

# ENVIRONMENTAL CHECKLIST

## Port of Seattle

### Pier 66 Cruise Terminal Interior Improvements Project

#### A. BACKGROUND

**1. Name of proposed project, if applicable:**

Port of Seattle Pier 66 Cruise Terminal Interior Improvements Project

**2. Name of applicant: Port of Seattle (SEPA File Number 15-11)**

**3. Address and phone number of applicant and contact person:**

Geo. Blomberg  
Port of Seattle, Pier 69  
2811 Alaskan Way  
Seattle, WA  
206-787-3194

blomberg.g@portseattle.org

**4. Date checklist prepared: October 29, 2015**

**5. Agency requesting checklist: Port of Seattle (the Port)**

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

The interior improvements will begin as soon as required permits are received. This is estimated to be late 2015 and early 2016. Due to ongoing operations within the cruise terminal building, interior demolition and installation of interior modifications and improvements will be phased to minimize potential effects on cruise terminal operations the impact to facility operations during the 2016 cruise season.

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

There are no known plans for future additions, expansions, or further activity related to or connected with this proposal.

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

*Draft Transportation Analysis. Pier 66 Cruise Terminal.* Prepared for Port of Seattle by Heffron Transportation. October 9, 2015.

*Geotechnical Engineering Design Study. Proposed Pier 66 and Marina and Breakwater Development of the Central Waterfront Project.* Seattle, Washington. J-3447. Prepared for the Port of Seattle by Hart-Crowser, May 8, 1992.

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

Several Port and non-Port proposals are in the conceptual planning stages or are scheduled for construction in the general vicinity of the proposed project and may affect the project area. However, the projects have been shown to be independent of one another; each would be undertaken regardless of the other and are not needed to support one another. If the projects listed below are permitted and proposed

for construction coincident with timeframes of the proposed project, they would be closely coordinated. Each of the projects would be required to conduct separate, project-specific SEPA environmental review. Mitigation measures appropriate for each project would decrease the potential for cumulative impacts.

- Seattle Department of Transportation Alaskan Way Road Widening Project
- Washington State Department of Transportation SR 99 Tunnel Replacement Project
- City of Seattle Elliott Bay Seawall Project

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

City of Seattle

- Shoreline Substantial Development Permit authorization, Master Use Permit, and associated building permits

**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.)**

Project Background

The Pier 66 Cruise Terminal (Pier 66 Terminal) was the Port of Seattle's first cruise terminal, beginning operations in 1999 with six vessel calls. Since then, cruise lines have responded to increased public interest in northwest and Alaska tour/cruise opportunities by increasing the number and size of ships homeporting at the Pier 66 cruise Terminal. Cruise Terminals of America (CTA), the tenant operating the terminal since 1999, has made adjustments to landside operations to accommodate larger capacity ships, improve efficiencies, and reduce impacts to traffic operations on Alaskan Way.

In 2017, a new 4500-passenger ship is scheduled to start calling at the Pier 66 cruise terminal. The proposed interior cruise terminal modifications are intended to improve the terminal's efficiency and its ability to accommodate passengers. Passengers that disembark and embark on a cruise are not allowed to mix within the terminal until they have cleared customs and immigrations. In order to separate passengers at the existing Pier 66 terminal, disembarking and embarking operations occur at different times during the day. Passengers disembark in the morning, and only after the ship and terminal have cleared, are embarking passengers processed into the terminal area. All passengers now enter and exit the terminal at the north end of the cruise terminal building.

The proposed improvements would repurpose space within the building formerly used for exhibit/museum activities and change internal disembark/embark passenger circulation. With the changes, disembarking passengers could be processed simultaneously as embarking passengers without mixing within the building. Passengers would enter the terminal through the south end and exit at the north end. The changes would allow passengers to be processed over a longer period of time. Distribution of passenger disembark/embark and luggage screening and handling activities is also intended to reduce peak loads in the terminal, with the coincident benefit of reducing peak traffic conditions in adjacent Alaskan Way right-of-way. In addition, it is anticipated that some disembarkation operations would shift to later morning, further reducing overlap with peak commuter traffic on adjacent streets.

Project Description

The proposed project is an interior improvement project and includes the following elements: Removal (demolition) of interior space; improvements of interior space, elevators and stairwell, conversion and replacement or mobile gangway equipment. Elements of the project are described in more detail below:

### **Removal (Demolition) of Interior Space**

Remove (demolish) several non-structural interior partition walls, ceilings and flooring finishes on Floors 1 and 2 of the existing passenger terminal in order to create larger open spaces for the purpose of improving passenger flow through the terminal and providing efficient luggage screening and handling.

### **Improvements of Interior Space**

Improvements to the interior space will follow the demolition phase and may include drywall repairs, ceiling repairs, and replacement of affected flooring finishes. In addition; mechanical, electrical, plumbing and fire protection systems will receive modifications and improvements to coordinate with the modified building configuration. New casework will be installed to accommodate additional passenger screening and check-in needs. A baggage conveyor system will be installed within the existing building envelope to move passenger luggage from the sidewalk along Alaskan Way to the new baggage holding area near the dock. All life safety systems will be maintained operational during the demolition and repair activities.

### **Elevators and Stairwell**

Construction activities will include the addition of 4 new elevators (2 exterior of the building footprint at street-side and 2 interior of the terminal on the south end), 1 new interior escalator, and 1 new interior stair. With the exception of the street-side elevators, no building envelope modifications or expansion are planned.

### **Conversion of Use**

The proposal also requires the conversion of 30,553 sf of existing interior building exhibit/museum area to passenger terminal operations. A portion of this change of use occurs overwater (approximately 2,500 square feet interior building area, water-ward of the existing under-pier bulkhead) where both uses are now prohibited, under the new Shoreline Code. Accordingly, a conditional use application is required in order to change one nonconforming use (exhibit/museum) to another nonconforming use (passenger terminal) pursuant to SMC 23.60A.122.D. The project also includes the addition of approximately 19,900 square feet of second floor slab within the existing building envelope, filling out the floor area of an existing partial mezzanine within the existing exhibit/museum space.

### **Gangway Replacement**

Freestanding, mobile boarding gangway equipment, which operate independent of building utility and weather proofing systems, will be purchased and placed into operation on the dock, replacing existing gangway equipment.

**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, 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.**

The project site is located at 2201 Alaskan Way, Seattle, King County, Washington. (Figures 1 and 2) The legal description is: BLKS 171 & 172, SEATTLE TIDE LANDS, TGW POR OF BLANCHARD ST VAC BY VO 31789, TGW ADJ POR OF HARBOR AREA BETWEEN INNER & OUTER HARBOR LINES.

## 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 steepest slopes at the project site are present in bulkhead and rip-rap armored aquatic area slopes beneath the existing Pier 66 concrete dock surface, with variable slopes between vertical and approximately 1.5:1 (horizontal: vertical).

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.**

In general, the natural site soils consist of medium to very dense sands which are an extension of the materials evident in the steep bluff to the east of Alaskan Way. The surface of these dense, glacially overridden soils is at depth of 45 to 90 feet in the Pier 66 area. The entire project site is the result of previous placement of fill in the east margin of Elliott Bay, more than seven decades ago (Hart-Crowser, 1992).

d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

Soil liquefaction may occur as a result of seismic shaking because Pier 66 was constructed on filled former tidelands. The City of Seattle Environmental Critical Areas map identifies Pier 66 area as a liquefaction zone.

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.**

The proposed project includes no filling, excavation, or grading.

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

The project is an interior improvement project and should not result in any erosion.

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

The proposed project is limited to interior Pier 66 building improvements and modifications. No change in impervious surface is proposed, compared with existing conditions.

h. **Proposed measures to reduce or control erosion, or other impacts to the earth, if any.**

No measures are expected to be needed for this interior improvements project.

### 2. Air

a. **What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.**

#### Construction

The proposed project would result in air pollutant emissions related to construction equipment and vehicle travel for employees for the interior improvements project.

#### Operations

Additional air emissions are not expected as a result of the interior improvements project.

### Greenhouse Gas Emissions

With regard to Greenhouse Gas (GHG) emissions, the scale of global climate change is so large and the number of contributing factors so numerous that any single project's effects on the involved systems can, at best, only be evaluated on a cumulative basis. As such, it is not anticipated that any single development project, especially one of the minor scale of the proposed project, would cause any discernible impact relative to global climate change. Please see Attachment A for the Greenhouse Gas Emissions Worksheet.

- 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 or odor that are expected to affect the proposal.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any.**

No measures are expected to be needed for this interior improvements project.

## **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.**

The proposed project is for the interior work of an existing building. The building is located adjacent to Elliott Bay.

- 2) Would 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 proposed project would require work adjacent to Elliott Bay. However, the work proposed is for the interior of the building.

- 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 is no fill or dredge involved in the proposed project.

- 4) Would the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.**

The proposed project would 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.**

Pier 66 terminal is located 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 proposed project does not include discharge of waste materials to Elliott Bay.

### **b. Ground Water**

- 1) Would 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. Would water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

The proposed project would not require groundwater to be withdrawn from water wells used for drinking water or other purposes.

- 2) **Describe waste material that would 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.**

The proposed project does not include any discharge of waste material to groundwater at the site.

**c. Water Runoff (including storm water)**

- 1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where would this water flow? Would this water flow into other waters? If so, describe.**

No changes to the existing stormwater drainage systems are proposed.

- 2) **Could waste materials enter ground or surface waters? If so, generally describe.**

The proposed project would not result in waste materials directly entering groundwater.

- 3) **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

The proposed project would not alter or otherwise affect drainage patterns in the vicinity of the site.

**d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:**

No measures are expected to be needed for this interior improvements project.

**4. Plants**

**a. Check or circle types of vegetation found on the site:**

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- wet plants: water lily, eelgrass, milfoil, other
- other types of vegetation: landscaping around the building

**b. What kind and amount of vegetation would be removed or altered?**

No existing landscape vegetation, native upland or shoreline vegetation, or aquatic area vegetation or algae would be affected by the proposed project.

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

No threatened or endangered plant species are known to be in the area where the interior improvements are proposed.

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

No threatened or endangered plant species are known to be in the project area.

**e. List all noxious weeds and invasive species known to be on or near the site.**

No existing noxious weeds and invasive species are known to be on or near the site.

**5. Animals**

**a. List any birds and other 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:  
mammals: deer, bear, elk, beaver, other:  
fish: bass, salmon, trout, herring, shellfish, other:

**b. List any threatened or endangered species known to be on or near the site.**

Because of the urban characteristics, the Pier 66 terminal building area has limited wildlife resources. Nonetheless, various waterfowl and seabirds use the open water of Elliott Bay throughout the year. A raccoon that visitors to the Pier 66 area have named "Tripod" would not be impacted by the proposed interior improvements to the building.

The ESA-listed species that may occur in the proposed project area include: (1) three listed salmonid species: Puget Sound chinook salmon (threatened), coastal-Puget Sound bull trout (threatened), and Puget Sound steelhead (threatened); (2) five additional fish species: green sturgeon, eulachon, bacaccio, canary rockfish, and yellow-eye rockfish; (3) southern resident killer whale; and, (4) four bird species: northern spotted owl, marbled murrelet, and western snowy plover.

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

Eight species of anadromous salmonids use Elliott Bay primarily as a migratory corridor: Chinook, coho, chum, pink, and sockeye salmon; steelhead trout, sea-run cutthroat trout, and bull trout. Of these species, Chinook and coho salmon and steelhead trout are common, while pink and sockeye salmon, sea-run cutthroat trout, and bull trout are rare.

**d. Proposed measures to preserve or enhance wildlife, if any.**

No measures are expected to be required for this interior improvements project.

**6. Energy and Natural Resources**

**a. What kinds of energy (electric, natural gas, oil, wood stove, solar) would be used to meet the completed project's energy needs? Describe whether it would be used for heating, manufacturing, etc.**

Electric and natural gas would be used to meet the project's energy needs.

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

The proposed project would have no adverse effect on potential use of solar energy at 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?**

Fuel-efficient electrical and motorized equipment would be used to the extent possible operationally as part of the proposed project.

## 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.**

The proposed project does not include any new functional or operational activities at Pier 66 and would not result in the potential for additional environmental health hazards.

Vehicles and equipment used for both construction activities and subsequent facility operations would include the use of fuels, oils, lubricants, and other petroleum-related products within the proposed project area. These potentially hazardous materials would be subject to applicable local, state, and federal regulations and guidance pertaining to use, handling, and storage. No increase to exposure of the materials or risks of fire or explosion is anticipated.

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

There is no known or possible contamination at the site from present or past uses.

- 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 existing hazardous chemicals or conditions that might affect project development and design.

- 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.**

Vehicles and equipment used for both construction activities and subsequent facility operations would include the use of fuels, oils, lubricants, and other petroleum-related products within the proposed project area. These potentially hazardous materials would be subject to applicable local, state, and federal regulations and guidance pertaining to use, handling, and storage.

- 4) Describe special emergency services that might be required.**

No special emergency services are anticipated for the proposed project.

- 5) Proposed measures to reduce or control environmental health hazards, if any:**

No measures are expected to be required for this interior improvements project.

### **b. Noise**

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

The project vicinity contains numerous noise sources, including previous and current Port activities. Other existing noise sources include, but are not limited to traffic on Alaskan Way and SR 99 activities at adjacent commercial sites, aircraft overflights, and trains and train horns. Existing noise would not affect the project.

- 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 examples: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

The proposed project would create temporary construction activity and equipment noises. These short-term noise effects would occur during the demolition and construction periods and are expected to occur only during daytime hours and almost all of the construction will be in the interior of the building.

The project site is located within the city of Seattle, Washington, and the noise limits included in the Seattle noise ordinance (Seattle Municipal Code Chapter 25.08) apply to noise related to this project.

**3) Proposed measures to reduce or control noise impacts, if any:**

No measures are expected to be required for this interior improvements project.

**8. Land and Shoreline Use**

**a. What is the current use of the site and adjacent properties? Would the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The building cruise terminal currently accommodates a number of uses including a conference center, a maritime exhibition center, public meeting space, retail uses, and homeport cruise ship services, operations, exhibition space. a 14,000 square foot eating and drinking establishment, a public access area, a public marina, an outdoor concourse, pier area for moorage and operational support for larger cruise ships.

The area in front of the main building, adjacent to Alaskan Way, includes an area for onsite circulation of passenger vehicles, buses, taxis, and trucks for cruise passenger loading and unloading. A canopy projects 10.6 feet over the sidewalk adjacent to Alaskan Way and extends approximately 63 feet in length from north to south.

Alaskan Way is classified as a 60 foot wide principal arterial with a roadway width of 48 feet. The arterial is fully improved with curbs, sidewalks, and gutters.

East of this right-of-way are rail lines under management and service of the Union Pacific and Burlington Northern Santa Fe railways.

Development north and south of the site includes the Edgewater Inn hotel, and Piers 62, 63, and the Seattle Aquarium, all of which are operated and maintained by the Seattle Parks and Recreation Department.

**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 would 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 would be converted to nonfarm or nonforest use?**

The Pier 66 site has no history of agricultural use.

**4) Would 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:**

The proposal would not affect or be affected by surrounding working farm or forest land normal business operations.

**c. Describe any structures on the site.**

The Pier 66 cruise terminal building is located on the site, as well as Anthony's restaurant and the Bell Harbor Marina.

**d. Would any structures be demolished? If so, what?**

No structures would be demolished. However, the interior of the cruise terminal building is proposed to be improved and selected walls and interior areas may be removed or demolished.

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

The site is zoned Downtown Harborfront with a general height limit of 45 feet (DH 1/45). This zoning designation continues north and south of the site, west of Alaskan Way. East of Alaskan Way, zoning increases to DH 2-65 and DH 2-85.

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

The Comprehensive Plan designation for the site is Downtown Harborfront.

**g. If applicable, what is the current shoreline master program designation of the site?**

The Shoreline Master Program designation for the site is Urban Harborfront (UH).

**h. Has any part of the site been classified as critical area by the city or county? If so, specify.**

The site is identified on City of Seattle GIS Critical Area Map layers as having the following critical areas: archaeological buffer, liquefaction zone; flood prone area; wildlife preservation area; and shoreline habitat.

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

The Pier 66 cruise terminal operations include approximately 110 tenant employees serving vessel and passenger needs when vessels are present. In addition, approximately 30-35 long-shore labor personnel provide physical cargo and material vessel operations support. Please note that the proposed project is for the purpose of improving the existing cruise terminal facility. Upper levels of the Pier 66 building also include conference facilities. Bell Harbor International Conference Center personnel include approximately 60 workers. No residential uses are present at the project site and no residential occupancy is proposed.

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

The completed project would not result in displacement of workers or residents.

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

No displacement of residents or workers would result from the proposal; therefore, no measures for avoiding or reducing displacement impacts are needed.

**l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

The two exterior elevators require a shoreline variance in order to exceed the allowed dry land lot coverage limit of 50%.

The proposal also requires the conversion of 30,553 square feet of exhibit/museum for passenger terminal operations. A portion of this change of use, approximately 2,585 square feet, occurs overwater (interior building space, located on the existing Pier 66 concrete wharf surface, water ward of the bulkhead beneath the Pier 66 wharf structure) where both uses are now prohibited, under the new Shoreline Code. Accordingly, a conditional use application is required in order to change one nonconforming use (museum) to another nonconforming use (passenger terminal) pursuant to SMC 23.60A.122.D. The project also includes the addition of approximately 19,900 square feet of second floor slab within the existing building envelope, filling out the floor area of an existing partial mezzanine within the exhibit/museum space.

Every effort will be made to perform all work during periods when the terminal is not in use. In the event that demolition activities do need to occur during a period when the terminal is in use, the affected area will be isolated from the building occupants by means of temporary partitions.

**m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:**

No agricultural or forest lands of commercial significance would be impacted by the proposed activities on site.

**9. Housing**

**a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

No housing units would be provided by the project.

**b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

No housing units would be eliminated by the project.

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

No housing units would be provided or eliminated. Therefore, there would be no measures to reduce or control housing impacts.

**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 tallest height of the existing cruise terminal building is 59 feet 4 inches at the mechanical penthouse.

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

No views in the immediate vicinity would be altered or obstructed.

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

No significant changes in view conditions from public viewpoints are anticipated and no offsetting aesthetic measures are required.

**11. Light and Glare**

**a. What type of light or glare would the proposal produce? What time of day would it mainly occur?**

The proposal is not expected to alter existing light or glare conditions at the project site.

**b. Could light or glare from the finished project be a safety hazard or interfere with views?**

No change in light or glare conditions is anticipated, and no safety hazards or interference with views would result from the proposed project.

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

No off-site sources of light and glare in the area of Pier 66 are expected to adversely affect the proposal.

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

No adverse effects from the planned construction are expected, therefore, no mitigation measures are proposed.

## 12. Recreation

**a. What designated and informal recreational opportunities are in the immediate vicinity?**

There are numerous upland, shoreline, and in-water recreational areas, including parks, boat ramps, trails, public moorages, open-space areas, and public access points in the area of the eastern shoreline of Elliott Bay and throughout Elliott Bay.

**b. Would the proposed project displace any existing recreational uses? If so, describe.**

The proposed project would not displace existing recreational uses in the project area.

**c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

No disruption or displacement of existing recreational uses in the area of the proposed project is 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 next the site? If so, specifically describe.**

No local, state, or federal listed historic or cultural buildings, structures, or sites are located on or near the project site and no sites appear eligible for listing on or near the project site.

**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.**

Aquatic area in Elliott Bay includes federally-recognized treaty rights and resources, including “usual and accustomed” fishing and natural resource areas. Fishing activity in this area is managed by the Muckleshoot Indian Tribe and Suquamish Tribe, together with the Washington Department of Fish and Wildlife. Fishing by Tribal members in this area is consistent with past federal government treaties and subsequent court decisions. Treaty fishing is an ongoing activity, and thus, a baseline condition within this area. Members of the Muckleshoot Indian Tribe and Suquamish Indian Tribe harvest Chinook, coho, chum, and steelhead salmon in south Elliott Bay during summer, fall, and winter of each year, generally from August through February.

**d. 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.**

Methods used to assess the potential impacts to cultural and historic resources included:

- Review of the Department of Archaeology and Historic Preservation’s Washington Information System for Architectural and Archaeological Records Database on August 19, 2015.
- Review of King County and City Landmarks List and Technical Paper No. 6, revised January 2015, on August 19, 2015.
- Review of Seattle Department of Neighborhood’s database of historical properties on August 19, 2015.

**e. 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 potential adverse effects on historic or cultural resources are anticipated.

## 14. Transportation

A traffic report was prepared for the project. Detailed information about transportation for the proposed project can be found in the *Draft Transportation Analysis. Pier 66 Cruise Terminal*. Prepared for Port of Seattle by Heffron Transportation. October 9, 2015. This report is available from the Port by request and Information from that report is used to provide answers to the questions below.

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

The Pier 66 cruise terminal is served by Alaskan Way for all of its land-side access and loading operations. Nearby highways include SR 99.

- 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 cruise terminal is served by public transit on Alaskan Way. Cruise-line chartered, scheduled buses provide service between the cruise terminal and Sea-Tac Airport, but also may be used for service to downtown hotels or city tours. Taxis are directed to queue along the west curb of Alaskan Way north of Pier 66. Shuttles, including Shuttle Express and private hotel shuttles, stage along the west curb of Alaskan Way, between the parking and vehicle access area at the northeast margin of the Pier 66 building and the toe of the Pier 66 stairway. Limos/Towncars including Uber and Lyft services are directed to use the west curb of Alaskan Way adjacent to the charter bus area for drop-off and pre-arranged pick-up only.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

The project would not add or eliminate parking spaces. Parking demand generated by the terminal employees is not expected to change due to the proposed project. Adequate employee parking is available in port-owned parking facilities, east of the project site, east of Alaskan Way (World Trade Center/Bell Street Pier, parking garage).

- d. Would 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).**

No changes are required as part of the proposed interior improvements project.

- e. Would the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

Yes, the project is adjacent to Elliott Bay and the interior improvements are in the cruise terminal.

- 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 nonpassenger vehicles). What data or transportation models were used to make these estimates?**

Interior improvements and modifications proposed for the Pier 66 cruise terminal building would allow concurrent disembarkation and embarkation, which would improve overall land-side transportation operations for the terminal. Planned service by a 4,500-passenger ship at the terminal would add fewer than 10 vehicles during the peak hours to Alaskan Way.

- g. Would 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.**

No.

**h. Proposed measures to reduce or control transportation impacts, if any:**

No measures to reduce or control transportation impacts would be needed.

**15. Public Services**

**a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

No increase in public services is anticipated as a result of the proposed project.

**b. Proposed measures to reduce or control direct impacts on public services, if any.**

No measures for offsetting, reducing or controlling negative effects on public services are required.

**16. Utilities**

**a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

Pier 66 receives electric, natural gas, water, solid waste, sanitary sewer, and telephone service.

**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 that might be needed.**

Utility improvements would be included as needed to support the project.

**C. SIGNATURE**

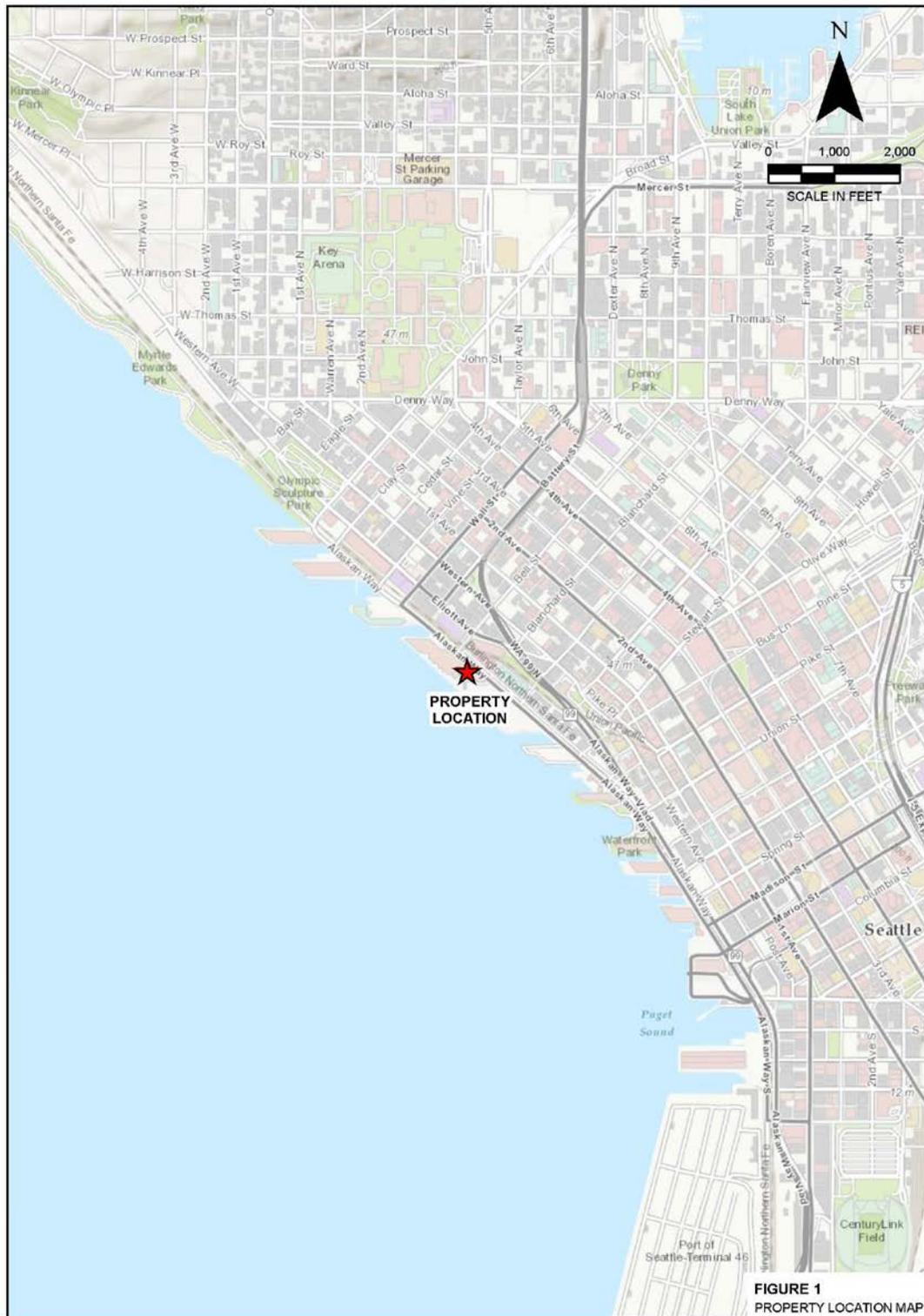
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: \_\_\_\_\_ Signature on File \_\_\_\_\_

Name of Signee: \_\_\_\_\_ George Blomberg \_\_\_\_\_

Position and Agency/Organization: \_\_\_\_\_ Port of Seattle, Maritime Environmental and Planning \_\_\_\_\_

Date Submitted: \_\_\_\_\_ October 29, 2015 \_\_\_\_\_



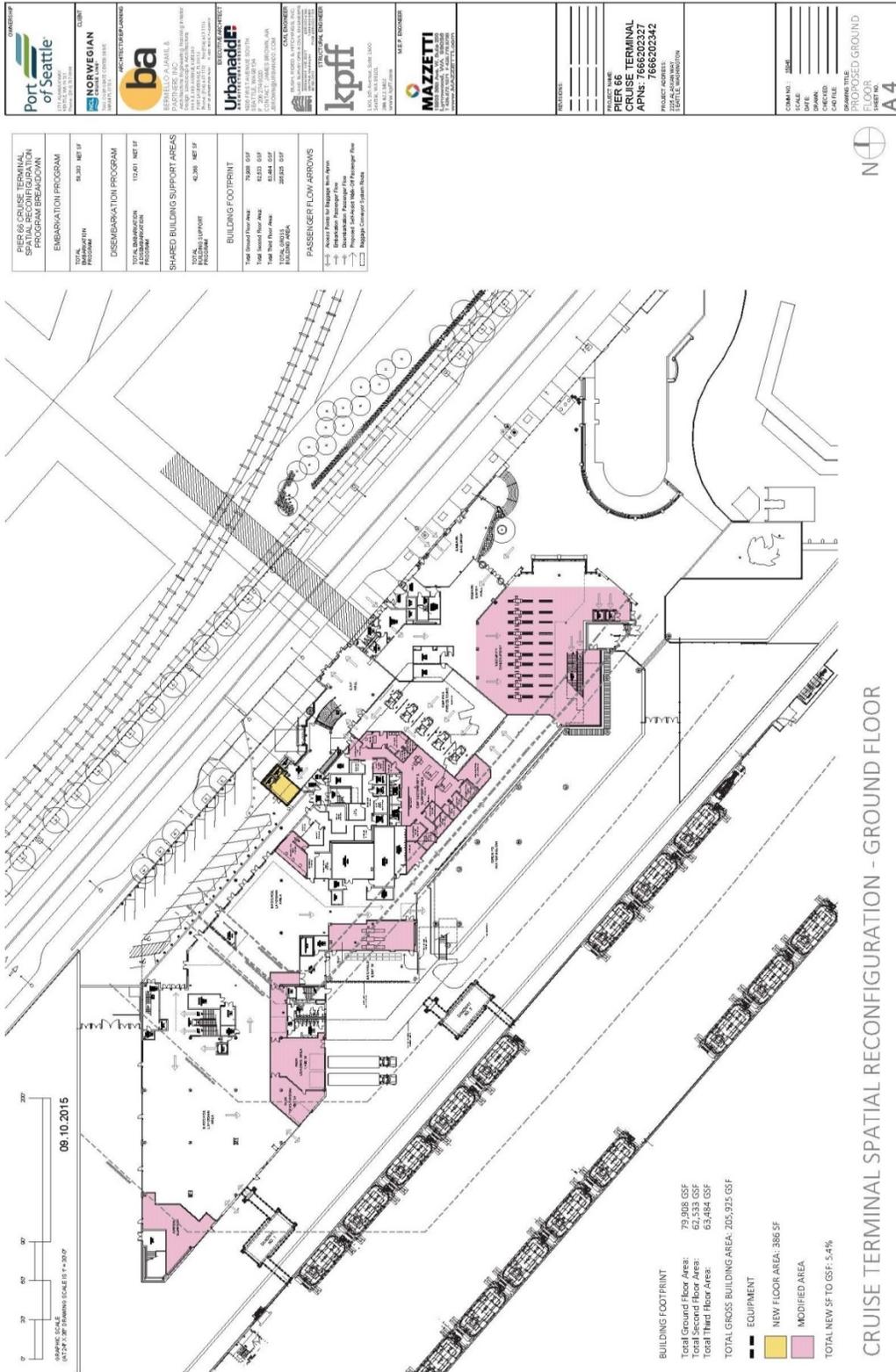


Figure 2. Proposed Cruise Terminal Spatial Reconfiguration

Attachment A – Greenhouse Gas Emissions Worksheet

**Section I: Buildings**

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO <sub>2</sub> e)			Lifespan Emissions (MTCO <sub>2</sub> e)
			Embodied	Energy	Transportation	
Single-Family Home.....	0		98	672	792	0
Multi-Family Unit in Large Building .	0		33	357	766	0
Multi-Family Unit in Small Building .	0		54	681	766	0
Mobile Home.....	0		41	475	709	0
Education .....		0.0	39	646	361	0
Food Sales .....		0.0	39	1,541	282	0
Food Service .....		0.0	39	1,994	561	0
Health Care Inpatient .....		0.0	39	1,938	582	0
Health Care Outpatient .....		0.0	39	737	571	0
Lodging .....		0.0	39	777	117	0
Retail (Other Than Mall).....		19,900.0	39	577	247	17168839
Office .....		0.0	39	723	588	0
Public Assembly .....		0.0	39	733	150	0
Public Order and Safety .....		0.0	39	899	374	0
Religious Worship .....		0.0	39	339	129	0
Service .....		0.0	39	599	266	0
Warehouse and Storage .....		0.0	39	352	181	0
Other .....		0.0	39	1,278	257	0
Vacant .....		0.0	39	162	47	0

**Section II: Pavement.....**

Pavement.....		0.00				0
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**Total Project Emissions:**

**17168839**