

ADDENDUM TO THE CENTRAL WATERFRONT PROJECT EIS FOR PIER 66 (BELL STREET PIER) PASSENGER TERMINAL MINOR INTERIOR RENOVATIONS AND EXTERNAL CANOPY

INFORMATION SHEET

Addendum to: Central Waterfront Project Environmental Impact Statement (CWP EIS). The Central Waterfront Project Draft Environmental Impact Statement (DEIS) was issued by the Port of Seattle in December 1989, and the Central Waterfront Project Final Environmental Impact Statement (FEIS) was issued by the Port of Seattle in March 1991, 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 Resolution 3028, Port of Seattle SEPA Policies & Procedures. The CWP EIS is available for review at the Port of Seattle Administrative Offices, Pier 69, 2701 Alaskan Way, Seattle, Washington, and 8:00 AM to 4:30 PM weekdays. (POS SEPA File No. 89-1.)

Name of Project: Pier 66 Cruise Passenger Terminal Minor Interior Renovations and External Canopy

Applicant: Port of Seattle **SEPA File No. 07-08**

Nature of Project: The proposal includes renovations and modifications to the Port of Seattle's existing Cruise Ship Terminal at Pier 66. The goal of the various small projects is to improve the movement of passengers from debark through the Terminal.

The project includes two small renovation projects within the interior of the existing project and the addition of a weather canopy on the outside of the east side of the building. The four proposed renovations are: moving security screening to Terminal Entry Area and remove concessions area; remove an existing stairway and add an escalator; provide a new exterior canopy over the east side doorways, and; expand an existing passenger elevator with larger elevator to increase passenger movement through the terminal.

Project Schedule: The project is proposed to start construction approximately January 2008, with completion approximately March 2008.

Background: The Port's Central Waterfront Project EIS evaluated land use alternatives and impacts for that 17-acre mixed-use redevelopment project on Seattle's central waterfront. Following issuance of the Final EIS in March 1991, the Port adopted a redevelopment plan. More detailed planning was completed and the Port issued a series of SEPA Addenda that culminated in refining the land use mix and transition of Pier 66 primarily to a passenger terminal use consistent to the Central Waterfront Project EIS.

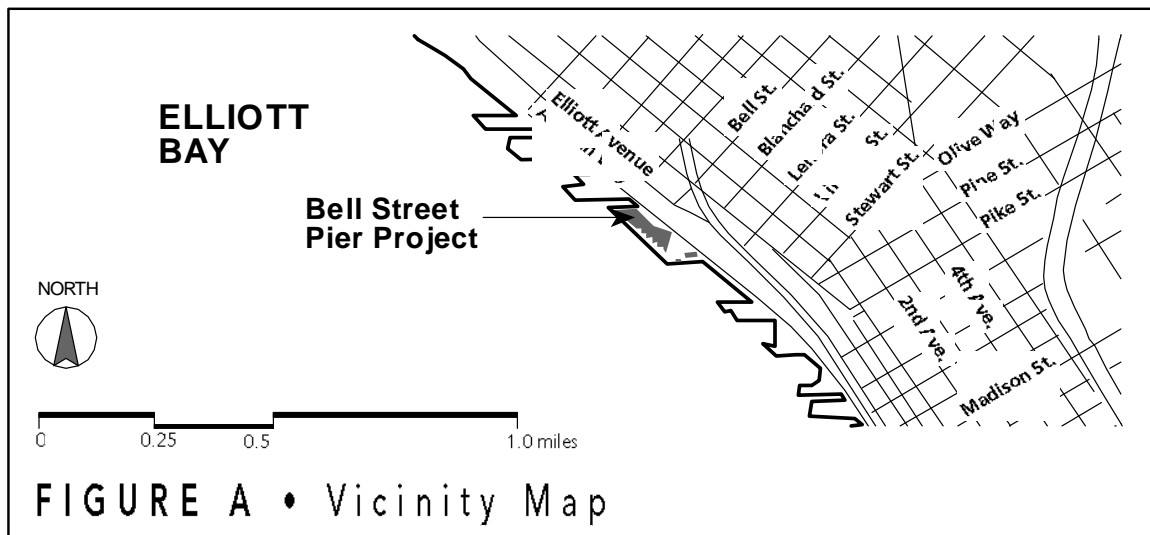
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1. INTRODUCTION AND BACKGROUND

The Port of Seattle completed its initial study and review of the Central Waterfront Project (CWP), located along Elliott Bay in the City of Seattle in 1996. The 17-acre, mixed-use development includes the Port's Bell Street Pier located west of Alaskan Way at Piers 64–66; the Central Waterfront Uplands, which includes the World Trade Center, a hotel, and the Waterfront Landings condominiums on property across Alaskan Way from the Bell Street Pier; street improvements along Alaskan Way including a multi-purpose public trail; and development of Lenora and Bell Street pedestrian bridges.



The Bell Street Pier at Pier 66 has been in planning and development since the 1980s. Although it has always been envisioned as a mixed-use development and has been built as such, the precise mix of uses has been refined since its inception, in response to changing market conditions. An Addendum to the Central Waterfront Project EIS, the Phase 1 Addendum, was issued on April 16, 1999, for initial passenger terminal improvements to the approved Bell Street Pier's main building (referred to in previous SEPA documents as Building ID 1 North). The Phase 1 revision was intended to expand the existing passenger terminal space in the Main Building to provide homeport facilities for cruise ships, specifically Norwegian Cruise Line (NCL) for the year 2000 cruise season. The Phase 2 revision was intended to further expand the cruise terminal and make additional improvements to separate the embarking and disembarking passengers and accommodate larger cruise ships.

The current proposal is for further small renovations within the main cruise terminal building to improve the movement of passengers from debark through the Terminal and construct a canopy over doors on the east side of the terminal building.

1.1 ENVIRONMENTAL REVIEW AND LAND USE APPROVALS

The Port is using existing environmental documents by reference to support the environmental analysis compiled in the accompanying environmental checklist to comply with the State Environmental Policy Act. The Port is also adding information about the proposal that supports the evaluation that the proposal does not substantially change the analysis of significant impacts in the existing environmental documents. This Addendum provides additional information about the potential environmental impacts of several minor interior renovations to the Cruise Terminal Building and the construction of an external canopy over doors on the east side of the Cruise Terminal Building. Table 1 summarizes the environmental documents referenced in the checklist. The Port's Central Waterfront Project EIS evaluated land use alternatives and impacts for that 17-acre mixed-use redevelopment project on Seattle's central waterfront, including potential use by cruise ships.

The City of Seattle issued permits authorizing the Pier 66 improvements on January 14, 1994 (DCLU Project No. 9203932), including a mix of transit shed, fish processing, maritime museum, conference center, restaurant, and retail uses. Pier 66 was renamed the Bell Street Pier. Subsequently, passenger terminal uses have been established at Pier 66 through a series of permits as follows:

- Supplemental EIS for the Public Short-Stay Moorage. Impacts of large commercial vessels were addressed in the Moorage Draft and Final Supplemental EISs. The Final Supplemental EIS included sub-alternatives that provided for commercial moorage, including cruise ships, along the west side of the breakwater/pier proposed for the short-stay moorage. The City issued permits for the moorage (DCLU Project No. 9303639) on July 22, 1994.
- Central Waterfront Project Exhibition Addendum (referred to here as the Exhibition Addendum.) This Addendum analyzed a change in the mix of uses within the project that would replace portions of transit shed and fish processing uses on the second floor of the Main Building with conference center use (additional exhibition space). The City of Seattle approved a MUP (DCLU Project No. 9505543) on March 1, 1996, for this change.
- Central Waterfront Project Passenger Terminal and Office Use Addendum (referred to here as the Passenger Terminal Addendum.) The Port issued an addendum for its proposal to develop a passenger terminal as a seasonal use at Pier 66 and convert some transit shed area to marine-related office, since the building requirements for exhibition space and a passenger terminal are compatible with shared use of the same space. The Port requested that space approved for conference center/exhibit space on Level 2 of the Main Building be approved as a shared use with the passenger terminal (generally May through September)/conference center exhibit space (generally October through April). Approvals for this shared use were issued on June 6, 1996 (DCLU Project No. 9600419). This MUP established passenger terminal as an approved use at Pier 66. Approval of marine-related office use (DCLU Project No. 9600417) was issued on May 21, 1996.
- Addendum to the Central Waterfront Project EIS for Pier 66 (Bell Street Pier) Passenger Terminal Expansion, Phase 1. This Addendum analyzed the proposal to expand and improve the passenger terminal commensurate with its role as Norwegian Cruise Line's (NCL) homeport for Alaskan cruises. The modifications focused on interior changes to the Main Building and included minimal exterior building changes, to accommodate NCL's operations for the 2000 cruise season. These modifications were called Phase 1, and land use approval (DCLU Project #9902267) was issued on April 8, 1999.
- Addendum to the Central Waterfront Project EIS for Pier 66 (Bell Street Pier) Passenger Terminal Expansion, Phase 2. This addendum analyzed the proposal to further expand the cruise terminal and make additional improvements to separate the embarking and disembarking passengers and thus support the cruise business at Pier 66. Key to the Phase 2 improvements is the provision of an enhanced entrance to the cruise terminal for embarking cruise passengers, which also allows for the functional separation of the embarking and disembarking activities. This phase included an addition to the east side of the existing Main Building just north of the Bell Street pedestrian bridge with a new entrance for the cruise terminal and new vertical circulation to the Level 2 embarkation facilities. The new entry and circulation leading to the cruise terminal was created on the east side the Main Building at pier level. Space previously occupied by Polare and the Odyssey Maritime Discovery Center (a maritime museum referred to as "Odyssey" in this addendum) was to a new concourse. Phase 2 also add two canopies along the east side of the building; modified the sidewalk widths and existing curb insets at certain areas; reduced the size of the short-term parking area; and added new signage. These modifications were called Phase 2, and land use approval (DCLU Project #9902267) was issued on April 8, 1999.

- Table 1. Summary of Existing Environmental Documents Pertinent to Current Proposal

Document Title and Abbreviation	Date Issued	Discussion of Passenger Terminal and Office Uses
Central Waterfront Project Draft EIS "CWP DEIS"	Dec 1989	<ul style="list-style-type: none"> • Evaluated impacts of 90,000 to 229,000 sf of office space for 3 alternatives • Evaluated impacts of cruise ships for 2 alternatives
Central Waterfront Project Final EIS "CWP FEIS"	March 1991	<ul style="list-style-type: none"> • Evaluated cruise ships as potential future use for 2 alternatives • Provided traffic analysis for cruise ships
Central Waterfront Project Phase 2 Addendum	July 1992	<ul style="list-style-type: none"> • Evaluated transit shed, along with apron, as support facility for cruise ships as a potential future use
CWP Public Short-Stay Moorage Supplemental Draft EIS "Moorage DSEIS"	Nov. 1992	<ul style="list-style-type: none"> • Alternatives did not provide pier width sufficient for mid-size cruise ships
CWP Public Short-Stay Moorage Supplemental Final EIS "Moorage FSEIS"	April 1993	<ul style="list-style-type: none"> • Evaluated pier widths sufficient to support commercial moorage, including cruise ships
Addendum to the Central Waterfront Project EIS for Pier 66 (Bell Street Pier) Passenger Terminal Expansion "Cruise Phase 1"	April 1999	<ul style="list-style-type: none"> • Largely interior remodeling to accommodate NCL cruise season
Addendum to the Central Waterfront Project EIS for Pier 66 (Bell Street Pier) Passenger Terminal Expansion "Cruise Phase 2"	July, 1999	<ul style="list-style-type: none"> • Further expand the cruise terminal and make additional improvements to separate the embarking and disembarking passengers.

2. DESCRIPTION OF THE PROPOSAL

The proposal is for minor interior and exterior renovations and modifications to the Port of Seattle's existing Cruise Ship Terminal at Pier 66. The goal of the various projects is to improve the movement of passengers from debark through the Terminal.

The project includes three small renovation projects within the interior of the existing project and the addition of a weather canopy on the outside of the east side of the building. The four proposed renovations are: moving security screening to Terminal Entry Area and remove concessions area; remove an existing stairway and add an escalator; provide a new exterior canopy over the east side doorways, and; expand an existing passenger elevator with larger elevator to increase passenger movement through the terminal.

2.1 DETAILS OF MODIFICATIONS

2.1.1 PROJECT 1: MOVE SECURITY SCREENING TO TERMINAL ENTRY AND REMOVE CONCESSIONS AREA.

2.1.1.1 Overview and Key issues

- Currently cruise ship passengers check their baggage and proceed to a terminal entrance on the main floor of the building. Passengers then proceed to a ticketing and subsequent screening area on the upper floor on their way to board the vessel. Access from the building to the vessel is via an exterior gangway structure.

- Project 1 relocates the screening activity to the main floor of the building at the base of the interior grand stairway. Passenger queuing will occur within the entrance hall prior to the screening machines.

2.1.1.2 Project Program

- Remove the existing INS Office room C136 and a portion of the INS Storage room C138 to create additional room for the screening and queuing functions.
- Ceiling revisions will be required at the areas where rooms are removed. Acoustic 2 x 2 grid will be used as it is compatible with adjacent ceilings.
- Remove a demising wall between INS office C139 and INS Storage room C138 to become a storage room for the CTA screening equipment for times when it is not in use.
 - Provide lockable double doors to this room from the screening area.
 - Remove VCT floor tile in room C139 and match the painted concrete floor in room C138.
- Remove carpet from the area that will be used by the screening equipment, and replace with ceramic tile similar to existing tile in the Hospitality Corridor where queuing will occur. The existing tile is Italian. The new tile can be from a domestic manufacturer to reduce material delivery time and cost.
- A structural steel column that is currently concealed within a chase inside INS Office room C136 will be exposed when this room is removed. It is assumed the column will have a similar architectural finish to other exposed columns (polished concrete cylinder surround). If not, it may be a somewhat significant cost item to achieve this level of finish and compatibility. In the overall scheme it is important for this column to have a similar appearance as the other columns in the room.
- The existing concessions area near the entry doors to the sidewalk will be removed. Existing equipment will be salvaged and stored for future use.
- A 2 hour rated wall assembly will be constructed between the Screening Area (classified as an assembly use per the IBC) and the existing INS holding rooms and offices (classified as a business use per the IBC). The 2 hour wall construction will carry to the underside of the upper floor structure. A portion of the existing wall (roughly 30%) may already qualify as 2-hour rated construction. This will be confirmed in the 60% design phase.

2.1.2 PROJECT 2: DELETE STAIR AND ADD ESCALATOR

2.1.2.1 Overview and Key Issues

- An escalator will be installed next to the existing escalator to improve pedestrian flow from the upper floor to the lower floor during the debark phase. This is intended to enhance passenger movement from the end of the gangway to the baggage claim area.
- The original concept at the beginning of the 30% design phase was to add the new escalator to the east of the existing escalator and displace the existing stair in this location. Subsequent review of existing structure verified constraints that will require more significant demolition and replacement of the existing concrete escalator pit at the lower floor than had been planned.
- In light of structural constraints, several layouts were studied. The 30% design phase preferred alternative reuses the existing 40" tread width escalator and adds another 40" tread width escalator. The existing concrete escalator pit at the lower floor level will be reconstructed resulting in the two escalators centered in the space, with a stair of equal width to either side of the escalators. The existing escalator will require removal and storage during reconstruction of the pit.

2.1.2.2 Project Program

- Remove and store existing escalator for relocation.
- Remove stairs, escalator pit and constraining beams per drawings.
- Rebuild escalator pit and stairs.
- At the affected building thermal envelope, insulation material will be replaced in-kind. Energy code compliance calculations will not be required.
- Stairs are anticipated to be reconstructed to the same profile of rise and run and length of landing as the existing.

- Existing stair handrails are intended to be salvaged and reused.
- It is assumed the stair treads and risers will be covered with a heavy duty rubber flooring tread product similar as the existing.
- Remove the demising wall between the elevator machine room C106 and storage room C123. Elevator equipment and HVAC cooling equipment will be combined in the resulting single room.
- Relocate existing escalator to new location, side-by-side with new escalator.
- Additional architectural work in the area will be cosmetic.
- Lighting will remain unchanged.

2.1.2.3 Escalator Narrative

The escalator is the core of the high-volume movement down from Immigration to Customs. The existing machine is a KONE E-series with 40-inch steps moving at 100 feet/min. Installed in 2000 by (then) Montgomery KONE, it was an appropriate selection for this use.

In looking for improvements in passenger-handling capacity a number of two-escalator configurations were considered, with step widths of 32 inches and 40 inches, both industry standard sizes. A brief search was made for a 36-inch step machine as well, but none was found. Architectural and Structural studies then determined the changes to the surroundings needed to accommodate each configuration.

Given the volume of luggage to be accommodated, the decision was made to continue with the 40-inch escalators. The Architectural analysis then showed that the escalators and their surrounding partitions would intrude significantly into the machine room of the existing elevator. While there might be sufficient space for the hydraulic power unit and controller, clearances to walls would be reduced well below the minimums required by the elevator and electrical codes. Analysis shows that the space available after relocation of the existing elevator and installation of a second one will leave code-compliant space for a new or a relocated elevator hydraulic power unit and a controller. The cooling equipment for the elevator machinery will have to be located within the reconfigured elevator machine room, but that is permitted by both the elevator and mechanical codes.

For matching the existing escalator with a new one, the E-series is no longer made. However, the basic design of escalators has changed little over many years, and KONE's current products are very similar. The existing machine appears to meet current codes; hence it can be removed and reinstalled with little or no modification.

2.1.2.4 Architectural Considerations

The major emphasis of this project is functional, involving the additional escalator and modification to the stairs.

2.1.2.5 Structural Considerations

The existing escalator pit is not large enough to accommodate two escalators. The new escalator will be added and the existing escalator will be moved to the east. The escalator pit will need to be enlarged. To enlarge the escalator pit, the existing escalator beams in the north south direction will be demolished. The floor of the pit will be removed as well. The existing beams in the east west direction will remain. A new 12 inch concrete slab will be cast to form the floor of the pit. This pit slab will be attached to the existing structure with epoxy reinforcing steel.

The second floor beams are adequate to support the additional escalator.

The stairs on either side of these escalators will be replaced with similar stairs with less width.

2.1.2.6 Mechanical Considerations

The escalator fan coil unit will be removed and salvaged to allow the escalator structural work to be done. Once the structural work is completed the fan coil will be reinstalled in the new arrangement of space. The fire sprinkler system will be modified as required to provide full coverage to the new arrangement of space.

2.1.2.7 Electrical Considerations

Power connection for existing escalator will be extended to new pit location. A new power feeder will be provided to pit of new escalator. It will be derived from the same panel feeding the existing escalator.

Existing power connection for elevator will be relocated per modifications to the elevator machine room and relocation of the elevator controller.

Electrical connection for existing fan coil unit beneath stairs will be extended to new location of fan coil unit.

2.1.3 Project 4: CANOPY ON EAST SIDE OF CRUISE SHIP TERMINAL

2.1.3.1 Overview and Key Issues

- A canopy next to the building is to provide rain protection for passengers on the sidewalk along Alaskan Way approaching the entrance to the screening area.
- Cruise passengers will not enter the Screening Area via the Conference Center Lobby entrance, but will enter directly into the Screening Area from a pair of existing doors to the sidewalk.

2.1.3.2 Project Program

- **OPTION 1 – CANOPY: SHORTER VERSION**

This version is above the existing entrance doors to the Screening Area and extends out from the building with 10 feet of rain protection. The structural frame is steel and the opaque portion of the roofing is corrugated metal panels. Translucent glass skylight panels are located above the entrance doors to admit natural light at the door area. Artificial lighting is intended to be surface mounted to the existing wall above the skylights to illuminate the area around the doors at night.

- **OPTION 2 – CANOPY: LONGER VERSION**

This version is an extension of the shorter version, and projects farther to the north and the west. This longer canopy is more suited to provide additional queuing area at the building exterior than is the shorter version. As indicated in the drawings a structural column will support the extended portion of this canopy. The column will be installed on Port property adjacent the property line.

2.1.3.3 Architectural Considerations

The design is intended to be in the idiom of the building with a somewhat functional maritime expression. Steel components are similar to those at the bus parking area canopy. A small amount of glass will be used to admit daylight, a design similar to the bus parking area canopy. The steel structure and roofing panels would be painted to match the project standard green color.

2.1.3.4 Structural Considerations

The new canopy will be constructed of steel framing with metal deck infill. The canopy will be framed with steel channels at the perimeter. The steel will be spanned with steel decking. The canopy will be supported off of the existing building. Where the support is the existing concrete wall the canopy will be anchored by epoxy bolts. Where the canopy is connecting to the steel structure it will be either bolted or field welded.

2.1.3.5 Drainage Considerations

Many canopies on commercial and public facilities in Seattle either have a drip edge over public sidewalks or drain to the sidewalk. The canopy to the Bell Harbor Conference Center entrance on Alaskan Way immediately south of the Bell Street Bridge is an example with a downspout delivering water to the sidewalk.

The sidewalk beneath the canopy has ample positive slope to drain to the curb at Alaskan Way. This canopy could be designed as a drip edge depending on the preference of the Port. Delivering water to the curb in a drain line would involve removing a section of the existing sidewalk and installing a drain line. The sidewalk would be filled in to cover the new drain line.

2.1.3.6 Lighting Considerations

Wall mounted fluorescent linear lights will be provided above the canopy section defined as the shorter version. These will shine down through the glass and provide illumination under the canopy. Circuitry for the lights will be derived from existing circuitry above the ceiling within the building and extended through the wall to the lights.

Surface mounted fixtures will be installed under the area of canopy that is added in the longer version. Circuitry for these fixtures will be derived by extending existing circuit GL1D-5 from the wall mounted exterior receptacle in the area. Circuitry will be routed in exposed conduit with the conduit routed along structural elements.

Control of exterior fixtures to be by photo sensor and time clock.

2.2 Cruise Ship Terminal renovations - Proposed Changes in Use

To implement the renovations, no changes in use are planned. The only change in the building footprint is the addition of a canopy over existing doorways for weather protection of queuing passengers

2.3 Cruise Ship terminal Renovations -Traffic, Pedestrian, and Parking Modifications

No major changes to the existing site conditions and existing traffic, pedestrian and parking are proposed as part of this renovation.

3. PIER 66 CRUISE SHIP TERMINAL MINOR INTERIOR RENOVATIONS AND EXTERIOR WEATHER CANOPY – ENVIRONMENTAL CHECKLIST

The Central Waterfront Project EIS described anticipated environmental consequences and proposed mitigating measures for the entire Central Waterfront Project, including use of the reconstructed Pier 66 for commercial marine vessels. Subsequent environmental evaluations, including the 1992 CWP Phase 2 Addendum, the Moorage SEIS, the Exhibition Use Addendum, and the Passenger Terminal Addendum, provided more detailed information and analyses about the mixed-use project, its components, and their anticipated impacts, including establishment of the existing cruise ship terminal (Bell Street Pier Passenger Terminal). The Cruise Phase 1 and Phase 2 Addenda provided specific information for the improvements necessary for home porting of large cruise ships designed for the Alaskan market, at the Bell Street Pier passenger terminal for the 2000 cruise season and beyond. These documents present a detailed analysis of environmental impacts for the entire Central Waterfront project and are referenced to provide a decision-maker detailed understanding of previous approvals and environmental analyses.

Section 3 of this Addendum reviews the environmental impacts for the proposed minor interior renovations to enhance passenger movement after debark and proposed construction of an exterior canopy to protect passengers from inclement weather. The following sub-sections provide sufficient environmental review and detail to determine whether the project could likely produce environmental impacts. Previous environmental evaluations are supplemented and amended as a result of information provided as part of this proposal. Copies of the previous environmental evaluations for the Central Waterfront Project are available for review at the Port of Seattle Administrative Offices, Pier 69, 2701 Alaskan Way, Seattle, Washington, 8:00 AM to 4:30 PM on weekdays.

For each sub-section below, new information regarding proposed minor interior renovations to enhance passenger movement after debark and proposed construction of an exterior canopy to protect passengers from inclement weather is presented after the EIS references, followed by evaluations of anticipated impacts of the proposal, and ending with a discussion of possible measures for reducing adverse impacts.

3.1 EARTH

See FEIS pp. 1-36, 3-128—129; DEIS pp. 2-20—22, 3-85—87; Phase 2 Addendum pp. 51—55; Moorage DSEIS pp. 3-1—5.

Previous environmental reviews addressed potential environmental effects on geotechnical stability and geologic parameters from the Bell Street mixed use development and cruise terminal development and operations at Pier 66. The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal

will not impact or change geology or geotechnical stability of foundations at Pier 66 nor add to or change previous environmental analyses referenced in previous environmental reviews.

3.2 AIR QUALITY

See FEIS pp. 3-118–120, DEIS pp. 3-103–111, Moorage DSEIS p. 3-5 and Phase 1 Addendum pp. 15-17 and Phase 2 Addendum, pp. 21-28.

Previous environmental reviews addressed potential environmental effects on air quality from the Bell Street mixed use development and cruise terminal development and operations at Pier 66. The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal will not impact or change air quality environment at Pier 66 nor add to or change previous environmental analyses referenced in previous environmental reviews.

3.3 WATER QUALITY, PLANTS, AND ANIMALS

See Passenger Terminal Addendum, p. 23, Phase 2 Addendum, pp. 45–48; Draft Moorage SEIS, pp. 3-8–35; Final Moorage SEIS, p. 1-25; Section 3.4 of the Draft and Final Central Waterfront EIS; and Phase 1 Addendum p.17 and Phase 2 Addendum pp. 28-30.

Previous environmental reviews addressed potential environmental effects on water quality and aquatic resources, including fisheries from the Bell Street mixed use development and cruise terminal development and operations at Pier 66. The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal will not impact or change the water quality or impact aquatic resources at Pier 66 nor add to or change previous environmental analyses referenced in previous environmental reviews.

No in-water work is proposed to construct the canopy attached to the cruise passenger terminal nor make minor interior renovations. The proposed canopy and minor interior renovations do not change the capacity of terminal nor increase the current cruise operation capacity.

3.4 ENERGY

See FEIS p. 1-35.

Previous environmental reviews addressed potential environmental effects on energy usage from the Bell Street mixed use development and cruise terminal development and operations at Pier 66. The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal will not impact or change the energy impact at Pier 66 nor add to or change previous environmental analyses referenced in previous environmental reviews.

The Cruise Terminal Building was designed and built in compliance with the Washington State Energy Code, in place at the time of last modification in 2000. The proposed new construction will not impact the thermal envelope of the existing building and will not change the energy balance of the existing building. Appropriate energy/heat loss calculations for the renovations will be submitted if required by the City of Seattle at the time of building permit submittal.

3.5 ENVIRONMENTAL HEALTH

3.5.1 Toxic or Hazardous Substances

See Passenger Terminal Addendum, pp. 23 and 24; Draft Moorage SEIS, p. 3-395; Final Moorage SEIS, pp. 1-25; Section 3.4 of the Draft and Final Central Waterfront EIS; and Phase 1 Addendum pp. 18-19 and Phase 2 Addendum, pp. 30-31.

Previous environmental reviews addressed potential environmental effects risks associated with vessel activities, including accidental discharges of toxic or hazardous materials during vessel repair and maintenance, and fueling

(bunkering) at the Bell Street mixed use development and cruise terminal development and operations at Pier 66. The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal will not impact or change the potential for toxic or hazardous substance discharges at Pier 66 nor add to or change previous environmental analyses referenced in previous environmental reviews.

3.5.2 Noise

See pp. 25-26 in Pier 66 Passenger Terminal Addendum; FEIS pp. 3-120-121; 5-52; 5-167. Also, see DEIS 3-117-3-121; Draft Moorage SEIS, pp. 3-39-3-41; and Final Moorage SEIS, pp. 1-25; and Phase 1 Addendum pp. 19-20 and Phase 2 Addendum pp. 32-36.

The noise impacts associated with operation of the cruise ship terminal at Pier 66 have been addressed previously. The proposed interior renovations and the canopy attached to the cruise passenger terminal would not add to or change previous analysis regarding operation of cruise ships, traffic and bus traffic.

There will be noise associated with construction of the project. Construction must comply with Seattle's noise limits. Outdoor construction for the canopy portion of the project would be limited to daytime hours. Interior construction activities would involve the use of smaller, quieter equipment compared to outdoor construction activities and would receive additional noise reduction from the building walls. Therefore, it is likely that noise from most interior construction activities would meet both Seattle's daytime and nighttime noise limits even if interior construction occurred at night.

3.6 LAND USE

See Pier 66 Passenger Terminal Addendum; FEIS pp. 3-10; 3-14; 3-37-38; 3-41-43; 5-61-62; 5-128; 5-176; and Phase 1 Addendum pp. 20-21 and Phase 2 Addendum pp. 36-42.

CURRENT AND PROPOSED USES

The Main Cruise terminal building at Pier 66 is an approved mixed-use development, with transit sheds, fish processing with retail space, marine passenger terminal, conference center/exhibit space, plus space with a triple-permitted use for conference center/exhibit/ passenger terminal. Previous approvals associated with the introduction of cruise terminal operation in the Phase 1 and Phase 2 proposals changed the allocation of floor area for uses already approved for the building.

The proposed interior renovations and the exterior canopy attached to the cruise passenger terminal would not change any land uses or other permitted uses associated with the approved mixed-use development of the main Cruise Terminal building.

COMPLIANCE WITH DESIGN GUIDELINES

As discussed in the Central Waterfront Project EIS and its subsequent addenda, the Port and the City entered into a *Property Use and Development Agreement* (PUDA) as a condition for granting the street vacations requested by the Port for the development of the uplands portion of the Central Waterfront Project. One of the conditions of the PUDA was the incorporation of the *Design Guidelines for the Central Waterfront Project Street Vacations* (Design Guidelines) that were formulated by the Central Waterfront Design Review Committee in 1992.

The Design Guidelines set urban design and aesthetic standards for the entire Central Waterfront development.

The proposed interior renovations and the exterior canopy attached to the cruise passenger terminal would not change or impact any of the designs approved and required under the PUDA. The exterior canopy is consistent with the current architectural idiom and is consistent with the urban design and aesthetic standards for the entire Central Waterfront development.

COMPLIANCE WITH COMPREHENSIVE PLAN

The project area is within the Downtown Seattle urban center's Commercial Core village as identified in the City's Comprehensive Plan (City of Seattle, 1997). It is located adjacent to the Denny Regrade village, and is also within the Downtown urban center. The Comprehensive Plan's functional designation for the Downtown Commercial Core was to be mixed residential/employment, with an employment emphasis.

The Economic Development Element of the Comprehensive Plan specifically addresses cruise-ship industries in Policy E38: "Preserve and support continued use of suitable shoreline areas for water-dependent and related businesses involved in ship-building and repair, fisheries, and the cruise-ship industries." The minor interior renovation of the existing passenger terminal at the Bell Harbor pier to enhance the passenger movement and the construction of an exterior canopy for weather protection is entirely consistent with this policy.

ZONING AND SHORELINE REGULATIONS

The development standards required by the Land Use Code for the Downtown Harbor front 1/45' (DH1/45') zone and the Urban Harbor front shoreline overlay zone will be met by the proposed minor interior renovations of the existing passenger terminal at the Bell Harbor pier to enhance the passenger movement and the construction of an exterior canopy for weather protection. There will be no new impacts to the aquatic environment, no changes in parking, no changes to public access, and no impacts to view corridors, no changes in building height, and no new signs.

LOT COVERAGE (submerged and dry land)

The dry land lot area for the Bell Street Pier project is 85,560 square feet and the submerged land area is 388,515 square feet. There are no changes proposed to the submerged land lot coverage.

Although the Land Use Code does not allow structures to occupy more than 50 percent of the dry land of any lot (23.60.694.A.2), provisions are made for a variance from this requirement. DPD previously approved a variance for 62,993 square feet, or 74 percent lot coverage, for the existing development. In Phase 2, the total dry land lot coverage, with the additions to the building proposed and the new canopies, was 69,073 square feet, which is 80.73 percent of the dry land lot area of the site, or a 7 percent increase over the previously approved area. The Port applied for and received a variance from the City for the increased lot coverage attributable to the new entry addition and canopies. The larger of the current proposed exterior canopy would increase lot coverage to 69,974 or 81.78% of the dry land lot. The 901 additional square feet of coverage represents a 1.3% increase over the previously approved area. The dry land portion of this site is the filled area behind the bulkhead on which the Main Building is situated. Approximately 82 percent of the dry land would be covered by the Main Building and the proposed addition, may require a shoreline variance. The Director of DPD, with approval from the Department of Ecology, may authorize variances from certain requirements, if the request complies with WAC 173-14-150.

3.7 AESTHETICS

See FEIS pp. 1-9-13, 3-59-80; 5-63; 5-113; 5-128; 5-170; 5-172-173 and Phase 1 Addendum pp. 21-23.

Previous environmental documents addressed potential environmental effects on views from moorage of large cruise ships at Pier 66 and potential impacts of the cruise terminal building envelope for the entire project, as seen from a number of public places and rights-of-way. Previous reports indicated that the building envelope of the main terminal blocked no existing views of significance.

The majority of the proposed project involves interior work and will not impact viewsheds or block existing views. The construction of the outdoor canopy is consistent with the existing building idiom and will not block any existing views of significance.

3.8 LIGHT AND GLARE

See p. 29 in Pier 66 Passenger Terminal Addendum; FEIS pp. 1-13, 5-143, 5-167; also see DSEIS pp. 3-42-45; Moorage DSEIS p. 3-51 and 3-61; Moorage FSEIS p. 1-30 and Phase 2 Addendum pp 42-50 and Phase 2 Addendum p. 50.

Previous environmental documents addressed potential environmental effects from light and glare from moorage of large cruise ships at Pier 66 and the traffic light and glare impacts from the cruise terminal building lighting. Previous reports indicated that light and glare impacts are limited, as most embarking and disembarking operations are likely to occur during daylight hours.

The majority of the proposed project involves interior work and will not produce new light or glare impacts. Wall-mounted fluorescent linear lights will be provided above the proposed outdoor canopy section. These will shine down through the glass and provide illumination under the canopy. Circuitry for the lights will be derived from existing circuitry above the ceiling within the building and extended through the wall to the lights.

Surface mounted fixtures will be installed under the area of canopy that is added in the longer version. Photo sensors and time clocks will control operation of exterior fixtures. New exterior lighting will not significantly produce any new lighting or glare impacts.

3.9 CULTURAL AND HISTORICAL RESOURCES

See DEIS pages 3-45 to 47 of the DEIS, pages 3-81 to 84 of the FEIS, Section 3.4 of the Moorage DEIS, and Section 2.1 of the Moorage FEIS and Phase 2 Addendum p. 51.

All Port tenants are obligated by lease to meet all applicable local, state, and federal requirements regarding cultural and historical resources. Previous environmental documents analyzed impacts of cruise ship traffic on cultural and historical resources. A Memorandum Agreement between the Port, Muckleshoot Tribe, and Suquamish Tribe, dated October 28, 1994, summarizes terms of agreement regarding the Port's moorage facility located at the Bell Street Pier. The Port will continue to inform all Pier 66 tenants, including cruise ship operators, of the existence of tribal fisheries, provide tenants with information describing how to identify tribal nets, and inform tenants that the existing agreements between the Port and tribes regarding fisheries measures at Pier 66 extend to tenants also.

The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal will not impact or change any historical or cultural resources or impact tribal treaty fishing.

3.10 RECREATION: PUBLIC SPACES

See DEIS pp. 3-28 and 3-29 for existing parks and public spaces in the area. See Passenger Terminal Addendum, pp. 38-41 and Phase 1 Addendum pp. 23-25 and Phase 2 Addendum pp. 5-531

Previous environmental reviews analyzed impacts of cruise ship traffic and modifications to the Cruise Terminal building on recreational issues. Several portions of the Bell Street Pier site meet the public access requirements. The city and the Port agreed to certain offsite public improvements and a plan that identified alternative public access to the seaward edge access at Bell Street Pier when not available due to cruise ship embarking and debarking.

The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal will not impact or change recreational any public access or recreational opportunities previously agreed to with the City.

3.11 TRANSPORTATION

See FEIS pp. 1-28-29; 3-86-90; 3-92; 3-97-98; 3-102-104; 3-106; 3-111; 3-114; 5-40; and 5-52. Also, see DEIS pp. 3-66-67; 3-68; 3-73; and 3-76-83. See Phase 1 Addendum, pp. 25-30 and Phase 2 Addendum pp. 53-59.

Previous environmental reviews addressed potential environmental effects on transportation from the Bell Street mixed use development and cruise terminal development and operations at Pier 66. The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal will not impact or change traffic flow patterns, traffic capacity, parking or pedestrian movements or safety.

3.12 PUBLIC SERVICES

See FEIS pp. 1-31-34; 3-122-123, 5-18, 5-23, 5-41-42, 5-47-4. Also, see DEIS pp. 1-24-26, 3-128-132; Phase 2 Addendum pp. 50-51; Moorage FSEIS p. 1-32; Passenger Terminal Addendum, pp. 53 and 54; and Phase 1 Addendum p. 30 and Phase 2 Addendum pp. 59-60.

3.12.1 Fire Protection

Previous environmental reviews addressed potential environmental effects on fire protection from the Bell Street mixed use development and cruise terminal development and operations at Pier 66. The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal will not impact or change the ability to deliver fire protection or change fire prevention management practices.

Construction of improvements will follow safety procedures to prevent ignition of flammables by welding and normal safety rules at construction sites to prevent injury or accidents. **3.12.2 Public Safety and Emergency Services**

Previous environmental reviews addressed potential environmental effects on public safety and emergency services from the Bell Street mixed use development and cruise terminal development and operations at Pier 66. The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal will not impact or change the access for emergency services, police and fire protection.

Construction of improvements will follow safety procedures to prevent ignition of flammables by welding and normal safety rules at construction sites to prevent injury or accidents. All public areas will have lighting levels adequate for public safety.

3.13 UTILITIES

See FEIS pp. 1-29-30, 3-122-123. Also, see DEIS pp. 1-24-26, 3-122-127; Moorage FSEIS, p. 1-32; Passenger Terminal Addendum, p. 54; and Phase 1 Addendum pp. 30-31 and Phase 2 Addendum p 60 .

Previous environmental reviews addressed potential environmental effects on utilities from the Bell Street mixed use development and cruise terminal development and operations at Pier 66. The proposed minor interior renovations and the attachment of an exterior canopy to the cruise passenger terminal will not impact or change the infrastructure for public utilities already serving the site (water, storm water, sewer, electricity, natural gas, and communications).

The new modifications proposed to the interior of the Main Building and construction of an exterior canopy on the existing passenger terminal will not have an impact or change usage of these utilities.

SIGNATURE

The above answers are true and complete to the best of my knowledge.

Charles Sheldon, Managing Director, Seaport
SEPA Responsible Official

Date: _____

PROJECT DATA:

PROJECT ADDRESS:
 2201 ALASKA WAY
 PIER 86, SEATTLE

PROJECT DESCRIPTION:
 THE WORK INCLUDES RENOVATION OF THE EXISTING MULTI-USE BUILDING AT PIER 86 TO PROVIDE UPDATES FOR THE CRUISE SHIP TERMINAL.

THE SCOPE OF WORK INCLUDES RENOVATION TO OFFICE AND STORAGE AREAS, RENOVATION TO AND ADDITION OF VERTICAL TRANSPORTATION, A NEW PEDESTRIAN CANOPY, AND ASSOCIATED STRUCTURAL, MECHANICAL, ELECTRICAL WORK.

WORK IS DIVIDED INTO 4 PROJECTS:
PROJECT 1: WINE SECURITY SCREENING TO TERMINAL ENTRY, REMOVE CONCESSIONS
PROJECT 2: WOODY STAIR AND ADD ESCALATOR TO ACCOMMODATE PASSENGERS UNLOADING FROM CRUISE SHIPS.
PROJECT 3: NOT USED
PROJECT 4: ADD EXTERIOR CANOPY (APPROX. 870 SQUARE FEET) OVER SIDEWALK ALONG ALASKA WAY.

LEGAL DESCRIPTION
 ALL OF LOTS 1 THROUGH 12, INCLUSIVE, BLOCK 171, SEATTLE TIDE LANDS, ALL OF LOTS 1 THROUGH 12, BLOCK 172, SEATTLE TIDE LANDS, AND THAT PORTION OF BLANCHARD STREET LYING BETWEEN SAID BLOCKS 171 AND 172, VACATED PER CITY OF SEATTLE ORDINANCE 31783.

TOGETHER WITH ALL HARBOR AREA LYING IN FRONT OF BLOCKS 171 AND 172, SEATTLE TIDE LANDS, TOGETHER WITH THAT PORTION OF BLANCHARD STREET VACATED BY CITY OF SEATTLE ORDINANCE NO. 31986, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 23 NORTH, RANGE 4 EAST, W.M. IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1, BLOCK 171, SEATTLE TIDE LANDS, THENCE SOUTH 87°48'34" EAST ALONG THE INNER HARBOR LINE A DISTANCE OF 62.84 FEET TO AN ANGLE POINT THEREON; THENCE CONTINUING ALONG SAID INNER HARBOR LINE SOUTH 47°41'58" EAST A DISTANCE OF 1498.39 FEET TO THE NORTH MARGIN OF VIRGINIA STREET; THENCE NORTH 85°02'14" WEST ALONG SAID NORTH MARGIN A DISTANCE OF 405.84 FEET TO THE OUTER HARBOR LINE; THENCE NORTH 47°42'00" WEST ALONG SAID OUTER HARBOR LINE A DISTANCE OF 1142.61 FEET TO AN ANGLE POINT THEREON; THENCE CONTINUING ALONG SAID OUTER HARBOR LINE NORTH 51°49'07" WEST A DISTANCE OF 441.67 FEET TO THE SOUTH MARGIN OF BATTERY STREET; THENCE SOUTH 85°02'14" EAST ALONG SAID SOUTH MARGIN A DISTANCE OF 487.82 FEET TO THE POINT OF BEGINNING.

ZONING DESIGNATION
 DOWNTOWN HARBORFRONT 1 (DH 1/ 45)

SHORELINE DESIGNATION
 URBAN HARBORFRONT ENVIRONMENT

SEISMIC ZONE
 ZONE 3

CONSTRUCTION TYPE
 MAIN BUILDING: TYPE 1 - FR, SPRINKLERED
 PIER STRUCTURE: NONCOMBUSTIBLE

CALL 2 DAYS BEFORE YOU DIG
 1-800-424-3555

SEPA APPLICANT(S):

OWNER:
 PORT OF SEATTLE
 2711 Alaskan Way
 Seattle, WA 98121
 206.739-3549

OWNER'S REPRESENTATIVE:
 PAUL MEYER PROJECT MANAGER
 ENVIRONMENTAL PLANNER
 859 Third Avenue, Suite 2200
 Seattle, WA 98104-4520
 206.381-8303
 WENTHROP P. SMITH, PC PROJECT MANAGER

SITE PLAN FOR SEPA
 PIER 86 CRUISE SHIP TERMINAL
 SCALE: 1" = 100'

REVISIONS									
NO.	DATE	BY	DESCRIPTION	APP'D.	DATE	BY	DESCRIPTION	APP'D.	NO.
1	0-0-00								

CLINKSTON BLANKER ARCHITECTS
 100 W John Street
 Seattle, WA 98101
 206.464.8062 phone
 206.464.8873 fax

Port of Seattle
 PIER 86
 PROJECT: PIER 86 CRUISE UPGRADE
 PHASE II
 SHEET TITLE: PROJECT DATA AND SEPA SITE PLAN

CONSTR. NO.
 060105
DATE
 06/21/07

Site Plan