



**COMMISSION
AGENDA MEMORANDUM**

Item No.

9a

BRIEFING ITEM

Date of Meeting

March 10, 2020

DATE: February 14, 2020

TO: Stephen P. Metruck, Executive Director

FROM: Jeffrey Brown, Director of Aviation Facilities and Capital Programs
James Jennings, Director AV Properties, Airline Affairs and Air Service Development
Wayne Grotheer, Director, Aviation Project Management

SUBJECT: Briefing on the C1 Building Expansion at Seattle-Tacoma International Airport

EXECUTIVE SUMMARY

This briefing provides an overview of the preferred concept developed for the expansion of the C1 Building and adjacent C3 Hold room at the Seattle-Tacoma International Airport (Airport). In June of 2018, the Commission authorized the further development of the C1 Building Expansion project definition.

The proposed C1 Building Expansion will address current level of service deficiencies at the Airport by constructing four additional floors on top of the existing C1 Building, as well as expand seating in the adjacent C3 Gate Hold room, both located between Concourses C and D. This project will also redevelop the existing concourse level footprint, which is largely blocked off from the public today to provide additional concessions, services, and amenities to the travelling public. Each new floor plate will be approximately 30,000 square feet, while an approximate 5,000 square feet will be added to the existing building footprint by the construction of a new loading dock and hold room.

Redevelopment of the existing concourse level footprint and expansion of the existing building will provide much needed Airport Dining and Retail (ADR) options, new premium lounge spaces, and provide additional office space for existing and new tenants. The project will also construct a post-security Meditation Room, a Nursing Mothers Room, new restrooms, expand the deficient C3 hold room, and create additional circulation and seating for the traveling public at the busy and congested Concourse C and D crossroads.

BACKGROUND

The Airport commissioned a Project Definition Document (PDD), a more in-depth study than a typical project notebook, which identified the boundaries of the scope for this project. The PDD was ultimately approved by airport leadership, after changes were incorporated from extensive stakeholder meetings, as well as the consideration of over 200 comments following the document review process.

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The project team worked with Airport Operations to ensure a comprehensive Safety Risk Assessment to assure sufficient space will be available for air carrier movement on and around the ramp area as well as continued visual observation of the dual taxi lane between Concourse C and the North Satellite will be maintained.

Further strategies to manage, or alleviate ramp area congestion, in the areas of Concourse C and D, include a future Centralized Receiving Distribution Center, by way of ensuring there are only box truck type deliveries to the load dock. Deliveries will still be able to access the building by way of the central terminal load dock.

The proposed C1 Building Expansion project, will provide solutions to deficient ADR, hold room, lounge and office capacities by adding four floors to the existing C1 Building, increasing the existing approximate 99,000 SF facility to roughly 203,000 SF, and expand the adjacent C3 Hold room by approximately 1,500 square feet.

The Airport currently underserves the demand of the traveling public with ADR options in Concourses C and D. With the addition of C1's 24,000 square feet of ADR space within the next five years, the Airport will still not meet current demand. Additionally, the existing passenger hold room at Gate C3 is significantly undersized to serve current aircraft and would be expanded to meet standard level-of-service criteria and avoid congestion on the adjacent concourse walkways.

The C1 Building expansion includes approximately 40,000 square feet of office space, 14,000 SF of which is for TSA on the Bridge level, and another 7,000 SF of office for use by lounge operators. The remaining 19,000 SF will be allocated to either ADR tenants, or the Port of Seattle.

The Port of Seattle has received multiple letters of interest from tenants for potential lounge spaces in anticipation of the C1 Building Expansion project. Specific tenants for this lounge space are in preliminary negotiations.

Furthermore, the expanded facility will include the ability to accommodate All Gender Restrooms, Mediation Rooms and Nursing Mothers Suites.

ADDITIONAL BACKGROUND

The C1 project will be the first project that has been identified as a “Tier three project” under the Port’s new ***Sustainable Project Framework***; and the project team will execute design and construction work consistent with the following Commission-approved approach:

1. Integrate sustainability early in the capital process by establishing a team of project-specific experts through the Sustainable Project Assessment and Review Committee (SPARC).
2. Select and apply the relevant Sustainable Evaluation Framework criteria to highlight tradeoffs and benefits during development of the Sustainable Design Approach.

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3. Present SPARC recommendations/SDA to Commission along with the request for authorization for design funds.
4. Develop a Sustainable Design Strategy that includes the selected alternatives from the Sustainable Design Approach. Share results and recommendations of the Strategy with Commission’s Energy and Sustainability Committee at 30% design.
5. The Sustainable Design Strategy will be included in the final construction authorization for the project.
6. Track progress and recognize achievements of project teams.

The project team worked with the Aviation Environmental (AVENV) department to convene and conduct a SPARC meeting to identify ideas and analyses for the C1 Sustainable Design Approach (SDA). In addition to pursuing certification for Silver level for the most current version of LEED Building Design and Construction, the SDA requires the designer conduct the following analyses as the design develops for the sustainability categories relevant to the project prior to the completion of the 30 percent design deliverable:

Category	Analyses
Energy/Carbon	Analyze energy use (electricity, liquid fuel, natural gas) and options for reducing energy use by 5%, 10%, and 20% below Washington State Energy Code. For each proposed option, analyze capital and total costs. AVENV will calculate carbon emission and reduction estimates associated with proposed options.
Materials	Provide Port staff with technical specifications and amounts of concrete, steel, and gypsum proposed for use on the project. Staff will analyze options and provide recommendations to reduce embodied carbon for those materials.
Water conservation	Analyze water use and cost and provide options to reduce water use by 10% and 20% below Uniform Plumbing Code 2015 and Washington State Amendments. Options include but are not limited to indoor water use, outdoor water use, process water demand, and rainwater capture. Proposed options must meet the Port’s existing design standards.
Transportation	Develop project-specific design options to support employees that commute via active transportation, public transportation, or other non-drive alone modes. Include cost estimates for all proposed options.
Innovation	Analyze and propose any additional options that could be considered innovative techniques. Designer must provide evidence of past precedent within the last three years and corresponding performance data for Port review.

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SCHEDULE

Planning Phase	Quarter
PDD Approved by aviation leadership	Complete
State Environmental Policy Act (SEPA) Determination	Q2, 2020
Commission Briefing	March 10, 2020
Commission Authorization to procure Design	Q1, 2020
Commission Authorization to procure General Contractor/ Construction Manager (GC/CM), and Program Management	Q2, 2020
Design Phase	Quarter
Procure Design Services Complete	Q3, 2020
Procure GC/CM services complete	Q4, 2021
Review recommendations of sustainable design strategy with the E&S committee at the 30 % design submittal	Q2, 2021
Design Complete	Q2, 2022
Construction Phase	
Commission Authorization for Construction	Q3, 2022
Demolition begins	Q3, 2022
Substantial Completion	Q3, 2027

ESTIMATE

The estimated cost for the C1 Building Expansion program is \$340M. This estimated cost is based on project definition between 1 and 15 percent complete, which makes its estimate a class 4 estimate. While the PDD defines the boundary of the scope, design has not begun in earnest. Class 4 estimates have an expected accuracy range of 15-30 % on the low side, and 20 – 50% on the high side. The scope associated to the estimate range is a recommended practice by the American Association of Cost Engineering (AACE).

In the interest of the project’s success, Aviation Project Management Group (AVPMG) secured a second construction estimate, which came in within 10 percent of the original estimate. The first and second hard construction estimates came in at \$189.2M and \$207.1M, respectively. These values should be considered within the same range as above with an expected accuracy range of 15-30 % on the low side, and 20 – 50% on the high side.

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ATTACHMENTS TO THIS BRIEFING

1. Presentation slides (attached)
2. Animations

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

1. June 26, 2018 - The Commission authorized program development, advance planning, and project definition for the C1 Building at Seattle-Tacoma International Airport
2. July 11, 2017 – The Commission authorized a construction contract for the Gate C3 Hold room Expansion project at Seattle-Tacoma International Airport
3. January 26, 2016 – The Commission authorized design of an expansion for the existing Gate C3 Hold room at Seattle-Tacoma International Airport.