

## ***STATE ENVIRONMENTAL POLICY ACT***

### **FINAL DETERMINATION OF NON-SIGNIFICANCE FOR**

### **TERMINAL 91 UPLANDS REDEVELOPMENT**

**Date Issued:** September 1, 2023  
**SEPA Lead Agency:** Port of Seattle  
**Agency File Number:** 2023-01  
**Agency Contact:** Laura D. Wolfe, AICP, ENV SP, WEDG Senior  
Environmental Program Manager, Port of Seattle  
P.O. Box 1209, Seattle, WA 98111  
E-mail: [SEPA@portseattle.org](mailto:SEPA@portseattle.org)  
Phone: 206-247-2193

**Name of New Proposal:** Terminal 91 (T-91) Uplands Redevelopment

**Background:** The overall T-91 property is established with a mix of marine commercial/ industrial and marine transportation uses, including Piers 90 and 91, which host the North Pacific Fishing Fleet and a cruise ship terminal south of the Magnolia Bridge, and cruise terminal accessory parking, warehouse, and outdoor storage uses north of the Bridge. T-91 is part of the Ballard Interbay Northend Manufacturing & Industrial Center (BINMIC). The T-91 Uplands Redevelopment site is located north of the Bridge and is a maritime light industrial center within the Interbay neighborhood of Seattle. The approximately 21-acre T-91 Uplands Redevelopment Project site consists of two phasing areas (Phase 1 and Phase 2), and currently contains five buildings with approximately 56,000 square feet of building space.

**Description of Proposal:** To meet the demand for maritime light industrial space in the Interbay/Ballard area, the Port of Seattle is proposing to develop up to approximately 406,000 square feet to 460,000 square feet (including mezzanines) of maritime light industrial space on the upland portion of T-91, which will be completed in two phases (Figure 1). Phase 1 includes the construction of three buildings with approximately 118,250 square feet of space, parking and loading areas, driveways, and utility connections; up to 16,010 square feet of mezzanine may be installed for a total Phase 1 square footage of 134,260. Phase 1 development would be located in the northern portion of the site (Phase 1 area), with construction anticipated for completion by approximately 2025. Phase 2 includes the construction of one building with approximately 288,000 square feet of space, parking and loading areas, driveways, and utility connections; up to 38,990 square feet of mezzanine may be installed for a total Phase 2 square footage of 326,990. Phase 2 development would be located in the southern portion of the site (Phase 2 area), with construction anticipated for completion by 2032. The T-91 Uplands Redevelopment project has a goal of acquiring LEED Core and Shell Silver certification for the buildings.

**Location of Proposal:** The T-91 Upland Redevelopment site is located in the northeastern portion of the overall Port of Seattle T-91. The T-91 Upland Redevelopment site is bounded by the Elliott Bay Trail and roadway dead-ends associated with 20th Avenue W and 21st Avenue W to the north, BNSF rail lines and switching yard to the east, and T-91 marine industrial area to the west and south.

The site is addressed as 2001 W Garfield St., Seattle, WA 98119.

**Determination:** The Port has determined the proposed project will not have probable significant adverse impacts on the environment. As such, an environmental impact statement (EIS) is not required under the

provisions of the Washington State Environmental Policy Act (RCW 43.21, WAC 197-11) and Port of Seattle SEPA Policies and Procedures (Port Commission Resolution 3650). This decision was made after review of a completed Environmental Checklist, which is available online at <https://www.portseattle.org/environment/sepa-nepa>.

This determination is based on the following findings and conclusions:

- The completed environmental checklist for the Terminal 91 Redevelopment Project did not identify potentially significant adverse effects on the environment, including environmentally sensitive areas or areas designated for governmental protection.
- The proposed development is an allowed use under the City of Seattle zoning classification and is consistent with the comprehensive plan designation of Manufacturing Industrial Center.
- A traffic impact analysis has been conducted and the development is not anticipated to have a significant impact on traffic operations.
- The new buildings will result in additional greenhouse gas emissions related to construction and new building development, which will be minimized through removal of existing aging buildings, energy efficient development, and the pursuit of LEED Core and Shell Silver.
- The Port of Seattle will engage a qualified firm to develop and implement an archaeological monitoring plan for ground disturbance during construction.
- The T91 Uplands Redevelopment Project will generate environmental benefits by:
  - decreasing impervious surface
  - incorporating native plants in landscaping
  - upgrading stormwater infrastructure with bioretention planters and filtration at catch basins that will treat water prior to entering Elliott Bay
- The project will comply with all state, federal and local regulations, best management practices, and agency requirements to minimize construction impacts that could occur from the project (traffic, noise, etc.).

**Supporting Information:** Information used to reach this determination is available upon request. The Determination of Non-significance (POS SEPA File No. 23-01) and Environmental Checklist are available online at <https://www.portseattle.org/environment/sepa-nepa>.

**Public and Agency Comment:** The DNS and Environmental Checklist for this project was published on July 14, 2023 and the comment period ended on August 4, 2023. The Port received comments from Seattle Department Construction and Inspection (SDCI), SDCI and Seattle Department of Transportation (SDOT), Seattle Public Utilities (SPU), Friends of the San Juan Islands, King County Metro (Metro), and Ecology. Comments and responses are summarized below.

- **Comment period extension.** The DNS comment period was extended from 14 days to 21 days.
- **Water availability.** The Port does not anticipate additional water capacity to be needed for the development. The Port will work with SPU during permit review if needs change during design refinement.
- **Metro service during construction.** The Port does not anticipate any impacts to Metro during construction. If this changes and construction requires bus stop closure/relocation or bus routes to be rerouted, the Port will require contractors to follow Metro's notification guidelines.
- **Pedestrian access.** The Port is currently addressing the Elliott Bay Trail pinch points as part of a separate trail improvement project scheduled for 2024. The Port will coordinate with SDCI and SDOT on other trail or circulation improvements as part of the permitting process. The Port also will provide SDOT the requested data and information sources that were referenced in the Traffic Impact Analysis.
- **Transit service.** Transit trips are estimated at a total of 410 daily trips (one-way) by 2032, with 61 trips in the AM peak hour (47 inbound and 14 outbound) and 80 trips in the PM peak hour (24 inbound and 56 outbound). The vast majority of the peak direction trips will be on the off-peak transit directions, which will

not cause a transit capacity issue. There also is no expected significant impact to the timing of transit routes. The Traffic Impact Analysis shows a Level of Service change at one intersection when comparing Build and No Build scenarios- Alaskan Way W & W Galer Street AM peak change from A to B. This intersection is not currently used by transit routes. There is no projected Level of Service change to any intersection that transit routes utilize.

- **Traffic analysis.** The traffic analysis accounted for the full buildout of Phase 1 of the Expedia campus and 100% use of planned parking spaces. The Port assumes this is a conservative estimate of Expedia's full growth by the Port's horizon year (2032) given these projections were created pre-pandemic and before Expedia built its transit hub along Elliott Avenue.
- **Spill best management practices.** The Port will follow the proposed spill management best practices, which are as follows:
  - Notification protocols are in place should a spill occur from an incidental pollution disturbance (e.g., old gas lines or fuel pockets) during construction operations. Immediate notification should be made to the National Response Center and Washington Emergency Management Division.
  - Spill kit materials should be placed on site during construction operations in case of a spill. This includes sorbent materials, booms, and pads.
- **Vessel impacts to species.** As stated in the Environmental Checklist, The Terminal 91 Redevelopment project focuses on "maritime light industrial space" in the uplands area. No changes to the areas that currently accommodate vessel mooring or vessel traffic are included within the project. The Port will be seeking a land use permit for "light industrial" use. Per City of Seattle code, "light industrial" uses include production, assembly, finishing, or packaging of articles; production of finished household and office goods; canning or bottling of food or beverages for human consumption; and large printing plants. The Port intends to provide flexible industrial space to support a wide range of users that are currently being displaced from other locations, which may include businesses that support the maritime supply chain, such as net manufacturing, fish processing, metal manufacturing, and storage. The Terminal 91 upland industrial spaces are not expected to generate additional vessel movements at Terminal 91 outside of normal operations at the terminal.

The Port has taken comments into consideration and has concluded that no significant negative environmental effects will result due to the proposed project and formally adopts this Final DNS. Please refer any questions relating to this determination or to the proposed actions to Laura Wolfe, Maritime Environment and Sustainability Department, P.O. Box 1209 Seattle, Washington 98111. Telephone 206-247-2193. Email the Port of Seattle SEPA address at [SEPA@portseattle.org](mailto:SEPA@portseattle.org).

**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 determination may be appealed in accordance with the requirements of Section 21 of the Port's SEPA Resolution 3650. The deadline for filing this appeal is within fourteen days of the date of issuance, September 15, 2023. Any appeal of the SEPA DNS must also satisfy the requirements of RCW 43.21C.075.

**SEPA Responsible Official:** Sarah Ogier, Director of Maritime Environment and Sustainability

Signature:  \_\_\_\_\_ Date: 09/01/2023

Figure 1. T-91 Uplands Redevelopment Site

