

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Waterfront Park Replacement Project

2. Name of applicant:

Seattle Parks and Recreation (SPR)

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

Contact: David Graves
Phone: (206) 684-7048
Address: Seattle Parks and Recreation
300 Elliott Avenue W, Ste. 100
Seattle, WA 98119

4. Date checklist prepared:

December 13, 2019

5. Agency requesting checklist:

Seattle Parks and Recreation (SPR)

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

Construction is expected to start in Fall of 2021 and last up to 3 years.

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

There are no plans for future additions, expansions, or further activities related to or connected with this proposed project.

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

- Central Waterfront Master Parks Plan Final Environmental Impact Statement (EIS) (September 2006)
- Timber Piling Inspection Report (WC1741) by Seattle Structural (2016)
- Piers 57/58 Maintenance Plan Update: Waterfront Park Condition Assessment (WC2429) by Seattle Structural (2011)
- Documentation of Endangered Species Act (ESA) Review, to be completed as part of U.S. Army Corps of Engineers permitting process

- Documentation of Section 106 Review, to be completed as part of U.S. Army Corps of Engineers permitting process

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.

No, there are no known applications pending for government approvals or other proposals directly affecting the property covered by this proposal.

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

- U.S. Army Corps of Engineers (USACE) Section 10 and Section 404 Permit
- Washington Department of Ecology (Ecology) Section 401 Water Quality Certification
- Washington Department of Fish and Wildlife (WDFW) Hydraulic Project Approval (HPA)
- City of Seattle Department of Construction and Inspections (SDCI) Building Permit
- SDCI Shoreline Substantial Development Permit
- SDCI Demolition Permit
- National Oceanic and Atmospheric Administration (NOAA) incidental take authorization (Letter of Authorization)

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The project will replace Waterfront Park on the Seattle waterfront; once reconstructed it will be known as "Pier 58" as it located in the historic location of that pier. The existing pier is 48,230 square feet (SF) and is constructed of creosote-treated timber piles, monotube piles, steel H-Piles, and treated timber and concrete decking. The park consists of two viewing platforms, coin-operated telescopes for viewing, benches, picnic tables, trees in planters, and the FitzGerald Fountain, a cast and welded bronze sculpture. The proposed project would demolish and remove the existing piles and decking, and replace them with concrete deck planks, concrete pile caps, and steel piling.

The replacement pier would be 48,200 SF and would include the installation of 186 permanent 36-inch steel piles. The decking would consist of both pre-cast concrete panels and a cast-in-place concrete deck slab. The new park would feature a public plaza, the existing relocated Fitzgerald Fountain, a water feature, a children's play area, seating areas, and a large lawn and trees to provide shade.

It is anticipated that a majority of the material delivery and reconstruction of Waterfront Park will be conducted from barges. There may be some material delivery to the pier from Alaskan Way. Temporary barriers will be located along the Elliott Bay Seawall to prevent public vehicular access to the piers during construction. Bollards may be required on the pier to protect grating and/or electrical service panels.

The footprint of Waterfront Park will be reconfigured to orient users of the pier to the west. The redesign of the pier will result in no net gain in overwater coverage. An open area of 5,000 square feet will be included in the northeast portion of the pier to increase light penetration in the nearshore, adjacent to the migratory salmonid corridor that was installed as part of SDOT's Elliott Bay Seawall Project. Grating will also be installed in the northwest and southeast corners of the pier.

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, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located in Elliott Bay on the Seattle waterfront at the intersection of Union Street and Alaskan Way. The project is located in Section 31, Township 25N, Range 04E.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: [Check the applicable boxes]

- Flat Rolling Hilly Steep Slopes Mountainous
 Other: Over water.

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

There are no steep slopes located on the site.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to *The Geologic Map of Seattle—a Progress Report* by Kathy Goetz Troost, Derek B. Booth, Aaron P. Wisher, and Scott A. Shimel (2005), the project area soils consist of artificial fill underlain by tideflat deposits.

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

Yes, the project is entirely within a liquefaction-prone Environmentally Critical Area (ECA). A liquefaction-prone ECA is defined in the Seattle Municipal Code (SMC) ECA Code as a site with loose, saturated soil that loses the strength needed to support a building during earthquakes (SMC 25.09.020).

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate the source of fill.**

The project will remove the existing approximately 340 piles, which results in a total quantity of approximately 405 cubic yards of excavated material. The project will install up to 186 36-inch steel pipe piles, covering an area of approximately 1,314 SF.

The project also includes the installation of fill to serve as habitat enhancement. This fill comprises 120 cubic yards over an area of approximately 2,000 SF adjacent to an existing substrate enhancement that was installed as part of the Elliott Bay Seawall Replacement Project. The project will also install a marine mattress in the area of new open water at the northeast edge of the pier adjacent to the Elliott Bay Seawall (approximately 150 cubic yards installed over an area of approximately 2,000 linear feet).

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

The project is located entirely over and under water and will not result in any erosion.

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

The footprint of the pier will be reconfigured, but the amount of impervious surface is expected to remain approximately the same. The addition of grating along with a slight reduction in overwater coverage will reduce the overall amount of impervious surface by 1,030 SF.

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

In accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction and the Seattle Stormwater Code, the contractor will be required to submit a Construction Stormwater Erosion Control Plan (CSECP) to describe BMPs that will be implemented to reduce and control erosion during construction.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Construction:

The typical sources of emissions during project construction include:

- Fugitive dust generated during the excavation, grading, and other construction activities;
- Engine exhaust emissions from construction vehicles, work vehicles, and construction equipment;

- Increased motor vehicle emissions associated with increased traffic congestions during construction; and
- Volatile organic and odorous compounds emitted during concrete paving.

The total emissions and timing of the emissions from these sources will vary depending on the phasing of the project and construction methods.

The project is estimated to result in approximately 2,410 metric tons of carbon dioxide equivalents (MTCO_{2e}), which accounts for the manufacture of decking materials, construction related emissions, and maintenance of the concrete decking over its expected life cycle.

This estimate was calculated using a conservative emissions factor of 50 MTCO_{2e} per 1,000 square feet of replaced pier deck (48,200 SF). This factor was developed by King County from an analysis of several different life cycle assessments of the environmental impacts of roads. It is important to note that these studies estimated the embodied emissions for streets. Paving that includes sidewalks, which is more in line with how the pier will be used, will likely use less cement and hence have lower embodied emissions. During construction, there will be dust and exhaust emissions from construction equipment.

Operation:

Once the project is complete, operation of the pier will continue unchanged, and operation and maintenance are not expected to result in increased emissions to air.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions or odor that may affect the proposed project.

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

During construction, impacts to air quality will be reduced and controlled through implementation of standard federal, state, and local emission control criteria, in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction. The City's Standard Specifications require that contractors maintain air quality to comply with the National Emission Standards for Hazardous Air Pollutants.

Reducing air quality impacts during construction could involve such measures as minimizing vehicle and equipment idling to limit exhaust emissions.

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.**

Waterfront Park is located over Elliott Bay.

- 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 project requires work in and over Elliott Bay.

- 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.**

Up to 270 cubic yards of intertidal habitat substrate fill will be placed. These habitat enhancement materials will be barged or trucked in and placed using a barge-mounted hydraulic excavator that uses a bucket on the end of a hydraulic arm or land-based clamshell bucket. All material imported to the site will be clean and sourced from an approved off-site vendor.

The new piles will be steel pipe piles, which are hollow inside. However, the top 10 feet of the steel pipe pile would be filled in order to form a concrete plug to allow attachment of the pile cap, crossbeams, and pier deck to the steel pipe piles.

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

The project will 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.**

According to the Federal Emergency Management Agency FEMA National Flood Insurance Program (NFIP) Flood Insurance Rate Map (FIRM) King County, Washington and Incorporated Areas Map, Map Number 53033C0630G (Preliminary as of February 1, 2013), the project area is located within the 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.**

No, the project does not involve the discharge of waste materials to surface waters.

b. Ground:

- 1) Will ground water be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

The project does not involve withdrawals of water from a well, or discharges to groundwater.

- 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 will not discharge waste materials into the ground.

c. Water runoff (including stormwater):

- 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 from the pier, which is a non-pollution generating surface, flows directly into Elliott Bay.

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

During demolition, pieces of the timber decking and piles may break and enter the water. During construction, there is a potential that waste materials (e.g. oil and grease) from construction equipment, or paving materials could enter runoff from the site or directly enter Elliott Bay.

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

Once completed, stormwater from the piers will continue to run off directly into Elliott Bay. The project is not expected to alter or otherwise affect drainage patterns in the vicinity of the project.

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

Prior to project construction, the contractor will be required to develop a CSECP and Spill Plan that describe BMPs to be implemented to control stormwater and waste materials

flowing onto and from the site in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction and the Seattle Stormwater Code. The project is designed to meet the current Seattle Stormwater Code requirements for new green stormwater infrastructure for flow control and treatment to the maximum extent feasible.

During demolition and construction, a containment boom will be deployed around active areas of construction to contain any debris, which would then be removed from the water.

4. Plants

a. Types of vegetation found on the site: *[Check the applicable boxes]*

- Deciduous trees: Alder Maple Aspen Other: (identify)
 Evergreen trees: Fir Cedar Pine Other: (identify)
 Shrubs
 Grass
 Pasture
 Crop or grain
 Orchards, vineyards, or other permanent crops
 Wet soil plants: Cattail Buttercup Bulrush Skunk cabbage
 Other: (identify)
 Water plants: water lily eelgrass milfoil Other: According to an aquatic habitat survey performed for the project, there is bull kelp, sugar kelp, rockweed, sea lettuce, iridescent seaweed, epiphytic red algae, red algae, and non-native wireweed in the project area.
 Other types of vegetation: (identify)

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

Construction will likely remove or alter all vegetation that is currently present. However, it is anticipated that these species would quickly recolonize the area once construction is complete, particularly given the improved light conditions that the replaced pier will provide.

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

There are no threatened or endangered plants known to be on or near the project site.

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

The project will increase light transmission in the nearshore and in areas of grating, providing improved habitat for aquatic vegetation. The project also includes substrate enhancement that will provide new habitat for aquatic vegetation species.

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

There are no noxious weeds or invasive plant species known to be on or near the site.

5. Animals

a. Birds and animals which have been observed on or near the site or are known to be on or near the site: *[Check the applicable boxes]*

Birds: Hawk Heron Eagle Songbirds
 Other: Crows, pigeons, doves, starlings, robins, gulls, and house sparrows are common urban species that could occur in the project area.

Mammals: Deer Bear Elk Beaver
 Other: Rodents, including mice, rats, and squirrels, and raccoons are common urban species that could occur in the project area.

Fish: Bass Salmon Trout Herring
 Shellfish Other: (identify)

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

Endangered species of potential occurrence in the vicinity of the project are Southern Resident killer whale (*Orcinus orca*) and Humpback whale (*Megaptera novaeangliae*). Threatened species of potential occurrence in the vicinity of the project are Marbled murrelet (*Brachyramphus marmoratus*), Bull trout (*Salvelinus confluentus*), Puget Sound/ESU Chinook salmon (*Oncorhynchus tshawytscha*), Stellar sea lion (*Eumetopias jubatus*), Puget Sound steelhead (*Oncorhynchus mykiss*), bocaccio (*Sebastes paucispinis*), canary rockfish (*Sebastes pinniger*), and yelloweye rockfish (*Sebastes ruberrimus*). The project area is also classified as critical habitat for the Southern Resident killer whale, Chinook salmon, and bull trout.

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

Salmon and bull trout are known to migrate through the project area. The project site is located within the North American Pacific Flyway, a migratory route for birds. However, the project site is in an urban environment and is unlikely to impact migratory bird species.

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

The project will apply for incidental take of marine mammal species from NOAA Fisheries under the Marine Mammal Protection Act. Any take authorization will require mitigating measures and monitoring of marine mammal species during construction. The project will also be reviewed for compliance with the Endangered Species Act (ESA).

During construction, the project will employ BMPs to reduce sedimentation of the water and minimize noise impacts to wildlife.

Opening the nearshore will allow increased light adjacent to the existing salmonid migratory corridor. Reduction of the number of piles will allow additional light to reach under the pier. Areas of grating will also allow additional light to reach the surface of the water.

e. List any invasive animal species known to be on or near the site.

While several of the urban-dwelling animal species that may be found in the project area are introduced, non-native species (rats, pigeons, etc.), the proposed project is not expected to have any impacts to these animal species.

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.

The completed project will not require any supplementary energy to operate. Electricity will be required for operation of the lighting and water fountain, but this will not represent a change from current conditions.

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

The project does not involve building structures or planting vegetation that will block access to the sun for 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:

No energy conservation features are included in the plans. The proposed project is not expected to result in energy impacts.

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.

Potentially hazardous materials likely to be present during construction include gasoline and diesel fuels, hydraulic fluids, oils, lubricants, solvents, paints, and other chemical products. A spill of one of these substances could occur during construction as a result of either equipment failure or worker error.

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

According to sampling performed for the Elliott Bay Seawall Project Contaminated Materials Discipline Report, locations in and around the project site had sediment contaminated with heavy metals, PCBs, and PAHs. A review of the City of Seattle's GIS and Washington Department of Ecology's Facility/Site Database revealed no sites of potential concern in the vicinity of Waterfront Park. The wood piles currently

supporting the pier structures have been treated with creosote, which is leeching into the water.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no known existing hazardous chemicals or conditions that might affect project development and design. There are no known underground hazardous liquid or gas transmission pipelines located within the project area.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Potentially hazardous materials likely to be present during construction include gasoline and diesel fuels, hydraulic fluids, oils, lubricants, solvents, paints, and other chemical products.

4) Describe special emergency services that might be required.

Special emergency fire or medic services will not be required for the proposed project.

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

A Health and Safety Plan will be developed by the construction contractor before work commences. This plan will provide information on any toxic substances that may be associated with the project and will outline safe procedures for handling any of these substances.

A Spill Plan will be developed to control spills on site. Any contaminated materials that are encountered during construction will be contained and disposed of in a manner consistent with the level of contamination, in accordance with federal, state and local regulatory requirements, by a qualified contractor(s) and/or City staff.

b. Noise

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

There are no sources of noise that will affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Noise levels in the vicinity of construction will temporarily increase during construction activities. Noise from the project will include both airborne noise and

underwater noise, which can affect fish, marine mammals (including whales), and other marine species.

The new pier will be constructed of steel pipe piles which will be installed primarily using vibratory methods. The Pier 62 Replacement Project, currently under construction at the Seattle waterfront in and adjacent to Elliott Bay in the vicinity of Waterfront Park, included vibratory removal of timber piles, and impact and vibratory steel pipe pile driving.

For vibratory pile driving of steel piles, peak underwater sound levels averaged from 173 dB to 186 dB, with maximum peaks reaching up to 195 dB. Airborne sound levels for vibratory pile driving of steel sheet piles averaged between 108 dB and 111 dB, with maximum sound levels reaching up to 116 dB (*Source: Pier 62 Project Acoustic Monitoring Season 2 (2018/2019) Report, The Greenbusch Group, Inc., July 19, 2019*). It is expected that noise levels from these activities would be similar to noise produced during the replacement of Pier 62.

While most pile driving is expected to be accomplished using vibratory methods, certain circumstances could occur, such as obstructions or difficult ground conditions, that require impact driving. For the Pier 62 Project, impact driving steel piles produced peak underwater sound levels that averaged from 169 dB to 193 dB. Average airborne sound levels for impact pile driving of steel sheet piles ranged from 102 dB to 104 dB (*Source: Pier 62 Project Acoustic Monitoring Season 2 (2018/2019) Report, The Greenbusch Group, Inc., July 19, 2019*). It is expected that noise levels from any impact driving activity would be similar to noise produced during the replacement of Pier 62. Noise of this level could impact aquatic animal species.

After completion of the project, occasional noise from equipment used for on-going routine maintenance and repair will occur, but will be limited to 7 am to 10 pm weekdays and 9 am to 10 pm weekends.

There could be potential impacts due to noise from events, such as concerts, held on the new pier. These events would be required to obtain permits from SDCI for any noise out of compliance with the City's noise code. Operators of these events would have to comply with these permit conditions to minimize noise impacts.

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

The project will require a permit from the U.S. Army Corps of Engineers (USACE), which includes consultation under Section 7 of the Endangered Species Act. The project will also require compliance with the Marine Mammal Protection Act and consultation with the National Oceanic and Atmospheric Administration. SDOT will comply with all requirements and commitments that arise during these consultations to minimize impacts to protected aquatic animal species that could result from the proposed project.

Requirements will likely include noise monitoring to minimize and avoid impacts to cetaceans and other marine species during construction, but those measures and

others will be determined during permitting.

A noise variance from the Seattle Department of Construction and Inspections will also be required and will include limits to the time, duration, and frequency of noise that exceeds limits set forth in the SMC. These measures are meant to minimize impacts of noise on the surrounding area. SDOT will follow all policies procedures outlined in the noise variance.

The following measures could be used to minimize noise impacts during construction:

- Whenever possible, operation of heavy equipment and other noisy activities will be limited to non-sleeping hours.
- Effective mufflers will be installed and maintained on equipment.
- Equipment and vehicle staging areas will be located as far from residential areas as possible.
- Idling of power equipment will be minimized.

7. Land and shoreline use

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

Waterfront Park is owned and operated by SPR and is used as park land. The pier provides a place to view Elliott Bay and the Olympic Mountains to the west, and the Seattle skyline to the east.

Adjacent properties are zoned as Downtown Harborfront. The Seattle Aquarium is located to the north of Waterfront Park, and Pier 57, which houses the commercial development known as Miner's Landing, is located to the south. Miner's Landing includes restaurants and commercial recreational attractions.

The project will not affect current land uses on nearby or adjacent properties.

b. **Has the site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?**

The site has not been used as working farmlands or working forest lands. The project area consists of a pier over marine waters.

1) **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

No, the project is located in an urban environment where there is no surrounding working farm or forest land.

c. Describe any structures on the site.

The existing Waterfront Park pier is constructed of creosote-treated timber piles, concrete piles, steel piles, and wood and concrete decking.

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

Yes, the project involves the demolition and removal of Waterfront Park.

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

The project area is zoned Downtown Harborfront.

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

According to the City of Seattle Comprehensive Plan Future Land Use Map (May, 2013) the site is designated as City-Owned Open Space.

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

The current shoreline master program designation of the site is Urban Harborfront.

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

Yes, parts of the project site have been categorized as flood-prone area, potential liquefaction area, and as wildlife habitat ECA.

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

No people will reside or work within the completed project.

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

The project will not displace any people.

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

Not applicable; the project will not displace any people.

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

No measures are proposed because the project will not result in changes to existing or planned land uses.

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

Not applicable. There are no agricultural or forest lands of long-term commercial significance in the vicinity of the project.

8. Housing

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

The project does not involve constructing any housing units.

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

The project does not eliminate any housing units.

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

Not applicable; the project will not add or eliminate any housing units and will not have housing impacts.

9. 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 replaced piers will not represent a change in height from the current condition.

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

The project will not alter or obstruct any views.

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

As no aesthetic impacts are expected from this project, no mitigation measures for aesthetic impacts are planned.

10. Light and glare

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

The existing Waterfront Park is lit by 33 post-mounted globe lamps on the waterside edge of the park. The lighting design for the proposed pier is currently being developed but will include integrated rail lighting and low-voltage path lighting. The lighting design will require approval from SDCI and DNR and will be designed to minimize impacts to shoreline resources, including migratory birds, while ensuring the safety of park users.

If any construction work were to occur after daylight hours, the contractor might use portable lighting to illuminate work areas.

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

Lighting to enhance pedestrian safety is being considered as part of the reconstruction of the piers. The proposed lighting will be designed to not interfere with views.

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

There are no existing off-site sources of light or glare that will affect the project.

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

Because no impacts to light or glare will result from the proposed project, no measures to reduce or control impacts are proposed.

11. Recreation

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

The project site itself is a park, and the purpose of the project is to improve the condition of the pier to allow it to continue to function as park space.

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

Construction of the proposed project would temporarily displace recreational use of the existing pier. During construction, there would be no access to the pier. However, upon project completion, there will be an improved park available to the public.

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

The project will have a temporary impact on the access to Waterfront Park, but no measures to reduce or control those temporary impacts are proposed.

12. Historic and cultural preservation

a. Are there any buildings, structures, or sites located on or near the project site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

According to the Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) online database, the closest site to the project area listed on the National

Register of Historic Places is the Miike Maru Arrival Site. The site is located adjacent to the project area on Alaskan Way between Union Street and University Street.

Waterfront Park was determined not eligible for listing on the NRHP in 2013 due to the loss of its defining characteristics, which formerly consisted of steel viewing towers and ramps. Pier 57, located south of Waterfront Park, is a designated City of Seattle Landmark, subject to protection by city ordinance. It has also been determined eligible for listing on the NRHP. Pier 59 (Seattle Aquarium) was determined not eligible for listing on the NRHP in 2009 due to alterations and lack of integrity.

There are several structures aged 45 years and older in the vicinity of the project area, but they have not been evaluated to determine their historic character.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

According to the *Elliott Bay Seawall Underwater Archaeological Survey Report* (September 2012), archaeologists identified areas of historic scatter underneath Pier 62/63. The scatter was determined ineligible for listing on the NRHP. There are no other known landmarks, features, or other evidence of historic use or occupation at the site.

The Seattle waterfront has long been used and occupied by the indigenous tribes of the area.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.**

DAHP's WISAARD online database was reviewed to determine the presence of any NRHP-listed or eligible properties (including heritage barns and register districts) and historic aged properties in the project area. The City of Seattle's online list of landmarks and nominations was consulted to determine if any current or nominated city landmarks are located within the project area. Field reconnaissance was performed to determine if any landmarks, markers, or cemeteries were present in the project area.

Through the permitting process with the U.S. Army Corps of Engineers, SDOT and SPR will consult with DAHP and the State Historic Preservation Officer (SHPO) to determine the potential for impacts to cultural resources, and identify any mitigation, if required. Project review by the City of Seattle Landmarks Preservation Board will also address any potential impacts to adjacent designated City of Seattle Landmark sites, such as Pier 59.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance of resources. Please include plans for the above and any permits that may be required.**

Through the permitting process with the U.S. Army Corps of Engineers, SDOT and SPR will consult with DAHP and the State Historic Preservation Officer (SHPO) to determine the potential for impacts to cultural resources, and identify any mitigation, if required. Any potential impacts to Pier 59 will be addressed through coordination with the City of Seattle Landmarks Preservation Board.

13. Transportation

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

Waterfront Park is located directly adjacent to Alaskan Way, which is well connected to the surrounding transportation system.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

The project area is not directly served by public transit. The closest stop to the project area is located at 1st Avenue and Pike Street, which can be reached on foot.

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

The existing project area does not include any parking spaces, and the replaced pier will not include any parking.

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

No, the project does not require new, or improvements to, roads, streets, pedestrian, bicycle, or any other transportation facility.

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

The project will not use or occur in the immediate vicinity of water, rail, or air transportation.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?**

The proposed project is not expected to result in changes to the number of vehicular trips in the area. Construction-related traffic (i.e., large trucks and materials hauling) will occur temporarily during the construction period.

- g. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

The project is not expected to interfere with, affect, or be affected by the movement of agricultural or forest products.

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

The following measures will be in place to reduce or control transportation impacts:

- SDOT will work to minimize disruptions and maintain adequate access during the construction phase.
- SDOT will inform adjacent property owners of work progress.
- SDOT will conduct public outreach before and during project construction to notify residents, businesses, local agencies, transit agencies, and other stakeholders of expected disruptions or changes in traffic flow.
- Temporary road closures will be minimized, and detour routes will have proper signage.
- The construction contractor will be required to submit a traffic control plan for approval by the City. The contractor will enforce the traffic control plan during construction.
- Alternative routes for pedestrians, bicyclists, and those with disabilities will be identified and marked clearly.
- Any proposed modifications to transit stops will be clearly marked.

14. Public services

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

The project will have no impact on the need for public services.

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

Because the project will not impact public services, no measures to reduce or control impacts are proposed.

15. Utilities

a. Utilities currently available at the site, if any: [Check the applicable boxes]


- None
 Electricity Natural gas Water Refuse service
 Telephone Sanitary sewer Septic system
 Other: fire suppression system

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 which might be needed.

No new utilities are proposed for the project, other than restoring utilities that are currently available on the piers.

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: 

Jill Macik, Senior Environmental Analyst
Seattle Department of Transportation

Date Submitted: January 30, 2020