



**Addendum #4 to
Seattle-Tacoma International Airport
Master Plan Final Environmental Impact
Statement and Final Supplemental
Environmental Impact Statement**

Borrow Source Areas 3 and 4

and the

***Federal Aviation Administration's
Incorporation of NEPA Reevaluation
Document***

**POS SEPA No. 01-16
August 10, 2001**

**Addendum #4 to the Seattle-Tacoma International Airport
Master Plan Final Environmental Impact Statement and Final
Supplemental Environmental Impact Statement
for Borrow Source Areas 3 and 4 and the Incorporation of the
Federal Aviation Administration's NEPA Reevaluation
Document**

Addendum to: Seattle-Tacoma International Airport Master Plan Final Environmental Impact Statement (FEIS) and Final Supplemental Environmental Impact Statement (FSEIS). The Seattle-Tacoma International Airport Master Plan FSEIS was issued by the Port of Seattle on May 13, 1997, following 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 Seattle-Tacoma International Airport Master Plan FSEIS is available for review at the Port of Seattle Bid Desk, Pier 69, 2711 Alaskan Way, Seattle, Washington OR Port of Seattle Aviation Planning, 3rd Floor, Terminal Building, Sea-Tac Airport, 8:00 AM to 4:30 PM weekdays.

Name of Project: Borrow Source Areas 3 and 4 and the Incorporation of the Federal Aviation Administration's NEPA Reevaluation Document

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

I. PROJECT DESIGN CHANGES TO BORROW AREAS 3 AND 4.

Background: The Port of Seattle issued the Final EIS for the proposed Master Plan improvements in February 1996, which was followed by a Supplemental EIS in 1997. The FSEIS for this proposal was issued on May 13, 1997 pursuant to WAC 197-11-340. The FEIS/FSEIS included a description of borrow source areas proposed for excavation to provide material for the proposed new third runway embankment. The FEIS/FSEIS indicated the Borrow Areas would likely be used to the maximum extent possible.

Subsequent to the issuance of the FEIS/FSEIS, the Port held discussions with regulatory agencies and conducted additional technical analysis reviews, resulting in several minor proposed modifications to the borrow source areas. The quantity of material available in the borrow areas was less than reported in the FEIS/FSEIS and the cut depth elevations were higher than will be required to remove the material. The relative elevations between the cut depths and the underlying soil layer or water table remain as stated in the FEIS/FSEIS. Thus, although the actual cuts will be deeper than reported in the FEIS/FSEIS, the modified elevations do not alter the environmental analysis or expected impacts for the project.

New project information from the additional technical analysis reviews indicates that the project refinements will result in environmental benefits and will not result in any unanalyzed probable significant adverse impacts. As described below, the net result of the project modifications are that the use of Borrow Areas 3 and 4 are likely to cause

less environmental impact than indicated in the FEIS/FSEIS. This Addendum supplements and amends environmental evaluations presented in the original FEIS/FSEIS to reflect minor modifications to the project as described in those documents.

Summary of Revisions to The Future Conditions - Borrow Requirements and Excavation and Fill Placement sections of the FEIS/FSEIS (FSEIS, Chapter IV.19.(3)(B)(1. and 2.): Portions of the FEIS/FSEIS are updated to reflect changes as indicated in Table 1 and are described in more detail in the text.

Table 1. Borrow Area Sites 3 and 4 Revision Summary

Borrow Site 3 Information		
Original FEIS/FSEIS Master Plan Proposal	New Addendum Proposal	Difference In Proposals
Footprint of excavation area is 60 acres and fully excavated	Footprint of excavation area is 48 acres 23 acres excavated	Footprint and excavated area reduced in new proposal
Volume of excavated material is 2.9 MCY	Volume of excavated material is 1.0 MCY	Volume of excavated material reduced in new proposal
Cut depth is 0 to 55 feet	Cut depth is 15-100 feet	Cut depths deeper in new proposal
Wetlands proposed for excavation are 2.35 acres	Wetlands are protected within 50-foot buffer	Wetlands protected within 50-foot buffer in new proposal
Borrow Site 4 Information		
Original FEIS/FSEIS Master Plan Proposal	New Addendum Proposal	Difference In Proposals
Footprint of excavation area is 40 acres maximizing excavation onsite	Footprint of excavation area is 40 acres with 34 acres excavated	Excavated area reduced in new proposal
No material excavated from SR 509 corridor	Material excavated from SR 509 corridor	Material excavated from SR 509 Corridor in new proposal
Volume of excavated material is 0.3 to 2.2 MCY	Volume of excavated material is 1.3 MCY	Volume of excavated material Reduced in new proposal
Cut depth is 15-20 ft	Cut depth is 15-90 ft	Cut depth is deeper in new proposal
Topsoil management plan not included in FSEIS	Topsoil management plan Included	Topsoil management plan included in the new proposal
Property buffers are 30 ft.	Property buffers are 50 ft.	Property buffer expanded in new proposal

Borrow Area 3

Since the issuance of the FEIS/FSEIS, the proposed amount of excavation of Borrow Area 3 has been reduced. Excavation of Borrow Area 3 will not include the area south of S. 208th Street, and it will not include 2.35 acres of wetlands north of S. 208th Street that would have been eliminated under the original borrow area proposal. A 50-foot buffer will remain between the excavation and the wetland. A minimum 50-foot-wide vegetation

buffer from adjacent property lines also will be used to minimize impacts to adjoining land uses.

Approximately 23 acres of the 48-acre site will be excavated. An estimated 1.0 million cubic yards of material could be obtained from Borrow Area 3. The estimated quantity is based upon a maximum cut of elevation that is 10 feet above the water table or down to the pre-Vashon drift. The excavation depths will vary from approximately 0 to 15 feet at the south side and 100 feet at the north side.

Borrow Area 4

Approximately 34 acres of the 40-acre site will be excavated. A minimum 50-foot-wide vegetation buffer from adjacent property lines will be maintained to minimize impacts to adjacent land uses. An estimated 1.3 million cubic yards of material could be obtained from Borrow Area 4. The quantity assumes material would be excavated from within the SR 509 corridor. The estimated quantity is based upon a maximum cut of 10 feet above the water table or down to the pre-Vashon drift. The excavation depths will vary from approximately 0 to 15 feet at the east side and 90 feet at the west side.

Since publication of the FEIS/FSEIS, soil sampling identified slightly elevated levels of arsenic present in the topsoil of Borrow Area 4 related to windblown particulates from the former Asarco smelter in Tacoma. Surface deposition of windblown arsenic originating from the former Asarco smelter is a regional issue and impacts expected at Borrow Area 4 would be similar to those experienced by other undeveloped sites in the vicinity. There is no indication that the presence of arsenic in the topsoil poses an environmental health threat on a non-residential site such as Borrow Area 4. During borrow excavation, the Port proposes to develop a plan to manage the topsoil in an environmentally protective manner. This plan would include reuse of the top one foot of soil as part of the reclamation of Borrow Area 4. The topsoil would be temporarily stockpiled in or adjacent to the Borrow Areas. Following excavation of the underlying material for the embankment work, the stockpiled topsoil would be replaced.

Impacts and Mitigation: The FEIS/FSEIS described anticipated environmental consequences and proposed mitigating measures for both Borrow Areas 3 and 4. This Addendum supplements and amends environmental evaluations presented in the FEIS/FSEIS and new information regarding revisions to Borrow Areas 3 and 4 is presented.

The FEIS/FSEIS and the current proposal are consistent in that the lower limit of the excavation will be a maximum cut of 10 feet above the water table or to the pre-Vashon drift across each of the Borrow Areas. The cut depth indicated in the FEIS/FSEIS for Borrow Areas 3 and 4 was modified.

While the current proposal differs from that described in the FEIS/FSEIS by proposing excavation to a deeper elevation and by proposing extraction of materials from the Washington State Department of Transportation's SR 509 right-of-way, these variances are not expected to create any significant environmental impacts over and above those addressed in the FEIS/FSEIS documents.

The change in cut depths, and reliance on access to the WSDOT-ROW to maximize the amount of extractable material from the borrow areas are both consistent with general assumptions reported in the FEIS/FSEIS.

The new estimated quantity of material available for excavation is less, the area of surface disturbance is less, the lower limit of excavation remains the same, and several wetlands will be preserved by the new proposal. The variations are not expected to result in any additional or new environmental impacts to wetlands or groundwater. In most cases, the impacts from the new proposal would diminish from levels estimated by the FSEIS, especially for surface impacts and wetlands.

The topsoil management plan will mitigate impacts to the environment resulting from excavation of the topsoil containing low levels of arsenic. The plan will adhere to applicable local, state and federal guidelines and environmental regulations.

II. INCORPORATION BY REFERENCE OF THE FEDERAL AVIATION ADMINISTRATION'S NEPA REEVALUATION DOCUMENT (APPENDIX A REEVALUATION OF AIRPORT ACTIVITY AND CHANGES TO THE MASTER PLAN UPDATE AT SEATTLE-TACOMA INTERNATIONAL AIRPORT) FOR PURPOSES OF THE STATE ENVIRONMENTAL POLICY ACT ("SEPA") RCW CH. 43.21C.

Background: The Port has reviewed the document entitled *Appendix A Reevaluation of Airport Activity and Changes to the Master Plan Update at Seattle-Tacoma International Airport*, the NEPA Reevaluation Document that has been published by the Federal Aviation Administration ("FAA") pursuant to the National Environmental Policy Act ("NEPA") 42 U.S.C. 4321 *et seq.*. This is a document that appends the Record of Decision: Environmental Reevaluation For Master Plan Update Development Actions, Sea-Tac International Airport.

The Port hereby incorporates by reference for purposes of SEPA all of the analysis, findings, and conclusions set forth in the Reevaluation Document.

This incorporation by reference is done pursuant to RCW 43.21C.110, WAC 197-11-600(4)(b) and (c), and WAC 197-11-635:

The complete title of the Reevaluation Document is: *Appendix A Reevaluation of Airport Activity and Changes to the Master Plan Update at Seattle-Tacoma International Airport*.

The content of the Reevaluation Document is summarized as follows:

The FAA reevaluated the continued validity of the FEIS/FSEIS in light of the following events and circumstances that occurred since the FSEIS was issued in May 1997:

- Variance between actual activity levels at the airport and the levels forecast in the FSEIS. In addition, the implications of the FAA's Terminal Area Forecast were considered.

- New information available since publication of the FSEIS including additional wetlands, national listing of certain species pursuant to the Endangered Species Act, and preparation of a Part 150 Noise Compatibility Planning Study.
- Modifications to the Master Plan Update projects.
- Cumulative impacts of project modifications and changes in the surrounding environs.

Impacts and Mitigation: Based on this reevaluation, the FAA concluded that the events and circumstances are not significant, are not substantially greater than what had been reported previously, and do not warrant the preparation of a Supplemental EIS.

Copies of the Reevaluation Document are available to members of the public for inspection at the following location:

Federal Aviation Administration
Airports Regional Office, Room 540
1601 Lind Ave, SW
Renton, Washington 98055-4056

Summary: The current set of FEIS/FSEIS documents have analyzed the known range of potentially significant environmental impacts potentially associated with the new information and project changes to the Master Plan Update project components that have occurred since issuance of the FEIS/FSEIS.

The FAA's NEPA Reevaluation Document has adequately analyzed the new information and project changes described in that document.

SEPA Review: The Port of Seattle has reviewed the new information and proposed project changes for Borrow Areas 3 and 4, and it has determined that the new information and minor changes are within the scope of the original project; that no additional significant, adverse environmental impacts are likely to result from the new information and project changes; that further supplemental environmental analysis is not required under SEPA.

The Port has also reviewed the FAA's NEPA Reevaluation Document and it concurs with the FAA's conclusion that no significant, adverse environmental impacts have been identified from the new information presented or are likely to occur from the project changes that are described in that document. Therefore, further supplemental environmental analysis is not required under SEPA.

Date Addendum Issued: August 13, 2001

SEPA Lead Agency: Port of Seattle

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Signature


Date

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