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**Addendum to
Seattle-Tacoma International Airport
North Electric Service Upgrade
Determination of Non-Significance**

**POS SEPA NO.: 01-05
March 6, 2001**

AR 049967

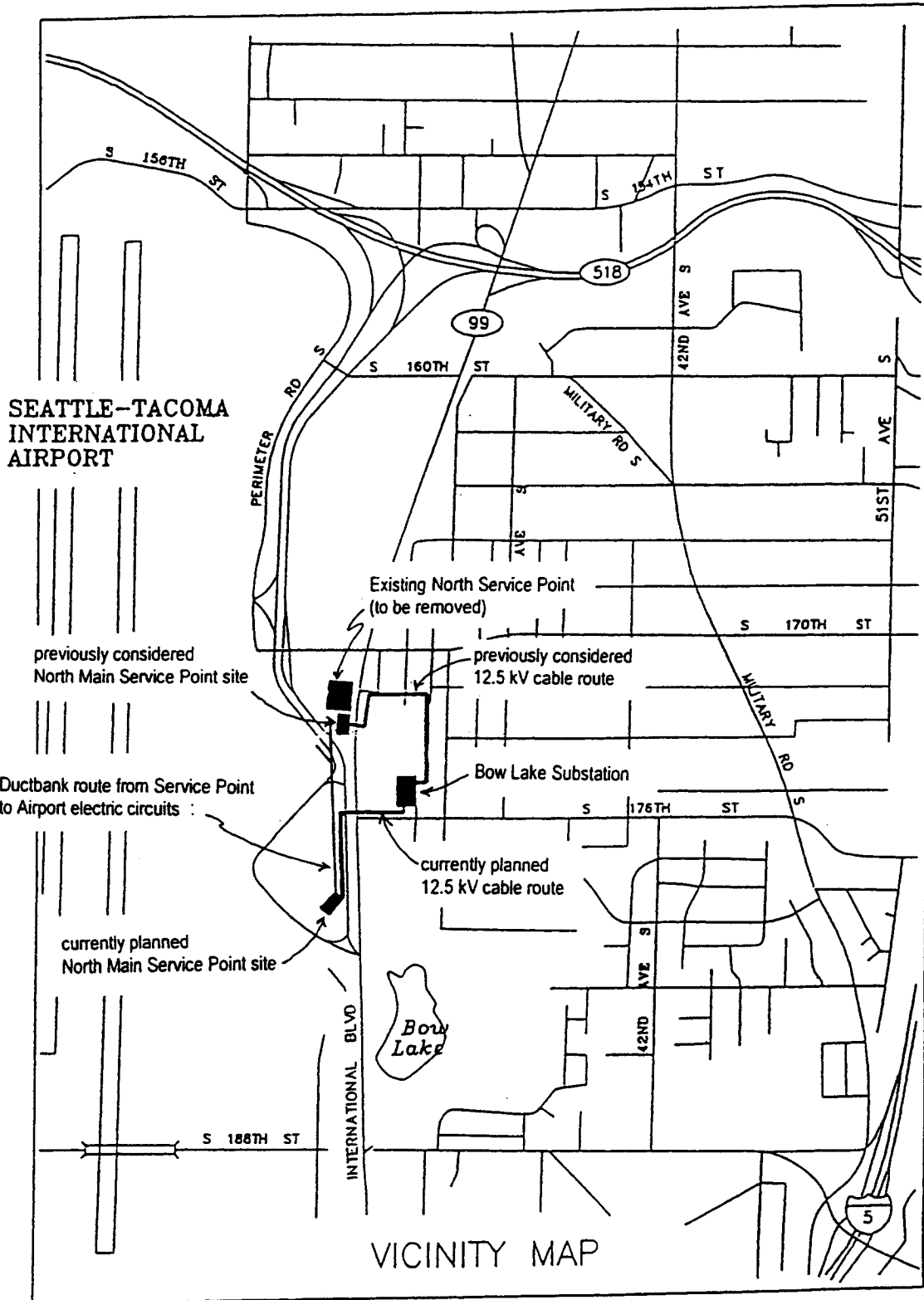


Figure 1

Land Use

Both sites considered for locating the North Main Service Point are small, triangular-shaped landscaped parcels with roadways on two sides. Land uses along the route of the 12.5 kV cable system that will connect the North Main Service Point with the Bow Lake Substation consist of road rights-of-way, median strips, and a parking lot. Use of either site for the North Main Service Point will require an underground crossing of International Boulevard. Under the revised proposal, this would occur near the intersection with South 176th Street.

The revised proposal includes underground ductbanks to be installed between the North Main Service Point and Airport electric circuits. The land uses along this route are primarily Airport access roads and narrow planted median strips. During construction, traffic control measures will be taken to minimize impacts to the operation of the roads affected by the installation of the underground cables systems and ductbanks.

All pavement and landscaping disturbed during construction will be restored following project construction.

Aesthetics

The proposed North Main Service Point will be identical to the facility previously proposed. It consists of a 25-foot by 60-foot by 15-foot tall concrete building enclosed by an 8-foot cyclone fence. At the new location, the facility will be visible from the sections of the Airport drives that access the garage from the south and from the northbound drives that return to the terminal.

Construction of the revised proposal will involve temporarily disturbing landscaping along Airport roadways. All landscaping disturbed during construction will be replaced following project completion.

Transportation

Construction of the proposed North Main Service Point may cause temporary disruption of traffic on the two adjacent Airport roadways as construction vehicles and equipment are moved to and from the site.

Installation of the 12.5 kV cable system between the new North Main Service Point and the Bow Lake Substation will involve similar traffic impacts as the previously considered route. The new route will cross International Boulevard west of South 176th Street. The revised proposal will also require crossing the Airport circulation roads located just west of South 176th Street.

Excavation for the ductbank to be installed between the North Main Service Point and Airport electric circuits will temporarily disrupt traffic along the Airport drives and on the Airport Expressway because of the limited space available for excavation and ductbank installation. Project construction will require temporary lane closures on airport roadways.

Project construction will be scheduled to minimize disruption during peak traffic periods and staged to limit the length of trench open at any one time. Where it is not possible to tunnel under existing roadways, the conduit will be installed using staged construction of trenches. Steel plates will be used to temporarily cover excavations and allow traffic to pass through the areas. Pavement disturbed during project construction will be replaced following project completion.

SEPA Review: The Port of Seattle has reviewed this proposal and determined that it is a minor change that is within the scope of the original North Electric Service Upgrades project and would result in no significant adverse impacts.

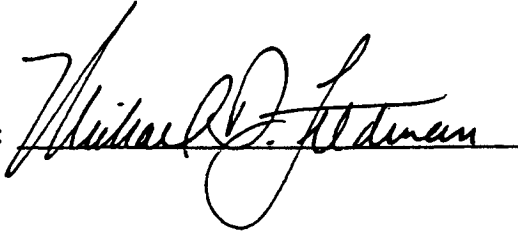
Date Addendum Issued: March 6, 2001

SEPA Lead Agency: Port of Seattle

Contact Person: David McCraney, Environmental Program Manager, Port of Seattle, Health, Safety & Environmental Services, P.O. Box 1209, Seattle, WA 98111. Telephone: 206/728-3193.

SEPA Responsible Official: Michael Feldman, Director, Aviation Development & Maintenance, Port of Seattle, P.O. Box 68727, Seattle, WA 98168, (206) 728-3363.

Signature:

A handwritten signature in black ink, appearing to read "Michael Feldman", written over a horizontal line.

Date: March 6, 2001

AR 049970

The revised project will involve installing underground ductbanks from the new North Main Service Point to existing Airport electric circuits located adjacent to the previously proposed service point and across the Airport Expressway (see Figure 1). These ductbanks were not necessary under the original proposal because the previously considered service point was closer to the existing Airport circuits.

The North Main Service Point will be the same size and include the same components as the previously evaluated facility.

ENVIRONMENTAL ELEMENTS

Sections of the original DNS and environmental checklist have been updated as follows to reflect the project changes.

Earth

Excavation required to install the 12.5 kV underground cable system between the Bow Lake Substation and the North Main Service Point will be approximately the same as under the original proposal.

Approximately 7,000 cubic yards of additional excavation will be required to install ductbanks extending from the new North Main Service Point north to existing Airport electric circuits. The excavation will be staged to limit disruption to traffic on adjacent roads. Paved and planted areas disturbed during construction will be restored. A Stormwater Pollution Prevention Plan (SWPPP), including an Erosion and Sedimentation Control Plan (ESCP), will be prepared and implemented before construction begins. The ESCP will include measures designed to minimize the potential for erosion, to intercept sediment, and to filter runoff from the construction area.

Air

The additional excavation proposed in the revised project will slightly increase construction related emissions from equipment and from land disturbing activities (dust).

Water

Stormwater collected at the new site for the North Main Service Point flows to either the Port stormwater collection system or to the Port Industrial Water System (IWS). Catch basins for both systems are located in the area. The proposed facility will include the same amount of impervious surface area as the original proposal and will include catch basins and underground stormwater collection pipes. The original proposal would have drained to the City of SeaTac stormwater system. The site for the proposed North Main Service Point will drain to the IWS.

Stormwater collected along the route of the proposed underground ductbank between the new North Main Service Point and Airport electrical circuits drains to the Port stormwater system. The SWPPP and ESCP will be designed and implemented to minimize erosion and sedimentation during excavation and installation of the ductbank along this route.

Plants

Construction of the North Main Service Point at the new location will result in the removal of the same amount of landscaping as would have occurred at the original site. Landscaping will be removed from an area of approximately 100 feet by 50 feet. Landscaping disturbed during project construction will be replanted adjacent to the facility following project completion.

The proposed underground ductbank route to Airport electrical circuits extends through areas of landscaping that will be removed during project construction. These areas will be replanted following project completion.

**Addendum to
Seattle-Tacoma International Airport
North Electric Service Upgrade
Determination of Non-Significance**

This document is an addendum to North Electric Service Upgrade, Seattle-Tacoma International Airport Determination of Non-Significance (DNS). This addendum and the original DNS were prepared in accordance with the provisions of the Washington State Environmental Policy Act (SEPA) under Chapter 43.21C. Revised Code of Washington (RCW), Chapter 197-11, Washington Administrative Code (WAC), and Resolution 3028, Port of Seattle, SEPA Policies & Procedures.

The North Electric Service Upgrade DNS was issued by the Port of Seattle on June 2, 2000 and is available for review at the Port of Seattle Administrative Offices, Pier 69, 2711 Alaskan Way, Seattle, Washington, 8:00AM to 4:30 PM weekdays (POS SEPA File No. 00-05).

Name of Project: North Electric Service Upgrade, Seattle-Tacoma International Airport

Project Sponsor: Port of Seattle, P.O. Box 1209, Seattle, WA 98111

Nature of Project: The project is to upgrade and expand the existing Bow Lake Substation, replace the existing North SeaTac Substation with a smaller facility consisting of electrical switchgear (North Main Service Point), and install a 12.5 kV underground cable system between the expanded Bow Lake Substation and the new North Main Service Point.

The Bow Lake Substation will be rebuilt within the existing property owned by Puget Sound Energy (PSE). All existing equipment will be removed and the site will be re-graded. The new facility will include four transformers with two dedicated for use by the Port and two for other PSE customers.

The North Main Service Point will consist of switchgear enclosed in a building and underground ductbanks extending from the facility to connect with existing Airport electric circuits. The switchgear will be housed in a concrete building approximately 25 feet by 60 feet by 15 feet tall. The building will be enclosed within a 50-foot by 100-foot fenced area. A 12.5 kV underground cable system will connect the new North Main Service Point and the Bow Lake substation.

Background: The Port of Seattle issued the original DNS for this proposal on June 2, 2000 for public and agency comment pursuant to WAC 197-11-340. One comment was received. The Port subsequently changed the location of the new North Main Service Point. This Addendum supplements and amends the environmental evaluation presented in the original DNS to reflect the changes made to the project.

Summary of Revisions: The location for the proposed North Main Service Point location has been changed to a new location just east of the south entrance to the Airport garage between the entrance booth and the northbound Airport circulation roads (see Figure 1). The ductbanks and cable systems associated with the facility will be also be relocated. The proposed 12.5 kV cable system leading from the Bow Lake substation to the North Main Service Point will extend along the north side of South 176th Street, across International Boulevard, across Airport circulation roads, and south through landscaped areas just west of the Airport circulation roads. The cable route will be approximately the same length as previously proposed (1800 feet) but will connect to the new North Main Service Point which is about 2000 feet south of the originally proposed service point.