SEPA ENVIRONMENTAL CHECKLIST

Pier 91 Equipment Fabrication Building and Utility Upgrade

A. BACKGROUND

1. Name of proposed project, if applicable:

Pier 91 Equipment Fabrication Building and Utility Upgrade

2. Name of applicant:

Port of Seattle

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

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4. Date checklist prepared: July 14, 2005

5. Agency requesting checklist: Port of Seattle (POS SEPA No: 05-12)

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

Project construction is expected to begin when permits are received. Project construction is expected to be complete within 1 year.

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

The Port plans to upgrade Berths C and D on Pier 91 as a phase of the Terminal 91 apron upgrade program. The aprons adjacent to berths C and D will be upgraded from timber to concrete. Construction is currently scheduled to begin in the fall of 2005.

The Port is proposing adoption of a Master Plan to guide long-term development of approximately 94 acres of upland properties at Terminal 91 north of the West Garfield Street viaduct ("North Bay"). The North Bay plans envision that terminal areas south of the viaduct will continue to be used as a base for active traditional maritime uses.

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

Geotechnical Investigation for Foundation Design – Pier 91. In preparation by Hart Crowser, August 2005.

Soils Investigations – Terminal 91. In preparation by PEF Consultants, August 2005.

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.

There are no other known governmental approvals of other proposals pending that would directly affect the property covered by this project.

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

City of Seattle:	Shoreline Substantial Development/Master Use Permit
	Building Permit
Puget Sound Clean Air Agency (PSCAA)	Notice of Construction

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.

Project Background

Description of the Proposal

The Port of Seattle proposes to construct a facility for custom fabrication of fish processing equipment at Pier 91 and to upgrade utilities on the pier to support current maritime uses, vessel support, and future marine-related development on the pier.

The fabrication facility will be a new approximately 160-foot by 312.5 -foot by 45-foot high pre-engineered steel building located at the north end of the pier. The building floor will be a 6-inch reinforced concrete slab on spread footings. The new building will contain 50,000 square feet of enclosed manufacturing floor. On the south side of the 50,000 manufacturing space, there will be a mezzanine providing office space for the fabrication support personnel. The mezzanine will consist of two levels with 6000 square feet of office space on each level. The building will be insulated in compliance with City of Seattle energy codes.

Parking on the site will consist of a 60 space paved parking area for employees adjacent to the new building. Parking will be on the south side of the new manufacturing building over the earthen portions of the pier. No parking is proposed over water.

Fabrication of custom fish processing equipment will occur within the new building. Staging and installation of the processing equipment will occur on vessels moored adjacent to the building on Pier 91. No in-water construction or improvements are required for the project.

A new utility corridor will be constructed along the entire length of the west side of Pier 91 and within the Short Fill area (the area between Pier 91 and the West Garfield Street viaduct). The following utilities will be upgraded and extended within the utility corridor: water mains for potable water and fire protection, sanitary sewer (including up to two new lift stations), storm sewer, natural gas, electric/power/duct banks (including up to one new electrical substation and one expanded electrical substation), and telecommunication lines. Branch mains and connections from the new utility corridor to existing utilities will also be made. The utilities will support the new 50,000 square foot building as well as future maritime development on Pier 91 and on the Short Fill.

Construction

Construction Staging - A construction storage and lay down area will be provided for the contractor's use near the project site, on Port property, for the duration of the work. Space will also be provided for the contractor to locate a temporary construction office trailer. Utility connections to the trailer and job site will be temporary and connected only if required. Construction material will be delivered to and removed from the site via existing roadways.

Construction Schedule

Construction is expected to begin in the fall of 2005 and be completed by September of 2006.

12. 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.

Terminal 91 is located at the north end of Elliott Bay at 2001 Garfield Street, in Seattle. Terminal 91 includes Piers 90 and 91, about 35 acres of adjacent water area, and about 94 acres of yard area north of the West Garfield Street viaduct. The project site is located on Pier 91, the western pier, and on the Short Fill between the pier and the West Garfield Street viaduct.

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): <u>Flat</u>, rolling, hilly, steep slopes, mountainous, other _____.

Terminal 91 includes Piers 90 and 91 and upland areas north of the West Garfield Street viaduct. The piers are flat surfaces overlying compacted fill and covered with asphalt paving. Timber or concrete aprons 75 to 86 feet wide surround the perimeter of the piers, supported by wood, concrete, or steel piles. Submerged lands surrounding the piers are maintained at the authorized depth of -35 feet mean lower low water (MLLW) with the exception of the Pier 91 west slip, which is subject to siltation in the northern portion of Smith Cove**.**

b. What is the steepest slope on the site (approximate percent slope)?

The site is flat.

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 prime farmland.

Previous geotechnical engineering studies of Terminal 91 indicate the soils underlying the terminal are silty sand and gravelly sand. There are no agricultural soils in the project area. Terminal 91 is located on 20 to 40 feet of fill materials deposited in a former intertidal area of Elliott Bay in the early 1900s, and has a history of maritime and industrial use.

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

Seattle is situated in a moderately active earthquake region where the Juan de Fuca plate is thrust beneath the North American plate along the toe of the continental slope. The City of Seattle *Environmentally Critical Areas Maps* (October 31, 1992) identify Terminal 91 as an area of liquefaction-prone soils. In addition, the west portion of the Terminal is identified as a potential slide area. Liquefaction occurs when loose, saturated and relatively cohesionless soil deposits temporarily lose strength as a result of earthquake shaking. Primary factors controlling the occurrence of liquefaction include intensity and duration of strong ground motion, characteristics of subsurface soil, in-situ stress conditions, and the depth to groundwater.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

There will be disturbance of soils under the existing pavement in order to install the proposed utilities, extending from approximately West Garfield Street viaduct to the end of Pier 91. Up to 8,500 cubic yards of excavation may be required for the utility trenching. Depending on the condition of the excavated soils, new fill may be required from an outside source for backfill of the utility trenches. Some grading (up to 500 cubic yards) may be required for installation of the spread footing for the building.

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

Erosion is not expected to occur during construction.

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

One hundred percent of the project site is now covered with impervious surfaces, and the proposed project will not change this.

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

The proposed project would be unlikely to have any significant impact on earth elements of the environment. Standard Best Management Practices (BMPs) for erosion control will be implemented during construction in compliance with the City of Seattle Stormwater, Grading and Drainage Control Ordinance, and D.R. 16-2000.

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.

Exhaust emissions (short-term) would be generated from construction equipment typically associated with the construction process. Some dust emissions may occur at the site during the construction process depending on the time of year. Puget Sound Clean Air Agency (PSCAA) will require a Notice of Construction prior to initiation of construction.

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 that would affect this proposal.

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

Contractors would be required to comply with PSCAA's regulations, requiring reasonable precautions to be taken to avoid dust emissions. This may include applying water or suppressants during dry weather, and utilizing other BMPs described in the Association of General Contractors of Washington *Guide to Handling of Fugitive Dust from Construction Projects* to minimize fugitive dust emissions and prevent the transport of dirt and dust from the construction area onto nearby roads.

3. Water

a. Surface

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.

Terminal 91 is located on the northeast corner of Elliott Bay, at Smith Cove.

2) Will 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 building and utility upgrade will be within 200 feet of Elliott Bay. No in-water construction or improvements are proposed.

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.

None.

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

The 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.

The project does not lie 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.

There will be no discharges of waste materials to surface waters.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No groundwater withdrawals are planned for this project and no water would be discharged into ground water. No infiltration basins are planned for this project.

2) Describe waste material that will 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 involve any discharge of waste materials to ground water.

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 will this water flow? Will this water flow into other waters? If so, describe.

Stormwater runoff from the project area will be routed to the existing drainage infrastructure and outfalls to Elliott Bay. New catch basins and drainage structures will be installed in the vicinity of the proposed building and the runoff collected from the new drainage areas and the new roof drains will be routed to an oil/water separator before discharging to Elliott Bay via an existing outfall.

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

Waste materials could enter ground or surface waters during construction of the project. Standard BMPs would be enforced to minimize the potential of this possibility.

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

The project would be unlikely to have any significant impact on water elements of the environment. However, specific actions would be taken to reduce or control surface, ground and runoff water impacts. BMPs implemented by the Port of Seattle will remain in practice throughout the construction period. An industrial pretreatment permit for discharge of wash waters to the sanitary sewer may be required by the building tenant.

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, bullrush, skunk cabbage, other**
x	**water plants: water lily, eelgrass, non-native milfoil, other**
____	**other types of vegetation**

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

None.

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

There are no known threatened or endangered plant species at or near the site.

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

None proposed.

5. Animals

a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other: falcon, osprey, resident and migratory waterfowl
mammals: deer, bear, elk, beaver, other: rodents, seals, sea lions, otter
fish: bass, salmon, trout, herring, shellfish, other: bottom fish; (no herring spawning in project area)

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

On May 24, 1999, the National Marine Fisheries Service (NMFS) formalized the listing of Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*) as threatened under the Endangered Species Act (ESA). This species is found in the vicinity of the proposed project. The Green/Duwamish System supports an abundant run of hatchery Chinook and a relatively large run of naturally spawning Chinook salmon. There are two stocks of Chinook in the Green/Duwamish system: Green/Duwamish summer/fall Chinook and Newauckum Creek summer/fall Chinook.

Adult Chinook are present in Elliott Bay from mid-June to mid-October. Sub-adult Chinook could be present during any season of the year. The bulk of juvenile outmigration to the Duwamish estuary occurs between May and early June, although small numbers of juveniles begin to arrive in the upper estuary in April. The peak of the run at Terminal 91 appears to be 15 to 20 days later than in the upper estuary.

The US Fish and Wildlife Service (USFWS) announced the listing of Coastal-Puget Sound bull trout (*Salvelinus confluentus*) as threatened on October 28, 1999. Bull trout could occur in its anadromous form in the project area. However, the state department of Fish and Wildlife does not monitor bull trout in the Green/Duwamish system because they are not believe to spawn within the system. Bull trout found in the Duwamish estuary and Elliott Bay are believed to migrate into the area from other river systems.

Bald eagles, currently listed as threatened in Washington State, were expected to be removed from the Endangered Species List in July 2000 but that decision was postponed. A final decision on delisting the species is pending. An eagle's nest is at West Point within Discovery Park (approximately 2.5 miles from the site) and another exists at Duwamish Head (approximately 4 miles south of the site).

Humpback whales (Megaptera novaeangliae) were listed as an endangered species in June 1970. Use of Puget Sound by humpback whales is rare.

The National Marine Fisheries Service listed Steller sea lions as a threatened species in December 1990. There are no known breeding colonies in Washington State.

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

Eliott Bay is a significant migratory corridor of anadramous salmonids. Various waterfowl and other birds migrate through the Puget Sound basin, which is part of the Pacific Flyway.

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

During construction, standard BMPs will be implemented to prevent erosion and protect water quality. No in-water work is proposed as part of the project. No impacts to wildlife are expected.

6. Energy and Natural Resources

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

During construction, the project would use electricity to provide power for construction tools, and construction vehicles would use diesel and gasoline fuels for operation. Natural gas or electricity will be used for heating of the new building.

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

This project would not affect the potential use of solar energy by 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:

The project would be designed in compliance with the Washington State Energy Code.

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 potential exists for some minimal diesel and gasoline spills from equipment during construction. A diesel or gasoline spill could occur during equipment refueling or operation. All construction activity would be conducted under a construction Stormwater Pollution Prevention Plan (SWPPP) as required by the contractor's NPDES stormwater construction permit. The SWPPP would contain provisions for controlling spills. If a spill were to occur, the contractor would be required to immediately contain the spill and begin cleanup procedures.

The most probable times for an occurrence is during the operation of construction equipment; vehicles and transport of petroleum products for the fueling of equipment; and leakage of petroleum products, including fuels, oil, grease, hydraulic fluids, and lubricants from construction equipment. These substances could drain indirectly via stormwater flows. The extent of impacts resulting from accidental discharge of petroleum products during construction depends upon the amount and duration of the spill and is expected to be minimal. Port of Seattle construction practices are intended to minimize the risk of accidental spills or discharges.

There is a potential to find some localized areas of light to moderate soil contamination and/or old abandoned petroleum product piping during soil excavation. An investigation is being performed to identify areas of concern. Areas identified will be remediated before construction begins. In addition, old petroleum product pipelines in the area of the project will be abandoned in place by cleaning and then filling with an inert material. Spill control measures will be required during this activity. Potentially contaminated soil encountered during construction would be screened at the construction site. Depending on the location and screening results, soil would be hauled to a permitted soil treatment and disposal facility or hauled to a temporary contamination stockpile away from the site. Potentially contaminated soils would be segregated, tested, and determined to be clean or contaminated, and treated or disposed of appropriately. Clean soil may be re-used as backfill.

1) Describe special emergency services that might be required.

Construction-related accidents or injuries may require response from local fire, police, air units, or ambulances. The Port maintains its own police force that would be called upon as necessary for these types of incidents. Additional services may be required from City of Seattle and neighboring jurisdictions for substantial emergencies.

2) Proposed measures to reduce or control environmental health hazards, if any:

Appropriate contaminated media management plans would be required to ensure that construction personnel who may encounter contaminated media are appropriately trained, prepared, and outfitted, and that management of contaminated media is conducted in accordance with relevant local, state and federal requirements. Based on existing data, hazardous materials are not expected to be present or accessible or to otherwise affect the operation of the project following construction.

All requirements imposed by city, state and federal codes would be met including the Puget Sound Clean Air Agency regulations.

If emergencies were to arise from construction of the structures, the risk of fire, explosion and release of hazardous substances can be minimized through the use of standard construction practices. Under the terms of the construction contract, the Port's contractor will be required to undertake a number of measures to reduce environmental hazards. Those measures include the following:

- A licensed hazardous waste hauler will transport hazardous waste. Non-hazardous waste solutions will be hauled in conformance with requirements of federal, state, and local regulations.
- All connections to the surface drainage system from the site will be closed in the event of a spill or discharge.
- The Port of Seattle requires contractor compliance with WISHA standards for worker safety, and reasonable precautions to avoid and control environmental health hazards. It is the responsibility of contractors to provide for the safety of their workers, including proper training and personal protective gear, if required. The Department of Labor & Industries is the enforcement agency for WISHA compliance. Precautions against environmental health hazards may include, but not be limited to, containment of petroleum products such as fuels, grease, hydraulic fluids and lubricants; ready access to spill cleanup materials; and use of spill prevention Best Management Practices (BMPs).

b. Noise

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

Noise sources in the Terminal 91 vicinity include nearby traffic, trains in the nearby Burlington Northern yard, and industrial and maritime activities on and adjacent to the terminal. The sources will remain the same, and will not affect the proposed 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 example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction noise would derive from a variety of sources including loader and crane activities; and the use of pumps, generators and other relatively small engines and hand tools.

During the construction period, heavy equipment and construction activity would generate noise at the site. Construction would generally occur during normal working hours (Monday through Friday, 7 AM to 6 PM) during the construction period. Hours of construction will be coordinated through the City of Seattle Department of Design, Construction and Land Use and will adhere to their guidelines. The City permits pile driving from 8:00 a.m. to 5:00 p.m.

Noise associated with the operation of the terminal facility after project completion would derive from traffic traveling to and from the facility and from continuing operations at the facility. None of these sources is expected to change substantially from existing conditions as a result of the proposed project. Noise levels from the facility are now, and will continue to be; subject to the timing restrictions and the environmental noise limits of the Seattle noise ordinance.

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

Objectionable construction noise generation may be kept to a minimum by: (1) equipping air compressors with silencing packages, (2) equipping jackhammers with silencers on the air outlet, (3) preferring the use of equipment that can be electrically driven instead of gas or diesel, and (4) limiting hours of construction activities and operation of equipment that produces significant noise. Construction activities would comply with applicable state and local noise regulations.

Fabrication activities will occur within the insulated building during daytime hours and will be minimal compared with noises from other existing sources in the project area.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

Terminal 91 is used for fish product processing, cold-storage, vessel berthing, and warehousing. Property to the west includes the Terminal 91 west yard, Elliott Bay Marina and Smith Cove Park. Property to east is occupied by private commercial uses along Elliott Avenue West and 15th Avenue West.

b. Has the site been used for agriculture? If so, describe.

No.

c. Describe any structures on the site.

There are two buildings currently on Pier 91. A warehouse, Building 308, will be demolished as part of the reconstruction of Berths C and D (a separate project). A portable operations module at the south end of the pier will remain. Structures on the remainder of Terminal 91 include fish processing facilities, cold storage warehouses, miscellaneous yard and warehouse structures, and a security guard shack.

d. Will any structures be demolished? If so, what?

No.

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

The current zoning classification is IG I/U 45' (General Industrial, maximum building height 45 feet for certain uses, no height limit for other uses).

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

The City of Seattle Comprehensive Plan designation is Industrial.

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

The Seattle Shoreline Master Program designation is Urban Industrial.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The City of Seattle *Environmentally Critical Areas Maps* (October 31, 1992) identify Terminal 91 piers and the short-fill area as having liquefaction prone soils. Liquefaction zones are considered environmentally sensitive but not environmentally critical areas.

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

Up to 60 people would be employed by the completed fabrication facility. The proposed project would not provide any housing.

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

The proposed project would not displace anyone from work or housing.

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

None proposed.

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

The proposed project is compatible with existing and projected land uses.

Other than a Shoreline Substantial Development permit, no special land use approvals are required to implement the project. Although generally the Seattle Shoreline Master Program restricts building heights within the shoreline jurisdiction to 35 feet, an exception is provided in SMC 23.60.872 that allows the Director of Planning and Development to authorize heights up to 80 feet in Elliott Bay for structures accessory to a water-dependent or water-related use and manufacturing structures when the views of a substantial number of upland residences would not be blocked by the increased height.

The proposed fish processing equipment fabrication facility is a water-related manufacturing structure. Custom designed and fabricated processing equipment will be directly fitted and installed in vessels moored adjacent to the new building. The fabrication processing floor requires a 30’ unencumbered clearance for operation of overhead cranes and beams. The custom design process requires close interaction and supervision by designers, engineers, and managers thus requiring office spaces directly adjacent and above the manufacturing floor, thus requiring a 45’ high building height. Views from residences in the area are generally over the project site and downward. As recently as 2003, Pier 91 contained buildings of equivalent size and height of the proposed new building. The last of the wood frame structures, which dated from the 1940s and including structures of 50,000 square feet and heights of 47 feet, was demolished in preparation for recent apron reconstructions on the pier (a separate project). A 45’ building height is directly comparable to existing cold storage facilities on Pier 90, which are currently 42’ and do not block residential views. Therefore, the proposal is consistent with the Seattle Shoreline Master Program general requirements and development standards for its site designation.

The Economic Development Element of the City of Seattle Comprehensive Plan supports water-dependent and related business in Policy ED12: "Preserve and support continued use of suitable shoreline areas for water-dependent and related businesses involved in shipbuilding and repair, fisheries, tug and barge, provisioning, and the cruise ship industries."

The project also lies within the Ballard Interbay Northend Manufacturing/Industrial Center (BINMIC). The City Comprehensive Plan economic development policies for the BINMIC neighborhood plan include numerous specific policies designed to support and retain maritime and fishing industries and related businesses.

9. Housing

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

None proposed.

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

No housing would be eliminated.

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

No measures are necessary.

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 new fabrication building will be 45 feet tall. The exterior of the fabrication building will be covered with standard panel ribbed metal exterior siding on the east, west, and north sides. The south side will be storefront-type construction with windows.

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

Views of the terminal would be altered slightly by the presence of the new fabrication building. However, the height and scale of the building is consistent with current and recent past structures on the piers. Public views of significant natural and human structures (such as water views, mountains, or the downtown skyline) would be not be obstructed. No residential views would be obstructed.

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

None are expected to be necessary.

11. Light and Glare

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

The existing 65-foot high light poles on Pier 91 may be replaced with structures up to the same height as part of the project. Minimal exterior building lights will be installed. Using directional shields on exterior lighting fixtures and low-intensity lighting fixtures where appropriate is preferred.

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

The completed project is not expected to be a safety hazard or to interfere with views.

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

Off-site sources of light or glare would not affect the proposed project.

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

None are necessary.

12. Recreation

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

Recreational opportunities in the vicinity include Smith Cove Park, Elliott Bay Park at Pier 86, Myrtle Edwards Park, the Terminal 91 bike path and pedestrian trail, and the Elliott Bay Marina.

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

No.

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

Measures to reduce impacts to recreation are not anticipated to be necessary.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

There are no known historic or cultural resources listed on any preservation registers on or next to the site.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

The project is located within the historic tidelands area and a small possibility of encountering historic and prehistoric artifacts exists. However, historic and prehistoric ground levels are not present in the project area, as all excavation would occur in post-1900 fill. Therefore, the project is not expected to unearth any artifacts.

Waters in the vicinity of the project are Treaty-protected "Usual and Accustomed" fishing areas. Fishing activity in this area is managed by the Muckleshoot and Suquamish Tribes, and the Washington Department of Fish and Wildlife (WDFW).

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

Measures to reduce impacts to historic or cultural resources are not expected to be necessary.

14. Transportation

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

Terminal 91 is served by Elliott Avenue West, 15th Avenue West, West Galer Street and overpass, and the West Garfield Street viaduct (Magnolia Bridge).

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The terminal is served by King County/Metro transit. Transit stops are located on the Magnolia Bridge for Routes 19, 24 and 33. On 15th Avenue West, there are transit stops for Routes 15 and 18.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Parking on the site will consist of a 60 space paved parking area for employees adjacent to the new building. No parking spaces would be eliminated.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

No such improvements are expected to be necessary.

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

Terminal 91 is situated in the vicinity of water and rail transportation. The piers are used for vessel mooring and servicing and cargo shipments. The Burlington Northern Santa Fe mainline railroad borders the terminal to the east, and also operates a switching yard north of the terminal.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The project would generate up to 100 employee trips per day, with the conservative assumptions that 10% of employees would carpool and none would use transit to get to the site**.** It is expected that there will be up to 10 additional trips generated by trucks serving the fabrication facility. Peak volumes would be between 7 and 9 a.m. and between 3 and 5 p.m.

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

It is assumed that most employees will use 15th Avenue West to access the terminal. Daily traffic volumes on 15th Avenue West range between approximately 26,000 and 44,000 vehicles. The anticipated trips generated by the proposed project are within the background traffic growth rate for the

area, based on an analysis of existing and project traffic conditions that was performed by Heffron Transportation at Terminal 91 (Heffron 2002).

No project specific transportation mitigation measures are expected to be necessary.

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.

The proposed project is not expected to increase the need for public services.

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

Existing utility systems (including water systems and capacity) will be installed and improved as need to meet present and future water capacity demands and code requirements for the Seattle Fire Department.

16. Utilities

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

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.

The following utilities will be upgraded and extended within the proposed utility corridor (branch mains and connections from the new utilities will also be made):

- Six to eight-inch diameter water mains for potable water and fire protection;
- Sanitary sewer ranging from approximately four to ten inches in diameter for force mains and gravity lines;
- Up to two sanitary lift stations may be installed due to the length of pumping distance;
- Storm drains ranging from twelve to eighteen inches in diameter conveying runoff to existing drainage structures and outfalls;
- New catch basins and/or drainage structures will be added and existing catch basins relocated in areas adjacent to the proposed building;
- New natural gas conduit would be up to six inches in diameter and would be connected to the gas main located north of the West Garfield Street viaduct;
- Two power/lighting duct banks up to seventeen by thirty-six with conduits up to five inches in diameter;
- One approximately twenty by twenty inch communications duct bank with four inch conduits; and
- One new electrical substation and one expanded electrical substation.

Deleted: .

Water and sanitary sewer services would be provided by Seattle Public Utilities; electrical service by Seattle City Light; and natural gas service by Puget Sound Energy. The upgraded utilities will support the new 50,000 square foot building as well as future maritime development on Pier 91. General construction activities would include demolition, excavation and trenching, utility line replacements and connections, equipment and vault installation, backfilling, and paving.

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

Date Submitted: July 14, 2005

References Cited

Heffron Transportation Inc. 2002. Terminal 91 Traffic Impact Analysis. April 2002.

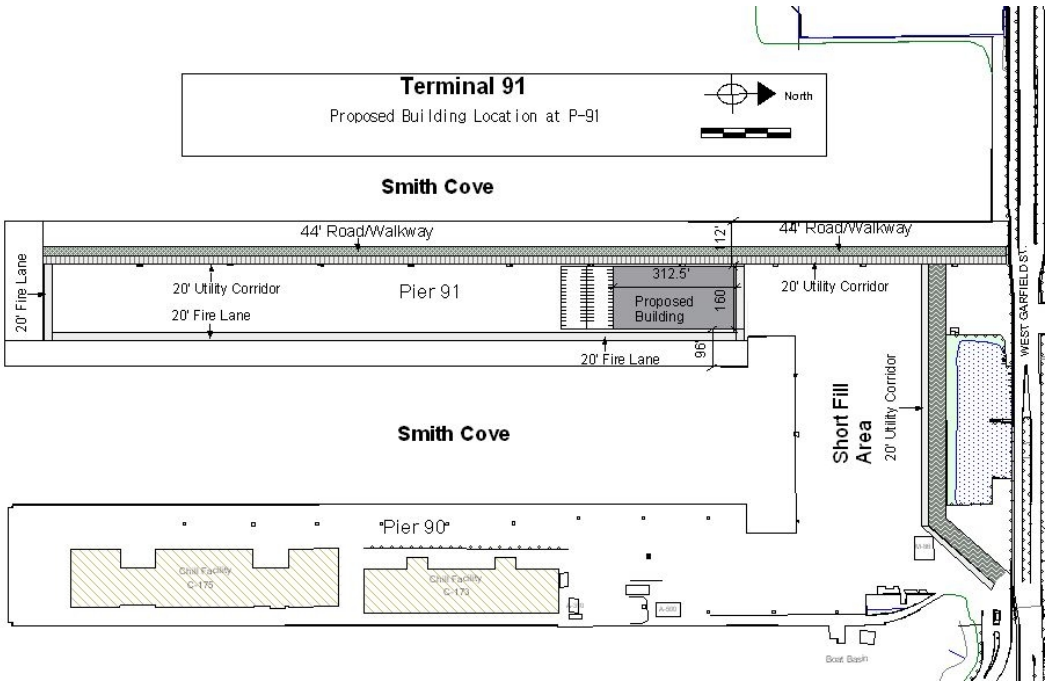
Terminal 91
Proposed Building Location at P-91
North
Smith Cove
44' Road/Walkway
112'
44' Road/Walkway
20' Fire Lane
20' Utility Corridor
20' Fire Lane
Pier 91
312.5'
Proposed Building
160'
20' Utility Corridor
20' Fire Lane
96'
WEST GARFIELD ST
Short Fill Area
20' Utility Corridor
Smith Cove
"Pier 90"
Coal Facility C-175
Coal Facility C-174
Boat Basin

Figure 1.

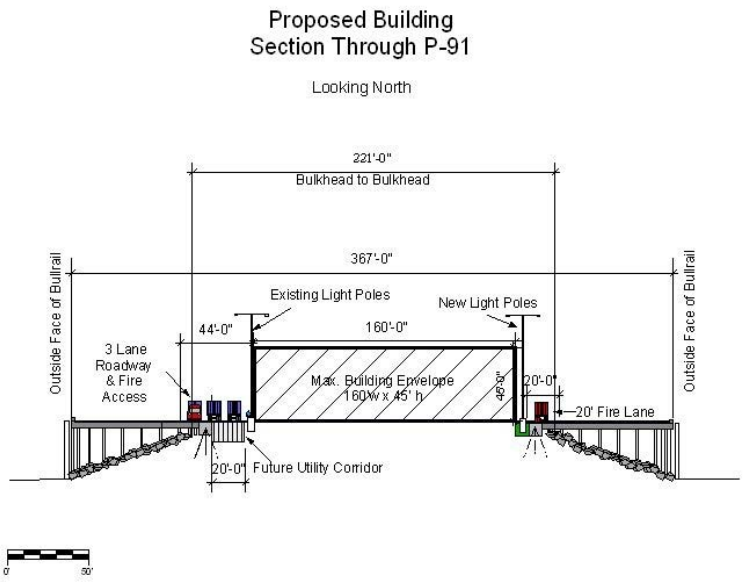
Proposed Building
Section Through P-91
Looking North
221'-0"
Bulkhead to Bulkhead
367'-0"
Outside Face of Bullrail
Outside Face of Bullrail
Existing Light Poles
New Light Poles
44'-0"
160'-0"
3 Lane
Roadway
& Fire
Access
Max. Building Envelope
160'w x 45' h
45'-0"
20'-0"
20' Fire Lane
20'-0"
Future Utility Corridor
0'
50'

Figure 2.