

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

Seattle Fire Department, Temporary Fire Station Relocation, Terminal 91

The Port of Seattle has completed an environmental analysis, including review of pertinent and available environmental information and preparation of a State Environmental Policy Act (SEPA) Checklist for the “Seattle Fire Department, Temporary Fire Station Relocation, Terminal 91.”

Description of the Proposed Action: The proposed project includes actions necessary to relocate Seattle Fire Department Station Number Five from City of Seattle property on Alaskan Way to Terminal 91. The relocation is necessary due to central waterfront and Alaskan Way seawall reconstruction activities and resulting impediments to essential access at the Seattle Fire Department, Fire Station Number Five location, 925 Alaskan Way. Temporary relocation of the central waterfront fire station to Terminal 91 requires completion in December 2014, with a duration of approximately three years.

The existing fire station site, at 925 Alaskan Way, includes moorage for two fire boats and a single rescue boat. The existing fire station site also houses fire truck and emergency response vehicles. Use of Terminal 91 as a fire and rescue boat moorage site for Fire Station Number Five during the period of seawall re-construction is proposed in order to ensure the required uninterrupted fire and emergency services provided by Fire Station Number Five. Please note that land-based emergency response vehicles will not be relocated to the Terminal 91 project site.

The proposed temporary Fire Station Number Five relocation includes aquatic area and pier/upland actions at Pier 90, Terminal 91, necessary for the marine response, rescue, and emergency service provided by the fire department.

Aquatic area structures: Installation of approximately 2000 square feet of concrete cell moorage float area is required for moorage of two Fire Station Number Five fire boats and a single rescue boat. Five 40 feet long, ten feet wide concrete cell floats will be installed, end-to-end, to form a 200 feet long fire station moorage. The moorage floats will be held in place with ten, 24 inch diameter cylindrical steel piling placed immediately water-ward of the existing creosote piling fender system at the northeast margin of Pier 90. Access from Pier 90 upland grade elevation to the fire boat moorage float will be provided by an L-shape metal grate surface gangway, approximately 145 feet long, mounted on the existing Pier 90 grade surface. The combined moorage float and gangway over-water area is approximately 2105 square feet.

Upland structures: Temporary relocation of Fire Station Number Five to Pier 90, Terminal 91, requires installation of three pre-fabricated structures on existing upland area immediately adjacent to the fire boat and emergency vessel moorage and gangway structures. (1) A crew accommodation modular structure, approximately 1850 square feet, will provide personnel quarters and communications/office space. (2) A fire crew equipment storage structure, approximately 750 square feet, will be located adjacent to the fire crew accommodation/office structure. (3) A third modular structure, approximately 1200 square feet, in the form of a metal frame tent-like enclosure, is required for additional storage of fire crew gear, equipment, and vehicles. Each of the modular structures will be served by appropriate access stairs and ramps. Each modular structure will be consistent with code requirements for insulation, heating/ventilation, and structure foundation tie-down/stability. The modular structures will require water, electrical and sanitary sewer service. Sewer and water service will include up to 50 linear feet of utility trench, approximately four feet wide and four feet in depth, totaling approximately 30 cubic yards of excavation and back-fill to match existing grade conditions. Electrical service is expected to include placement of at-grade conduit tubes.

Relocation of fire boat rescue, and emergency vessels and equipment necessary for operation of Fire Station Number Five requires installation of new moorage float guide piling and pre-fabricated, concrete cell moorage floats adjacent to the northeast margin of the existing Pier 90, Terminal 91, cargo dock. As a result approximately 2105 square feet of new over-water structure area (over-water coverage) will be placed in existing sub-tidal aquatic area in the north end of the east slip at Terminal 91. Existing water depths at the proposed moorage float site are approximately minus 26 to 34 feet MLLW. It is proposed that negative aquatic area effects due to new sub-tidal over-water coverage will be off-set by improving existing exposed, un-vegetated rip-rap bank-line in northeast shoreline area in the Terminal 91 east slip. Bank-line improvements will include installing native riparian vegetation between elevation approximately plus 13 feet and 15 feet MLLW. Riparian planting will be placed in approximately 425 linear feet of existing rip-rap bank-line, accomplished through re-shaping the fractured stone armor bank-line to include a five to six feet wide riparian vegetation planting terrace. Establishing native riparian vegetation in the east slip will provide increased shoreline and inter-tidal aquatic area natural resource values, as compensation for the potential negative effects of new moorage float and piling over-water structures in sub-tidal aquatic area at the northwest margin of the east slip. Re-shaped bank-line and placement of native riparian vegetation will not require alteration or fill in existing east slip aquatic area

Location of Proposed Action: The proposed Fire Station Number Five relocation project is located at Terminal 91, 2201 West Garfield Street, Seattle, 98199. The project site includes area at the northeast portion of Pier 90, on the east margin of Terminal 91, in north Elliott Bay. The project site includes existing publicly-owned, Port of Seattle, upland, shoreline, and aquatic area.

Lead Agency: Port of Seattle (SEPA No. 14-03)

Determination: The Port of Seattle completed an environmental evaluation including review of pertinent environmental information, following the provisions of the Washington State Environmental Policy Act (SEPA) under Chapter 43.21C, Revised Code of Washington (RCW), Chapter 197-11, Washington Administrative Code (WAC), and Port Commission Resolution 3650, and Port of Seattle SEPA Policies and Procedures. The Port's SEPA determination concludes that environmental impacts of the proposal are not significant.

Supporting Information: Information used to reach this determination, and applicable State laws and Port of Seattle policies, regulations, and procedures are available for public review at the Port of Seattle office, at the Engineering Services Dept., Second Floor Bid Counter, Pier 69, 2711 Alaskan Way, Seattle. The document is also available for review online at <http://www.portseattle.org/Environmental/Environmental-Documents/SEPA-NEPA/Pages/default.aspx>.

Public and Agency Comment: DNS and Environmental Checklist for this project circulated on May 9, 2014 and the comment period ended on May 23, 2014. The Port did not receive any comments. The Port's Final DNS is now being issued based on the final determination of no significant environmental impacts. Please refer questions to George Blomberg, Port of Seattle, Seaport Environmental Programs, P. O. Box 1209, Seattle, WA 98111, telephone 206-787-3194 or the Port of Seattle e-mail address at SEPA.p@portseattle.org. Include your mailing address when submitting comments to the e-mail address.

Appeals: The Port's decision on the proposal described above and the Port's issuance of a Final DNS on this proposal constitute the Port's Final SEPA decision. This SEPA DNS determination may be appealed by filing a writ of review in King County Superior Court within twenty-one (21) days of the date of issuance pursuant to Port of Seattle Resolution No. 3650.

Signature on File

Linda Styrk, Managing Director, Seaport
Port of Seattle
June 19, 2014