

## **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




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](mailto:Rybolt.S@portseattle.org) or the Port of Seattle electronic mail Internet address at [SEPA.p@portseattle.org](mailto: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.

  
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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 (~0.05 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.