



Puget Sound Gateway Program

SR 509 Completion Project

City of SeaTac Airport Advisory Committee
July 17, 2017

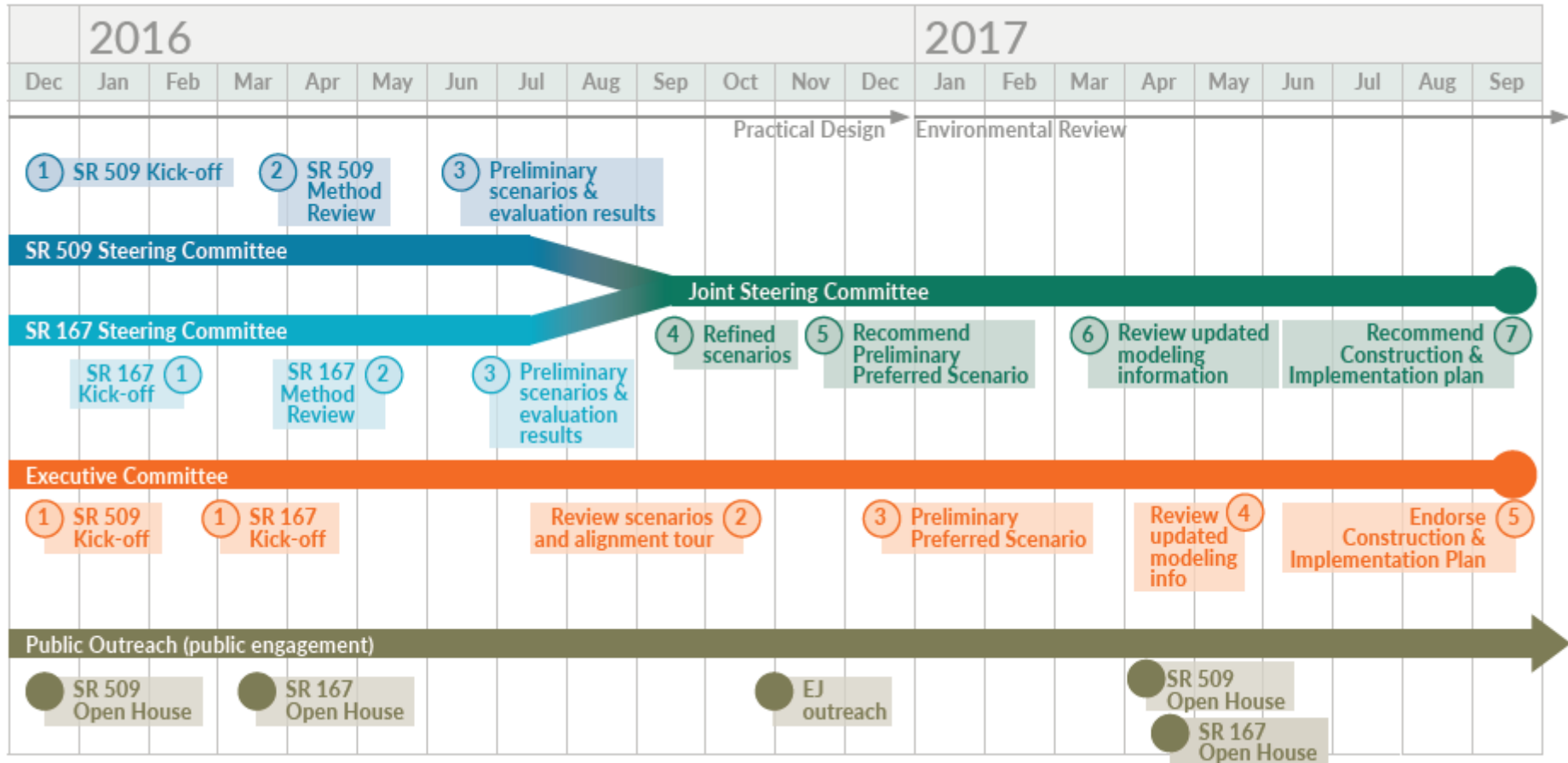
CRAIG J. STONE, PE GATEWAY PROGRAM ADMINISTRATOR
OMAR JEPPEPERSON, PE SR 509 PROJECT MANAGER



Agenda

- Legislative Direction
- Project Scope
- South Access Expressway
- Local Travel Demand
- Tolling
- Next Steps

Program Schedule to Construction and Implementation Plan



Legislative Direction - 2015

*In making budget allocations to the Puget Sound Gateway project, the department shall **implement the project's construction as a single corridor investment.***

*The department shall develop a coordinated corridor **Construction and Implementation Plan for SR 167 and SR 509 in collaboration with affected stakeholders.***

*Specific funding allocations must be based on where and when specific project segments are ready for construction to move forward and investments can be best optimized for timely project completion. Emphasis must be placed on **avoiding gaps in fund expenditures for either project.***

Legislative Direction – 2017 Update

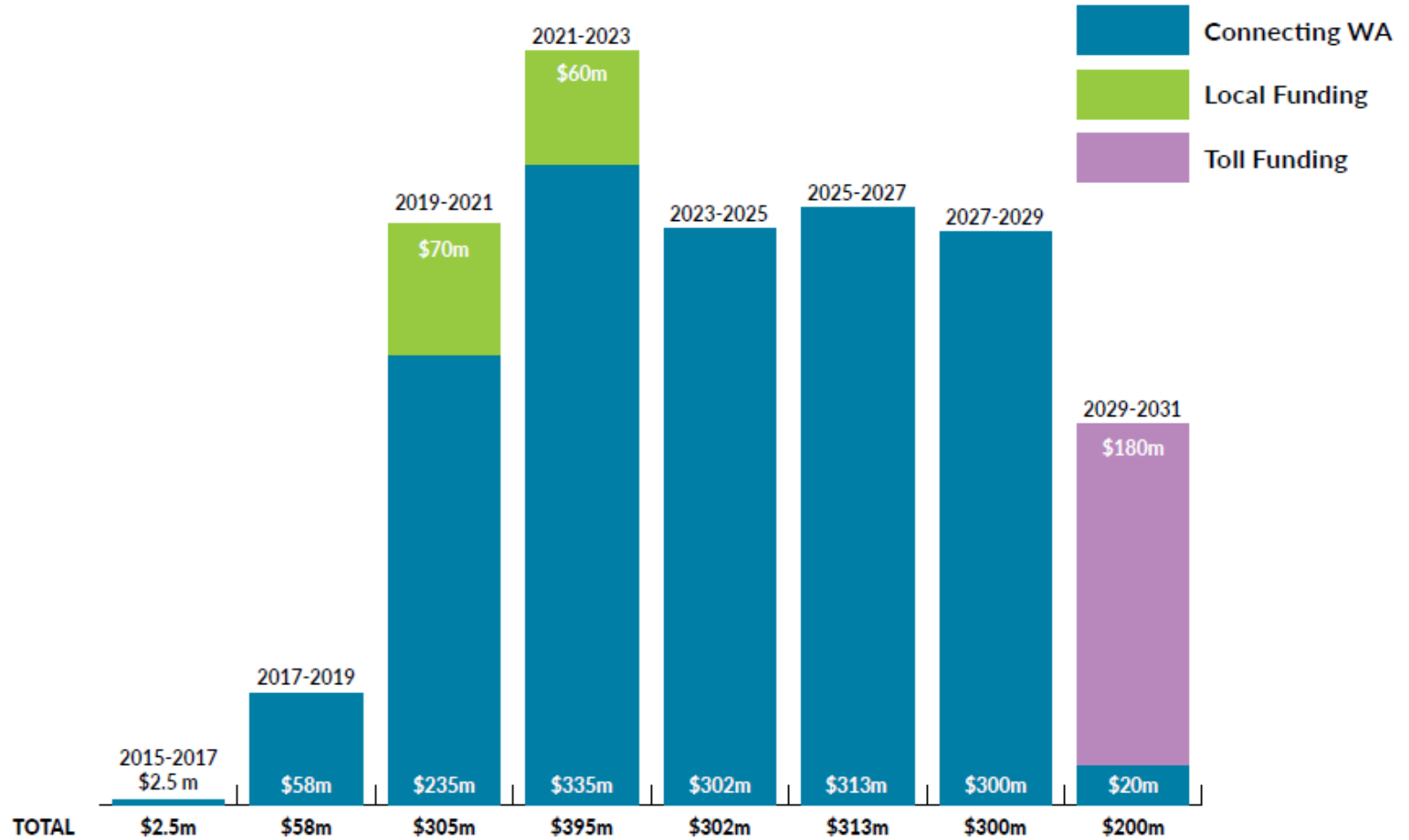
\$93,500,000 of the Connecting Washington account is provided solely for the SR 167/SR 509 Puget Sound Gateway project.

*Any **savings on the project must stay** on the Puget Sound gateway corridor until the project is complete.*



Puget Sound Gateway Funding

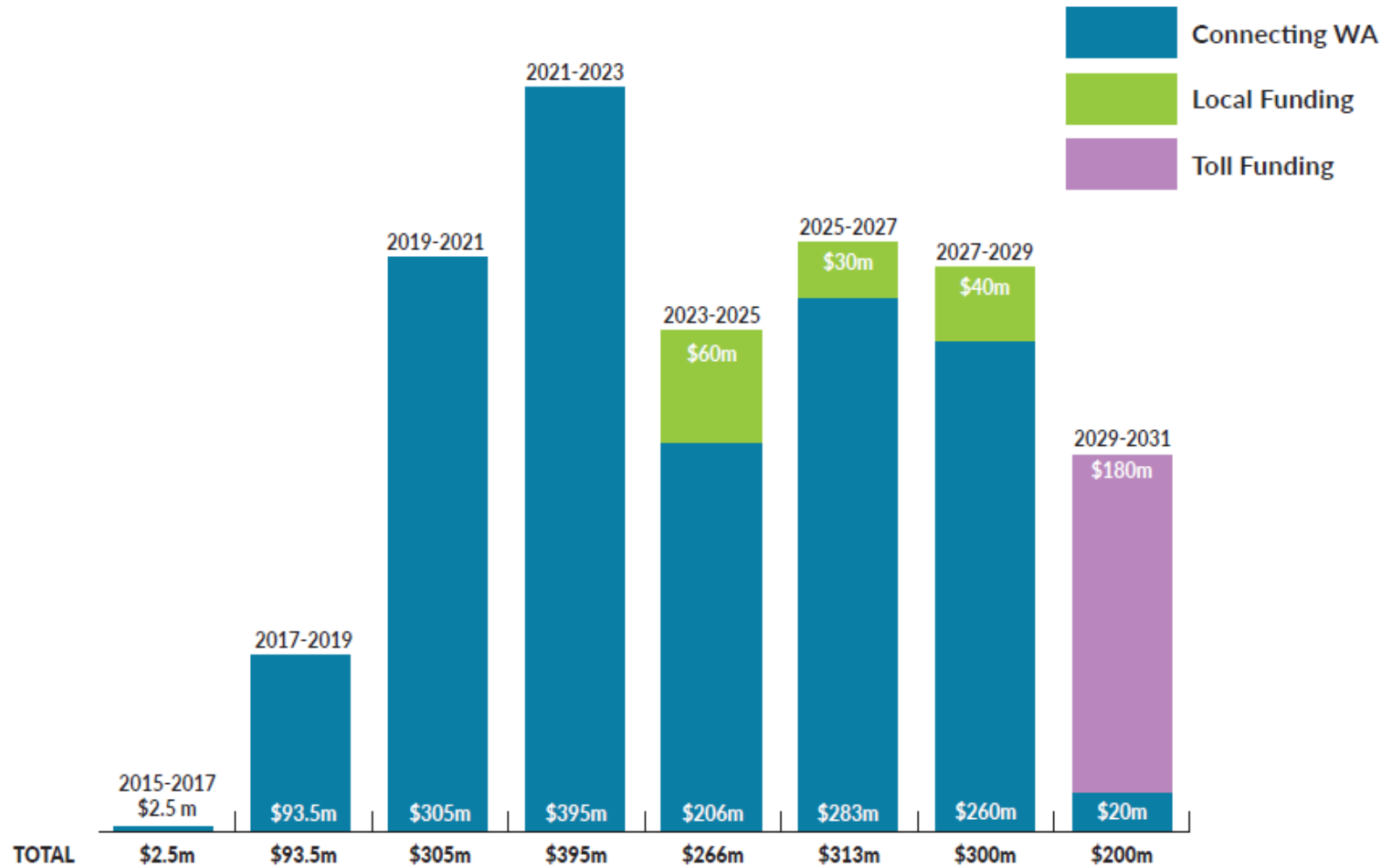
as enacted by the 2015 Legislature





Puget Sound Gateway Funding

as enacted by the 2017 Legislature



Legislative Direction – 2017 Update

*The **secretary of transportation must develop a memorandum of understanding with local project stakeholders** that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by **July 1, 2018**. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.*

*During the course of developing the memorandum of understanding, the department must evaluate the project schedules to **determine if there are any benefits to be gained by moving the project schedule forward**.*



Legislative Direction – 2017 Update

Additionally, the department must consider completing a full single-point urban interchange at the junction of state route number 161 (Meridian avenue) and state route number 167 and a full single-point urban interchange at the junction of state route number 509 and 188th Street.

If the department receives additional funds from an outside source for this project, the funds must be applied toward the completion of these two full single-point urban interchanges.

Legislative Direction: Next Steps

Local Contribution Memorandum of Understanding (MOU)

- Develop subcommittee with north and south project Executive Committee members
- Develop draft MOU by end of year to present during 2018 legislative session
- MOU signed by July 1, 2018

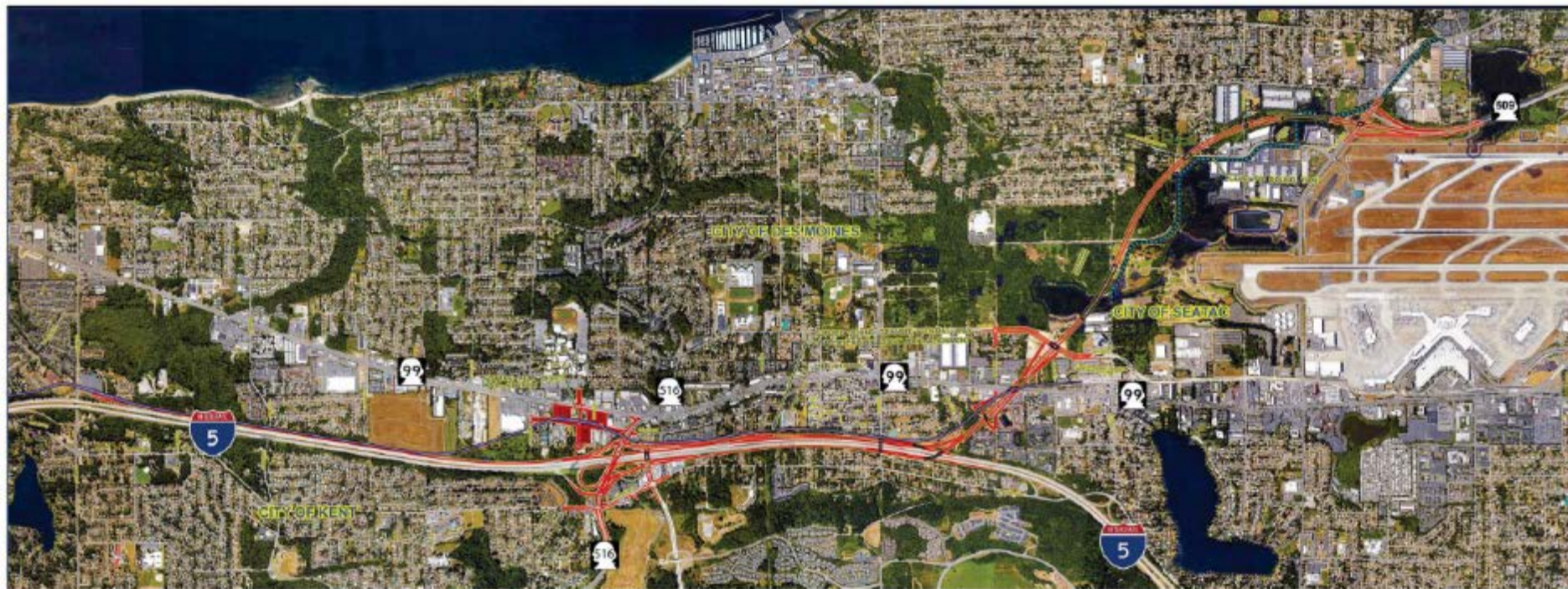
Construction & Implementation Plan

- Will be finalized in conjunction with MOU

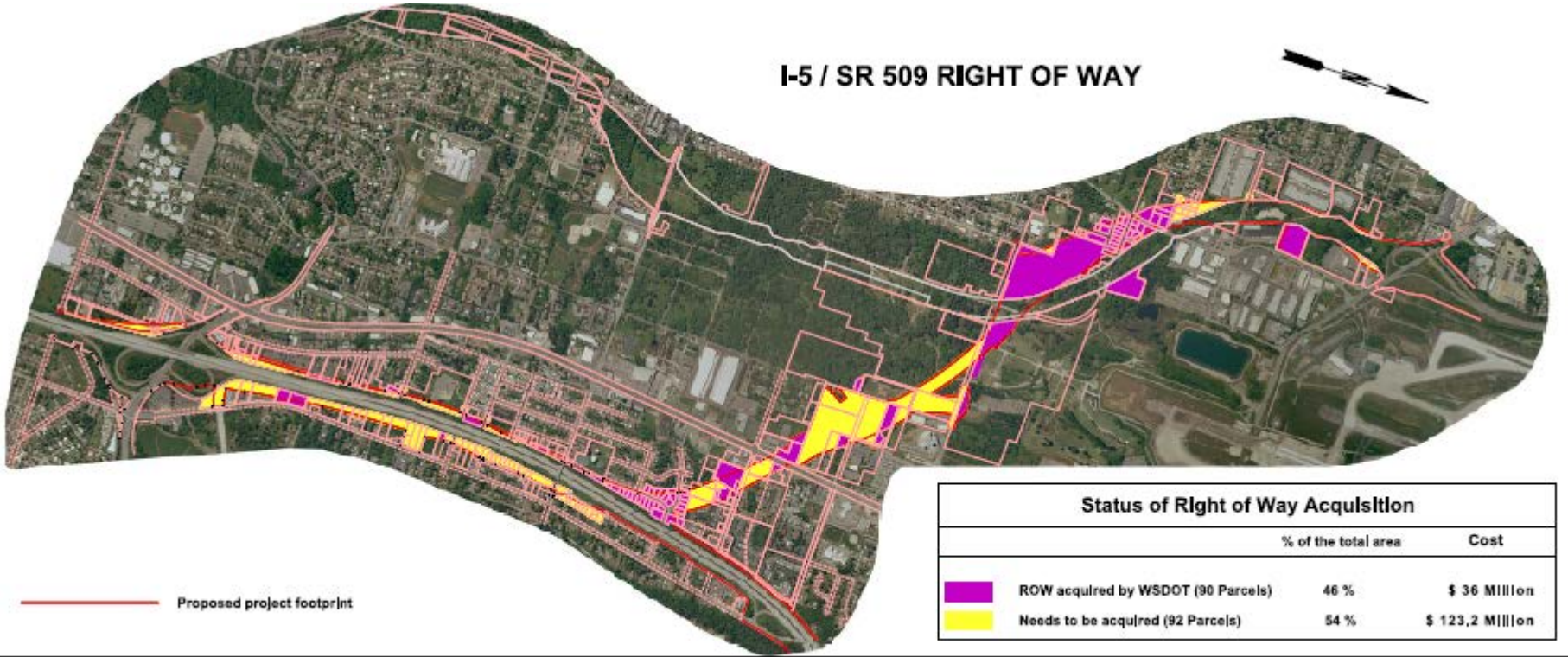
SR 509 Project Scope



Scenario 3A



Right of Way



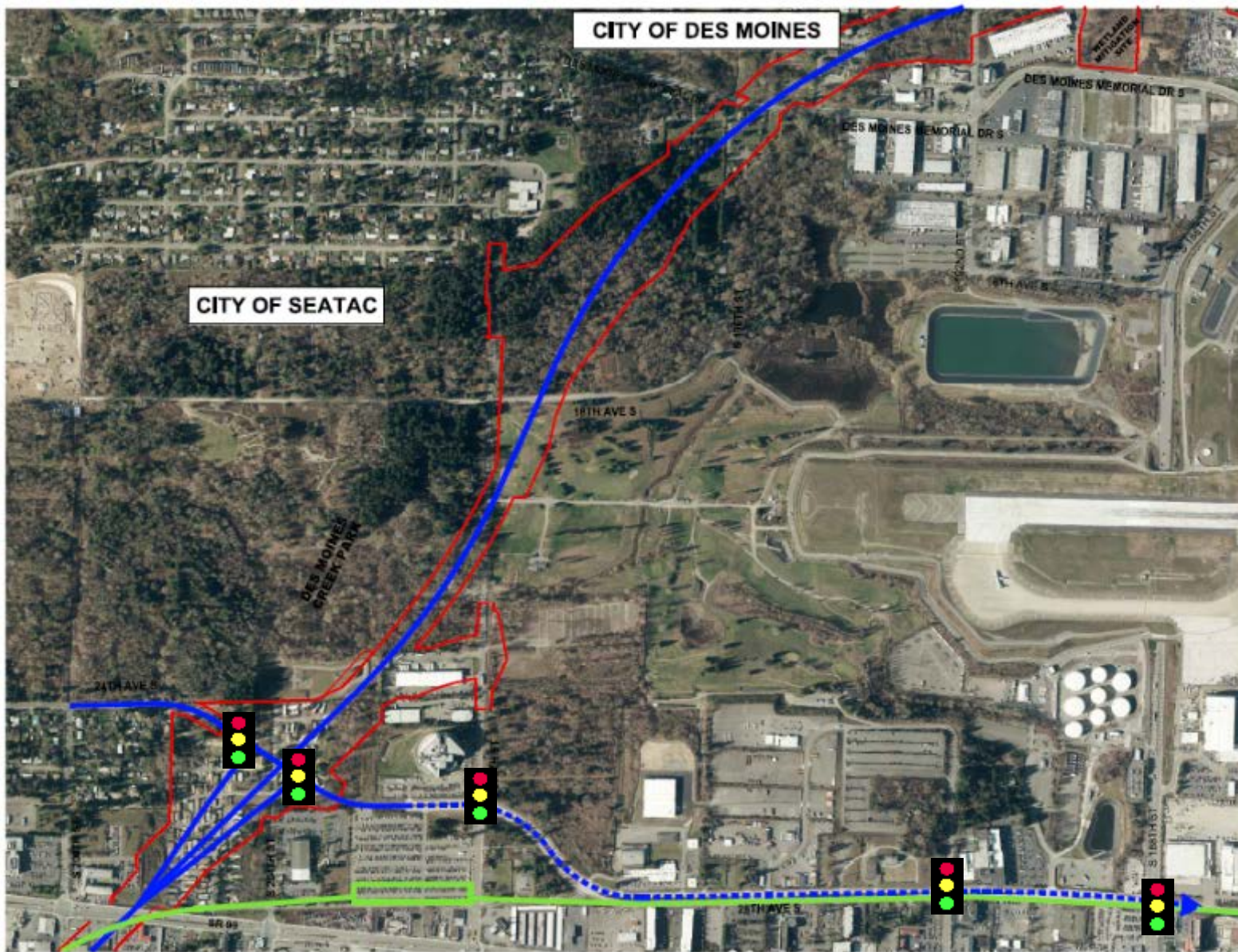


SR 509 Key Takeaways from Steering Committee

- SR 509 operates well as currently designed.
- Substantial travel time savings between regional and manufacturing industrial centers.
- At 188th in 2045 the southbound on and northbound off ramps are not heavily utilized.

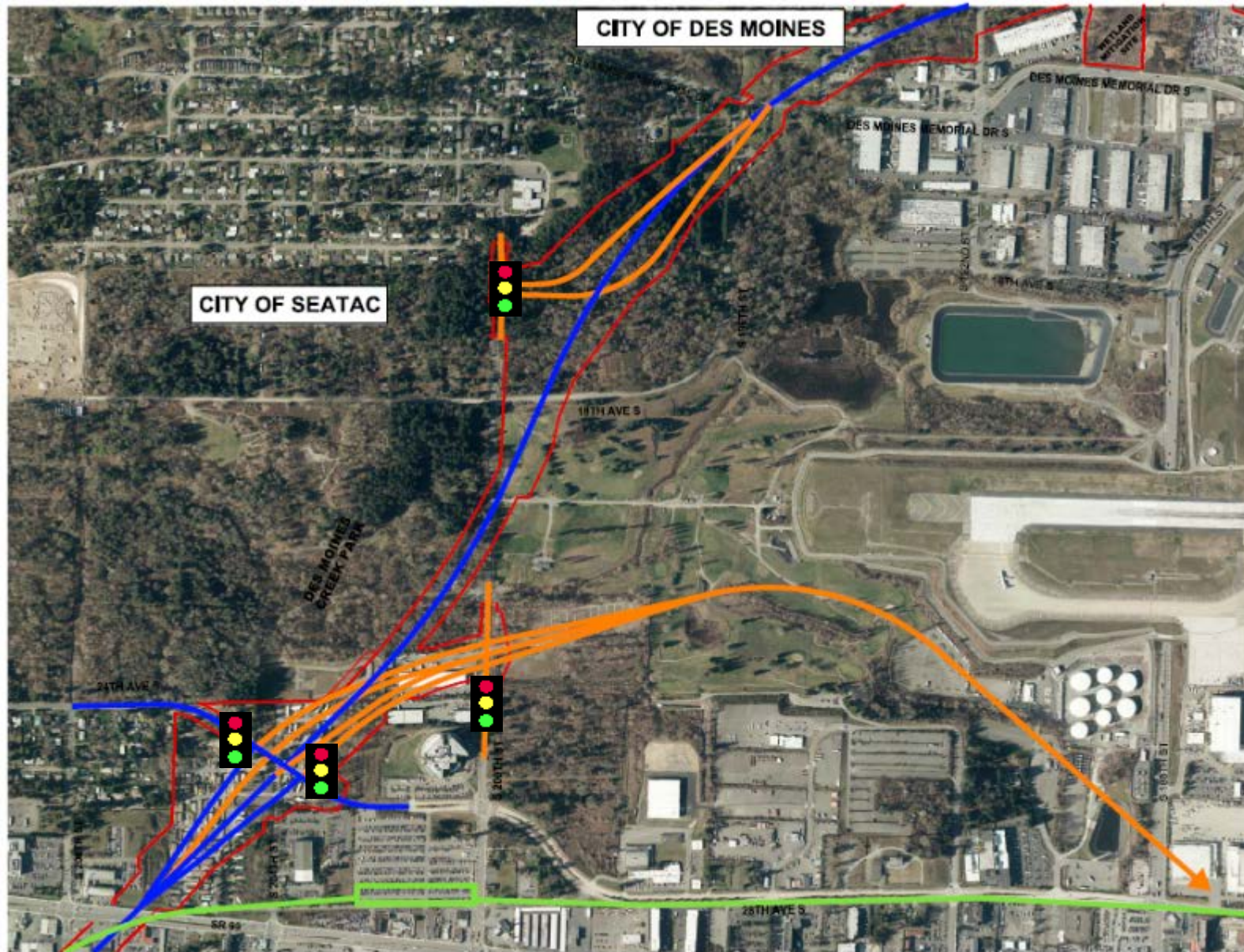
South Airport Expressway

Airport Connection – Phase 1 with Interim Airport Access



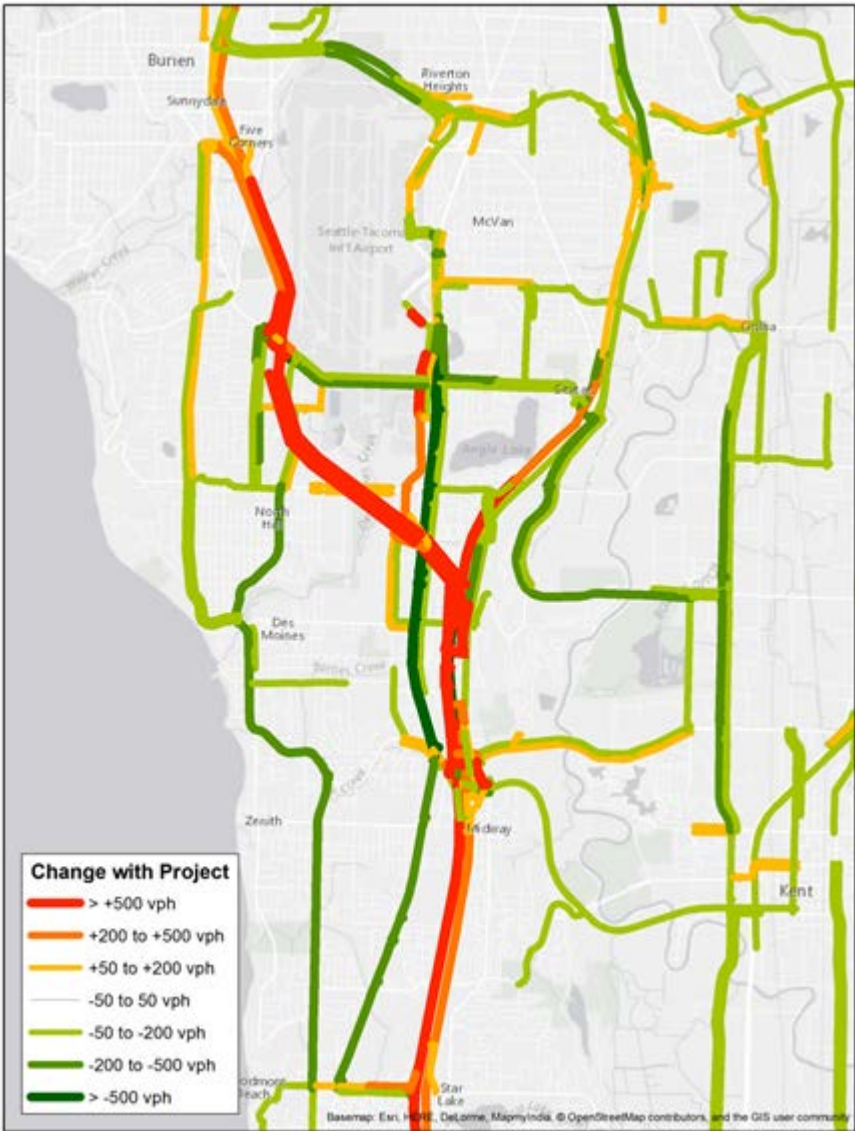


Airport Connection – 2003 EIS with South Access Expressway

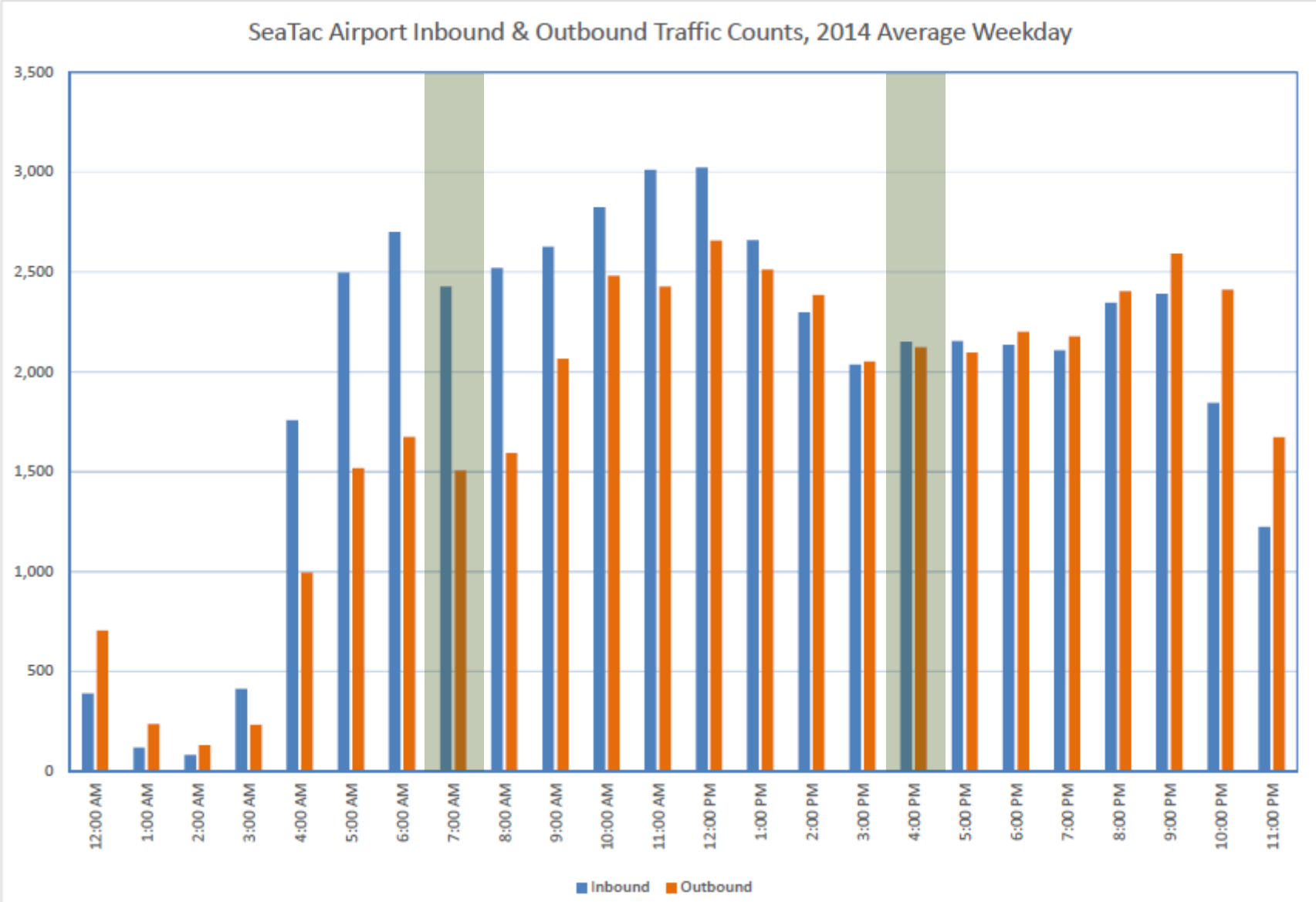


Local Travel Demand

Local Trips: How do things change?



Peak Airport Trips vs. I-5 Peak Periods



Benefits to Ground Transportation

- New south access reduces the heavy demand on the north access expressway
- Peak travel times for the airport are different than I-5 and SR 509 peak travel times
- SR 509 attracts trips from local roads. Traffic demand on surrounding roads should reduce.

Tolling

Tolling Overview

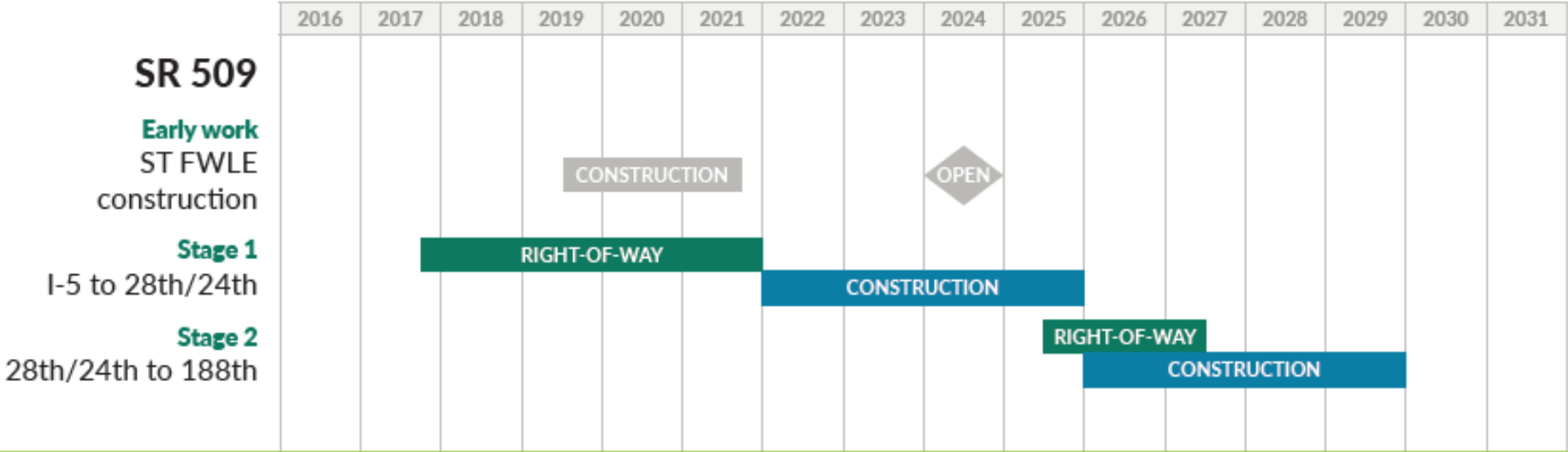
- Legislature directed \$180 million from tolls for SR 509 and SR 167
- Tolls support travel demand and ensure the road functions well for all users
- Toll rates have not been determined
 - Will work with the Washington State Transportation Commission to set rates
- Tolls will collection will operate similar to SR 520



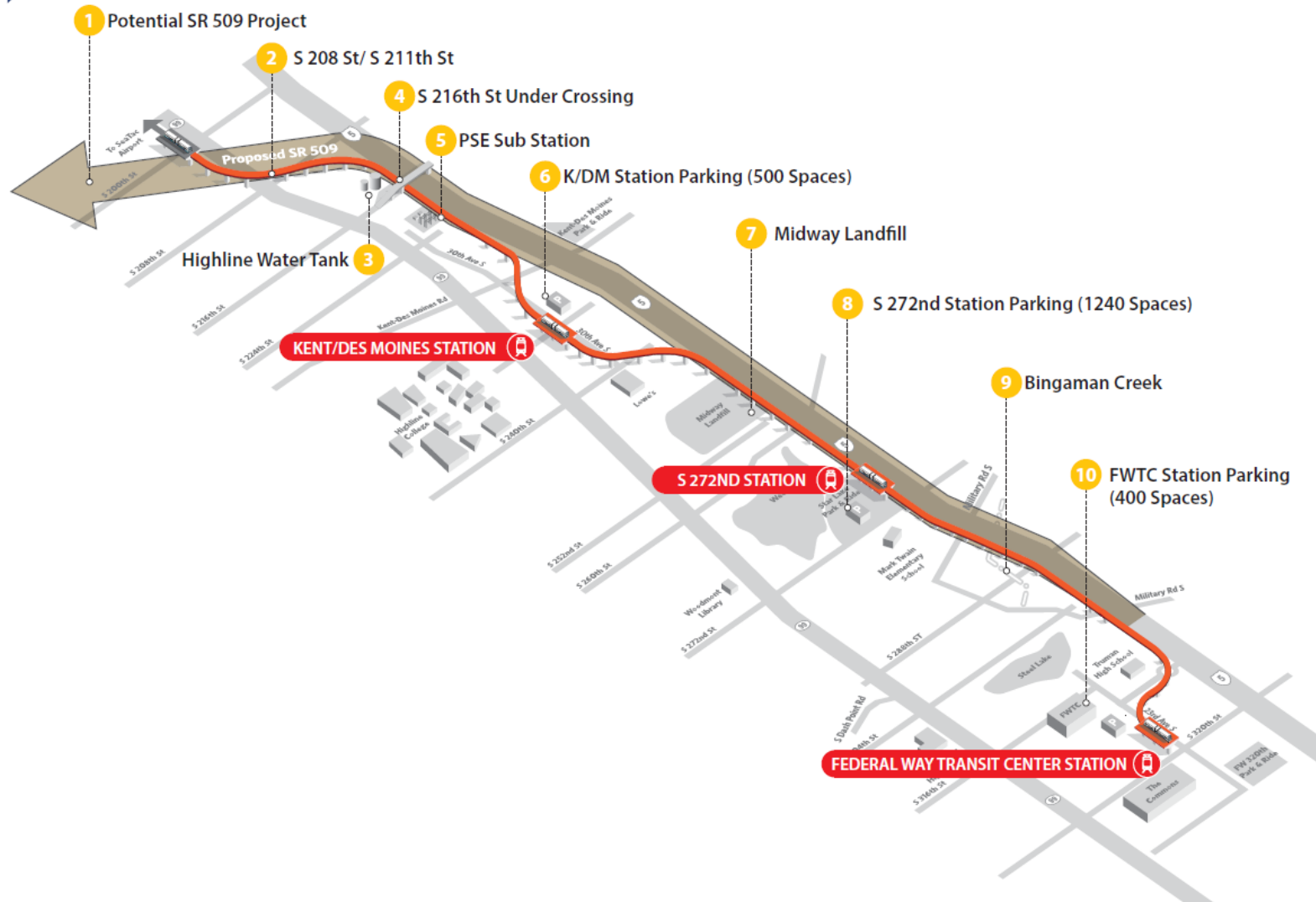
Next Steps



Project Schedule



Next Steps: Sound Transit Coordination Federal Way Link Extension



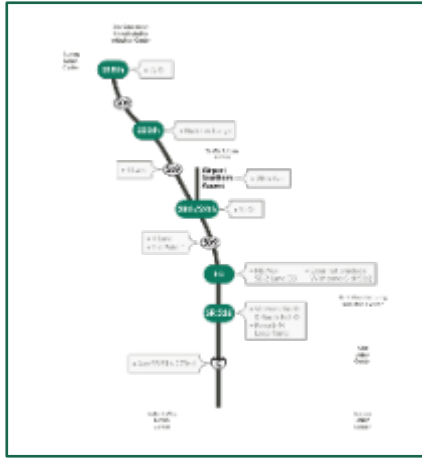
Next Steps:

Sound Transit Coordination

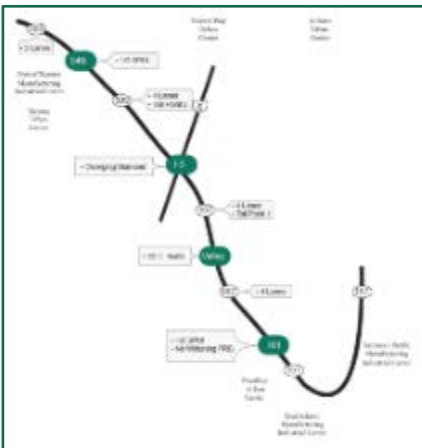
- Continue to coordinate:
 - Right of way acquisition between SR 99 and SR 516
 - Stormwater design
 - Design and construction starting at key interface points:
 - SR 99 crossing
 - Walls in the vicinity of the Highline Water District tanks
 - S 216th St. Bridge
 - Walls near off ramp to SR 516
 - Noise mitigation

Preliminary Preferred Scenario

PHASE 1 (to 2031)



SR 509: 3A
\$923m



SR 167: 2C
\$1,059m

Connect WA
\$1,565m

Toll
\$180m

Local
\$130m

Fed Grant
\$114m

PHASE 2 (future)

Local Access

- Meridian Interchange (west half)
- 188th Interchange (south half)
- 200th Interchange
- Valley Interchange (east half)

I-5

- SR 167 – SR 18 NB auxiliary lane
- 272nd – SR 516 NB auxiliary lane
- SR 516 – SR 509 NB collector/distributor lanes

HOV

- SR 509 HOV (fifth and sixth lanes)
- SR 509 HOV Direct Access Ramps
- SR 167 HOV (fifth and sixth lanes)
- SR 167 HOV Direct Access Ramps

Forward Compatibility (features that could be constructed in Phase 1 that are needed in Phase 2)

- SR 509
- Sea-Tac Airport South Access Expressway
- I-5
- SR 167

More information:

Craig J. Stone, PE

Puget Sound Gateway Program Administrator

(206) 464-1222

stonec@wsdot.wa.gov



June 21, 2017

4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

Steve Rybolt
Aviation Environment and Sustainability Dept.
Port of Seattle
P.O. Box 68727
Seattle, WA 98168

Re: DNS for STIA Concourse D Hardstand Holdroom
Port of Seattle SEPA File Number 17-02

Mr. Rybolt:

Thank you for providing a copy of the June 6, 2017 Determination of Nonsignificance (DNS) issued for the Concourse D Hardstand Holdroom project. City staff has reviewed the checklist and supporting materials and has the following comments:

1. Although the checklist states that the project is “intended to accommodate current passenger levels”, it also notes that “In 2019, it is expected that up to 6,000 bus trips (serving an average of 12 flights per day)....” (Section 2, Air). Twelve flights per day equates to 4,380 flights over the course of a calendar year, which represents a very significant increase over the 288 hardstand operations the checklist indicates occurred in 2016.
2. In spite of what appears to be a 15-fold increase in flights served by 2019, the checklist states that “There will be no additional vehicular trips generated on public roads as a result [of] the completed program” (Section 14.f., Transportation). Please provide the rationale/basis for this conclusion.
3. Section 7 states “The Sustainable Airport Master Plan (SAMP) is addressing future passenger growth and long-term passenger handling facility needs at Sea-Tac Airport. The SAMP environmental review is expected to be completed in early 2019.” Based upon the statistics noted in comments 1 & 2 above, it is clear the Port continues to experience significant growth and continues to incrementally respond to that growth through issuance of DNS documents (i.e., International Arrivals Facility, this project), rather than performing the comprehensive review of environmental impacts that SEPA requires (see WAC 197-11-055). This approach does not allow for adequate analysis of the cumulative impacts of these types of projects and therefore does not identify or provide substantive or meaningful mitigation measures.

Mayor
Michael J. Stiefkes

Deputy Mayor
Pam Fernald

Councilmembers
Rick Forschler
Kathryn Campbell
Peter Kwon
Tony Anderson
Erin Sitterley

City Manager
Joseph Scorcio

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

Thank you for the opportunity to comment. We look forward to reviewing how these issues are addressed in the final SEPA determination.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Pilcher". The signature is fluid and cursive, with a long horizontal stroke at the end.

Steve Pilcher
SEPA Responsible Official
Planning Manager

cc: Joseph Scorcio, City Manager
Jeff Robinson, Community & Economic Development Director
Will Appleton, Public Works Director

SEPA DETERMINATION OF NON-SIGNIFICANCE (DNS) OF PROPOSED ACTION

Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

The Port of Seattle has completed an environmental analysis, including review of pertinent and available environmental information and preparation of a State Environmental Policy Act (SEPA) Checklist for the Concourse D Hardstand Holdroom project.

Description of Proposed Project Action: The Concourse D Hardstand Holdroom will be a dedicated space connected to the terminal where passengers will take a bus to or from an airplane located on the airfield (i.e. hardstand operation) versus entering or exiting a plane through a loading bridge or walkway connected to the terminal. This facility is intended to accommodate current passenger levels, lessen the current high utilization of existing airplane gates, and maintain a high level of service for passengers.

The Concourse D Hardstand Holdroom will be a two story structure with an elevated mezzanine providing access from Concourse D via an existing bridge structure. The holdroom first floor is approximately 25,000 square feet and the mezzanine level is approximately 7,400 square feet. The mezzanine will host a concession space, adjacent waiting and dining areas, concession storage, and electrical, data, and mechanical spaces. There will be six gates, or areas where passengers will enter and exit buses, each sized to accommodate 180 passengers. Site development will include the relocation of the existing Airport Operations Area (AOA) security fence, covered sidewalks at bus lanes, tying utilities to existing infrastructure, and a sloped walkway connecting to the airport terminal.

Passengers will be transported via bus to Hardstand 5, located north of the Concourse D Hardstand Holdroom. The bus routes will use existing vehicle service roads located within the Airport Operating Area (AOA).

Location of Proposed Action: There is no physical address for the site. The project site is located immediately adjacent to Sea-Tac Airport's Airport Operating Area (AOA) and after project completion, will be within the AOA. The Concourse D Hardstand Holdroom will be located directly east of Concourse D, west of the southbound Airport Expressway, and north of the ticketing level of the airport terminal. See attached site map.

Lead Agency: Port of Seattle (SEPA File Number 17-02)

Determination: The Port of Seattle has completed an environmental evaluation including review of the proposed Concourse D Hardstand Holdroom project, including review of pertinent and available environmental information, 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 Port Commission Resolution

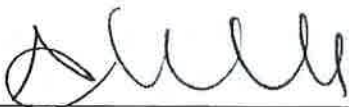
3650, Port of Seattle SEPA Policies and Procedures.

On June 6, 2017 as lead agency, the Port of Seattle determined the proposed project would not have a probable significant adverse impact on the environment. Therefore, an Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). Any action to set aside, enjoin, review, or otherwise challenge such action on the grounds of noncompliance with the provisions of Chapter 43.21C RCW (State Environmental Policy Act) shall be commenced within 21 days from the date of last newspaper publication of the notice or be barred. Port Commission Resolution 3650 contains the procedures for appealing a SEPA decision of the Port of Seattle.

Supporting Information: Information used to reach this determination and applicable State laws and Port of Seattle polices, regulations, and procedures are available for public review at the Port of Seattle, Pier 69, Environment and Sustainability Department, Third Floor, 2711 Alaskan Way, Seattle or Sea-Tac Airport, Environment and Sustainability Department, Fifth Floor, 17801 Pacific Highway South, Seattle, WA 98158. The document is also available for review online at <http://www.portseattle.org/Environmental/Environmental-Documents/SEPA-NEPA/Pages/default.aspx>.

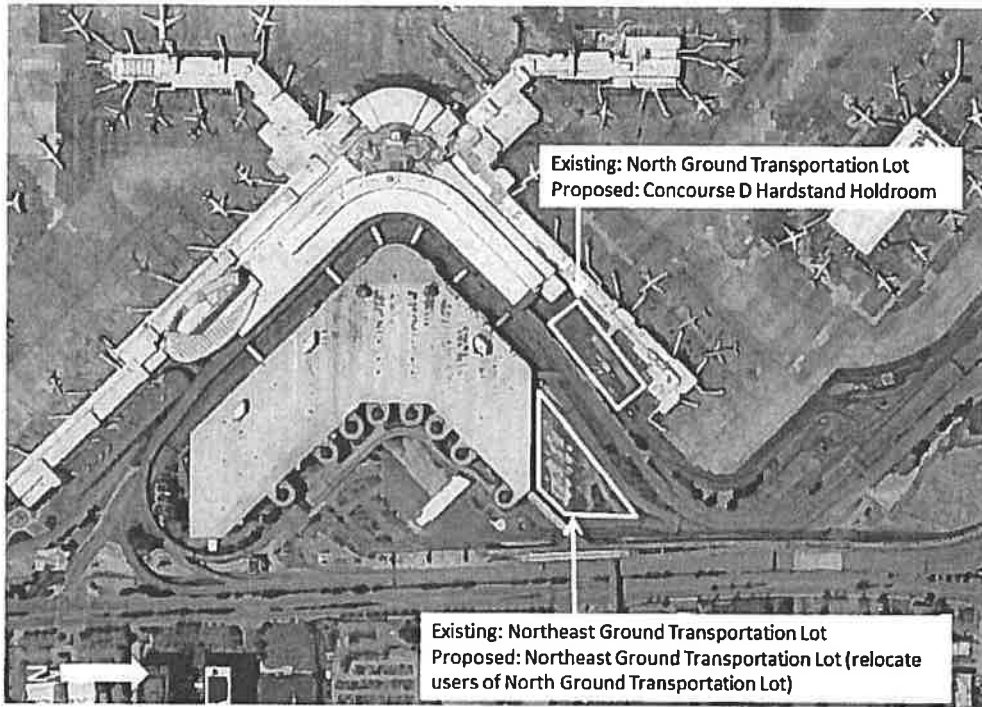
Public and Agency Comment: No action will be taken on the proposed project until after the 14-day public comment period expires on 4:00 PM on June 21, 2017, after which the port will (1) formally adopt this Determination of Non-Significance; (2) clarify or review the proposal; or (3) complete additional environmental analyses, as appropriate. The Port will accept public and agency comments until 4:00 PM on June 21, 2017. Please refer any questions relating to this determination or to the proposed actions to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability Department, P.O. Box 68727, Seattle, Washington 98168. Telephone 206.787.5527. Email Rybolt.S@portseattle.org or the Port of Seattle electronic mail Internet address at SEPA.p@portseattle.org. Include your mailing address when submitting comments to the electronic Internet address.

Appeals: This SEPA DNS determination may be appealed by filing a writ of review in King County Superior Court within twenty-one (21) days of the date the Port formally adopts this determination pursuant to Port of Seattle Resolution No. 3650 and RCW 43.21C.080. Any appeal of the SEPA DNS must also satisfy the requirements of RCW 43.21C.075.



Arlyn Purcell
Director, Aviation Environment and Sustainability Department
June 6, 2017

SITE MAP



ENVIRONMENTAL CHECKLIST

Seattle-Tacoma International Airport (Sea-Tac Airport)

Concourse D Hardstand Holdroom

A. BACKGROUND

1. Name of proposed project, if applicable:

Concourse D Hardstand Holdroom

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 Program Manager

Telephone/Email: (206) 787-5527, Rybolt.S@portseattle.org

4. Date checklist prepared: June 6, 2017

5. Agency requesting checklist: Port of Seattle – SEPA File Number 17-02

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

The Concourse D Hardstand Holdroom construction is anticipated to begin in August 2017 and the facility is expected to be operational by June 2018.

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

Hardstand operations.* Sea-Tac Airport has recently experienced rapid growth in both passengers and aircraft operations. This growth is maximizing the use of existing terminal holdrooms and gate capacity. In 2016, Sea-Tac Airport conducted 288 hardstand operations to accommodate current passenger volumes and maintain a high passenger level of service; this proposal would extend that concept. If growth continues, additional hardstand operations are expected. However, no additional holdrooms are anticipated at this time beyond the Concourse D Hardstand Holdroom to accommodate these potential additional operations. The Sustainable Airport Master Plan (SAMP) is addressing future passenger growth and long-term passenger handling facility needs at Sea-Tac Airport. The SAMP environmental review is expected to be completed in early 2019.

Relocated North Ground Transportation Lot. The Concourse D Hardstand Holdroom will displace the North Ground Transportation Lot. This lot is used seasonally for cruise ship passengers flying in and out of Sea-Tac Airport. The North Ground Transportation Lot will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the Sea-Tac Airport's parking garage. See Appendix A.

*A hardstand operation is paved area where planes are parked and passengers are bused to these areas from the airport terminal, or vice versa.

POS SEPA No. 17-02

June 6, 2017

Concourse D Hardstand Holdroom

Page 1 of 22

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

Federal Aviation Administration (FAA) National Environmental Policy Act (NEPA)
Categorical Exclusion (2/10/2017) – Concourse D Hardstand Holdroom

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

No, there are no known pending governmental approvals or other proposals directly affecting the property covered by the proposal.

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

Port of Seattle Building Permit

Spill Prevention and Control and Countermeasures (SPCC) shall be prepared as required under 40 CFR 112. A Stormwater Site Plan will be prepared in compliance with the Airport's NPDES permit.

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.)

Background. Over the past few years, Sea-Tac Airport has experienced rapid growth in both passengers and aircraft operations. This growth is maximizing (1) the use of existing terminal holdrooms, decreasing customer service; and airplane gate capacity, (2) causing airplanes to wait on the airfield ramp area longer until a gate becomes available. Additionally, the North Satellite (NSAT) Terminal Expansion Project (Port of Seattle SEPA File Number 15-01) and the International Arrival Facility (IAF; Port of Seattle SEPA File Number 15-07) have, and will, take gates out of service during construction placing additional strain on gate availability. In 2016, Sea-Tac Airport did 288 hardstand operations, mostly for domestic flights. Current estimates and near-term forecasts of gate capacity and demand show continued and increasing gate short falls.

The Concourse D Hardstand Holdroom will be a dedicated space connected to the terminal where passengers will take a bus to or from an airplane located on the airfield (i.e. hardstand operation) versus entering or exiting a plane through a loading bridge or walkway connected to the terminal. This facility is intended to accommodate current passenger levels, lessen the current high utilization of existing airplane gates, and maintain a high level of service for passengers.

The Concourse D Hardstand Holdroom will be a two story structure with an elevated mezzanine providing access from Concourse D via an existing bridge structure. The holdroom first floor is approximately 25,000 square feet and the mezzanine level is approximately 7,400 square feet. The mezzanine will host a concession space, adjacent waiting and dining areas, concession storage, and electrical, data, and mechanical spaces. There will be six gates, or areas where passengers will enter and exit buses, each sized to accommodate 180 passengers. Site development will include the relocation of the existing Airport Operations Area (AOA) security fence, covered sidewalks at bus lanes, tying utilities to existing infrastructure, and a sloped

walkway connecting to the airport terminal.

Passengers will be transported via bus to Hardstand 5, located north of the Concourse D Hardstand Holdroom. The bus routes will use existing vehicle service roads located within the Airport Operating Area (AOA). See Appendix B.

Existing Conditions. The project will be located on a previously developed site. The site is currently known as the North Ground Transportation Lot. This lot is used seasonally for cruise ship passengers that fly in and out of Sea-Tac Airport. The North Ground Transportation Lot will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the airport's parking garage. No additional improvements are needed at the Northeast Ground Transportation Lot to accommodate seasonal cruise ship passenger bus operations. See Appendix A.

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.

There is no physical address for the site. The project site is located immediately adjacent to Sea-Tac Airport's Airport Operating Area (AOA) and after project completion, will be within the AOA. The Concourse D Hardstand Holdroom will be located directly east of Concourse D, west of the southbound Airport Expressway, and north of the ticketing level of the airport terminal. See Appendix A.

Latitude: 47.45

Longitude: -122.30

Section 28, Township 23 North, Range 04 East

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 project site area is flat with a slope of less than 1 percent.

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.

Underlying soil consists of pre-existing glacial till (i.e. Vashon till) or imported sand, gravel, and pre-existing fill 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.

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.

Minimal grading will be necessary to complete the project. Approximately 4,200 cubic yards of dirt will be used to establish the necessary grade for the facility. Source of fill is unknown at this time; however, it will be procured from an approved facility per project requirements for structural stability and no contamination.

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

The potential exists for erosion to occur during construction; however, erosion and sediment control best management practices will be implemented to minimize that potential per the project's stormwater pollution prevention plan.

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

The existing site, the North Ground Transportation Lot, is 98 percent impervious surface. The current planting strip (~2,000 square feet) along the east side of the facility along the Departures Drive will be asphalt paved, making the site 100 percent impervious.

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 at the site. This is a requirement of the Port of Seattle's Master Specifications.

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.

Minimal emissions will be generated during construction resulting from construction vehicles, equipment, and workers traveling to and from the site. Construction activities would result in short-term, construction-related air emissions such as dust and vehicle exhaust. These short-term impacts will be minimized to the best extent practical (ex. water trucks to suppress dust and the use of new equipment).

During operations, buses used to transport passengers to and from Concourse D Hardstand Holdroom to Hardstand 5 will be diesel fueled. In 2019, it is expected that up to 6,000 bus trips (serving an average of 12 flights per day) could result in the following potential vehicle emissions:

Oxides of Nitrogen (NO _x):	0.25 tons/year
Carbon Monoxide (CO):	0.31 tons/year
Particulate Matter (PM):	0.018 tons/year

Embodied emissions from the facility's energy use will be minimal and thus were not calculated.

See Section 8.1 and Appendix C, "Greenhouse Gas Emissions Worksheet Supplemental Information for SEPA Environmental Checklist," for additional information.

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:

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

Buses will meet EPA Tier III emission standards.

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 project 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 program 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 site 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 program 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 nor will water be discharged to ground water for this program.

- 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 to Sea-Tac Airport's industrial wastewater system and is treated in the airport's Industrial Wastewater Treatment Plant. Upon project completion, the roof of the Concourse D Hardstand Holdroom will drain to the airport's storm drainage system. Outside the roof, the site will continue to drain to the industrial wastewater system.

Water treated in the airport's Industrial Wastewater Treatment Plant is discharged to Puget Sound via the Midway Sewer District outfall pipe or is sent to King County's South Treatment Plant.

Stormwater from the Concourse D Hardstand Holdroom roof will flow via existing catch basins and pipes to a detention pond located just south of South 188th Street near the Fuel Tank Farm. This pond discharges to a treatment facility along the south end and flows to the East branch of Des Moines Creek then to Puget Sound. **Low impact development (LID) feasibility will be evaluated per land use development requirements specified in the Department of Ecology's Stormwater Management Manual for Western Washington.** LID opportunities may include water conveyed from the facility's roof.

Storm drain system and discharges are subject to Sea-Tac Airport's NPDES permit (#WA-0024651).

- 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 program does not alter or otherwise affect drainage patterns in the vicinity of the site. The additional impervious surface water is minor and is not anticipated to affect drainage patterns.

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 Construction Stormwater General Permit and an associated Stormwater Pollution Prevention Plan (SWPPP).

4. Plants

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

- deciduous tree: alder, maple, aspen, other: madrone, poplar, cottonwood, cherry, locust,
ash, birch
- evergreen tree: fir, cedar, pine, other: hemlock
- 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?

Existing landscaping is anticipated to be removed or altered as a result of the relocation of the Airport Operating Area fence. Trees that are within five feet of the Airport Operating Area fence will be removed or trimmed to meet security requirements. This will include 6 birch trees, 3 hemlock trees, and shrubs immediately east of the facility, immediately adjacent the Departures Drive.

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

No threatened or endangered plant species are known to be on or near the site.

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

Existing landscaping adjacent to the facility site and relocated Airport Operating Area fence will be maintained to the best extent practical. Landscaping will be included in the perimeter of the building (i.e. native grasses).

Where impacts occur to existing landscaping, vegetation will be replaced per requirements of the City of SeaTac/Sea-Tac International Airport Interlocal Agreement and Sea-Tac International Airport Landscape Design Standards. It is anticipated that security-compatible landscaping will be placed in lieu of any impacted landscaping (ex. shrubs, tall grasses, etc.), albeit at a specified distance from the Airport Operating Area security fence.

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: hawk, heron, eagle, songbirds, other: starlings, crows, gulls, pigeons, woodpecker, hummingbird, jay, swallow

Mammals: deer, bear, elk, beaver other: rodents, raccoon, opossum, weasel

Reptiles: Snake

Amphibian: Frog, salamander

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 Sea-Tac Airport properties.

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

Sea-Tac 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.

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

There are no known invasive animal species known to exist at or near 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 Concourse D Hardstand Holdroom will use electricity to serve mechanical and electrical systems. The facility will also be served by the airport's central mechanical plant, located under the main terminal/parking garage, for heating and cooling.

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

The project is not expected to affect the potential use of solar energy on 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 project, energy conservation will be sought by using a high performance mechanical system, enhanced thermal envelope, lighting power efficiencies (i.e. internal and external), and maximizing daylighting.

The facility will meet all current Washington State energy code requirements.

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.**

There are no known environmental health hazards, including exposure to toxic chemicals. There is no risk of fire and explosion, spill, or hazardous waste that could occur as a result of the proposal.

Buses will be fueled by a small tanker truck operated by the Sea-Tac Airport fuel consortium. Refueling will only occur within areas designated within the Industrial Wastewater System (IWS).

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

There are no known contaminated soils at the site. Plans will be in place to handle contaminated soil if encountered during program 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 no known hazardous chemicals or conditions that might affect the program. If contaminated chemicals or conditions are encountered that might affect the program, plans will be in place to handle hazardous chemicals or conditions when and if they are encountered. During construction, 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.

It is anticipated that lubricants, sealants, glues, and fuels will be used during construction. Lubricants and fuel will be used during operations and maintenance of the project upon completion. All toxic or hazardous chemicals will be stored in compliance with all applicable regulations.

4) Describe special emergency services that might be required.

No special emergency services are expected as a result of implementing the program. 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 no known environmental health hazards that have been identified. If encountered, local, state, and federal regulations regarding safety and handling of hazardous materials will be followed and 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 are anticipated to begin in August 2017 and be completed in June 2018. Construction is anticipated to occur during business hours and adhere to City of SeaTac Municipal Code requirements.

Long-term noise is not anticipated as a result of the project, because the project will not increase aircraft operations. This facility, after completion, will be part of the existing 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.

Long-term noise mitigation measures are not proposed because the project will not change existing land 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 site is used seasonally for cruise ship passengers flying in and out of Sea-Tac Airport, known as the North Ground Transportation Lot. These activities will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the airport's parking garage.

North and west of the proposed facility is the airport's main terminal, i.e. Concourse D. East and south of the proposed facility is the airport's Northeast Ground Transportation Lot, Departures Drive, Arrivals Drive, and the Sea-Tac Airport's Parking garage. See Appendix A.

The proposal will not affect the current land uses 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 non-forest use?

The project site is not used as working farmlands or forestlands.

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 forestlands near the project site.

c. Describe any structures on the site.

Currently, there are no structures on this site. Sea-Tac Airport's main terminal is comprised of four concourses and two satellite terminals. This project will be connected to the main terminal along Concourse D. Sea-Tac Airport's parking garage is located adjacent to the project site.

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

There are no permanent structures located on site. A seasonal cruise operations tent will be removed.

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

The site is designated with the City of SeaTac as Aviation Operations (AVO).

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

The current comprehensive plan designation by the City of SeaTac is Airport.

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 a critical area by the city or county.

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

It is anticipated that the two new concessions spaces within the project will employ 20 full time employees. It is anticipated that airline employees will be relocated from existing areas within Sea-Tac Airport's terminal.

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

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

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

There will be no persons displaced as a result of this program, therefore no measures are necessary.

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 forestlands.

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 program.

- 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 program.

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

There will be no housing impacts as a result of this program. 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 Concourse D Hardstand Holdroom will be the only structure on site. The tallest point of the structure will be approximately 32 feet. The facility's exterior will primarily be metal and glass.

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

No views in the immediate vicinity of the project are expected to 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?**

Lighting will be included in the project to illuminate the site, primarily during evening hours. Glare may occur from exterior glazing during daylight hours.

- 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.

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

There are no known existing off-site sources of light or glare that may affect the project proposal.

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

Downward lighting is proposed to minimize light impacts. Painted metal paneling is proposed to minimize 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.

- 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:

No impacts to recreation, including recreation opportunities, are anticipated.

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.

This project will not affect any buildings, structures, or historic sites.

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.

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 is currently developed. Investigations during the original and adjacent site construction (see Question 13.b) did not identify any potential for impacts to cultural or historic resources at or near the project 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.

No known historic properties or cultural resources are within the project area, therefore no measures to avoid or minimize impacts are anticipated.

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.

The Concourse D Hardstand Holdroom would be located within the airport's security fence, located west of Air Cargo Road, Departures Drive, Arrivals Drive, International Boulevard (State Route 99), and immediately west of South 176th Street. No public vehicle access will be allowed

to the site. Passenger vehicles will continue to 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, with the project, is anticipated to remain unchanged.

During construction, the primary construction access route ingress/egress will be via State Route 518, exiting south on State Route 99, then south on International Boulevard, west on 160th Street, and south on Air Cargo road to Gate E-100. Secondary construction access ingress/egress will be via State Route State Route 518, exiting south on State Route 99, then south on International Boulevard, west on 154th Street, and south on Air Cargo road to Gate E-100.

See Section 14.h and Appendix A 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 and southeast.

- 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 seven additional bus parking spaces created by the project. In total, 14 spaces will be available for bus parking at the Concourse D Hardstand Holdroom. Bus parking is available at the existing Northeast Ground Transportation Lot for the displaced seasonal cruise operations.

- 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 program 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 on public roads as a result the completed program.

Construction would result in a temporary increase in traffic volumes during business hours due to workers and equipment traveling to/from the project site. This includes:

- ~ 45 large truck trips to haul demolition materials ~7,500 cubic yards asphalt and soils
- ~ 330 large truck trips to deliver import materials (ex. fill, facility materials and equipment, etc.)

Infill of the site is anticipated to generate the largest concentrated vehicle traffic, 240 trucks during a two-week period that is anticipated in quarter four 2017.

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 site access routes will be via Air Cargo Road with ingress and egress via State Route 509 and State Route 518, using Sea-Tac Airport roadways as much as possible.

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 are 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: stormwater

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.

No new utilities are proposed for the project; existing utilities will be used.

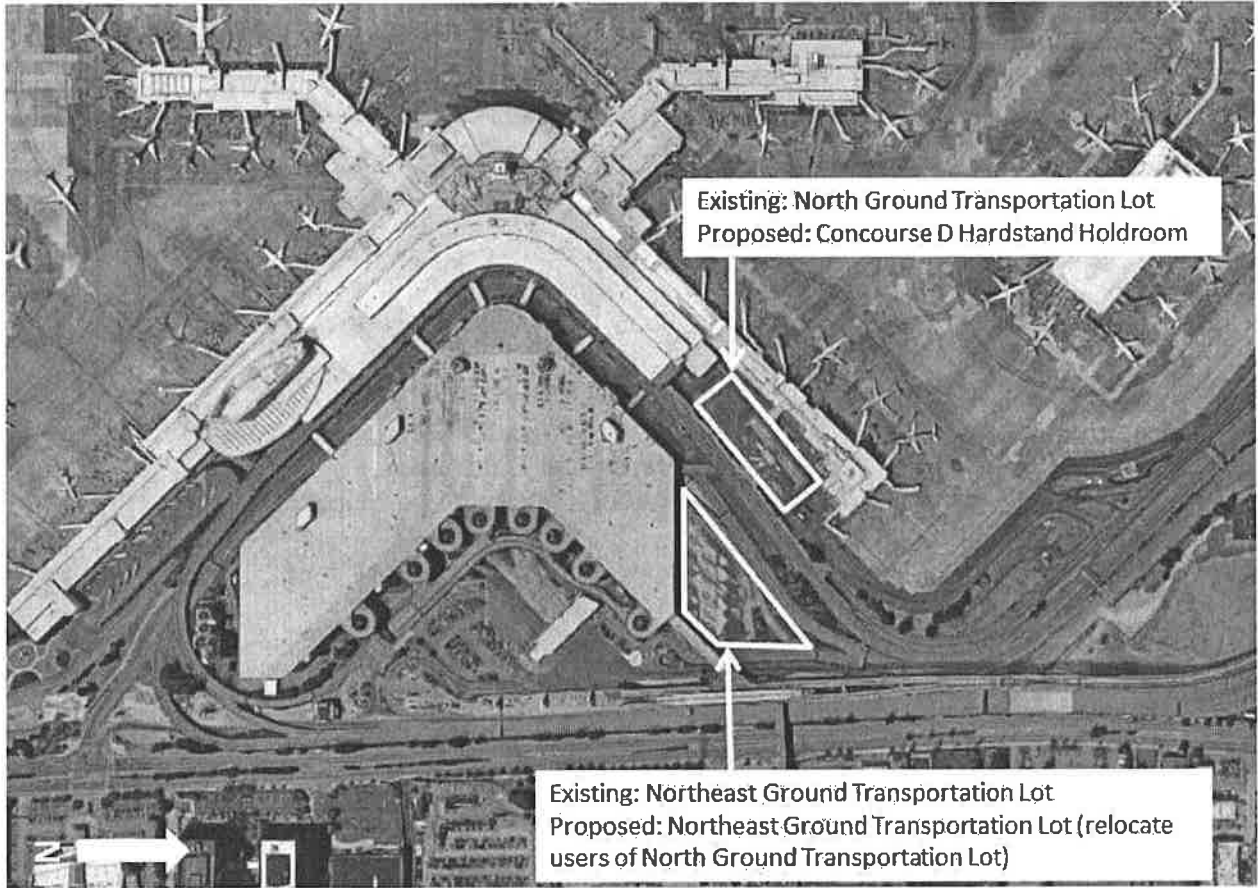
C. SIGNATURE

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: Steven Rybolt
Position /Organization Environmental Programs Manager/Port of Seattle
Date Submitted: June 6, 2017

APPENDIX A

Site Map



APPENDIX B

**Concourse D Hardstand Holdroom
Airport Operating Area (AOB) Bus Route (anticipated)**



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	CO ₂ = 12,252 kg/year CH ₄ = 0.038 kg/year N ₂ O = 0.0048 kg/year	No measures are proposed to reduce these emissions.
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	See Section 14.f	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	

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?
Employee Commute	Not Applicable	Not Applicable	
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	

¹Calculated 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.

FINAL SEPA DETERMINATION OF NON-SIGNIFICANCE (DNS) OF PROPOSED ACTION

Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

The Port of Seattle (Port) has completed an environmental analysis, including review of pertinent and available environmental information and preparation of a State Environmental Policy Act (SEPA) Checklist for the Concourse D Hardstand Holdroom project.

Description of Proposed Project Action: The Concourse D Hardstand Holdroom will be a dedicated space connected to the terminal where passengers will take a bus to or from an airplane located on the airfield (i.e. hardstand operation) versus entering or exiting a plane through a loading bridge or walkway connected to the terminal. This facility is intended to accommodate current passenger levels, lessen the current high utilization of existing airplane gates, and maintain a high level of service for passengers.

The Concourse D Hardstand Holdroom will be a two story structure with an elevated mezzanine providing access from Concourse D via an existing bridge structure. The holdroom first floor is approximately 25,000 square feet and the mezzanine level is approximately 7,400 square feet. The mezzanine will host a concession space, adjacent waiting and dining areas, concession storage, and electrical, data, and mechanical spaces. There will be six gates, or areas where passengers will enter and exit buses, each sized to accommodate 180 passengers. Site development will include the relocation of the existing Airport Operations Area (AOA) security fence, covered sidewalks at bus lanes, tying utilities to existing infrastructure, and a sloped walkway connecting to the airport terminal.

Passengers will be transported via bus to Hardstand 5, located north of the Concourse D Hardstand Holdroom. The bus routes will use existing vehicle service roads located within the Airport Operating Area (AOA).

Location of Proposed Action: There is no physical address for the site. The project site is located immediately adjacent to Sea-Tac Airport's Airport Operating Area (AOA) and after project completion, will be within the AOA. The Concourse D Hardstand Holdroom will be located directly east of Concourse D, west of the southbound Airport Expressway, and north of the ticketing level of the airport terminal. See attached site map – Appendix A.

Lead Agency: Port of Seattle (SEPA File Number 17-04)

Determination: The Port of Seattle completed an environmental evaluation including review of pertinent environmental information, following the provisions of the Washington State


POS SEPA No. 17-04
Concourse D Hardstand Holdroom
July 7, 2017
Page 2 of 6

Environmental Policy Act (SEPA) under Chapter 43.21C, Revised Code of Washington (RCW), Chapter 197-11, Washington Administrative Code (WAC), and Port of Seattle Commission Resolution No. 3650, and Port of Seattle SEPA Policies and Procedures. The Port of Seattle's SEPA determination concludes that environmental impacts of the proposal are not significant.

Supporting Information: Information used to reach this determination and applicable State laws and Port of Seattle polices, regulations, and procedures are available for public review at the Port of Seattle, Pier 69, Environment and Sustainability Department, Third Floor, 2711 Alaskan Way, Seattle or Sea-Tac Airport, Environment and Sustainability Department, Fifth Floor, 17801 Pacific Highway South, Seattle, WA 98158. The document is also available for review online at <http://www.portseattle.org/Environmental/Environmental-Documents/SEPA-NEPA/Pages/default.aspx>.

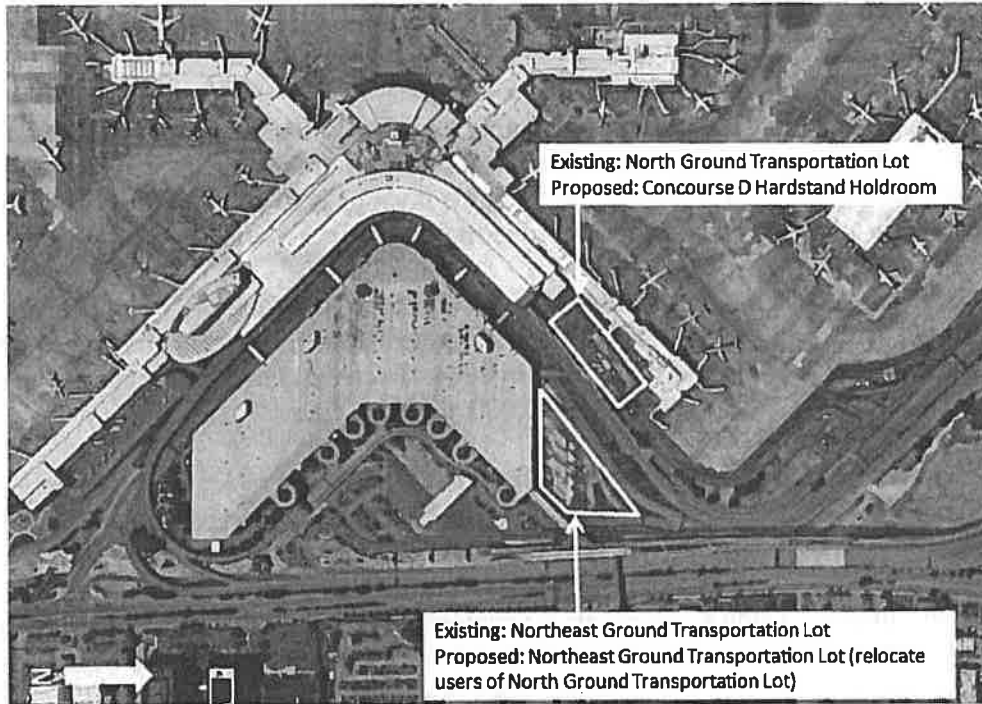
Public and Agency Comment: The DNS and Environmental Checklists for this project were published on April 20, 2017. The Port of Seattle received 17 comment letters; City of SeaTac, City of Des Moines, and 15 comments from 12 individuals. Appendix B, provides information pertaining to comments received. The Port's Final DNS is now being issued based on the final determination of no significant environmental impacts. Please refer any questions relating to this determination or to the proposed actions to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability Department, P.O. Box 68727, Seattle, Washington 98168. Telephone 206.787.5527. Email Rybolt.S@portseattle.org or the Port of Seattle electronic mail Internet address at SEPA.p@portseattle.org. Include your mailing address when submitting comments to the electronic Internet address.

Appeals: The Port's decision on the proposal described above and the Port's issuance of a Final DNS on this proposal constitute the Port's Final SEPA decision. This SEPA DNS determination may be appealed by filing a writ of review in King County Superior Court within twenty-one (21) days of the date of issuance pursuant to Port of Seattle Resolution No. 3650. Any appeal of the SEPA DNS must also satisfy the requirements of RCW 43.21C.075.



Arlyn Purcell
Director, Aviation Environment and Sustainability Department
July 7, 2017

APPENDIX A - SITE MAP



APPENDIX B – Frequently Asked Questions

1. Will the Concourse D Hardstand Holdroom accommodate future growth at Sea-Tac Airport?

The Concourse D Hardstand Holdroom is anticipated to accommodate current passenger demand. Current enplanements have maximized the use of the existing terminal and passenger holdrooms. On a regular basis, flights must be held on the airfield until there is a gate available and holdrooms are crowded with passengers awaiting tightly scheduled flights.

Sea-Tac Airport currently has 90 contact ground loaded gates adjacent to the concourses. The current gate configuration/capacity has remained relatively unchanged since a seven gate extension to Concourse A was completed in 2004. Since that time, passenger enplanements have increased from 13,900,000 to 21,750,000, a 56% increase.

Additionally, the North Satellite (NSAT) Terminal Expansion Project (Port of Seattle SEPA File Number 15-01) and the International Arrival Facility (IAF; Port of Seattle SEPA File Number 15-07) have taken and will take gates out of service during construction, placing additional strain on gate availability. In 2017, it is anticipated that 1,470 hardstand operations will occur. In 2019, using a conservative estimate assuming no planes will wait for an open gate, 3,000 hardstand operations are estimated (i.e. equivalent to 6,000 bus trips).

The project intends to alleviate currently crowded gates and accommodate lost gates during NSAT and IAF construction. The Concourse D Hardstand Holdroom will provide six gates to provide a better level of service for current passengers. This project will not add flights at Sea-Tac Airport.

2. Will this project increase aircraft operations at the airport?

Building the Concourse D Hardstand Holdroom is not anticipated to increase the number of aircraft operations at Sea-Tac Airport. This project is intended to relieve current gate congestion. At this time, Sea-Tac Airport has the one of the highest gate utilizations of similar size commercial airports in the United States. Without the project, current demand and operations would continue, and gate over-utilization and poor passenger level of service would not be alleviated.

3. Will additional vehicular trips on public roadways or parking requirements be generated as a result of the project?

Building the Concourse D Hardstand Holdroom is not anticipated to increase the number of passengers traveling to and from the airport. The project will displace the North Ground Transportation Lot. The North Ground Transportation Lot will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the airport's parking

garage. Parking capacity is available at the existing lot and no additional improvements are needed at the Northeast Ground Transportation Lot to accommodate seasonal cruise ship passenger bus operations.

4. The airport is undergoing a Sustainable Airport Master Plan (SAMP). How does the project relate to the SAMP?

The Sustainable Airport Master Plan (SAMP) is addressing future passenger growth and long-term passenger handling facility needs at Sea-Tac Airport. The Concourse D Hardstand Holdroom is being built to accommodate current passenger volumes at the time of project completion in mid-2018 and alleviate current congestion in existing terminal holdrooms. The SAMP environmental review is expected to be completed in 2019. The SAMP may displace the Concourse D Hardstand Holdroom with facilities to accommodate future passenger levels.

5. What impact will occur from going from 98 to 100% impervious surface at the project site?

The project will convert approximately 2,000 square feet (~.05 acre) of existing landscaping to impervious pavement. Sea-Tac Airport is required to adhere to the Department of Ecology's Stormwater Management Manual for Western Washington and its NPDES permit (#WA-0024651). To meet these requirements, runoff from the project will be treated by best management practices to control flows and provide treatment. An assessment of low impact development opportunities will consider the collection of rooftop rainwater and reuse for landscape irrigation. Runoff collected from the drive surrounding the project will be managed within the Airport's Industrial Wastewater System (IWS) to mitigate any impacts from bus traffic, fueling operations and any other industrial activity that might occur.

6. Are any threatened or endangered species nesting at the project site?

No threatened or endangered plant species are known to be on or near the site, which is connected to the existing passenger terminal and is already developed.

A biological assessment was prepared to evaluate impacts on threatened and endangered species and essential fish habitat associated with the Comprehensive Development Plan (2007), which encompasses the area associated with this proposed project. That biological assessment found no significant impact.

In 2014, the airport conducted a programmatic review of the Endangered Species Act (Endangered Species Review: Sea-Tac International Airport. Anchor QEA, 2014) to inform airport operations and development planning. No new threatened and endangered species and essential fish habitat were identified outside of what was identified within the Comprehensive Development Plan.

7. Will deicing occur at the project site?

Aircraft deicing will not occur at the Concourse D Hardstand Holdroom site. Aircraft deicing equipment will be stored adjacent to the project footprint, as they are today.

The project footprint currently drains and will continue to drain to the airport IWS and the drainage is treated at the Industrial Wastewater Treatment Plant (IWTP). This water is discharged to the Puget Sound via Midway Sewer District outfall pipe, in compliance with the airport's NPDES permit, or discharged to King County South Treatment Plant, in compliance with the airport's King County Waste Discharge Permit.

Aircraft deicing and equipment storage will occur, and already does occur, at Hardstand 5. Hardstand 5 surface water also drains to, and is treated by, the IWTP.

8. Is this site known to have contaminated soils?

There are no known contaminated soils at the site. Plans will be in place to handle contaminated soil if encountered during program construction and all pertinent local, state, and federal regulations will be followed.

9. Will the project impact emergency response times?

It is not anticipated that the project will impact emergency response times. The project site is already used for airport operations and the project would not result in development outside the area already served by airport emergency response vehicles.



June 21, 2017

4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

Steve Rybolt
Aviation Environment and Sustainability Dept.
Port of Seattle
P.O. Box 68727
Seattle, WA 98168

Re: DNS for STIA Concourse D Hardstand Holdroom
Port of Seattle SEPA File Number 17-02

Mr. Rybolt:

Thank you for providing a copy of the June 6, 2017 Determination of Nonsignificance (DNS) issued for the Concourse D Hardstand Holdroom project. City staff has reviewed the checklist and supporting materials and has the following comments:

1. Although the checklist states that the project is “intended to accommodate current passenger levels”, it also notes that “In 2019, it is expected that up to 6,000 bus trips (serving an average of 12 flights per day)....” (Section 2, Air). Twelve flights per day equates to 4,380 flights over the course of a calendar year, which represents a very significant increase over the 288 hardstand operations the checklist indicates occurred in 2016.
2. In spite of what appears to be a 15-fold increase in flights served by 2019, the checklist states that “There will be no additional vehicular trips generated on public roads as a result [of] the completed program” (Section 14.f., Transportation). Please provide the rationale/basis for this conclusion.
3. Section 7 states “The Sustainable Airport Master Plan (SAMP) is addressing future passenger growth and long-term passenger handling facility needs at Sea-Tac Airport. The SAMP environmental review is expected to be completed in early 2019.” Based upon the statistics noted in comments 1 & 2 above, it is clear the Port continues to experience significant growth and continues to incrementally respond to that growth through issuance of DNS documents (i.e., International Arrivals Facility, this project), rather than performing the comprehensive review of environmental impacts that SEPA requires (see WAC 197-11-055). This approach does not allow for adequate analysis of the cumulative impacts of these types of projects and therefore does not identify or provide substantive or meaningful mitigation measures.

Mayor
Michael J. Stiefkes

Deputy Mayor
Pam Fernald

Councilmembers
Rick Forschler
Kathryn Campbell
Peter Kwon
Tony Anderson
Erin Sitterley

City Manager
Joseph Scorcio

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

Thank you for the opportunity to comment. We look forward to reviewing how these issues are addressed in the final SEPA determination.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Pilcher", written in a cursive style.

Steve Pilcher
SEPA Responsible Official
Planning Manager

cc: Joseph Scorcio, City Manager
Jeff Robinson, Community & Economic Development Director
Will Appleton, Public Works Director

SEPA DETERMINATION OF NON-SIGNIFICANCE (DNS) OF PROPOSED ACTION

Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

The Port of Seattle has completed an environmental analysis, including review of pertinent and available environmental information and preparation of a State Environmental Policy Act (SEPA) Checklist for the Concourse D Hardstand Holdroom project.

Description of Proposed Project Action: The Concourse D Hardstand Holdroom will be a dedicated space connected to the terminal where passengers will take a bus to or from an airplane located on the airfield (i.e. hardstand operation) versus entering or exiting a plane through a loading bridge or walkway connected to the terminal. This facility is intended to accommodate current passenger levels, lessen the current high utilization of existing airplane gates, and maintain a high level of service for passengers.

The Concourse D Hardstand Holdroom will be a two story structure with an elevated mezzanine providing access from Concourse D via an existing bridge structure. The holdroom first floor is approximately 25,000 square feet and the mezzanine level is approximately 7,400 square feet. The mezzanine will host a concession space, adjacent waiting and dining areas, concession storage, and electrical, data, and mechanical spaces. There will be six gates, or areas where passengers will enter and exit buses, each sized to accommodate 180 passengers. Site development will include the relocation of the existing Airport Operations Area (AOA) security fence, covered sidewalks at bus lanes, tying utilities to existing infrastructure, and a sloped walkway connecting to the airport terminal.

Passengers will be transported via bus to Hardstand 5, located north of the Concourse D Hardstand Holdroom. The bus routes will use existing vehicle service roads located within the Airport Operating Area (AOA).

Location of Proposed Action: There is no physical address for the site. The project site is located immediately adjacent to Sea-Tac Airport's Airport Operating Area (AOA) and after project completion, will be within the AOA. The Concourse D Hardstand Holdroom will be located directly east of Concourse D, west of the southbound Airport Expressway, and north of the ticketing level of the airport terminal. See attached site map.

Lead Agency: Port of Seattle (SEPA File Number 17-02)

Determination: The Port of Seattle has completed an environmental evaluation including review of the proposed Concourse D Hardstand Holdroom project, including review of pertinent and available environmental information, 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 Port Commission Resolution

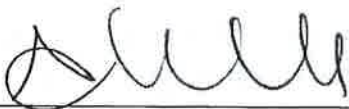
3650, Port of Seattle SEPA Policies and Procedures.

On June 6, 2017 as lead agency, the Port of Seattle determined the proposed project would not have a probable significant adverse impact on the environment. Therefore, an Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). Any action to set aside, enjoin, review, or otherwise challenge such action on the grounds of noncompliance with the provisions of Chapter 43.21C RCW (State Environmental Policy Act) shall be commenced within 21 days from the date of last newspaper publication of the notice or be barred. Port Commission Resolution 3650 contains the procedures for appealing a SEPA decision of the Port of Seattle.

Supporting Information: Information used to reach this determination and applicable State laws and Port of Seattle polices, regulations, and procedures are available for public review at the Port of Seattle, Pier 69, Environment and Sustainability Department, Third Floor, 2711 Alaskan Way, Seattle or Sea-Tac Airport, Environment and Sustainability Department, Fifth Floor, 17801 Pacific Highway South, Seattle, WA 98158. The document is also available for review online at <http://www.portseattle.org/Environmental/Environmental-Documents/SEPA-NEPA/Pages/default.aspx>.

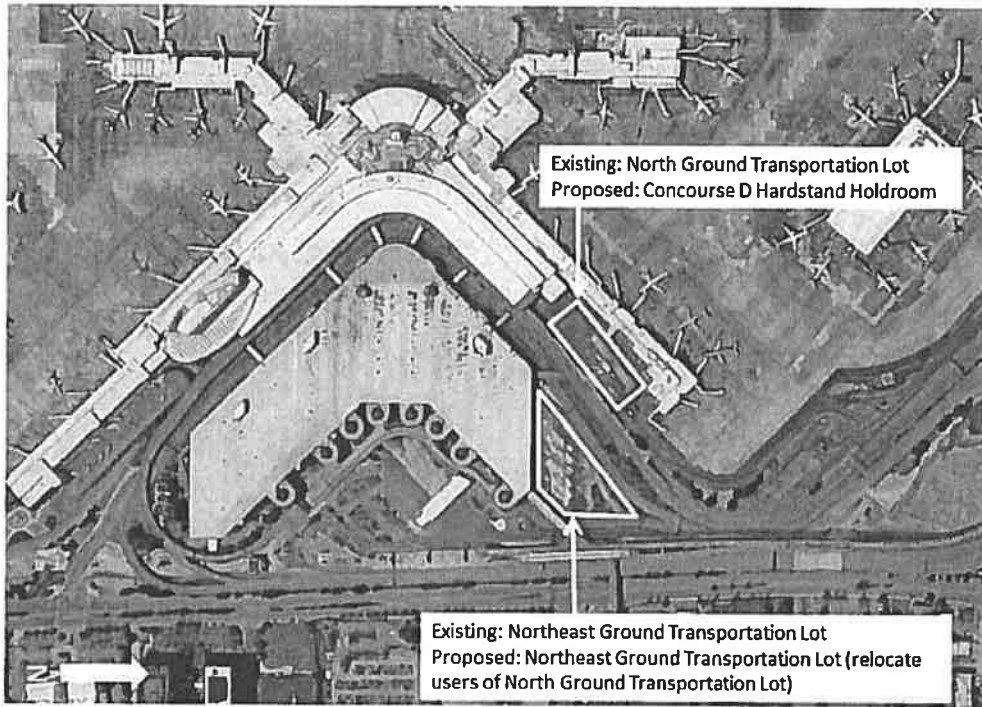
Public and Agency Comment: No action will be taken on the proposed project until after the 14-day public comment period expires on 4:00 PM on June 21, 2017, after which the port will (1) formally adopt this Determination of Non-Significance; (2) clarify or review the proposal; or (3) complete additional environmental analyses, as appropriate. The Port will accept public and agency comments until 4:00 PM on June 21, 2017. Please refer any questions relating to this determination or to the proposed actions to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability Department, P.O. Box 68727, Seattle, Washington 98168. Telephone 206.787.5527. Email Rybolt.S@portseattle.org or the Port of Seattle electronic mail Internet address at SEPA.p@portseattle.org. Include your mailing address when submitting comments to the electronic Internet address.

Appeals: This SEPA DNS determination may be appealed by filing a writ of review in King County Superior Court within twenty-one (21) days of the date the Port formally adopts this determination pursuant to Port of Seattle Resolution No. 3650 and RCW 43.21C.080. Any appeal of the SEPA DNS must also satisfy the requirements of RCW 43.21C.075.



Arlyn Purcell
Director, Aviation Environment and Sustainability Department
June 6, 2017

SITE MAP



ENVIRONMENTAL CHECKLIST

Seattle-Tacoma International Airport (Sea-Tac Airport)

Concourse D Hardstand Holdroom

A. BACKGROUND

1. Name of proposed project, if applicable:

Concourse D Hardstand Holdroom

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 Program Manager

Telephone/Email: (206) 787-5527, Rybolt.S@portseattle.org

4. Date checklist prepared: June 6, 2017

5. Agency requesting checklist: Port of Seattle – SEPA File Number 17-02

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

The Concourse D Hardstand Holdroom construction is anticipated to begin in August 2017 and the facility is expected to be operational by June 2018.

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

Hardstand operations.* Sea-Tac Airport has recently experienced rapid growth in both passengers and aircraft operations. This growth is maximizing the use of existing terminal holdrooms and gate capacity. In 2016, Sea-Tac Airport conducted 288 hardstand operations to accommodate current passenger volumes and maintain a high passenger level of service; this proposal would extend that concept. If growth continues, additional hardstand operations are expected. However, no additional holdrooms are anticipated at this time beyond the Concourse D Hardstand Holdroom to accommodate these potential additional operations. The Sustainable Airport Master Plan (SAMP) is addressing future passenger growth and long-term passenger handling facility needs at Sea-Tac Airport. The SAMP environmental review is expected to be completed in early 2019.

Relocated North Ground Transportation Lot. The Concourse D Hardstand Holdroom will displace the North Ground Transportation Lot. This lot is used seasonally for cruise ship passengers flying in and out of Sea-Tac Airport. The North Ground Transportation Lot will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the Sea-Tac Airport's parking garage. See Appendix A.

*A hardstand operation is paved area where planes are parked and passengers are bused to these areas from the airport terminal, or vice versa.

POS SEPA No. 17-02

June 6, 2017

Concourse D Hardstand Holdroom

Page 1 of 22

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

Federal Aviation Administration (FAA) National Environmental Policy Act (NEPA)
Categorical Exclusion (2/10/2017) – Concourse D Hardstand Holdroom

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

No, there are no known pending governmental approvals or other proposals directly affecting the property covered by the proposal.

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

Port of Seattle Building Permit

Spill Prevention and Control and Countermeasures (SPCC) shall be prepared as required under 40 CFR 112. A Stormwater Site Plan will be prepared in compliance with the Airport's NPDES permit.

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.)

Background. Over the past few years, Sea-Tac Airport has experienced rapid growth in both passengers and aircraft operations. This growth is maximizing (1) the use of existing terminal holdrooms, decreasing customer service; and airplane gate capacity, (2) causing airplanes to wait on the airfield ramp area longer until a gate becomes available. Additionally, the North Satellite (NSAT) Terminal Expansion Project (Port of Seattle SEPA File Number 15-01) and the International Arrival Facility (IAF; Port of Seattle SEPA File Number 15-07) have, and will, take gates out of service during construction placing additional strain on gate availability. In 2016, Sea-Tac Airport did 288 hardstand operations, mostly for domestic flights. Current estimates and near-term forecasts of gate capacity and demand show continued and increasing gate short falls.

The Concourse D Hardstand Holdroom will be a dedicated space connected to the terminal where passengers will take a bus to or from an airplane located on the airfield (i.e. hardstand operation) versus entering or exiting a plane through a loading bridge or walkway connected to the terminal. This facility is intended to accommodate current passenger levels, lessen the current high utilization of existing airplane gates, and maintain a high level of service for passengers.

The Concourse D Hardstand Holdroom will be a two story structure with an elevated mezzanine providing access from Concourse D via an existing bridge structure. The holdroom first floor is approximately 25,000 square feet and the mezzanine level is approximately 7,400 square feet. The mezzanine will host a concession space, adjacent waiting and dining areas, concession storage, and electrical, data, and mechanical spaces. There will be six gates, or areas where passengers will enter and exit buses, each sized to accommodate 180 passengers. Site development will include the relocation of the existing Airport Operations Area (AOA) security fence, covered sidewalks at bus lanes, tying utilities to existing infrastructure, and a sloped

walkway connecting to the airport terminal.

Passengers will be transported via bus to Hardstand 5, located north of the Concourse D Hardstand Holdroom. The bus routes will use existing vehicle service roads located within the Airport Operating Area (AOA). See Appendix B.

Existing Conditions. The project will be located on a previously developed site. The site is currently known as the North Ground Transportation Lot. This lot is used seasonally for cruise ship passengers that fly in and out of Sea-Tac Airport. The North Ground Transportation Lot will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the airport's parking garage. No additional improvements are needed at the Northeast Ground Transportation Lot to accommodate seasonal cruise ship passenger bus operations. See Appendix A.

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.

There is no physical address for the site. The project site is located immediately adjacent to Sea-Tac Airport's Airport Operating Area (AOA) and after project completion, will be within the AOA. The Concourse D Hardstand Holdroom will be located directly east of Concourse D, west of the southbound Airport Expressway, and north of the ticketing level of the airport terminal. See Appendix A.

Latitude: 47.45

Longitude: -122.30

Section 28, Township 23 North, Range 04 East

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 project site area is flat with a slope of less than 1 percent.

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.

Underlying soil consists of pre-existing glacial till (i.e. Vashon till) or imported sand, gravel, and pre-existing fill 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.

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.

Minimal grading will be necessary to complete the project. Approximately 4,200 cubic yards of dirt will be used to establish the necessary grade for the facility. Source of fill is unknown at this time; however, it will be procured from an approved facility per project requirements for structural stability and no contamination.

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

The potential exists for erosion to occur during construction; however, erosion and sediment control best management practices will be implemented to minimize that potential per the project's stormwater pollution prevention plan.

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

The existing site, the North Ground Transportation Lot, is 98 percent impervious surface. The current planting strip (~2,000 square feet) along the east side of the facility along the Departures Drive will be asphalt paved, making the site 100 percent impervious.

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 at the site. This is a requirement of the Port of Seattle's Master Specifications.

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.

Minimal emissions will be generated during construction resulting from construction vehicles, equipment, and workers traveling to and from the site. Construction activities would result in short-term, construction-related air emissions such as dust and vehicle exhaust. These short-term impacts will be minimized to the best extent practical (ex. water trucks to suppress dust and the use of new equipment).

During operations, buses used to transport passengers to and from Concourse D Hardstand Holdroom to Hardstand 5 will be diesel fueled. In 2019, it is expected that up to 6,000 bus trips (serving an average of 12 flights per day) could result in the following potential vehicle emissions:

Oxides of Nitrogen (NO _x):	0.25 tons/year
Carbon Monoxide (CO):	0.31 tons/year
Particulate Matter (PM):	0.018 tons/year

Embodied emissions from the facility's energy use will be minimal and thus were not calculated.

See Section 8.1 and Appendix C, "Greenhouse Gas Emissions Worksheet Supplemental Information for SEPA Environmental Checklist," for additional information.

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:

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

Buses will meet EPA Tier III emission standards.

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 project 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 program 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 site 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 program 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 nor will water be discharged to ground water for this program.

- 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 to Sea-Tac Airport's industrial wastewater system and is treated in the airport's Industrial Wastewater Treatment Plant. Upon project completion, the roof of the Concourse D Hardstand Holdroom will drain to the airport's storm drainage system. Outside the roof, the site will continue to drain to the industrial wastewater system.

Water treated in the airport's Industrial Wastewater Treatment Plant is discharged to Puget Sound via the Midway Sewer District outfall pipe or is sent to King County's South Treatment Plant.

Stormwater from the Concourse D Hardstand Holdroom roof will flow via existing catch basins and pipes to a detention pond located just south of South 188th Street near the Fuel Tank Farm. This pond discharges to a treatment facility along the south end and flows to the East branch of Des Moines Creek then to Puget Sound. **Low impact development (LID) feasibility will be evaluated per land use development requirements specified in the Department of Ecology's Stormwater Management Manual for Western Washington.** LID opportunities may include water conveyed from the facility's roof.

Storm drain system and discharges are subject to Sea-Tac Airport's NPDES permit (#WA-0024651).

- 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 program does not alter or otherwise affect drainage patterns in the vicinity of the site. The additional impervious surface water is minor and is not anticipated to affect drainage patterns.

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 Construction Stormwater General Permit and an associated Stormwater Pollution Prevention Plan (SWPPP).

4. Plants

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

- deciduous tree: alder, maple, aspen, other: madrone, poplar, cottonwood, cherry, locust, ash, birch
- evergreen tree: fir, cedar, pine, other: hemlock
- 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?

Existing landscaping is anticipated to be removed or altered as a result of the relocation of the Airport Operating Area fence. Trees that are within five feet of the Airport Operating Area fence will be removed or trimmed to meet security requirements. This will include 6 birch trees, 3 hemlock trees, and shrubs immediately east of the facility, immediately adjacent the Departures Drive.

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

No threatened or endangered plant species are known to be on or near the site.

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

Existing landscaping adjacent to the facility site and relocated Airport Operating Area fence will be maintained to the best extent practical. Landscaping will be included in the perimeter of the building (i.e. native grasses).

Where impacts occur to existing landscaping, vegetation will be replaced per requirements of the City of SeaTac/Sea-Tac International Airport Interlocal Agreement and Sea-Tac International Airport Landscape Design Standards. It is anticipated that security-compatible landscaping will be placed in lieu of any impacted landscaping (ex. shrubs, tall grasses, etc.), albeit at a specified distance from the Airport Operating Area security fence.

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: hawk, heron, eagle, songbirds, other: starlings, crows, gulls, pigeons, woodpecker, hummingbird, jay, swallow

Mammals: deer, bear, elk, beaver other: rodents, raccoon, opossum, weasel

Reptiles: Snake

Amphibian: Frog, salamander

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 Sea-Tac Airport properties.

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

Sea-Tac 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.

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

There are no known invasive animal species known to exist at or near 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 Concourse D Hardstand Holdroom will use electricity to serve mechanical and electrical systems. The facility will also be served by the airport's central mechanical plant, located under the main terminal/parking garage, for heating and cooling.

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

The project is not expected to affect the potential use of solar energy on 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 project, energy conservation will be sought by using a high performance mechanical system, enhanced thermal envelope, lighting power efficiencies (i.e. internal and external), and maximizing daylighting.

The facility will meet all current Washington State energy code requirements.

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.**

There are no known environmental health hazards, including exposure to toxic chemicals. There is no risk of fire and explosion, spill, or hazardous waste that could occur as a result of the proposal.

Buses will be fueled by a small tanker truck operated by the Sea-Tac Airport fuel consortium. Refueling will only occur within areas designated within the Industrial Wastewater System (IWS).

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

There are no known contaminated soils at the site. Plans will be in place to handle contaminated soil if encountered during program 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 no known hazardous chemicals or conditions that might affect the program. If contaminated chemicals or conditions are encountered that might affect the program, plans will be in place to handle hazardous chemicals or conditions when and if they are encountered. During construction, 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.

It is anticipated that lubricants, sealants, glues, and fuels will be used during construction. Lubricants and fuel will be used during operations and maintenance of the project upon completion. All toxic or hazardous chemicals will be stored in compliance with all applicable regulations.

4) Describe special emergency services that might be required.

No special emergency services are expected as a result of implementing the program. 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 no known environmental health hazards that have been identified. If encountered, local, state, and federal regulations regarding safety and handling of hazardous materials will be followed and 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 are anticipated to begin in August 2017 and be completed in June 2018. Construction is anticipated to occur during business hours and adhere to City of SeaTac Municipal Code requirements.

Long-term noise is not anticipated as a result of the project, because the project will not increase aircraft operations. This facility, after completion, will be part of the existing 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.

Long-term noise mitigation measures are not proposed because the project will not change existing land 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 site is used seasonally for cruise ship passengers flying in and out of Sea-Tac Airport, known as the North Ground Transportation Lot. These activities will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the airport's parking garage.

North and west of the proposed facility is the airport's main terminal, i.e. Concourse D. East and south of the proposed facility is the airport's Northeast Ground Transportation Lot, Departures Drive, Arrivals Drive, and the Sea-Tac Airport's Parking garage. See Appendix A.

The proposal will not affect the current land uses 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 non-forest use?

The project site is not used as working farmlands or forestlands.

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 forestlands near the project site.

c. Describe any structures on the site.

Currently, there are no structures on this site. Sea-Tac Airport's main terminal is comprised of four concourses and two satellite terminals. This project will be connected to the main terminal along Concourse D. Sea-Tac Airport's parking garage is located adjacent to the project site.

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

There are no permanent structures located on site. A seasonal cruise operations tent will be removed.

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

The site is designated with the City of SeaTac as Aviation Operations (AVO).

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

The current comprehensive plan designation by the City of SeaTac is Airport.

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 a critical area by the city or county.

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

It is anticipated that the two new concessions spaces within the project will employ 20 full time employees. It is anticipated that airline employees will be relocated from existing areas within Sea-Tac Airport's terminal.

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

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

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

There will be no persons displaced as a result of this program, therefore no measures are necessary.

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 forestlands.

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 program.

- 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 program.

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

There will be no housing impacts as a result of this program. 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 Concourse D Hardstand Holdroom will be the only structure on site. The tallest point of the structure will be approximately 32 feet. The facility's exterior will primarily be metal and glass.

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

No views in the immediate vicinity of the project are expected to 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?**

Lighting will be included in the project to illuminate the site, primarily during evening hours. Glare may occur from exterior glazing during daylight hours.

- 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.

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

There are no known existing off-site sources of light or glare that may affect the project proposal.

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

Downward lighting is proposed to minimize light impacts. Painted metal paneling is proposed to minimize 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.

- 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:

No impacts to recreation, including recreation opportunities, are anticipated.

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.

This project will not affect any buildings, structures, or historic sites.

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.

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 is currently developed. Investigations during the original and adjacent site construction (see Question 13.b) did not identify any potential for impacts to cultural or historic resources at or near the project 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.

No known historic properties or cultural resources are within the project area, therefore no measures to avoid or minimize impacts are anticipated.

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.

The Concourse D Hardstand Holdroom would be located within the airport's security fence, located west of Air Cargo Road, Departures Drive, Arrivals Drive, International Boulevard (State Route 99), and immediately west of South 176th Street. No public vehicle access will be allowed

to the site. Passenger vehicles will continue to 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, with the project, is anticipated to remain unchanged.

During construction, the primary construction access route ingress/egress will be via State Route 518, exiting south on State Route 99, then south on International Boulevard, west on 160th Street, and south on Air Cargo road to Gate E-100. Secondary construction access ingress/egress will be via State Route State Route 518, exiting south on State Route 99, then south on International Boulevard, west on 154th Street, and south on Air Cargo road to Gate E-100.

See Section 14.h and Appendix A 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 and southeast.

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 seven additional bus parking spaces created by the project. In total, 14 spaces will be available for bus parking at the Concourse D Hardstand Holdroom. Bus parking is available at the existing Northeast Ground Transportation Lot for the displaced seasonal cruise operations.

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 program 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 on public roads as a result the completed program.

Construction would result in a temporary increase in traffic volumes during business hours due to workers and equipment traveling to/from the project site. This includes:

- ~ 45 large truck trips to haul demolition materials ~7,500 cubic yards asphalt and soils
- ~ 330 large truck trips to deliver import materials (ex. fill, facility materials and equipment, etc.)

Infill of the site is anticipated to generate the largest concentrated vehicle traffic, 240 trucks during a two-week period that is anticipated in quarter four 2017.

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 site access routes will be via Air Cargo Road with ingress and egress via State Route 509 and State Route 518, using Sea-Tac Airport roadways as much as possible.

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 are 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: stormwater

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.

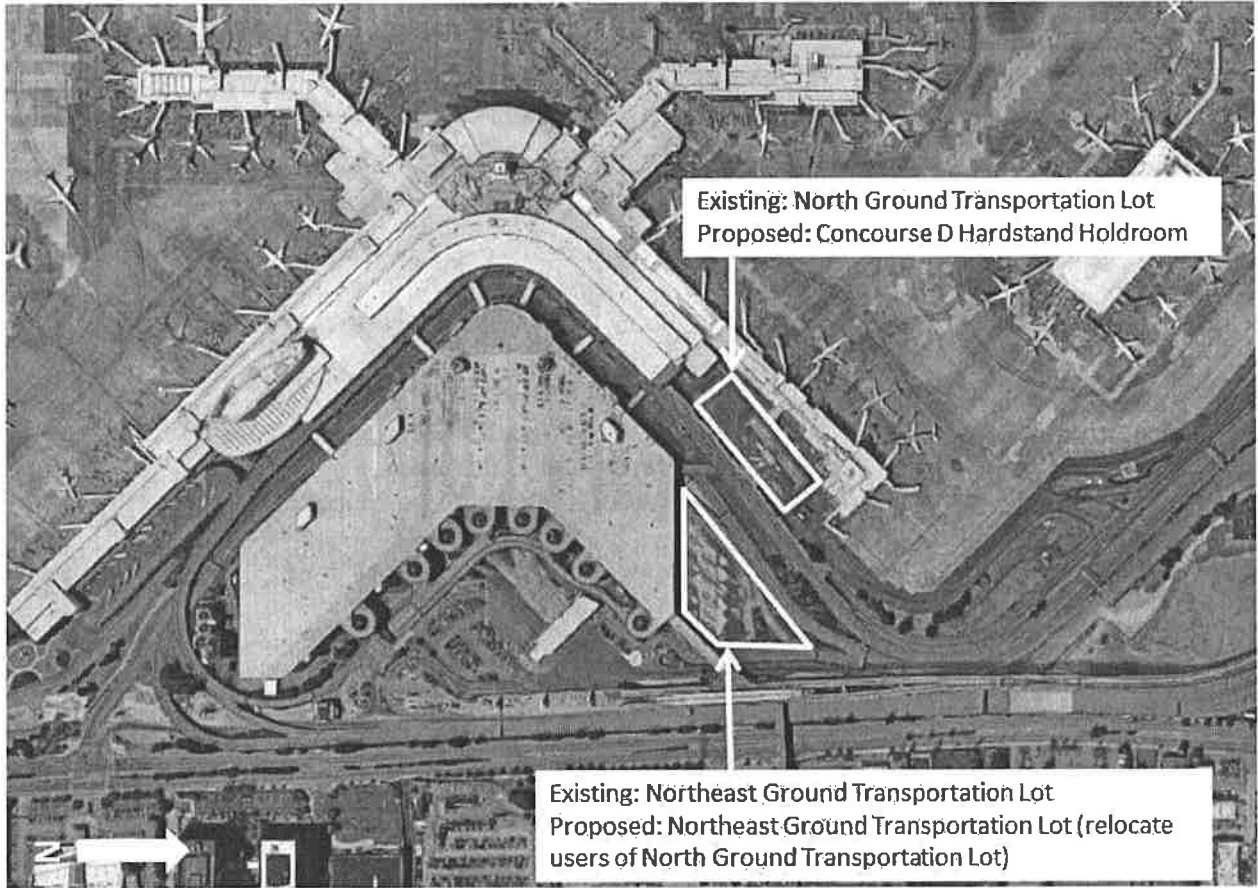
No new utilities are proposed for the project; existing utilities will be used.

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: Steven Rybolt
Position /Organization Environmental Programs Manager/Port of Seattle
Date Submitted: June 6, 2017

APPENDIX A
Site Map



APPENDIX B

**Concourse D Hardstand Holdroom
Airport Operating Area (AOB) Bus Route (anticipated)**



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	CO ₂ = 12,252 kg/year CH ₄ = 0.038 kg/year N ₂ O = 0.0048 kg/year	No measures are proposed to reduce these emissions.
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	See Section 14.f	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	

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?
Employee Commute	Not Applicable	Not Applicable	
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	

¹Calculated 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.

FINAL SEPA DETERMINATION OF NON-SIGNIFICANCE (DNS) OF PROPOSED ACTION

Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

The Port of Seattle (Port) has completed an environmental analysis, including review of pertinent and available environmental information and preparation of a State Environmental Policy Act (SEPA) Checklist for the Concourse D Hardstand Holdroom project.

Description of Proposed Project Action: The Concourse D Hardstand Holdroom will be a dedicated space connected to the terminal where passengers will take a bus to or from an airplane located on the airfield (i.e. hardstand operation) versus entering or exiting a plane through a loading bridge or walkway connected to the terminal. This facility is intended to accommodate current passenger levels, lessen the current high utilization of existing airplane gates, and maintain a high level of service for passengers.

The Concourse D Hardstand Holdroom will be a two story structure with an elevated mezzanine providing access from Concourse D via an existing bridge structure. The holdroom first floor is approximately 25,000 square feet and the mezzanine level is approximately 7,400 square feet. The mezzanine will host a concession space, adjacent waiting and dining areas, concession storage, and electrical, data, and mechanical spaces. There will be six gates, or areas where passengers will enter and exit buses, each sized to accommodate 180 passengers. Site development will include the relocation of the existing Airport Operations Area (AOA) security fence, covered sidewalks at bus lanes, tying utilities to existing infrastructure, and a sloped walkway connecting to the airport terminal.

Passengers will be transported via bus to Hardstand 5, located north of the Concourse D Hardstand Holdroom. The bus routes will use existing vehicle service roads located within the Airport Operating Area (AOA).

Location of Proposed Action: There is no physical address for the site. The project site is located immediately adjacent to Sea-Tac Airport's Airport Operating Area (AOA) and after project completion, will be within the AOA. The Concourse D Hardstand Holdroom will be located directly east of Concourse D, west of the southbound Airport Expressway, and north of the ticketing level of the airport terminal. See attached site map – Appendix A.

Lead Agency: Port of Seattle (SEPA File Number 17-04)

Determination: The Port of Seattle completed an environmental evaluation including review of pertinent environmental information, following the provisions of the Washington State


POS SEPA No. 17-04
Concourse D Hardstand Holdroom
July 7, 2017
Page 2 of 6

Environmental Policy Act (SEPA) under Chapter 43.21C, Revised Code of Washington (RCW), Chapter 197-11, Washington Administrative Code (WAC), and Port of Seattle Commission Resolution No. 3650, and Port of Seattle SEPA Policies and Procedures. The Port of Seattle's SEPA determination concludes that environmental impacts of the proposal are not significant.

Supporting Information: Information used to reach this determination and applicable State laws and Port of Seattle polices, regulations, and procedures are available for public review at the Port of Seattle, Pier 69, Environment and Sustainability Department, Third Floor, 2711 Alaskan Way, Seattle or Sea-Tac Airport, Environment and Sustainability Department, Fifth Floor, 17801 Pacific Highway South, Seattle, WA 98158. The document is also available for review online at <http://www.portseattle.org/Environmental/Environmental-Documents/SEPA-NEPA/Pages/default.aspx>.

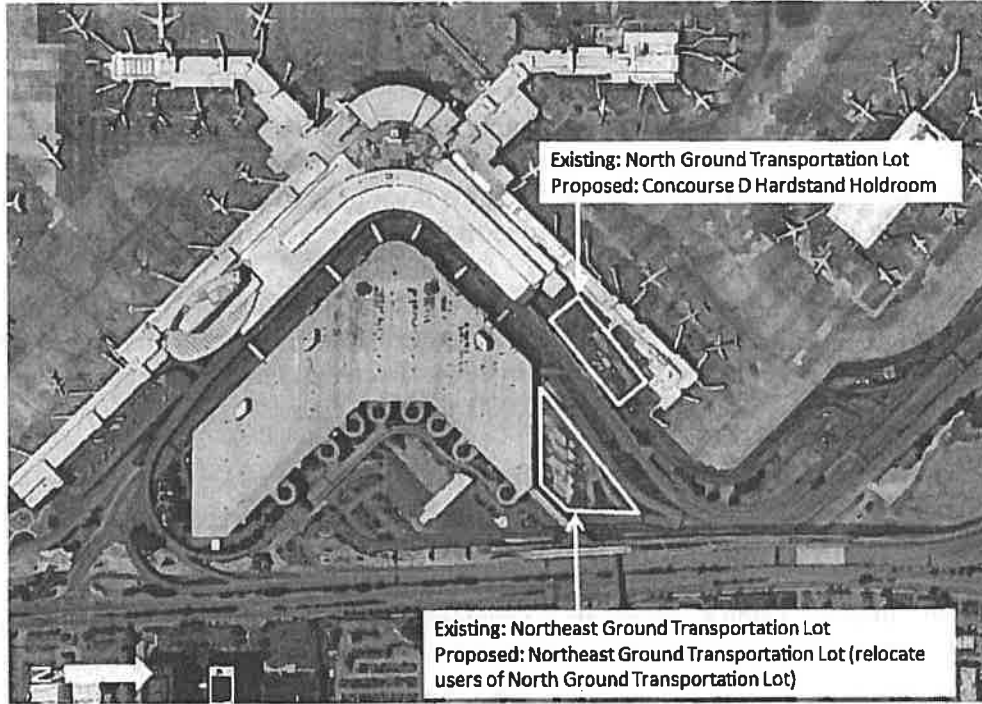
Public and Agency Comment: The DNS and Environmental Checklists for this project were published on April 20, 2017. The Port of Seattle received 17 comment letters; City of SeaTac, City of Des Moines, and 15 comments from 12 individuals. Appendix B, provides information pertaining to comments received. The Port's Final DNS is now being issued based on the final determination of no significant environmental impacts. Please refer any questions relating to this determination or to the proposed actions to Steve Rybolt, Port of Seattle, Aviation Environment and Sustainability Department, P.O. Box 68727, Seattle, Washington 98168. Telephone 206.787.5527. Email Rybolt.S@portseattle.org or the Port of Seattle electronic mail Internet address at SEPA.p@portseattle.org. Include your mailing address when submitting comments to the electronic Internet address.

Appeals: The Port's decision on the proposal described above and the Port's issuance of a Final DNS on this proposal constitute the Port's Final SEPA decision. This SEPA DNS determination may be appealed by filing a writ of review in King County Superior Court within twenty-one (21) days of the date of issuance pursuant to Port of Seattle Resolution No. 3650. Any appeal of the SEPA DNS must also satisfy the requirements of RCW 43.21C.075.



Arlyn Purcell
Director, Aviation Environment and Sustainability Department
July 7, 2017

APPENDIX A - SITE MAP



APPENDIX B – Frequently Asked Questions

1. Will the Concourse D Hardstand Holdroom accommodate future growth at Sea-Tac Airport?

The Concourse D Hardstand Holdroom is anticipated to accommodate current passenger demand. Current enplanements have maximized the use of the existing terminal and passenger holdrooms. On a regular basis, flights must be held on the airfield until there is a gate available and holdrooms are crowded with passengers awaiting tightly scheduled flights.

Sea-Tac Airport currently has 90 contact ground loaded gates adjacent to the concourses. The current gate configuration/capacity has remained relatively unchanged since a seven gate extension to Concourse A was completed in 2004. Since that time, passenger enplanements have increased from 13,900,000 to 21,750,000, a 56% increase.

Additionally, the North Satellite (NSAT) Terminal Expansion Project (Port of Seattle SEPA File Number 15-01) and the International Arrival Facility (IAF; Port of Seattle SEPA File Number 15-07) have taken and will take gates out of service during construction, placing additional strain on gate availability. In 2017, it is anticipated that 1,470 hardstand operations will occur. In 2019, using a conservative estimate assuming no planes will wait for an open gate, 3,000 hardstand operations are estimated (i.e. equivalent to 6,000 bus trips).

The project intends to alleviate currently crowded gates and accommodate lost gates during NSAT and IAF construction. The Concourse D Hardstand Holdroom will provide six gates to provide a better level of service for current passengers. This project will not add flights at Sea-Tac Airport.

2. Will this project increase aircraft operations at the airport?

Building the Concourse D Hardstand Holdroom is not anticipated to increase the number of aircraft operations at Sea-Tac Airport. This project is intended to relieve current gate congestion. At this time, Sea-Tac Airport has the one of the highest gate utilizations of similar size commercial airports in the United States. Without the project, current demand and operations would continue, and gate over-utilization and poor passenger level of service would not be alleviated.

3. Will additional vehicular trips on public roadways or parking requirements be generated as a result of the project?

Building the Concourse D Hardstand Holdroom is not anticipated to increase the number of passengers traveling to and from the airport. The project will displace the North Ground Transportation Lot. The North Ground Transportation Lot will be relocated to the existing Northeast Ground Transportation Lot, located immediately north of the airport's parking

garage. Parking capacity is available at the existing lot and no additional improvements are needed at the Northeast Ground Transportation Lot to accommodate seasonal cruise ship passenger bus operations.

4. The airport is undergoing a Sustainable Airport Master Plan (SAMP). How does the project relate to the SAMP?

The Sustainable Airport Master Plan (SAMP) is addressing future passenger growth and long-term passenger handling facility needs at Sea-Tac Airport. The Concourse D Hardstand Holdroom is being built to accommodate current passenger volumes at the time of project completion in mid-2018 and alleviate current congestion in existing terminal holdrooms. The SAMP environmental review is expected to be completed in 2019. The SAMP may displace the Concourse D Hardstand Holdroom with facilities to accommodate future passenger levels.

5. What impact will occur from going from 98 to 100% impervious surface at the project site?

The project will convert approximately 2,000 square feet (~.05 acre) of existing landscaping to impervious pavement. Sea-Tac Airport is required to adhere to the Department of Ecology's Stormwater Management Manual for Western Washington and its NPDES permit (#WA-0024651). To meet these requirements, runoff from the project will be treated by best management practices to control flows and provide treatment. An assessment of low impact development opportunities will consider the collection of rooftop rainwater and reuse for landscape irrigation. Runoff collected from the drive surrounding the project will be managed within the Airport's Industrial Wastewater System (IWS) to mitigate any impacts from bus traffic, fueling operations and any other industrial activity that might occur.

6. Are any threatened or endangered species nesting at the project site?

No threatened or endangered plant species are known to be on or near the site, which is connected to the existing passenger terminal and is already developed.

A biological assessment was prepared to evaluate impacts on threatened and endangered species and essential fish habitat associated with the Comprehensive Development Plan (2007), which encompasses the area associated with this proposed project. That biological assessment found no significant impact.

In 2014, the airport conducted a programmatic review of the Endangered Species Act (Endangered Species Review: Sea-Tac International Airport. Anchor QEA, 2014) to inform airport operations and development planning. No new threatened and endangered species and essential fish habitat were identified outside of what was identified within the Comprehensive Development Plan.

7. Will deicing occur at the project site?

Aircraft deicing will not occur at the Concourse D Hardstand Holdroom site. Aircraft deicing equipment will be stored adjacent to the project footprint, as they are today.

The project footprint currently drains and will continue to drain to the airport IWS and the drainage is treated at the Industrial Wastewater Treatment Plant (IWTP). This water is discharged to the Puget Sound via Midway Sewer District outfall pipe, in compliance with the airport's NPDES permit, or discharged to King County South Treatment Plant, in compliance with the airport's King County Waste Discharge Permit.

Aircraft deicing and equipment storage will occur, and already does occur, at Hardstand 5. Hardstand 5 surface water also drains to, and is treated by, the IWTP.

8. Is this site known to have contaminated soils?

There are no known contaminated soils at the site. Plans will be in place to handle contaminated soil if encountered during program construction and all pertinent local, state, and federal regulations will be followed.

9. Will the project impact emergency response times?

It is not anticipated that the project will impact emergency response times. The project site is already used for airport operations and the project would not result in development outside the area already served by airport emergency response vehicles.



SEPA COMMENTS

June 21, 2017

4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

Steve Rybolt
Aviation Environment and Sustainability Dept.
Port of Seattle
P.O. Box 68727
Seattle, WA 98168

Re: DNS for STIA Concourse D Hardstand Holdroom
Port of Seattle SEPA File Number 17-02

Mr. Rybolt:

Thank you for providing a copy of the June 6, 2017 Determination of Nonsignificance (DNS) issued for the Concourse D Hardstand Holdroom project. City staff has reviewed the checklist and supporting materials and has the following comments:

1. Although the checklist states that the project is "intended to accommodate current passenger levels", it also notes that "In 2019, it is expected that up to 6,000 bus trips (serving an average of 12 flights per day)...." (Section 2, Air). Twelve flights per day equates to 4,380 flights over the course of a calendar year, which represents a very significant increase over the 288 hardstand operations the checklist indicates occurred in 2016.
2. In spite of what appears to be a 15-fold increase in flights served by 2019, the checklist states that "There will be no additional vehicular trips generated on public roads as a result [of] the completed program" (Section 14.f., Transportation). Please provide the rationale/basis for this conclusion.
3. Section 7 states "The Sustainable Airport Master Plan (SAMP) is addressing future passenger growth and long-term passenger handling facility needs at Sea-Tac Airport. The SAMP environmental review is expected to be completed in early 2019." Based upon the statistics noted in comments 1 & 2 above, it is clear the Port continues to experience significant growth and continues to incrementally respond to that growth through issuance of DNS documents (i.e., International Arrivals Facility, this project), rather than performing the comprehensive review of environmental impacts that SEPA requires (see WAC 197-11-055). This approach does not allow for adequate analysis of the cumulative impacts of these types of projects and therefore does not identify or provide substantive or meaningful mitigation measures.

Mayor
Michael J. Siefkes

Deputy Mayor
Pam Fernald

Councilmembers
Rick Forschler
Kathryn Campbell
Peter Kwon
Tony Anderson
Erin Sitterley

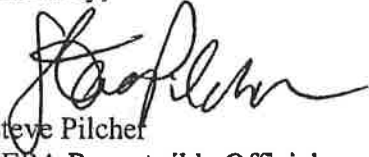
City Manager
Joseph Scorcio

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

Thank you for the opportunity to comment. We look forward to reviewing how these issues are addressed in the final SEPA determination.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Pilcher", written in a cursive style.

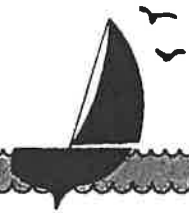
Steve Pilcher
SEPA Responsible Official
Planning Manager

cc: Joseph Scorcio, City Manager
Jeff Robinson, Community & Economic Development Director
Will Appleton, Public Works Director



City of Des Moines

PLANNING, BUILDING AND PUBLIC WORKS
www.desmoineswa.gov
21630 11TH AVENUE SOUTH, SUITE D
DES MOINES, WASHINGTON 98198-6398
(206) 870-7576 FAX (206) 870-6544



June 21, 2017

Steve Rybolt
Port of Seattle Aviation and Sustainability Department
P.O. Box 68727
Seattle, WA 98168

RE: DNS for Concourse D Hardstand Holdroom
Port of Seattle SEPA File Number 17-02

The City of Des Moines appreciates the opportunity to comment on the SEPA Determination of Nonsignificance (DNS) dated June 6, 2017 for the Concourse D Hardstand Holdroom project.

The project documents indicate that the Concourse D Hardstand Holdroom is intended to serve existing passenger levels, however, the environmental checklist also notes that Sea-Tac airport has experienced rapid growth in both passengers and aircraft operations in the past few years which is maximizing use of terminal holdrooms and airplane gate capacity. The environmental checklist further indicates that current estimates and near-term forecasts of gate capacity and demand show increasing gate short falls. It appears that the facility is anticipated to serve current operations as well as future growth.

It is unclear where this proposal fits in the context of the Sustainable Airport Master Plan in addressing future passenger growth, needed passenger handling facilities, and appropriate mitigation. The DNS should clarify how this proposed enhancement to airport facilities is related to future growth and the Sustainable Airport Master Planning process.

The City of Des Moines experiences disproportionate impacts from aircraft operations because of our proximity to Sea-Tac International airport, and Des Moines residents are constantly challenged by noise and health impacts. As a result, the City continues to request that any enhancements to the airport facilities are thoroughly analyzed in a comprehensive manner for impacts to our residents, and appropriate mitigation provided.

Sincerely,

Susan M. Cezar, LEG
Community Development Director

Cc: Michael Matthias, City Manager
Dan Brewer, Chief Operations Officer
Tim George, City Attorney

From: Port Sepa
To: Rybolt, Steven
Subject: FW: Reject DNS, request EIS for HoldRoom that adds 6 aircraft gates
Date: Thursday, June 22, 2017 7:55:48 AM
Importance: High

From: D D BERGMAN [mailto:ddbergman@comcast.net]
Sent: Wednesday, June 21, 2017 14:13
To: Port Sepa
Subject: Reject DNS, request EIS for HoldRoom that adds 6 aircraft gates
Importance: High

The addition of six more gates at SeaTac Airport **requires a formal EIS, and definitely not a quick and short comment period.**

I am a retired military pilot (28 years—primarily fighters). Additionally, a USN Test Pilot School graduate and instructor, and a Boeing test pilot for two years. I have been a resident of Normandy Park since 1988.

Obviously, six gates times [X] _____ aircraft arrivals and departures per day is a measurable addition of air traffic at the airport. An important input to that EIS is the number of daily missed approaches that occur resulting in climbing turnouts over Normandy Park. There has been a significant and, I am quite sure measurable and counted, increase in missed approaches, IFR and VFR, since the addition of the third runway. One would assume the opposite should have occurred. I.e., the airport [tower, ground control, approach control, departure control, Seattle Center, etc.] can barely handle the traffic they have now.

Sincerely,

Donald D. Bergman
Colonel, USMC Ret.

From: Port Sepa
To: Rybolt, Steven
Subject: FW: Subject: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom
Date: Wednesday, June 21, 2017 8:06:48 AM

From: Sheila Brush [mailto:shebrush@gmail.com]
Sent: Tuesday, June 20, 2017 08:30
To: Port Sepa
Cc: Sheila Brush
Subject: Re: Subject: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

To: Steve Rybolt, Port of Seattle, Environment and Sustainability Department

The holding area enables adding six more gates to an already overcrowded airport. The claim in the DNS that this will not increase aircraft operations has ZERO credibility (Checklist 7b2).

A full environmental impact analysis is needed that considers the end result of the added activities, not just the building of the hold area. Treating this as a DNS is misleading and wrong. It makes already huge problems worse.

Also a two week response time to object to the DNS is unfair. It appears to be great example of being rushed through before the community knows what is happening. Particularly with the misleading statement that it will not increase aircraft.

Considering past SeaTac studies linked the degraded health of the people that live nearby to airport pollution, any actions that further degrade health and life expectancy should always require a FULL environmental impact statement. In light of the inaccuracies in past environmental impact statements, as well as the poor correlation between noise as heard in the community versus predicted by analysis, this project needs to be treated as what is effectively accomplishes, i.e. more airplanes, more airplane and diesel bus pollution, higher incursion risks, etc.

Comments Misc items on "Checklist ENVIRONMENTAL CHECKLIST Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom" , POS SEPANO. 17-02, June 6, 2017
http://www.portseattle.org/.../SEPA_ConcourseD...

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Will this increase the average response team for the fire truck for emergencies? The third runway adversely impacted emergency response times.

Have all the adverse parking impacts been accurately included and coordinated with those impacted?

Considering the airport area started with contaminated dirt, the airport operations subsequently contaminated some surfaces and some of the haul trucks from prior construction jobs were found to have contaminated fill, are you sure this particular site does not have contaminated dirt or surfaces?

Note due to the short notice this response is not written in my typical professional manner; I did not have time research as much to provide my supporting references or even have time to reference back to the all appropriate letters in checklist. My experience has been things related to the airport are so political that is it states the moon is purple it is accepted as fact so there is not much point in writing a thorough comments. Airport EIS's do not need to be correct from an engineering or financial analysis point of view nor do they even have to have credible assumptions so perhaps you have done me a favor by having such as short response time.

Please consider these comments formally submitted

Sheila Brush

24614 8th Ave South
Des Moines, Wa 98198

www.quietskiespugetsound.org

From: Port Sepa
To: Rybolt, Steven
Subject: FW: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom
Date: Wednesday, June 21, 2017 8:07:26 AM

From: Lyn Coring [mailto:kindredspirits28@hotmail.com]
Sent: Tuesday, June 20, 2017 19:37
To: Port Sepa
Subject: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

To: Steve Rybolt, Port of Seattle, Environment and Sustainability Department

Subject: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

The holding area proposes adding six more gates to an already overcrowded airport. The claim in the DNS that this will not increase aircraft operations has ZERO credibility (Checklist 7b2).

A full environmental impact study (EIS) is needed that considers the bigger picture of the proposal not just the end result of the added activities, and building of the hold area. Treating this as a DNS is essentially misleading and very wrong. It will make an already huge problems much worse.

Also the two week response time given for public comment to object to the DNS is unfair. It appears that the Port is attempting to fast-track this proposal and rush it through before the community is fully informed about what is happening and have sufficient time to respond. Of particular concern is the bold and probably misleading statement that it will not increase aircraft.

In addition, there are multiple scientific studies that clearly show that the health of people living near or under flight paths and airport activity suffer from diminished health, due to toxins and pollution. Any actions that further degrade health and life expectancy should always require a FULL environmental impact study (EIS). In light of the inaccuracies by the Port in past environmental impact statements, as well as the poor correlation between noise as heard in the community versus predicted by analysis, this project needs to be treated very seriously and all potential impacts to the community should be weighed very carefully i.e. more airplanes, more airplane and diesel bus pollution, higher incursion risks, etc.

Comments Misc items on "Checklist ENVIRONMENTAL CHECKLIST Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom" , POS SEPANO. 17-02, June 6, 2017

http://www.portseattle.org/Environmental/Environmental-Documents/SEPA-NEPA/Documents/SEPA_ConcourseD_HardstandHoldroom_Checklist_SIGNED.pdf

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Won't this add to de-icing in the area? Also what is the increase in total chemicals used for aircraft this project enables?

Will this increase the average response time for the fire truck for emergencies? The third runway adversely impacted emergency response times.

Have all the adverse parking impacts been accurately included and coordinated with those impacted?

Considering the airport area started with contaminated dirt, and the airport operations subsequently contaminated some surfaces which resulted in some of the haul trucks from prior construction jobs having contaminated fill. Are you sure this particular site does not have contaminated dirt or surfaces?

Please consider these comments formally submitted.

Respectfully,

Lyn Coring

From: [Port Sepa](#)
To: [Rybolt, Steven](#)
Subject: FW: Concerns re airport environment
Date: Thursday, June 22, 2017 7:54:58 AM

From: Laurie Dempsey [mailto:dempstj@hotmail.com]
Sent: Wednesday, June 21, 2017 11:18
To: Port Sepa
Subject: Concerns re airport environment

REJECT the DNS for Hardstand HoldRoom and require full Environmental Impact Statement (EIS). The DNS assumptions are inaccurate such as zero impact from adding 6 aircraft gates. Also as a matter of policy comment periods for anything impacting Sea-Tac Airport should be at least 30 days.

Laurie Dempsey
18900 8th ave SW 98166

From: Port Sepa
To: Rybolt, Steven
Subject: FW: Subject: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom
Date: Thursday, June 22, 2017 8:00:33 AM

From: cherylevans@csr123.com [mailto:cherylevans@csr123.com]
Sent: Wednesday, June 21, 2017 15:12
To: Port Sepa
Subject: Subject: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

To: Steve Rybolt, Port of Seattle, Environment and Sustainability Department

Subject: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

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Also the two week response time given for public comment to object to the DNS is unfair. It appears that the Port is attempting to fast-track this proposal and rush it through before the community is fully informed about what is happening and have sufficient time to respond. Of particular concern is the bold and probably misleading statement that it will not increase aircraft.

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Comments Misc items on "Checklist ENVIRONMENTAL CHECKLIST Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom", POS SEPANO. 17-02, June 6, 2017

<http://www.portseattle.org/Environmental/Environmental-Documents/SEPA->

NEPA/Documents/SEPA_ConcourseD_HardstandHoldroom_Checklist_SIGNED.pdf

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Have all the adverse parking impacts been accurately included and coordinated with those impacted?

Considering the airport area started with contaminated dirt, and the airport operations subsequently contaminated some surfaces which resulted in some of the haul trucks from prior construction jobs having contaminated fill. Are you sure this particular site does not have contaminated dirt or surfaces?

Please consider these comments formally submitted.

Respectfully,

Cheryl Evans

Des Moines resident

Sent from [Mail](#) for Windows 10

From: Port Sepa
To: [Rybolt, Steven](#)
Subject: FW: Sepa
Date: Thursday, June 22, 2017 7:53:50 AM

From: redondorick@comcast.net [mailto:redondorick@comcast.net]
Sent: Wednesday, June 21, 2017 10:25
To: Port Sepa
Subject: Sepa

To whom it may concern, It's time has come that you put all your energy in finding another regional airport. Sea-Tac is at it's capacity in both cargo and the flying public. Noise and pollution is getting unbearable, NextGen must be stopped. Sea-Tac is not a good neighbor to those who live around the airport. It's imperative that you act immediately to answer these conditions, thank you...

From: Port Sepa
To: Rybolt, Steven
Subject: FW: Concourse D Hardstand Holdroom
Date: Wednesday, June 21, 2017 8:07:06 AM

From: Sharon Sloan [mailto:9josie@gmail.com]
Sent: Tuesday, June 20, 2017 12:22
To: Port Sepa
Subject: Concourse D Hardstand Holdroom

The holding area enables adding six more gates to an already overcrowded airport. The claim in the DNS that this will not increase aircraft operations has ZERO credibility (Checklist 7b2).

A full environmental impact analysis is needed that considers the end result of the added activities, not just the building of the hold area. Treating this as a DNS is misleading and wrong. It makes already huge problems worse.

Also a two week response time to object to the DNS is unfair. It appears to be great example of being rushed through before the community knows what is happening. Particularly with the misleading statement that it will not increase aircraft. The average person does not realize how deceptive "averages" are to their real experience.

Considering past SeaTac studies linked the degraded health of the people that live nearby to airport pollution, any actions that further degrade health and life expectancy should always require a FULL environmental impact statement. In light of the inaccuracies in past environmental impact statements, as well as the poor correlation between noise as heard in the community versus predicted by analysis, this project needs to be treated as what is effectively accomplishes, i.e. more airplanes, more airplane and diesel bus pollution, higher incursion risks, etc.

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Considering the airport area started with contaminated dirt, the airport operations subsequently contaminated some surfaces and some of the haul trucks from prior construction jobs were found to have contaminated fill, are you sure this particular site does not have contaminated dirt or surfaces?

The human species must be heard!

Sharon Sloan
Federal Way, Washington 98023

From: Rorie Zajac
To: Rybolt, Steven
Subject: SEPA
Date: Friday, June 30, 2017 3:45:26 PM

Steve,

I live at 27022 10th Ave S, Des Moines, WA, 98198 and I am deeply concerned with the unbalanced increase in airplane traffic raining pollution over the homes of very few communities. As a citizen of Des Moines, I feel that the increase has occurred with little to no concern over what we are doing to the environment. Yes, the noise is maddening but the air we breath is even more concerning and not once, in the Port of Seattle's master plan do they show any awareness of the environmental and health damage the airport traffic increases are causing on our community. Some say the answer is to move, but with increased housing prices many people can not afford to relocate. The FAA needs to look into alternate sites and a dual airport system for Seattle like all other large metropolitan areas employ.

Thank you,

Rorie Zajac

From: Port Sepa
To: Rybolt, Steven
Subject: FW: comments
Date: Tuesday, June 27, 2017 8:15:16 AM

182

From: Debi Wagner [mailto:debi.wagner@icloud.com]
Sent: Tuesday, June 27, 2017 00:15
To: Port Sepa
Subject: comments

Att: Steve Rybolt

The following are my comments on the SEPA DNS project 17-02 Hardstand

I object to the SEPA designation of nonsignificance by the Port of Seattle ("POS") and will be forwarding these comments to the Department of Ecology.

I object to the FAA NEPA designation of nonsignificance preceding the issuance of the SEPA determination and will be forwarding my comments to EPA.

The purpose and need of the project is to facilitate increased operations and passengers. In the absence of the hardstand construction the only reasonable course of action would be 1) to require planes to wait an unreasonable amount of time for a gate to become available, 2) reduce operations or 3) divert operations to another airport. These are reasonable and viable alternatives to the proposed action and required to be considered in a proper review of the environmental consequences of a do nothing and with project comparison.

At the latest meeting of the Highline Forum the Port of Seattle staff stated that if the airport could not accommodate additional traffic, and at some time this will happen, airlines would have to alter scheduling. When constraint occurred during peak operations last summer 2016, instead of altering schedules, the FAA created a new flight path. Because operations at peak times are constrained, altering airline schedules can spread flights into off-peak periods when more gates would be available. Because altering schedules is a reasonable alternative discussed by Port Staff, this DNS has failed to disclose reasonable alternatives to the proposed action.

The Port and FAA used the argument in the third runway project that the same number of planes would come with or without the runway and therefore created a scenario of no additional impact with project, and in fact, showed reduced emissions as a result of congestion mitigation benefits of the third runway. It took a very large effort by EPA and months of negotiations to compel the proponent to acknowledge capacity increase potential, which exist according to FAA and Port. The proponent then did provide a comparison but altered the future fleet to meet air quality standards. Some of the planned improvements from that ROD were only conditionally approved, including terminal construction. The terminal primary purpose and need was to provide additional gates during peak operational periods.

It is necessary to create a scenario of a do nothing compared to a with project with more polluters which by all reason and logic can happen with another runway and has happened beyond maximum capacity already.

If more operations CAN occur as a result of the project, then there will be more noise, more

emissions, more traffic, more social, health, environmental impacts than the present condition. It is up to regulators to acknowledge this project will result in increased operations. There is justification for considering:

The project can and will increase capacity potential, especially for peak periods when existing impacts are highest

The project can and will therefore increase environmental impacts in a worst case scenario that have not been evaluated

The project has reasonable alternatives that have not been considered

The new flight path through Burien created In July is in the process of review from issuance of a "Preliminary Environmental Analysis" issued by FAA. The comments sent to FAA are substantial. A relationship to the efficiencies the Port and FAA are trying to manage in the midst of a rapid rise in operations during a long SAMP review can be seen in each incremental project. Because these incremental building projects will not be analyzed in the SAMP, we are losing the opportunity for review of cumulative impacts. NEPA does not allow piecemealing of projects for this very reason. Air quality will be considered in the SAMP, noise, social, health, environmental justice, etc., are not isolated to SAMP gate expansion. Hardstand is the equivalent of building gates, and in fact worse because it requires using polluting diesel busses to shuttle people around rather than the electrified gates praised and awarded for reducing emissions. There are no baseline studies of current emissions, for instance, to know if the Port is in compliance with the NAAQS or conformity. Past modeling relied on operation numbers that have been exceeded and a fleet mix largely retired.

This current project is closely enough related to overall project impacts that are closely enough related to the SAMP development to be considered together. It is the responsibility in review for the appropriate agencies to recognize all three items are related to creating efficiency. Efficiency can be defined as making room for more aircraft whether that be parking, deboarding, bussing, throughput, landings, takeoffs, etc., all of which increase environmental impacts.

NEPA requires that cumulative impacts of past, present and reasonably foreseeable future actions be considered and evaluated together.

Approval of this DNS will deny agencies and the public the opportunity to know, review, and understand the entire impact of multiple projects on quality of life for hundreds of thousands of people living within the impact area.

The project has the potential to create multiple project impacts

The project should be evaluated in relationship to environmental impact of past, present and reasonably foreseeable future actions

The project is closely enough related to other projects in the same geographic area and should be required to be considered together

Sincerely,

Debi Wagner

commenting as a citizen and not representing views or opinions of the City of Burien where I am a council member.

From: Debi Wagner
To: Rybolt, Steven
Cc: Meg Bommarito; Theogene Mbabalive
Subject: Sepa dns
Date: Friday, June 30, 2017 4:24:47 PM

282

Hello Steve:

I wanted to supplement my previous comments with the following concern.

Past, present and future projects are expected to add millions of tons of co2 to the local air shed. This needs to be considered.

Thank you,
Debi Wagner

Sent from my iPhone

1-2

From: Port Sepa
To: Rybolt, Steven
Subject: FW: Subject: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom
Date: Wednesday, June 21, 2017 8:06:28 AM

From: Doreen Harper [mailto:crfancygirl@yahoo.com]
Sent: Tuesday, June 20, 2017 08:02
To: Port Sepa
Cc: crfancygirl@yahoo.com
Subject: Subject: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

To: Steve Rybolt, Port of Seattle, Environment and Sustainability Department

The holding area enables adding six more gates to an already overcrowded airport. The claim in the DNS that this will not increase aircraft operations has ZERO credibility (Checklist 7b2).

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Also a two week response time to object to the DNS is unfair. It appears to be great example of being rushed through before the community knows what is happening. Particularly with the misleading statement that it will not increase aircraft.

Considering past SeaTac studies linked the degraded health of the people that live nearby to airport pollution, any actions that further degrade health and life expectancy should always require a FULL environmental impact statement. In light of the inaccuracies in past environmental impact statements, as well as the poor correlation between noise as heard in the community versus predicted by analysis, this project needs to be treated as what is effectively accomplishes, i.e. more airplanes, more airplane and diesel bus pollution, higher incursion risks, etc.

Comments Misc items on "Checklist ENVIRONMENTAL CHECKLIST Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom" , POS SEPANO. 17-02, June 6, 2017
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Please consider these comments formally submitted

Doreen Harper
26625 16th Ave. South
Des Moines, WA 98198

From: Doreen Harper
To: Port Sepa; Rybolt, Steven
Cc: Orwall, Rep. Tina; karen.keiser@leg.wa.gov; adam.smith@mail.house.gov
Subject: SeaTac Airport: Concourse D Hardstand Holdroom SEPA
Date: Friday, June 30, 2017 2:45:37 PM

To Arlyn Purcell & Steve Rybolt,

I am writing regarding the NDNS for the Concourse D Hardstand Holdroom SEPA Determination and to be a party of record in the decision making process. The rapid expansion of activity at SeaTac Airport is creating negative and irreparable harm and impacts on the surrounding communities and is also being ignored by the Port of Seattle. The Concourse D Hardstand proposal contributes to the impacts by allowing for increased air traffic in and out of SeaTac airport by accommodating more planes and passengers. To claim that such a project could be deemed a 'Determination of Non-Significance' is not only irresponsible, but also neglectful to the citizens surrounding the area.

To claim that "This facility is intended to accommodate *current* passenger levels, lessen the *current* high utilization of existing airplane gates, and maintain a high level of service for passengers" is questionable at best. This facility is being built to accommodate the increased expansion of air traffic that has happened recently, is happening now, and is going to happen with your goal of increased flights in and out of SeaTac Airport.

A full environmental impact needs to be performed and completed before moving forward on the Concourse D Hardstand Holdroom. The Port of Seattle has not performed any studies on how the increased air traffic is impacting the human environment or taken into consideration the full impacts of their other projects concurrently happening (e.g. removal of trees on Port and surrounding sites). All of these activities not only have significant impacts individually, but also have cumulative impacts as a whole. Separating them works in your favor but does not represent the true costs and impacts to the environment or the community.

For the Port of Seattle to be reviewing and determining their own procedures and allowances when it comes to these types of proposed actions is an extreme conflict of interest. The POS should have to be governed and reviewed by the same entity that others are subjected to.

As a resident of Des Moines, your increased airport activities directly impact my quality of life. I chose to live by ONE airport, knowing that the flights were going to be a part of our daily lives. The Port of Seattle has created TWO airports on one footprint without any consideration of the impacts to the surrounding communities. Your actions are negatively impacting the health and environment of people surrounding this area. An EIS must be performed before any additional projects are pursued. Another regional airport needs to be built to take pressure off of this area of Puget Sound. Be a good neighbor and stop putting economic development before human health and the environment.

Doreen Harper
26625 16th Ave. South
Des Moines, WA 98198

From: Stuart Jenner
To: Rybolt, Steven
Subject: comments on the Hardpan hold
Date: Wednesday, June 21, 2017 7:59:04 PM

18

Hi, I am submitting comments on the Hardpan hold plan.

1. Total operations

I believe 7.b.2 is in error. The whole point is to increase airport capacity, right? By having more gates, you can push more planes through per hour, thereby increasing air pollution and noise pollution.

2. Impervious surfaces

Has the port considered using some type of permeable surface instead?

3. Impact on cruise passengers and crowding

The cruise business seems to be growing. Is there enough space at just one location for the cruise passenger loading and unloading? How much is the space currently used, how much is the other space used, and where will the buses go if the one remaining space is full?

4. Conclusion

This seems like a complex subject because effectively you're increasing airport capacity and expanding airport operations. It would seem a full EIS is in order or something more than this quick snapshot.

Thank you for including these comments in the formal record.

Stuart Jenner

200 SW 178th Street
Normandy Park, WA 98166

206-241-0101

stuartjenner@comcast.net

2

Rybolt, Steven

From: Stuart Jenner <stuartjenner@comcast.net>
Sent: Thursday, June 22, 2017 4:49 PM
To: Rybolt, Steven
Subject: a follow up comment

Hi, I think I erred yesterday in my comments of yesterday calling for more permeable surfaces. Actually, it is better to have impervious , that way chemicals etc can be contained and put into a treatment facility.

Best wishes,

Stuart Jenner

From: Port Sepa
To: Rybolt, Steven
Subject: FW: Reject DNS- State Environmental Policy Act (SEPA) DNS of Proposed Action for Sea-Tac Airport Concourse D Hardstand Holdroom Comments
Date: Wednesday, June 21, 2017 8:05:03 AM
Attachments: Untitled
Untitled

From: A Brown [mailto:arlene8693@yahoo.com]
Sent: Monday, June 19, 2017 12:56
To: Port Sepa
Subject: Reject DNS- State Environmental Policy Act (SEPA) DNS of Proposed Action for Sea-Tac Airport Concourse D Hardstand Holdroom Comments

Steve Rybolt, Port of Seattle, Environment and Sustainability Department

Subject: Formal Comments on Determination of Non-Significance of Proposed Action for Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

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Considering past SeaTac studies linked the degraded health of the people that live nearby to airport pollution, any actions that further degrade health and life expectancy should always require a FULL environmental impact statement. In light of the inaccuracies in past environmental impact statements, as well as the poor correlation between noise as heard in the community versus predicted by analysis, this project needs to be treated as what is effectively accomplishes, i.e. more airplanes, more airplane and diesel bus pollution, higher incursion risks, etc.

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http://www.portseattle.org/Environmental/Environmental-Documents/SEPA-NEPA/Documents/SEPA_ConcourseD_HardstandHoldroom_Checklist_SIGNED.pdf

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Please consider these comments formally submitted

Arlene Brown
239 SW 189th PI
Normandy Park WA 98166
arlene8693@yahoo.com

----- Forwarded Message -----

From: Port of Seattle <PortofSeattle@public.govdelivery.com>
To: arlene8693@yahoo.com
Sent: Thursday, June 8, 2017 4:45 AM
Subject: State Environmental Policy Act (SEPA) DNS of Proposed Action for Sea-Tac Airport Concourse D Hardstand Holdroom

SEPA
COMMENTS
(continued)²

From: Port Sepa
To: Rybolt, Steven
Cc: Purcell, Arlyn (Env&Sus)
Subject: FW: POS & airplane noise and emissions - Susan & Robert Petersen
Date: Monday, July 17, 2017 10:58:14 AM

From: Susan Tegler Petersen [mailto:bpeters2_91@msn.com]
Sent: Friday, June 30, 2017 20:45
To: Port Sepa
Subject: POS & airplane noise and emissions

I'd like to express my feelings about how the POS and FAA have greatly ruined the quality of life that we in the South End from SEATAC are suffering through every single day and night. The very loud, low aircraft that mean we cannot have conversation with a neighbor in our own yard. We cannot eat on our deck in the evening. We cannot have our windows open and watch TV because we can't hear over the airplane noise. We have our sleep interrupted in the wee hours of the morning by large cargo planes that sound as if they'll hit our house. House values are decreasing and people with homes for sale are lucky if they can get a buyer once a large airplane flies over before the papers are signed.

I've gone to various meetings at different locations - one in Federal Way in 2015 where the POS & FAA totally lied to us, telling us that the glide path had not changed. The reason so many of us attended was because it HAD changed and they WERE flying over our homes when they had not done that previously! I've gone to POS meetings, same thing - they listen but tell us something different from what we see and hear every single day. We, the neighbors of SEATAC are not deaf, dumb and blind! We know that you are doing: trying to pull the wool over our eyes. I've gone to community meetings where people even closer to the airport tell horrible stories about how their lives are impacted by this horrendous noise. One meeting at POS, FAA people were there to listen and speak, but "unfortunately they had another meeting and couldn't stay for the public input" (Some were seen in the hall afterward). At least if they are going to LIE to us, go stand and talk somewhere else.

There are health issues as well. More cancers, respiratory diseases are hugely impacted, more heart disease - all related to emissions that rain down on us every day of our lives. On a personal note, my husband has respiratory illness that cannot be managed. He's outside working in our yard nearly every day. You are literally poisoning people. Talk to parents with asthmatic children! How can you have so little regard for the citizens?

We moved to our home in 1993. There was a degree of airplane noise but nothing, nothing like it is today! Planes rarely ever flew over our street or the one next to us. Now, about every other plane is over our street and nearly ever 2 minutes. Big Fed EX cargo planes fly over, EVA sir cargo, and Emerites, WHY? They didn't use to. We viewed our home as one of our biggest

investments. We paid our home off, and expected that when we may be unable to remain in our home for health reason or as we aged, we would be able to sell and recoup our investment. Now we have a couple choices, move now when homes here aren't selling well and the value is down, or remain in our home until with health issues, we are no longer able to move by ourselves.

So essentially, we feel that the POS and FAA have ruined what used to be a quiet peaceful life that we used to enjoy. I hope you all can sleep at night!

Susan & Robert Petersen
29805 6th Avenue South
Federal Way WA 98003

From: Port Sepa
To: Rybolt, Steven
Cc: Purcell, Arlyn (Env&Sus)
Subject: FW: SEPA.p@portseattle.org - JC Harris
Date: Monday, July 17, 2017 10:59:16 AM

From: JC Harris [mailto:northwestirish@gmail.com]
Sent: Friday, June 30, 2017 17:12
To: Port Sepa
Subject: SEPA.p@portseattle.org

Attention Steve Rybolt,

WRT:

Concourse D Hardstand Holdroom - The Concourse D Hardstand Holdroom will be a dedicated space connected to the terminal where passengers will take a bus to or from an airplane located on the airfield (i.e. hardstand operation) versus entering or exiting a plane through a loading bridge or walkway connected to the terminal. This facility is intended to accommodate current passenger levels, lessen the current high utilization of existing airplane gates, and maintain a high level of service for passengers.

A formal EIS (Environmental Impact Study) is absolutely necessary!

JC Harris
PO Box 13094
Des Moines, WA 98198

From: Port Sepa
To: Rybolt, Steven
Cc: Purcell, Arlyn (Env&Sus)
Subject: FW: 201702961 - SEATTLE PORT OF - John n Laura Castronover
Date: Monday, July 17, 2017 11:00:36 AM

-----Original Message-----

From: John n Laura Castronover [mailto:castronlj@hotmail.com]
Sent: Friday, June 30, 2017 15:34
To: Port Sepa
Subject: 201702961 - SEATTLE PORT OF

STEVE RYBOLT, please consider this email as a concern of mine about the expansion of the SeaTac Airport and my request to keep me informed about the findings of the SEPA evaluation.

I live right under the third runway and am truly affected by the increase of planes passing us. My name: Laura Castronover My address:

1319 so 251 Pl

Des Moines WA. 98198

Phone: 2063759004

Thank you!

Sent from my iphone

From: Port Sepa
To: Rybolt, Steven
Cc: Purcell, Arlyn (Env&Sus)
Subject: FW: SEPA DNS HARDSTAND - Candace and Glen Urquhart
Date: Monday, July 17, 2017 11:01:38 AM

From: Candace Urquhart [mailto:candace@bellamaterna.com]
Sent: Friday, June 30, 2017 14:42
To: Port Sepa
Cc: Candace Urquhart
Subject: SEPA DNS HARDSTAND

Candace and Glen Urquhart
25665 Marine View Drive South
Des Moines 98198

We oppose the DNS HARDSTAND expansion until a full EIS review has been done. Studies have to be done on the accumulative effects concentrated on these communities. The POS understands the Environmental Injustice they are putting on these communities and it has to STOP. The people of the communities surrounding the airport cannot physically handle any more. People are dying due to the EXCESSIVE toxic emissions and noise pollution from SEA TAC. It is too much, the human body cannot handle it. The POS is cutting all of the trees and the valuable understory that filters all of the toxins for these communities. Monies allocated for current expansion of SEA TAC need to be re-allocated toward a second regional airport, and the relocation of cargo planes.

Candace Urquhart
206-949-1001

From: [Port Sepa](#)
To: [Rybolt, Steven](#)
Cc: [Purcell, Arlyn \(Env&Sus\)](#)
Subject: FW: Seattle-Tacoma International Airport (Sea-Tac Airport) - Wendy Ghiora
Date: Monday, July 17, 2017 11:03:11 AM

From: Wendy Ghiora, Ed.D [mailto:wghiora@gmail.com]
Sent: Friday, June 30, 2017 14:21
To: Port Sepa
Subject: Seattle-Tacoma International Airport (Sea-Tac Airport)

To: Steve Rybolt, Port of Seattle, Environment and Sustainability Department

Subject: Formal Comments on Determination of NonSignificance of Proposed Action For:

Seattle-Tacoma International Airport (Sea-Tac Airport) Concourse D Hardstand Holdroom

The proposed hardstand holdroom would add six more gates to an airport already bursting at the seams with space issues. The DNS states that this will not increase aircraft operations. This claim is false. C (Checklist 7b2).

A full environmental impact study is in order, so that the end result can be projected and thoroughly studied.

A two week response time to object to the DNS is a poor excuse for having real community participation and time to comment. It seems like another example of something being rushed through without the community really knowing the truth of what is happening.

Previous SeaTac studies linked the degraded health of the people that live nearby to airport pollution. Any actions that further degrade health and life expectancy should always require a FULL environmental impact statement. Due to past inaccuracies in environmental impact statements, as well as the poor correlation between noise as heard in the community versus predicted by analysis, this project needs to be treated on the basis of what it will actually create, i.e.: more airplanes, more airplane and diesel bus pollution, more noise and higher incursion risks.

This proposal needs a full environmental impact study, period.

Sincerely,

Dr. Wendy Ghiora

Wendy Ghiora, Ed.D, President

Washington State Chapter - Phi Delta Kappa

Setting an example is not the main means of influencing another, it is the only means. *Albert Einstein*