

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

### **Seattle-Tacoma International Airport (Sea-Tac Airport) C-1 Building Expansion Project**

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 C-1 Building Expansion project.

**Description of Proposed Project Action:** The C-1 Building (originally known as the Baggage Screen Facility [POS SEPA No: 03-11]), built in 2005, is an existing three-story facility (with two stories above ground) that primarily includes office space and baggage handling and screening equipment. The building was designed to "...allow for potential future expansion...for a potential total of six above ground levels."<sup>1</sup>

The Project will construct four additional floors on top of the existing C-1 Building, which is located adjacent to Gate C3 and between Concourses C and D. This proposed building expansion, to seven floors total (not including a mechanical penthouse), will provide additional airport, dining, and retail (ADR) opportunities, as well as needed office space and premium lounge space.

The building expansion will include the following:

- Renovation to existing bridge, baggage levels, and Concourse Level
- An additional four floors above the Concourse Level, for new dining and retail spaces, additional Transportation Security Administration (TSA) office space, and lounge or office space
- A mechanical penthouse
- A small expansion for a loading dock and trash compactors
- An expansion to the existing Gate C3 Holdroom (passenger waiting area)

The Project will address deficiencies in capacity for ADR, hold room, lounge and office uses by adding four floors to the existing C1 Building, increasing the existing approximate 99,000 SF facility to roughly 203,000 SF, and expanding the existing C3 gate waiting area (currently 1,000 square feet [SF]) to approximately 2,300 square feet to allow it to meet standards for serving passenger levels. The project does not include any elements that would affect or increase aircraft operations.

**Location of Proposed Action:** Seattle-Tacoma International Airport  
17801 Pacific Highway South  
Seattle, WA 98158

The project is proposed at Concourse C (see Attachment A).

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<sup>1</sup> Port of Seattle SEPA No: 03-11

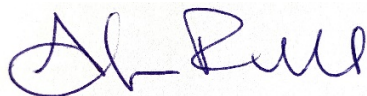
**Lead Agency:** Port of Seattle (SEPA File Number 20-02)

**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 policies, 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 <https://www.portseattle.org/environment/sepa-nepa>. Please contact Steve Rybolt to confirm access to these documents. See contact information below.

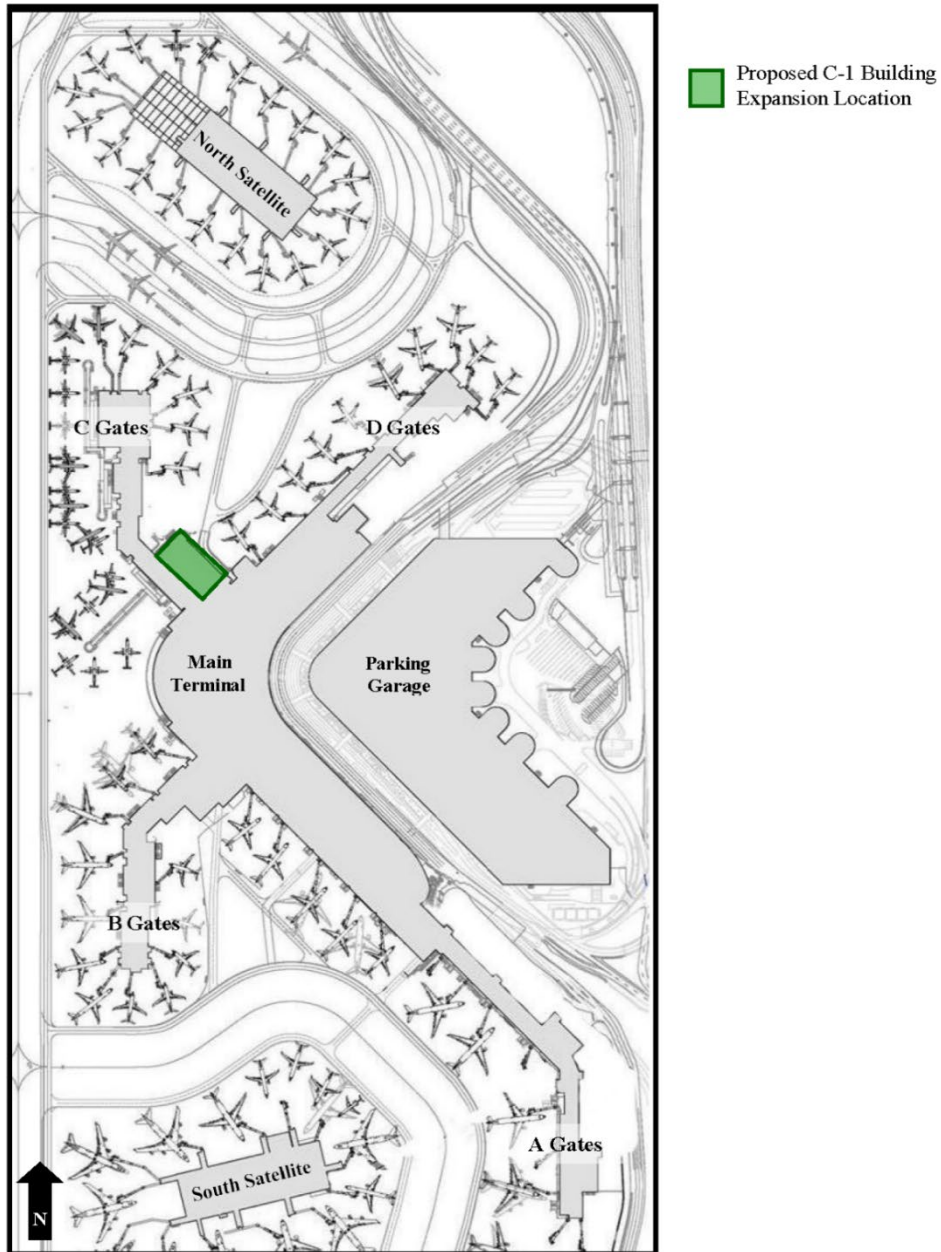
**Public and Agency Comment:** The DNS and Environmental Checklist for this project was first published on March 16, 2020. It was re-published on March 19, 2020 due to an incorrect email address. The Port of Seattle received 7 comment letters. Appendix B provides information pertaining to comments received. 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@portseattle.org](mailto:SEPA@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  
May 1, 2020

## ATTACHMENT A - SITE MAP



## **APPENDIX B – Frequently Asked Questions**

### **1. Why is there a need for the C-1 Building Expansion project?**

Seattle-Tacoma International Airport (Sea-Tac Airport) underserves the current demand (during normal conditions) for food and beverage and retail options of the traveling public, specifically on concourses C and D. Current food and beverage and retail locations are often congested during normal conditions, cannot serve the number of passengers during peak periods, and there is a desire to further diversify the options available. Although the recent COVID-19 pandemic has reduced activity in the passenger terminal, the reduction is considered temporary, and activity is expected to return to early 2020 levels. The C-1 Building Expansion project intends to alleviate congestion in the terminal, provide more family-friendly options, and increase diversity of choices (including local brands) within the terminal. While the project will better serve existing passengers, Sea-Tac Airport recognizes that passengers will continue to be underserved based on industry standards.

### **2. Will the C-1 Building Expansion accommodate future growth at Sea-Tac Airport?**

The project does not add passenger gates and does not include any elements that are anticipated to affect or increase aircraft operations. Table 1 - *Comparison of SEA Concession Performance Ratio to Top Performing Airports*, in the C-1 Building Expansion SEPA Checklist, compares industry performance standards for this space type to current (during normal conditions) and future conditions at Sea-Tac Airport, with and without the project. While the C-1 Building Expansion project will increase the level of service for existing passengers, additional food and beverage and retail facilities (i.e. identified in Sustainable Airport Master Plan (SAMP) Near-Term Projects [NTP]) will need to be built to maintain an adequate level of service in the future.

### **3. Sea-Tac Airport is undertaking a Sustainable Airport Master Plan (SAMP). How does the C-1 Building Expansion project relate to the SAMP Near-Term Projects (NTP) environmental review?**

Whereas the SAMP Near-Term Projects (NTP) address future growth at the airport programmatically, the C-1 Building Expansion project addresses an existing need to accommodate current passenger levels (during normal conditions). If the Port of Seattle Commission approves the proposed SAMP NTP, development of the NTP would occur after the National Environmental Policy Act (NEPA) Environmental Assessment (EA) and State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) are completed. Environmental review is anticipated to be completed in 2021. The C-1 Building Expansion project is independent from the SAMP NTP and therefore has a separate environmental review. The purpose of the C-1 Building Expansion project is to

address current airport dining and retail (ADR) opportunities, as well as needed office and premium lounge space deficiencies in meeting existing demand (under normal conditions). This project is needed, with or without the SAMP NTP.

**4. How are cumulative impacts analyzed to understand potential environmental impacts of past, present, and future projects related to C-1 Building Expansion?**

The Port considered a variety of past, present, and proposed actions in and around the project area in relation to the construction timeframe and operations of the C-1 Building Expansion project. Other projects may be under construction during times that overlap with the project construction between 2022 and 2026 (e.g. Air Cargo Road Safety Improvements, WSDOT SR 509 Stage 1b (I-5), and early SAMP NTP). This includes areas at Sea-Tac Airport and within the general vicinity of the project. In reviewing those projects, where information was available, potential adverse cumulative impacts are not expected.

Operationally, it is anticipated that the project will increase the number of employees traveling to and from the site, and (once the Project is complete) an associated increase in transportation-related emissions related to product deliveries for food and beverage and retail offerings. As noted in the SEPA Checklist, Commute Trip Reduction (CTR) and Airport employee parking data show that many employees that serve food and beverage and retail establishments utilize public transportation. These employees will also work in full-time and part-time shifts through a 24-hour period, minimizing vehicles trips during peak times. Deliveries of products for food and beverage and retail will occur during off-peak hours. While there will be an increase in the number of employees traveling to and from the site, and additional product deliveries to support food and beverage and retail establishments, it is not anticipated that there will be adverse impacts associated with traffic congestion or transportation-related emissions.

The C-1 Building Expansion project will also be evaluated within the SAMP NTP environmental review cumulative impacts analysis.

**5. Will aircraft noise reflect off the C-1 Building Expansion, increasing noise in the community?**

Following the issuance of the threshold determination of non-significance, the Port completed additional analysis to validate the potential for reflection of sound, originating from aircraft operations on the runways west of the C-1 Building, to a variety of locations off-airport, both east and west, of Sea-Tac Airport. Modeling was conducted for existing conditions and with the project to determine maximum sound levels. The results of this analysis found that off-airport locations east and west of the proposed C-1 Building are

not likely to experience changes in noise as a result of the project. While the project is not anticipated to result in changes in noise to adjacent communities, Sea-Tac Airport will consider different materials, orientation, and noise baffling as part of design.