

ENVIRONMENTAL CHECKLIST
Seattle-Tacoma International Airport (STIA)
North Satellite (NSAT) Terminal Expansion

A. BACKGROUND

1. Name of proposed project, if applicable:

North Satellite Terminal Expansion

2. Name of applicant:

Port of Seattle

3. Address and phone number of applicant and contact person:

Port of Seattle
P.O. Box 68727
Seattle, WA 98168

Contact: Steve Rybolt, Environmental Management Specialist II
Telephone/Email: (206) 787-5527, Rybolt.S@portseattle.org

4. Date checklist prepared: December 2, 2014

5. Agency requesting checklist: Port of Seattle – SEPA File Number 14-11

6. Proposed timing or schedule (including phasing, if applicable):

The North Satellite Terminal Expansion project is expected to begin at the end of 2015 and be completed in middle of 2020. The project will be completed in either two phases 2015-2019, or four phases 2015-2020. A two-phase schedule would occur from the end of 2015 to the end of 2019. If a four-phase schedule were to occur, it could add up to one year to the construction schedule which would be completed by the end of 2020.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. The North Satellite (NSAT) Terminal Expansion was originally identified programmatically or as a future project within The Final Seattle-Tacoma International Airport Comprehensive Development Plan (CDP) (POS SEPA No. 07-09) (2009). Subsequent planning efforts, “CDP Light,” identified the possibility of a larger NSAT terminal expansion or “dog leg.” The Airport is currently developing our Sustainable Airport Master Plan that will evaluate and identify the need for any future expansion of the NSAT beyond this project. Environmental review will be conducted for all future project level planning efforts.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Final Seattle-Tacoma International Airport Comprehensive Development Plan (CDP) (POS SEPA No. 07-09) (2009);
- Aircraft Fuel System Investigation Data Report, Seattle-Tacoma International Airport SeaTac, Washington. (Landau Associates, 2004);
- United Airlines Fuel System Site Investigation and Regulatory Closure Report, Summary Report (Environmental Resources Management (ERM), 2005);
- Closure of Continental Fuel Hydrant System, SeaTac International Airport. Summary Report. (SLR International Corp., 2012);

- Continental Airlines Site Assessment for Jet Fuel Hydrant System Volume 1. Summary Report. (ENSR, 1994).
- United Airlines Fuel Hydrant System Subsurface Investigation Report. Seattle-Tacoma International Airport (Environ-Sciences, Inc., 2002);
- Regulated Building Materials Assessment Report. Gate Improvements Project (Argus Pacific Inc., 2012); and
- Streaked Horned Lark Occupancy Surveys, Seattle-Tacoma International Airport (Center for Natural Lands Management, 2014).

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

- Port of Seattle staff will seek Port of Seattle Commission construction authorization at a publically held meeting in June or July of 2015;
- Puget Sound Clean Air Agency (PSCAA) Demolition and Asbestos Removal Notification.

10. List any government approvals or permits that will be needed for your proposal, if known.

The project underwent National Environmental Policy Act (NEPA) review. The Federal Aviation Administration (FAA) reviewed and granted a Categorical Exclusion for this project on the November 24, 2014. See Appendix A.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Renovate and expand the existing 91,500 square foot (213,500 gross square feet) North Satellite Terminal footprint to 154,500 square feet (395,000 gross square feet). This project includes the following:

- Seismic reinforcement;
- Renovation of all impacted infrastructure (i.e. mechanical, electrical, lighting, plumbing, data, communications and security systems);
- Optimization of existing twelve airplane gates and addition of eight new airplane gates in the 63,000 square foot building expansion footprint (181,500 gross square feet), for a total of twenty contact gates;
- Construction of the rooftop shell for AAG's Board Room as a tenant improvement;
- Vertical circulation (i.e. elevator and stair) in the expansion area to support dual-door aircraft operations;
- Construction of in-flight service and ramp operations offices; and
- Improve and increase the number of passenger amenities (i.e. more conveniently located and enlarged public restrooms, charging stations for electronic devices, voice paging system, etc.).

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project will be located at Seattle-Tacoma International Airport (Airport), within the airport's fence line. The physical address is:

17801 Pacific Highway South
Seattle, WA 98158

Latitude: 47.448417
Longitude: -122.302099
Section 28, Township 23 North, Range 4 East

A map is available in Appendix B

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other

b. What is the steepest slope on the site (approximate percent slope)?

The site is flat with the steepest slope being <1%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The current site is paved. Underlying soil consists of pre-existing (Vashon till) or imported sand and gravel that was graded and compacted during original site use.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The current site is paved. There are no surface indications or history of unstable soil at the site.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Earthwork activities for the project will be limited to excavation for new footings, building foundations, STS basement level and elevator pits, and utility trenching. Excavation quantities are estimated to be 15,000 cubic yards of common excavation.

In addition, the airport expects to remove and replace approximately 25,000 square yards of existing pavement with minor changes to existing grades. The new pavement will be constructed on either re-compacted subgrade or on new grade for slope correction ranging from 0 to 2.5 feet in depth. There will be some areas with limited excavation as required to accommodate localized drainage. The total embankment quantity is estimated to be 5,000 cubic yards as measured in place. The material source for the embankment will be excavated material from the building site.

The total affected area of the project is 7.25 acres.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

The potential exists for some erosion to occur during construction or demolition; however, erosion control and prevention measures would be undertaken to minimize that potential.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The current site is paved and 100% impervious asphalt and concrete. The site will remain 100% impervious asphalt and concrete once the project is complete.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

During construction a Temporary Erosion and Sediment Control (TESC) plan will be in place to prevent erosion.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

There will be an increase in the number of workers traveling to/from the site, and an increase in transportation-related emissions once the project is complete. See Section 8.i and Appendix C for additional information.

Construction and demolition activities would result in short-term, construction-related air emissions such as dust and vehicle exhaust.

See Appendix C for Greenhouse Gas Emissions Worksheet, Supplemental Information for the SEPA Environmental Checklist.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions that would affect this project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Public transportation is available near the project site as an alternative to single occupancy vehicles Airport access. See Section 14.b for additional information.

The contractor performing construction/demolition will be required to maintain and repair all equipment in a manner that meets state regulation and reasonably minimizes emissions.

3. Water

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There are no surface water bodies on or in the immediate vicinity of the site.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The project will not require any work over, in, or adjacent to any surface water bodies.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

There will be no fill or dredge material that would be placed in or removed from the surface water or wetlands.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

The project will not require surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The project does not lie within a 100-year floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The project does not involve any discharges of waste materials to surface waters.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known

Ground water will not be withdrawn or discharged to ground water for this project.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Waste materials will not be discharged into the ground from a septic system or other source.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater on the site currently drains into the Airport's industrial wastewater system and is treated in the airport's Industrial Wastewater Treatment Plant. Once treated, the water is discharged to Puget Sound via Midway Sewer District outfall pipe or sent to King County's Renton Treatment Plant. All storm drain system and discharges are subject to the Airport's NPDES permit (#WA-002465-1).

Stormwater on site would be detained in existing Industrial Wastewater System lagoons south of the project site and temporary Baker (i.e. storage) tanks.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Project design and construction management would prevent discharge of waste materials to surface waters.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The airport is proposing a rooftop rainwater collection system as part of the project. The rainwater will be collected in a storage tank and then used to supplement water for restroom use, i.e. grey water. This water, once used, would be discharged to sanitary sewer – Valley View Sewer District. Any excess water that exceeds the storage tank capacity would be routed to the Airport's industrial wastewater system.

d. Proposed measures to reduce or control surface, ground, runoff water, and drainage pattern impacts, if any:

Water quality would be maintained by treatment under conditions of an approved Stormwater Pollution

Prevention Plan (SWPPP).

4. Plants

a. Check the types of vegetation found on the site:

- _____ deciduous tree: alder, maple, aspen, other
- _____ evergreen tree: fir, cedar, pine, other
- _____ shrubs
- _____ grass
- _____ pasture
- _____ crop or grain
- _____ orchards, vineyards or other permanent crops
- _____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- _____ water plants: water lily, eelgrass, milfoil, other
- _____ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

The site is currently paved. No vegetation will be added to the site.

c. List threatened and endangered species known to be on or near the site.

A biological assessment was prepared to evaluate impacts on threatened and endangered species and essential fish habitat associated with The Final Seattle-Tacoma International Airport Comprehensive Development Plan (POS SEPA No. 07-09) (2009). This assessment included the area associated with this project and found no significant impact.

Subsequently, on October 3, 2013, the Streaked Horned Lark was listed as a threatened species under the US Endangered Species Act. This listed subspecies is in documented decline in Washington State and is currently only found on a few large open grassland sites in Washington such as the Olympia Airport and Joint Base Lewis-McCord, coastal foredunes in southern Washington, and islands in the lower Columbia River. Between May and July of 2014, the Port conducted three presence and absence surveys. The Streaked Horned Lark was not detected at Seattle-Tacoma International Airport (Center for Natural Lands Management, 2014).

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

There is currently no vegetation at the site and there is no plan to add any vegetation.

e. List all noxious weeds and invasive species known to be on or near the site.

There are no known noxious weeds or invasive species at or near the project site.

5. Animals

a. List any birds and animals which have been observed on or near the site or are known to be on or near the site. Examples include:

Birds: , heron, , , other: , , ,

Mammals: deer, bear, elk, beaver, other:

Fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened and endangered species known to be on or near the site.

No known threatened or endangered animal species are on or near the Airport properties.

c. Is the site part of a migration route? If so, explain.

Airport property and lands in the immediate airport vicinity are not part of any known migration routes.

d. Proposed measures to preserve or enhance wildlife, if any:

No preservation or enhancement measures are proposed. The project is not expected to attract wildlife.

e. List any invasive animal species known to be on or near the site.

Pigeons and starlings are the only known invasive species known to be at the site.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The North Satellite currently uses electricity to serve mechanical and electrical systems. Tenants within the North Satellite use electricity for cooking, lighting, etc. The North Satellite is also served by the Airport's central mechanical plant, located underneath the main terminal/parking garage, for heating and cooling.

The airport is proposing to provide natural gas to tenants for their cooking needs. All other systems, mechanical and electrical, will be updated.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The project would not affect the potential use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal?

List other proposed measures to reduce or control energy impacts, if any:

The project will be seeking the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) certification. Under the program, the project would conserve energy by integrating a high performance mechanical system, enhanced thermal envelop, lighting power efficiencies, and maximize daylighting.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

A Regulated Buildings Materials Assessment Report (Argus Pacific, 2012) was conducted on August 31, 2012. The assessment identified asbestos-containing materials (>1%), paint containing lead, heavy metals including barium, chromium, and mercury, caulking containing polychlorinated biphenyls (PCBs), mercury-containing fluorescent light tubes and PCB-containing light ballasts, high-intensity discharge (HID) lamps, and mercury containing switches. Plans will be in place to handle contaminated soil if it is encountered during project construction and all pertinent local, state, and federal regulations will be followed.

1) Describe any known or possible contamination at the site from present or past uses.

Known and unknown contaminated soil may be encountered during the project. Decommissioned and active jet fuel hydrant lines are present in and around the project site, see page 1 - A.8., for a list of studies conducted. Plans will be in place to handle contaminated soil if it is encountered during project construction and all pertinent local, state, and federal regulations will be followed.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity

There are known active and decommissioned jet fuel hydrant lines in and around the project vicinity. If contaminated chemicals/conditions are encountered that might affect project development, plans will be in place to handle hazardous chemicals/conditions when and if they are encountered. During project construction all pertinent local, state, and federal regulations will be followed.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Diesel fuel and gasoline will be used on site to power construction equipment such as cranes, excavators, dump trucks and power generators.

4) Describe special emergency services that might be required.

No special emergency services are expected as a result of implementing the project. Construction-related accidents or injuries may require response from local fire, police, air units, or ambulances. The Port maintains its own police force and firefighting and rescue units that would be called upon for these types of incidents. The Port also maintains a trained response team available to respond at all times to any spill or loss of contaminated or hazardous materials.

5) Proposed measures to reduce or control environmental health hazards, if any:

There are known and unknown environmental health hazards that have been identified at the site. If impacted or encountered, local, state, and federal regulations regarding safety and handling of hazards materials will be enforced.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

In general, the dominant source of noise in the airport vicinity is generated by aircraft operations.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Short-term noise is anticipated from the use of construction equipment during construction activities, which is expected to begin at the end of 2015 and be completed in middle of 2020. Long-term noise is not anticipated as a result of the project, because the project will not increase aircraft operations. The project will provide additional gates for aircraft, which could allow for more efficient aircraft taxi and parking at gate. This facility, after completion, will continue to function as an airport terminal.

3) Proposed measures to reduce or control noise impacts, if any:

Short-term noise from construction activities will be mitigated by the use of Best Management Practices (BMPs) and adhering to the City of SeaTac's noise ordinance. There are no long-term noise mitigation measures proposed because the project will not change existing use.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The current use of the site is an airport terminal. Adjacent nearby land uses consist of active commercial runways and taxiways. The proposal will not affect current land use on nearby or adjacent properties.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

Airport properties have not been used as working farmlands or forest lands.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:**

There are no surrounding working farms or forest lands in the vicinity of the project site.

- c. Describe any structures on the site.**

The existing NSAT building is approximately 214,000 square feet. The Main Terminal, South Satellite Terminal and parking garage are located to the south and cargo facilities to the north.

- d. Will any structures be demolished? If so, what?**

There will be a partial demolition of the existing North Satellite Terminal (internal and external materials) to accommodate the expansion and renovation.

- e. What is the current zoning classification of the site?**

The current land use is designated Airfield Operations (AVO). The land use designation will not change as a result of this project and there is no expected impact to nearby or adjacent land uses and properties.

- f. What is the current comprehensive plan designation of the site?**

The current land use is designated Airfield Operations (AVO).

- g. If applicable, what is the current shoreline master program designation of the site?**

The project site is not in a shoreline area.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

The project site is not classified as an “environmentally critical” area.

- i. Approximately how many people would reside or work in the completed project?**

The NSAT project will increase the number of concessionaires within the facility. It is expected that there will be an increase in the number of individuals working within the completed project. This will increase the approximately 300 existing concessionaire workers to approximately 600 workers once the project is complete.

- j. Approximately how many people would the completed project displace?**

There will be no displacement impacts expected as a result of this project.

- k. Proposed measures to avoid or reduce displacement impacts, if any:**

There will be no persons displaced as a result of this project.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

No measures are proposed because there will be no changes to existing or projected land use as a result of this project.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

There are no nearby agricultural or forest lands.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

There will be no housing units provided by this project.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

There will be no housing units eliminated by this project.

c. Proposed measures to reduce or control housing impacts, if any:

There will be no housing impacts as a result of this project. Therefore, measures to reduce or control housing impacts are not proposed.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest height of a structure at NSAT would be approximately 82 feet. The building exterior would consist of metal panels and glass.

b. What views in the immediate vicinity would be altered or obstructed?

No views in the immediate vicinity would be altered or obstructed.

c. Proposed measures to reduce or control aesthetic impacts, if any:

No measures are proposed because no aesthetic impacts are expected from this project.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

During construction temporary lighting would be needed to facilitate site construction which must occur outside of normal working hours and at night due to the operational requirements of the airport.

During operation of the NSAT, potential light or glare could occur from the building exterior and outside lighting. The building exterior will consist of metal panels and glass that may have minor reflection under certain weather conditions. Lighting from the building would cast light out approximately 200 feet to the apron continually during nighttime hours. The strength of the light at the end of the 200 feet would be approximately one foot-candle.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Light and glare is not expected to be a safety hazard or interfere with views. There will be minimal change in existing conditions.

c. What existing off-site sources of light or glare may affect your proposal?

There is not expected to be any existing off-site sources of light or glare.

d. Proposed measures to reduce or control light and glare impacts, if any:

Lighting is not expected to change beyond existing conditions. No measures will be undertaken to reduce or control light and glare impacts.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

There are no designated or informal recreational opportunities in the immediate vicinity of the project.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The project will not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

There will be no measures to reduce or control impacts on recreation.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

The North Satellite was constructed in 1971, and there are no buildings over 45 years old that will be impacted by the expansion. The Main Terminal, adjacent and completed prior to the NSAT, was evaluated for historic listing in 2005 and was determined not to be eligible for listing on either the National Register of Historic Places (NRHP) or the Washington Heritage Register (WHR) (Port of Seattle 2007).

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

There is no change in current use of site. Review of the following studies identified no known historical, architectural, and/or cultural resource that were determined eligible to affect historic properties.

- Final Environmental Impact Statement for the Proposed Master Plan Update Development Actions, Seattle-Tacoma International Airport (FAA and Port of Seattle, 1996);
- Final Supplemental Environmental Impact Statement for the Proposed Master Plan Update Development Actions, Seattle-Tacoma International Airport (FAA and Port of Seattle, 1997); and
- Final Sea-Tac International Airport Comprehensive Development Plan, Sea-Tac International Airport (FAA and Port of Seattle, 2007).

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The project site was checked for cultural and historic resources on November 5th, 2014 in the following database: Washington Information System for Architectural and Archeological Records Data (WISAARD). The project site is previously developed and is composed of infill. See referenced studies in section 13.b. There are no known cultural and historic resources on this site.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

The project site is already developed and is composed of infill. There are no known cultural and historic resources on this site. Therefore, there is not expected to be a need for measures to avoid impacts. However, if resources are encountered, work will stop immediately and the appropriate notification protocol will be adhered to.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

NSAT is located west of Air Cargo Road, Airport Expressway, and International Boulevard (State Route 99) between South 170th and 176th Streets. Vehicles access the Main Terminal from Airport Expressway via Arrivals and Departures Drives. Airport Expressway connects vehicles to State Route 99 and State Route 518, which connects to Interstate 5 to the east. Localized surface traffic impacts will be minimal. During construction, the primary haul route ingress/egress will be via State Route State Route 518 and the Airport Expressway and S 170th Street to Gate E-125. See Section 14.h for additional information.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

The project site is not specifically served by public transportation, but the airport is served by public transportation. The nearest public transportation site is located near the Airport Expressway (i.e. Link Light Rail and King County Metro), a quarter mile to the east.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

There will be no additional parking spaces created or eliminated by this project.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

The proposal will not require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The project is located in the vicinity of Seattle-Tacoma International Airport. The project will not require the use of water, rail, or air transportation.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?**

There will be no additional vehicular trips generated as a result the completed project.

Construction would result in a temporary increase in traffic volumes due to workers traveling to/from the site and haul trucks removing debris and transporting soil cuttings and fill. Assuming a capacity of 20 cubic yards per truck for excavation and pavement and 15 cubic yards per truck for building materials, the following is an estimate of potential truck trips that would occur over the four year construction period:

- 15,000 cubic yards of common excavation = approx. 1,500 round-trip truck trips
- 25,000 square yards of existing pavement (28" deep) = approx. 2,200 round-trip truck trips
- Demolished NSAT building materials = approx. 900 round-trip truck trips

- New NSAT building materials = approx. 2,500 round-trip truck trips

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The project will not interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any:

During construction, the primary haul route ingress/egress will be via State Route State Route 518 and the Airport Expressway and S 170th Street to Gate E-125. Secondary haul routes, as necessary, will utilize ingress/egress via International Boulevard and S 170th Street to Gate E-125.

As part of the Airport planning efforts (i.e. CDP), long-term measures to avoid and minimize impacts to transportation at the Airport include ramp relocations, channelization revisions, construction and schedule coordination with WSDOT, re-timing traffic signals, revising designated truck routes, and expanding non-motorized facilities (Port of Seattle 2009).

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The project will not require an increased need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

There is not expected to be any direct impacts on public services.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: industrial water system, fire protection

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

There project will bring natural gas to the North Satellite and be provided by Puget Sound Energy.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee: Steve Rybolt

Position /Organization Environmental Management Specialist II/Port of Seattle

Date Submitted: December 2, 2014

APPENDIX A

National Environmental Policy Act (NEPA) North Satellite Terminal Expansion

From: Cayla.Morgan@faa.gov
To: Rybolt.Steven
Cc: Peter.Dovle@faa.gov
Subject: RE: SEA: NEPA & NSAT Terminal Expansion
Date: Monday, November 24, 2014 4:18:07 PM

Thanks for the additional information, Steve. I concur with your determination that this project qualifies for a CatEx pursuant to 310(h) without further documentation.

From: Rybolt, Steven [<mailto:Rybolt.S@portseattle.org>]
Sent: Monday, November 24, 2014 4:09 PM
To: Morgan, Cayla (FAA)
Subject: RE: SEA: NEPA & NSAT Terminal Expansion

Hi Cayla,

Thank you for the response.

The project is independent and has nothing to do with the International Arrivals Facility (IAF). Either could function without the other.

The drawings I sent over were to show you that 1) it is on our ALP as a future project, and 2) depict the actual footprint of the facility (it is smaller than what we depict on our ALP). I also included both the footprint and gross square foot numbers as an indicator of the extent of the expansion. Overall, I feel that it is a minor facility expansion as it will not change or impact airport functions once complete.

I am seeking your concurrence with a CatEx pursuant to 310(h), specifically for a non-documented CatEx if applicable. I am going off the FAA's ARP SOP 5.0 as the process, but am seeking your help to understand what I need to do otherwise.

Please don't hesitate to let me know what additional information I can provide you.

Thank you,

Steve Rybolt
Port of Seattle | Aviation Environmental Programs
P.O. Box 68727
Seattle, WA 98168
P: 206.787.5527
C: 206.554.1235
F: 206.787.6617

From: Cayla.Morgan@faa.gov [<mailto:Cayla.Morgan@faa.gov>]
Sent: Monday, November 24, 2014 3:34 PM
To: Rybolt, Steven

Subject: RE: SEA: NEPA & NSAT Terminal Expansion

Steve,

Just a couple of questions at this time. Can you confirm that this project is independent of the International Arrivals project and of the drawings you sent, two are really to provide perspective and the one showing the "proposed expansion" is what you are seeking concurrence with a CatEx pursuant to 310(h).

Thanks,

Cayla

From: Rybolt, Steven [<mailto:Rybolt.S@portseattle.org>]
Sent: Thursday, November 20, 2014 4:30 PM
To: Morgan, Cayla (FAA)
Subject: RE: SEA: NEPA & NSAT Terminal Expansion

Hi Cayla,

I apologize for the second email, I wanted to clarify and update the information below and give you more descriptive numbers. The number below are for gross square footage, not the footprint. I've included and updated square footage numbers below and in the original email below.

Scope: Renovate and expand the existing 91,500 square foot (213,500 gross square feet) North Satellite Terminal footprint to 154,500 square feet (395,000 gross square feet)

Please let me know if you have any questions.

Thank you,

Steve Rybolt
Port of Seattle | Aviation Environmental Programs

From: Rybolt, Steven
Sent: Monday, November 17, 2014 1:23 PM
To: cayla.morgan@faa.gov
Cc: Rybolt, Steven
Subject: SEA: NEPA & NSAT Terminal Expansion

Hi Cayla,

We are the process of wanting to expand our North Satellite. I am inquiring as to the process you'd like us to follow for NEPA review.

Under your guidance, we'd like to propose a non-documented Categorical Exclusion per [FAA Airports, ARP SOP 5.00, Section 7.1](#). We feel that this project is eligible for a Categorical Exclusion under 1050.1E, 310h* and does not involve any extraordinary circumstances. Below (i.e. Scope) and attached (Proposed project map [2] and

current ALP) is information about the project. We are completing SEPA for this proposed project.

**1050.1E, 310h - Federal financial assistance, licensing, or ALP approval for construction or expansion of facilities, such as terminal passenger handling and parking facilities or cargo buildings, at existing airports and launch facilities that do not substantially expand those facilities.*

SCOPE: North Satellite Terminal Expansion - Renovate and expand the existing 91,500 square foot (213,500 gross square feet) North Satellite Terminal. This project includes the following elements:

- Seismic reinforcement;
- Renovation of all impacted infrastructure (i.e. mechanical, electrical, lighting, plumbing, data, communications and security systems);
- Optimization of existing twelve airplane gates and addition of eight new airplane gates in the 63,000 square foot building expansion (181,500 gross square feet), for a total of twenty contact gates;
- Construction of the rooftop shell for AAG's Board Room as a tenant improvement;
- Vertical circulation (i.e. elevator and stair) in the expansion area to support dual-door aircraft operations;
- Construction of in-flight service and ramp operations offices; and
- Incorporation of passenger amenities (i.e. more conveniently located and enlarged public restrooms, electronic charging stations, voice paging, etc.).

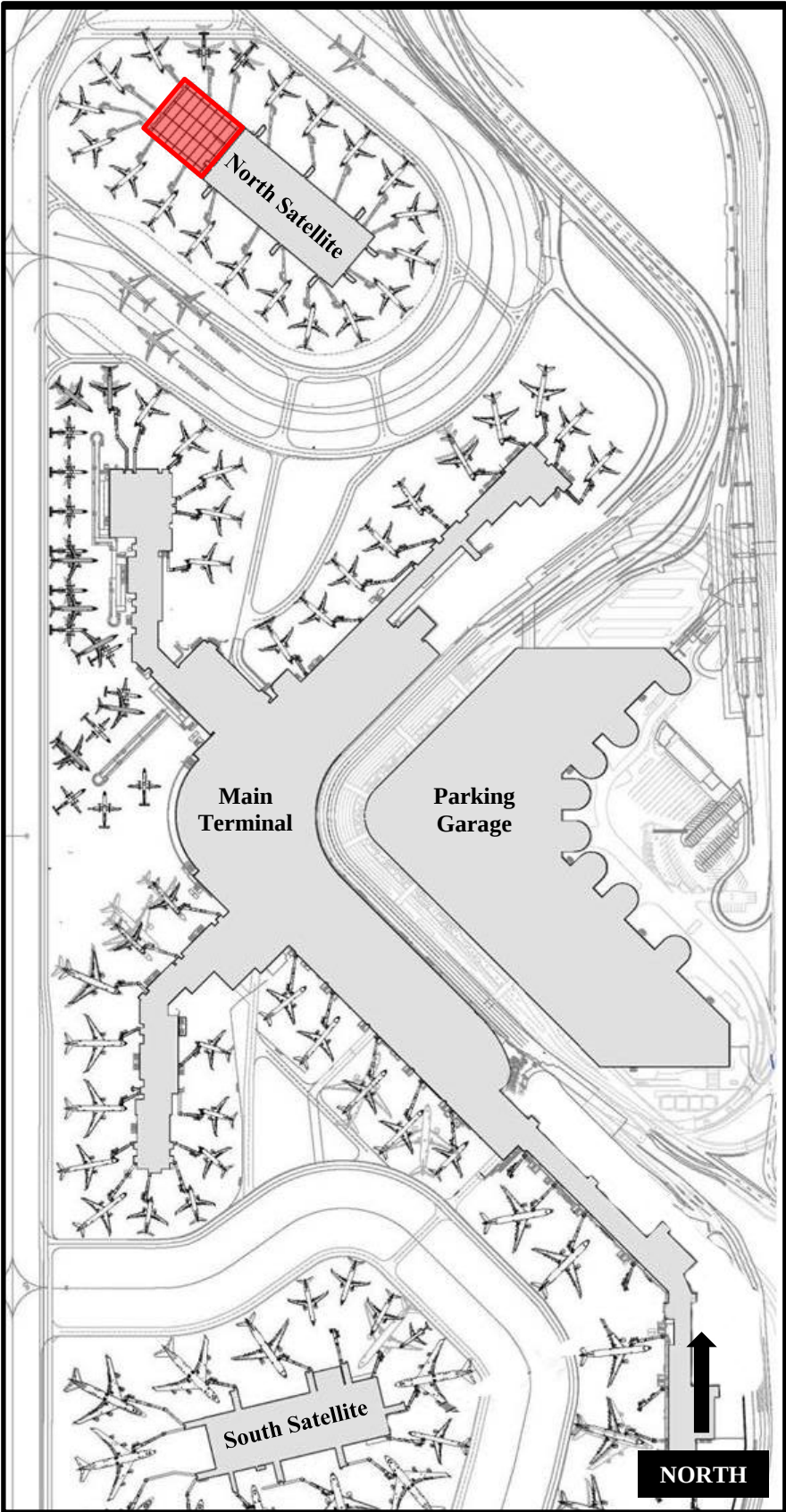
Please let me know how you'd like me to proceed, if you have any questions, or what additional information I can provide you.

Thank you,

Steve Rybolt
Port of Seattle | Aviation Environmental Programs
P.O. Box 68727
Seattle, WA 98168
P: 206.787.5527
C: 206.554.1235
F: 206.787.6617

APPENDIX B

Site Map



**Proposed North
Satellite Expansion**

APPENDIX C

Greenhouse Gas Emissions Worksheet Supplemental Information for SEPA Environmental Checklist

GHG Emission Sources (CO ₂ , CH ₄ , N ₂ O, HFCs, PFCs, SF ₆) ¹	What sources are likely from the proposal? <i>List specific type of activities, and duration of emissions</i>	What is the quantitative or qualitative assessment of those emissions?	What available mitigation will avoid or reduce those emissions?
On-Road Mobile Sources	Not Applicable	Not Applicable	
Non-Road Mobile Sources	Not Applicable	Not Applicable	
Stationary Combustion	Not Applicable	Not Applicable	
Industrial Processes	Not Applicable	Not Applicable	
Fugitive Emissions	Not Applicable	Not Applicable	
Agricultural Emissions	Not Applicable	Not Applicable	
Land Disturbance	Not Applicable	Not Applicable	
Purchased Electricity and Steam	Not Applicable	Not Applicable	
Construction	A two- or four-phase schedule would occur. Two-phase from the end of 2015 to the end of 2019. If a four-phase schedule were to occur, it could add up to one year to the construction schedule which would be completed by the end of 2020	Temporary/short-term use associated with construction related emissions is not expected to be significant.	Contractor performing construction/demolition would be required to maintain and repair all equipment in a manner that reasonably minimizes emissions.
Extraction of Purchased Materials	Not Applicable	Not Applicable	
Processing of Purchased Materials	Not Applicable	Not Applicable	
Transportation of Purchased Materials	Not Applicable	Not Applicable	
Employee Commute	There may be up to 300 new concession employees upon project completion	The total lifespan transportation related GHG emissions equals ~59,184.9 MTCO ₂ e/ per unit.*	Public transportation is available near the project site as an alternative to single occupancy vehicles.

GHG Emission Sources (CO ₂ , CH ₄ , N ₂ O, HFCs, PFCs, SF ₆) ¹	What sources are likely from the proposal? <i>List specific type of activities, and duration of emissions</i>	What is the quantitative or qualitative assessment of those emissions?	What available mitigation will avoid or reduce those emissions?
Other Mobile Emissions	Not Applicable	Not Applicable	
Water Use and Wastewater Disposal	Not Applicable	Not Applicable	
Waste Management	Not Applicable	Not Applicable	
Product Use	Not Applicable	Not Applicable	

**Calculated via City of Seattle Department of Planning and Development SEPA GHG Emissions Worksheet.*

CH₄	Methane	Landfills, production and distribution of natural gas & petroleum, fermentation from the digestive system of livestock, rice cultivation, fossil fuel combustion, etc.
N₂O	Nitrous Oxide	Fossil fuel combustion, fertilizers, nylon production, manure, etc.
HFC's	Hydrofluorocarbons	Refrigeration gases, aluminum smelting, semiconductor manufacturing, etc.
PFC's	Perfluorocarbons	Aluminum production, semiconductor industry, etc.
SF₆	Sulfur Hexafluoride	Electrical transmissions and distribution systems, circuit breakers, magnesium production, etc.