of T01. The new ARFF would be located on the south airfield between Runway 16R-34L and Runway 16C-34C.

S03 – Secondary ARFF Facility

Construction of a Secondary ARFF to provide ambulatory response to the terminals and concourses, fuel spill and fire response to the concourse ramp areas, and back-up emergency response to the airfield. The Secondary ARFF facility would be integrated within the new Concourse (T01) at the southeast end of the concourse and would have both airside and landside access.

S04 – Fuel Rack Relocation

Relocation of the fuel rack from the Cargo 6 area to the Cargo 3 area for construction of T01. The fuel rack is part of the existing fuel distribution system at SEA, where fuel trucks refill.

S05 – Triculator

Relocation of the triculator building from east of the existing ARFF station to the north cargo area to clear the site for A09. The triculator handles the transfer of aircraft waste to the sewer system.

S06 – Consolidated De-icing Tanks

Relocation of de-icing fluid tanks currently located at Cargo 6 and Cargo 7 to a northern location and southern location to clear the site for the new Concourse. Each site would have two tanks, one for Type I deicing fluid (for shorter-term protection) and the second for Type IV de-icing fluid (for longer-term protection). Each set of tanks would also have a blending station.

S07 – Westside Maintenance Campus

Relocation of the Port's aviation maintenance facility (AMF) to vacant land in the Westside Maintenance Campus for construction of A08. The AMF would be located on vacant land on the west side of the Airport in the Westside Maintenance Campus, co-locating it with other related functions. The AMF facilities would include a vehicle fuel rack, airfield deicer storage, snow equipment storage, multi-bay buildings and associated maintenance facilities. The existing S 168th St access would be reconstructed and a new access road would also be constructed from S. 157th Place to the new facility.

S08 – North Airline Support

Construction of an airline support building in the northeast corner of the North Cargo area to accommodate displaced aircraft maintenance functions from the United Airlines maintenance building and Swissport cargo facility. Both facilities are located in the area proposed for the construction of A08.

S09 – West Airline Support

Expansion of the existing AMB/AFCO III building used for cargo operations to the west. The expanded building would accommodate displaced Ground Service Equipment maintenance functions for construction of A08.

S10 – Centralized Receiving and Distribution Center (CRDC)

Construction of a new CRDC on Port property north of SR 518 and south of S. 144th St. to improve security and efficiency in moving supplies to SEA dining and retail concessionaires in the passenger terminals. The new CRDC would include a warehouse, office space, truck terminals, and parking for visitors and employees.

Overall Program Support Projects

- Stormwater/industrial wastewater infrastructure (B01, B02, B04, and B08)
 - Expansion of existing stormwater ponds;
 - Construction of new stormwater management facilities for C02, C03, L05, L07, and S10; and
 - Conversion of two existing storm drainage vaults (3 and 3A) to industrial wastewater system vaults to treat increased biochemical oxygen demand runoff.
- Sanitary Sewer (B03, B05, B06, and B07)
 - Additional sewer line to increase capacity to Westside Maintenance Campus;
 - Capacity increases to south sewer collection system;
 - Rerouting of sewer lines at the fuel farm;
 - Relocation of tricolator building (S05) and construction of second tricolator building;
 - Construction of new sewage lift station southeast of Concourse D; and
 - New sewer connections.
- Utility connections (water, natural gas, fuel, and information/communication technology)
- Central mechanical plant upgrades
- Construction staging areas

Exhibit 1: Near-Term Projects



Note: NAE = North Airport Expressway; GT = ground transportation; ARFF = aircraft rescue and firefighting

From: Christian Nauer <christian.nauer@ctwsbnr.org>

Sent: Thursday, August 26, 2021 3:46 PM

To: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>

Cc: Robert Brunoe <robert.brunoe@ctwsbnr.org>

Subject: Re: Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects

Hi Kandice,

Thank you very much for the opportunity to comment on the Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects.

General Comment:

As the technical reviewer for NHPA Section 106 and other cultural resource issues for the Confederated Tribes of the Warm Springs Reservation of Oregon (CTWSRO), the CTWSRO Tribal Historic Preservation Office (THPO) has concerns with the potential effects to historic properties or cultural resources within the Project Area of Potential Effects (APE). The Project APE is within the areas of concern for the CTWSRO.

Project-specific Comment(s):

Thank you for your efforts to identify, evaluate, and protect historic properties and cultural resources within the Project APE. In order to protect historic properties that may not have been identified, this office recommends that an Inadvertent Discovery Plan (IDP) for human remains, items of cultural patrimony, and intact archaeological deposits be in place in advance of all Project implementations. We strongly recommend that construction crews be trained/briefed on the contents and importance of the IDP.

Thank you for your efforts to protect cultural resources.

Best Regards,

Christian

Christian Nauer, MS
Archaeologist
Confederated Tribes of the Warm Springs Reservation of Oregon
Branch of Natural Resources

christian.nauer@ctwsbnr.org

Office 541.553.2026

Cell 541.420.2758

Standard Disclaimers:

*The Confederated Tribes of the Warm Springs Reservation of Oregon have reserved treaty rights in Ceded Lands, as well as Usual and Accustomed and Aboriginal Areas, as set forth through the Treaty with the Middle Tribes of Oregon, June 25, 1855.

*Please know that review by the Tribal Historic Preservation Office does not constitute Government-to-Government consultation. Please ensure that appropriate Government-to-Government consultation is made with the Confederated Tribes of the Warm Springs Tribal Council.

*The opinions expressed by this author do not necessarily represent those of the Confederated Tribes of the Warm Springs Reservation of Oregon. Information, contents, and attachments in this email are Private and Confidential.

On Jul 30, 2021, at 8:26 AM, Robert Brunoe <robert.brunoe@ctwsbnr.org> wrote:

FYI

Begin forwarded message:

From: "Krull, Kandice (FAA)" <Kandice.Krull@faa.gov>
Subject: Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects
Date: July 29, 2021 at 6:18:41 AM PDT
To: "info@warmsprings.com" <info@warmsprings.com>
Cc: "robert.brunoe@ctwsbnr.org" <robert.brunoe@ctwsbnr.org>

Chairman Tsumpti,

The Federal Aviation Administration (FAA) wishes to notify you of the proposed Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA). A project description and applicable maps are included in the attached letter. We are contacting you as a tribal representative with possible interest in the project. In accordance with Section 106 of National Historic Preservation Act, the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking and is inviting you to participate in consultation in the Section 106 process. We are also initiating government-to-government consultation in accordance with Executive Order 13175, *Consultation and Coordination with Indian and Tribal Governments* and FAA Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*.

Please refer to the attached letter for details on the proposed project and the cultural resource survey. We would appreciate your response by August 30, 2021. If you have any questions about the enclosed documents, please do not hesitate to contact me.

Best Regards,
Kandice

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airports District Office
303-342-1261

<Warm Springs.pdf>

Subject: RE: [EXTERNAL] FW: Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects

From: Steven Moses <steve@snoqualmietribe.us>
Sent: Tuesday, August 31, 2021 11:53 AM
To: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Subject: Re: Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects

Kandice, I was not sure if I already, responded, but if not, here it is for the record. Thanks!

The Snoqualmie Tribe [Tribe] is a federally recognized sovereign Indian Tribe. We were signatory to the Treaty of Point Elliott of 1855; we reserved certain rights and privileges and ceded certain lands to the United States. As a signatory to the Treaty of Point Elliot, the Tribe specifically reserved among other things, the right to fish at usual and accustomed areas and the “privilege of hunting and gathering roots and berries on open and unclaimed lands” off-reservation throughout the modern-day state of Washington.

Thank you for the opportunity to review and comment. Based on the information provided and our understanding of the project and its APE we have no substantive comments to offer at this time. However, please be aware that if the scope of the project or the parameters for defining the APE change, we reserve the right to modify our current position.

Steven Moses (he/him)
Director of Archaeology & Historic Preservation
sduk^walbix^w
Desk: **425-292-0249 x2010**
Cell: 425 -495-6097
steve@snoqualmietribe.us

From: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Date: Thursday, July 29, 2021 at 6:47 AM
To: Steven Mullen-Moses <steve@snoqualmietribe.us>
Subject: FW: Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects

Good morning Steve ,

I wanted to make sure you received a copy of this correspondence.

Thanks
Kandice

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airports District Office
303-342-1261

From: Krull, Kandice (FAA)

Sent: Thursday, July 29, 2021 7:25 AM

To: jaime.martin@snoqualmietribe.us

Subject: Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects

Chairman Robert de los Angeles:

The Federal Aviation Administration (FAA) wishes to notify you of the proposed Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA). A project description and applicable maps are included in the attached letter. We are contacting you as a tribal representative with possible interest in the project. In accordance with Section 106 of National Historic Preservation Act, the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking and is inviting you to participate in consultation in the Section 106 process. We are also initiating government-to-government consultation in accordance with Executive Order 13175, *Consultation and Coordination with Indian and Tribal Governments* and FAA Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*.

Please refer to the attached letter for details on the proposed project and the cultural resource survey. We would appreciate your response by August 30, 2021. If you have any questions about the enclosed documents, please do not hesitate to contact me.

Best Regards,
Kandice

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airports District Office
303-342-1261

Subject: RE: [EXTERNAL] FW: Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects

From: Dennis Lewarch <dlewarch@Suquamish.nsn.us>
Sent: Tuesday, August 31, 2021 9:11 AM
To: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>; Leonard Forsman <lorsman@suquamish.nsn.us>
Subject: RE: Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects

Hello Kandice,

Thank you for consulting the Suquamish Tribe regarding the Seattle-Tacoma International Airport SAMP Near Term Projects. The Tribe does not have historical or ethnographic information specifically describing the proposed project areas. We look forward to receiving the cultural resource assessment for the projects.

Best,

Dennis

Dennis E. Lewarch
*Tribal Historic Preservation Officer
Archaeology and Historic Preservation Department
Suquamish Tribe*



THE SUQUAMISH TRIBE

Office Telephone:360-394-8529 Cell:360-509-1321 FAX:360-598-4666

*Mailing Address: Suquamish Tribe Administration Building Street Address:
P.O. Box 498 18490 Suquamish Way
Suquamish, WA 98392 Suquamish, WA 98392*

From: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Sent: Tuesday, August 31, 2021 6:38 AM
To: Leonard Forsman <lorsman@suquamish.nsn.us>
Cc: Dennis Lewarch <dlewarch@Suquamish.nsn.us>
Subject: RE: Seattle-Tacoma International Airport Sustainable Airport Master Plan Near-Term Projects

Dear Chairman Forsman,

This is a friendly reminder that comments are due today on the SEA SAMP Near Term Projects. Please let me know if you have any questions or if you would like more time to provide your response.

Thanks so much,
Kandice