

To: Ms. Sunny Becker
Washington State Department of Ecology
Northwest Region, Toxics Cleanup Program
15700 Dayton Ave N
Shoreline, Washington 98133

Date: June 2, 2026

Subject: **LORA LAKE APARTMENTS SITE—REQUEST FOR PERMANENT WILDLIFE
BARRIER SCHEDULE EXTENSION
LORA LAKE APARTMENTS SITE, BURIEEN, WASHINGTON**

Dear Sunny:

This letter provides the Port of Seattle's (Port's) formal request for an additional 7-year schedule extension for the construction of a permanent barrier to wildlife on the Lora Lake Apartments (LL Apartments) Parcel of the LL Apartments Site (Site) in Burien, Washington. The Cleanup Action Plan (CAP) attached to Consent Decree No. 15-2-21413-6 specifies that as part of the remedial action, the LL Apartments Parcel must be covered by an engineered barrier to wildlife.

As detailed in the CAP, "A barrier to wildlife will be established within 4 years of the completion of excavation and backfilling. This allows the Port time to identify the commercial use of the property and integrate the barrier to wildlife with property development." Consistent with the CAP, after excavation and backfilling of soil in exceedance of the LL Apartments Parcel soil remedial action level, a temporary soil cap composed of 6 inches of clean imported topsoil and hydroseed for stabilization were placed. The Construction As-Built Report, prepared by FloydISnider in January 2021, indicates that partial substantial completion (completion of excavation, backfilling, regrading to facilitate stormwater drainage, and placement of the temporary soil cap) was granted for the LL Apartments Parcel on October 31, 2017, which resulted in a date for establishment of the permanent barrier to wildlife as October 31, 2021.

A 5-year schedule extension to the original date was requested on September 2, 2021 and granted by Ecology on September 8, 2021. The Port has worked diligently in the 5 years since then to identify redevelopment opportunities at the property that support Port operations. Currently, the Port has completed an economic analysis for the property and identified the highest beneficial use as an airport-compatible commercial development, housing flight kitchen companies. The Port has also determined that the property will be leased under a long-term ground lease, allowing for development of the property to be conducted by the future tenant, while the Port retains ownership of the property. The wildlife barrier will be installed concurrent with commercial development of the property by the future tenant company.

The property design and construction process is anticipated to require up to 7 years, with the construction completion no later than 2033. An estimated schedule is provided below.

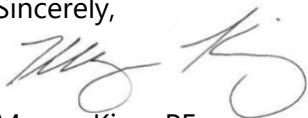
Year	Activity
2026	Prepare development request for proposals (RFP).
2027	Release development RFP and receive proposals from interested potential tenants.
2028	Select a tenant and negotiate long-term lease conditions.
2029–2030	Tenant designs and permits redevelopment.
2031–2033	Tenant constructs redevelopment, including construction of wildlife barrier.

Based on this proposed schedule and to accommodate potential delays in the process due to unforeseen issues or changes in economic conditions, the Port requests a 7-year extension for installation of the final barrier to wildlife to Oct. 31, 2033. During this time, the Port will continue to conduct compliance monitoring and maintenance of the temporary soil cap as prescribed in the Washington State Department of Ecology (Ecology)-approved Compliance Monitoring Plan, prepared by Floyd Snider in May 2020. To mitigate the delay in wildlife barrier construction, and ensure the temporary soil cap remains effective during this additional timeframe, the Port proposes to increase the monitoring frequency of the temporary soil cap from annually in spring to semiannually, in spring and fall. The Port will continue to repair damage or disturbance to the temporary soil cap and will keep Ecology informed of development progress.

Since completion of construction, the grass cover has become well established, and monitoring has not discovered any significant disturbance to the temporary soil cap. The site fencing has also adequately restricted unauthorized access to the property. Once the permanent wildlife barrier is constructed, the existing environmental covenants will be revised as needed to include maintenance requirements for the final barrier in the future.

Please feel free to contact me to further discuss this schedule extension request. I look forward to completing this final step of remedial actions at the Site in coordination with you.

Sincerely,



Megan King, PE
Port of Seattle – Aviation Environment & Sustainability
Contaminated Soil & Groundwater Program Manager