
APPENDIX E

COMMENTS CONCERNING THE
FINAL ENVIRONMENTAL IMPACT STATEMENT

9



March 27, 1996

Mr. Dennis Ossenkop
N.W. Mountain Region
Airport Division
Federal Aviation Administration
1601 Lind Ave. S.W.
Renton, WA 98055-4056

Ms. Barbara Hinkle
Health, Safety and Environmental Division
Port of Seattle
P.O. Box 68727
Seattle, WA 98168

Re: Port of Seattle Response to Highline Water District letter in Draft E.I.S. for Master Plan Update at Seatac International

Dear Mr. Ossenkop and Ms. Hinkle:

The response to our July 27, 1995 letter with regard to specific issues effecting the Highline Water District's existing and future groundwater issues were not adequately addressed.

The District now has water rights to 17.5 million gallons per day (MGD) of ground water within the Highline area.

What steps will be taken by the Port of Seattle to mitigate the contamination of the ground water? What steps will be taken by the Port of Seattle to mitigate the loss of ground water recharge to the aquifers now being used and those that will be used in the future?

These two simple questions were not addressed by the Draft Environmental Impact Statement for the Master Plan Update at Seatac International Airport.

We are expecting a response to our questions which would be acceptable to our District.

Sincerely,

Keith A. Harris
Manager, Planning/Construction

KAH maf

Serving the South Puget Sound Metropolitan Area since 1946

REC'D ANM-610
PLAN, PGM, & CAP BR

APR 01 1996

ANM-610



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

P.O. Box 47600 • Olympia, Washington 98504-7600
(360) 407-6000 • TDD Only (Hearing Impaired) (360) 407-6006

March 18, 1996

Ms. Barbara Hinkle
Port of Seattle
PO Box 68727
Seattle WA 98168

Dear Ms. Hinkle:

Thank you for the opportunity to comment on the Final Environmental Impact Statement (FEIS) for the Master Plan Update Improvements for Seattle-Tacoma International Airport. We reviewed the FEIS and have the following comments.

1. Page IV.10-5, the last paragraph states that most of the glycols from aircraft deicing are collected and conveyed to the Industrial Waste System (IWS) and treated by the IWS treatment plant before being discharged to a sewer line that carries effluent to the Midway Sewer District Treatment Plant. It is true that most of the glycols are collected by the IWS system, although there are still some capital improvements which must be made at deicing locations where the planes are too long and their tails hang out over the storm drain. The IWS treatment system does not treat glycols. The IWS system (a dissolved air flotation plant) was designed to remove total suspended solids (TSS) and oil and grease. The effluent from the IWS flows out the Midway Sewer District's outfall and is not treated by the Midway Sewer District Treatment Plant.
2. The preferred alternative will impact the IWS system. The Port has submitted an Engineering Report in compliance with the NPDES permit which addresses the issue of upgrading the IWS system, but does not address the additional loading to the IWS from expansion of the airport. This issue will have to be addressed before the Department can approve the engineering report.

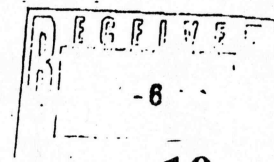
If you have any questions, please call Ms. Lisa Zinner with our Water Quality Program at (206) 649-7276.

Sincerely,

Elizabeth J. Phinney
Environmental Review

EJP:95-3377

cc: Janet Thompson / Lisa Zinner, NWRO



10

E-13



Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30341-3724
March 21, 1996
REC'D ANM-610
PLAN, PGM, & CAP BR

APR 01 1996

ANM-610 _____

Mr. Dennis Ossenkop
Federal Aviation Administration
Northwest Mountain Region
1601 Lind Avenue, S.W.
Renton, Washington 98055-4056

Dear Mr. Mr. Ossenkop:

Thank you for sending a copy of the Final Environmental Impact Statement for Proposed Master Plan Update Development Actions at Seattle-Tacoma International Airport. We are responding on behalf of the U.S. Public Health Service (PHS).

The proposed project, as noted in the FEIS, could involve a number of potential adverse impacts upon health and safety. However, we believe the sponsors have done a very good job of addressing each of these potential impacts, and we believe the overall mitigative plans, if adequately implemented, monitored for effectiveness, and meets federal and state regulations, will be acceptable. We note that in general, adverse impacts are expected to decrease in the future as improved technology results in lower air, noise, and water pollutant emissions.

Because pollutant loading will increase because of greater amounts of storm water runoff, and because of the large number of hazardous substances sites in the project areas, the proficient implementation of the "Spill Prevention, Control, and Countermeasures Plan", and the "Hazardous Substances Management and Contingency Plan," and the coordination of these plans with existing emergency procedures must be assured to protect ground water impacts, and protect health and safety.

Thank you for adding this address to your mailing list to receive future DEIS's which may indicate potential public health impacts and are developed under the National Environmental Policy Act (NEPA). On behalf of the Department of Health and Human Services (DHHS), PHS, please use this address rather than Mr. James Dickson, DHHS.

Sincerely yours,

Kenneth W. Holt

Kenneth W. Holt, M.S.E.H.
Special Programs Group (F-29)
National Center for Environmental Health



JENNIFER M. BELCHER
Commissioner of Public Lands
KALEEN COTTINGHAM
Supervisor

March 20, 1996

Dennis Ossenkop
Environmental Protection Specialist
Northwest Mountain Region
Federal Aviation Administration
US Department of Transportation
1601 Lind Avenue SW
Renton, WA 98055-4056

*Exception
does not
apply. Correction
letter issued
after 2/15*

RE: Final Environmental Impact Statement (FEIS) Seattle/Tacoma International Airport Master Plan Update

Dear Mr. Ossenkop:

I have reviewed the above document and have the following comments:

- * The Washington State Surface Mining Act (RCW 78.44) requires a Reclamation permit be obtained prior to mining when certain thresholds are exceeded. The thresholds are: Three acres disturbed, highwalls in excess of 30 feet high with faces and slopes steeper than 1:1 (45 degrees). These thresholds would seem to apply for the various "borrow sites" depicted in the FEIS.
- * There is an exception which can be applied in this situation. The exception states that a permit is not required for on-site development if the sites are adjacent or contiguous. From the information presented in the document it appears that the borrow sites are not adjacent or contiguous to the proposed fill project. However, the land appears to be under one ownership (Port of Seattle) and the argument can be made that although the sites are not adjacent or contiguous, the sole purpose or dedicated use for the entire ownership is for the airport facility.

A Surface Mine Reclamation Permit is NOT required for the borrow sites located within the Port of Seattle ownership.



E-14