



January 30, 2020

Report & Summary of the Scoping Process for the Terminal 46 Cruise Terminal Development Environmental Impact Statement

1. Introduction & Background Information

The purpose of this document is to summarize the process and comments received during the State Environmental Policy Act (SEPA) scoping period for the **Terminal 46 (T-46) Cruise Terminal Development** Environmental Impact Statement (EIS). The document will help the Port of Seattle establish the areas of investigation that will be included in the EIS.

This report contains a detailed discussion of the EIS scoping process, and a summary of the comments received during the scoping comment period. **Attachment A** includes a table that shows the number of individual comments by topic area. **Attachment B** provides all the comments received during scoping. **Attachment C** is a copy of the presentation given at the scoping meetings. Additional information, including records of public notice actions, a complete mailing list, and a list of all the commenters on the EIS scope during the scoping period are available for review at the Port of Seattle.

Description of the Proposal

The Port of Seattle is proposing to develop a new cruise terminal. Analysis of the cruise market and cruise ship deployment supports the need for a fourth berth to meet the demand for Port of Seattle cruise services, which can no longer be met by the three berths at the Port's two existing terminals (Terminal 91 and Pier 66). T-46 is the preferred project location and the new cruise terminal would be part of a flexible marine transportation facility which will continue to support cargo and other marine operations.

A cruise terminal requires a deep-water berth, a building to process passengers, ground transportation area, long-term parking for cruise passengers, associated utilities, and connection to the local transportation system. A cruise terminal at T-46 would occupy the northern 29 acres of the overall 86.5-acre terminal facility. The remainder of the site would be maintained as a marine cargo facility and administrative use.

Determination of Significance (DS)

The Port of Seattle is the lead agency for SEPA review of Port projects and is responsible for performing the statutory duties required for the ***T-46 Cruise Terminal Development***. Sandra Kilroy, Director Maritime Environment and Sustainability, is the designated Responsible Official for conducting SEPA review.

The Port of Seattle, as lead agency, acknowledges that there is public interest and concern about the potential environmental impacts of implementing the Proposed Action. Based on that level of concern and the potential for impacts that may occur with implementation of the Proposed Action, the Port determined that a SEPA EIS will be prepared to study impacts regardless of whether such impacts may be significant. The SEPA EIS will be prepared consistent with WAC 197-11-620 to review the impacts of the ***T-46 Cruise Terminal Development***.

The Port of Seattle initiated the EIS scoping process for the ***T-46 Cruise Terminal Development*** on October 23, 2019, by issuing a SEPA DS/Request for Comments on the Scope of the EIS. The DS/Request for Comments included notification of three public meetings on October 30, November 4, and November 7, 2019, to provide the public with an opportunity to become more familiar with the proposal and to comment on the scope of the EIS. It also gave notice of the statutory 21-day scoping period.

Based on comments received during the initial 21-day scoping period, scoping was extended by two weeks, shifting the end of scoping from November 14 to November 27, to allow the public additional opportunities to comment on the proposal and scope of the EIS. The DS/Request for Comments and Notice of Scoping Period Extension are available for review on the Port of Seattle's environmental review website at: <https://t46cruise.participate.online/>.

The DS/Request for Comments preliminarily identified the following elements of the environment for analysis in the EIS:

- Earth
- Water Resources
- Air Quality/Greenhouse Gases
- Noise
- Environmental Justice
- Biological Resources
- Aesthetics/Light and Glare
- Historic/Cultural Resources
- Transportation

The DS/Request for comments indicated that the Port will determine alternatives by assessing different options that could achieve the Port's objectives.

The following outreach actions were carried out to inform the public of the EIS scoping during both the initial scoping period and extended scoping period, which exceeds noticing requirements listed in WAC 197-11-510:

- DS/Request for Comments sign on property
- Mailings
 - 23,170 project information and open house postcards
 - 94 DS/Request for Comments letters sent to SEPA distribution list
- Legal Postings
 - DS/Request for Comments notice to Seattle Times
 - Scoping Period Extension to Seattle Times
 - Posting of DS/Request for Comments and Scoping Period Extension to Ecology Register
- Email notices
 - 2,921 emails sent to Port ListServe for DS/Request for Comments
 - 2,954 emails sent to Port ListServe for Scoping Period Extension
 - 2,469 media advisory emails sent to Port ListServe for DS/Request for Comments
 - 2,512 media advisory emails sent to Port ListServe for Scoping Period Extension
 - Port Connections e-newsletter (a community newsletter) DS/Request for Comments
- Project briefings held during the comment period which informed stakeholders of the Scoping Period
 - Agency and tribal briefing
 - Port Community Action Team for Duwamish Valley
 - Stadium Parking and Access Review Committee
- Other Media and Updates
 - Terminal 46 Cruise Terminal Development Environmental Review website with Online Open House, public comment form, and resource documents
 - Port of Seattle Terminal 46 Cruise Terminal Project website and updates
 - Port of Seattle Event website announcement for Public Scoping Meetings

- Port of Seattle Homepage website announcements for DS/Request for Comments and Scoping Period Extension
- Staff outreach to NW Asian Weekly, KING, and KIRO for DS/Request for Comments
- Staff outreach to Seattle Times for Scoping Period Extension
- Facebook advertisements for DS/Request for Comments and Scoping Period Extension in English, Spanish, Vietnamese, and Chinese
- Facebook events for Public Scoping Meetings
- Westside Seattle digital ad for Scoping Period Extension

2. EIS Scoping Process

Scoping provides notice to agencies, tribes, and the public that an EIS will be prepared for a proposal that could cause a significant impact to the environment. The intent of scoping is to identify public, agency, and tribal comments and concerns on the environmental issues and alternatives that should be addressed in detail in the EIS.

The ***T-46 Cruise Terminal Development*** scoping process provided opportunities for agencies, tribes, and interested members of the public to submit written comments via mail or email, or at a public meeting verbally or in writing.

Three public scoping meetings were held during the scoping period. Each meeting included a welcome and introductions; presentation; clarifying questions and answers; verbal scoping comment period; and, an open house where project information boards were displayed, handouts were provided, and Port and EIS consulting staff were available to answer questions. Translators were on hand for non-English speaking participants at each scoping meeting. Meeting details and participation are summarized in the following table.

Meeting Date and Location	Participation Information
<p><u>October 30, 2019</u> 5:30-7:30 PM South Seattle Community College Georgetown Campus 6736 Corson Avenue South Building C, Room 122 Seattle, WA 98108</p>	<p>Number of attendees: 9 Attendees providing verbal comment: 2</p>
<p><u>November 4, 2019</u> 4:00 PM-6:00 PM Embassy Suites at Pioneer Square King Street Ballroom 255 South King Street Seattle, WA 98104</p>	<p>Number of attendees: 66 Attendees providing verbal comment: 8</p>
<p><u>November 7, 2019</u> 11:30 AM-1:30 PM The Foundry 4130 1st Avenue S Seattle, WA 98134</p>	<p>Number of attendees: 20 Attendees providing verbal comment: 3</p>

Information that was provided at the public scoping meetings is available online under the “Resources” section via the following link: <https://t46cruise.participate.online/>.

In addition to the three in-person meetings, the Port of Seattle also offered an Online Open House from October 22 to November 27, 2019. The Online Open House provided information detailing the project objectives, the proposal, the environmental review process, the alternatives to be considered, and elements of the environment preliminarily identified for analysis in the EIS. The Online Open House also contained a library with links to additional information, as well as a participation link where comments could be submitted.

Other public outreach that the Port of Seattle conducted during scoping included Facebook Events that were held on October 30, November 4, and November 7. On each event page, there were details and a description of each meeting with more information about the project. People could RSVP and mark that they were ‘interested’ or ‘going’ and post on the event page discussion. Facebook advertisements and project folios were provided in English, Spanish, Vietnamese, and Chinese.

3. Scoping Comments Received

This section of the report provides a high-level and general summary of the range of comments received during the scoping process. More specific information about the comment topic areas raised and the number of comments received for each topic area is contained in **Appendix A**. Since this is a count of topic areas and not individual commenters, the numbers per comment topic area will be higher than that of the number of comment letters received (i.e., one person may have four separate comments regarding water resources).

During the EIS scoping period, a total of 502 comment letters were received (including 284 identical form letters and 47 edited form letters). Comment letters were largely submitted by individuals (470 letters), with 13 letters from public agencies or tribes, and 19 letters from businesses, organizations, or community groups. Of the comment letters, 377 were emails, 118 web submittals, 6 paper comment forms (submitted at the public meetings), and one was a mailed letter. In addition to the 502 comment letters received, 13 individuals provided verbal comments at the public scoping meetings.

All comment letters/emails/forms/transcripts are contained in **Appendix B**.

Comments on SEPA Process

Many commenters noted that scoping was very important to them and their community and requested an extension of the comment period to have more time to adequately look into issues and submit comments. Other comments included requests to suspend the SEPA review, transfer the SEPA process to Ecology, and conduct additional scoping meetings at other locations.

Comments on Alternatives

A number of commenters requested that the EIS consider the No Action Alternative, stating that there should not be an assumption the facilities should be built regardless of impact. Commenters also identified several other possible alternatives, including: a cargo/non-cruise marine operations alternative; an alternative using all berths for cruise ships; a ‘temporary/reversible’ terminal design; and, another cruise facility at Terminal 91.

Comments on Cruise Ship Operations

Many commenters expressed concerns about the general way in which cruise ships operate, including; history of compliance with environmental laws; the types of fuels used by cruise ships (i.e., heavy fuel oil); whether or not all cruise ships are equipped to use shore power; the use of exhaust gas cleaning systems (scrubbers); discharges of sewage, greywater, oily bilge water, solid waste, and hazardous waste; and, labor and wage conditions aboard cruise ships. Many commenters also requested that the analysis of impacts (e.g., to air quality, greenhouse gas

emissions, water resources, and transportation) extend beyond Seattle to encompass all ports and communities cruise ships visit, especially in Alaska. Resource-specific impacts related to these operational concerns are also noted below in the summary of concerns with respect to specific environmental resources.

Comments About Impacts to the Environment

Following are major comment topics received on the elements of the environment.

Impacts to the Natural Environment

- air quality impacts and greenhouse gas emissions
- water resources impacts
- marine life impacts, especially to the native orca population in Puget Sound (i.e., from water quality degradation and vessel noise)
- Emissions and spills associated with the use of diesel fuel by cruise ships
- climate change

Impacts to Environmental Health

- project's relationship and potential to affect nearby superfund sites
- storage, transport, and use of hazardous materials in the terminal area and on the cruise route
- potential spill/release plans associated with cruise vessels
- human health impacts, especially related to air quality/particulate emissions associated with cruise ship operation, and additional flights associated with cruise passengers arriving/departing at SeaTac Airport

Impacts to Land Use

- land use impacts to nearby neighborhoods, including: Pioneer Square, Chinatown/International District, SODO
- impacts on the quality and character of neighborhoods
- effects of over-tourism and additional traffic
- potential for displacement of uses
- potential consequences for cargo/maritime/industrial uses, including: gentrification of industrial lands, gentrification of SODO, up-zoning, and increased non-conforming uses
- relationship to federal, state and local plans and policies, including those adopted by Port of Seattle

Impacts to Environmental Justice

- potential to impact low income and/or communities of color in Pioneer Square, Chinatown/International District, SODO, and the mouth of Duwamish waterway
- potential for displacement; gentrification; greenhouse gas emissions; and, air quality, noise, water quality, and traffic impacts on low income and/or communities of color

- environmental justice assessment through the equity lens required for City of Seattle project

Impacts to Economic and Fiscal Conditions

- impacts on cargo-related businesses
- marine terminal workforce impacts
- impacts on businesses due to added traffic and parking
- business impacts related to seasonal cruise operations
- economic benefits to local residents and small businesses from the project
- Port of Seattle's (and its partner's) commitment to progressive hiring/employment practices.

Impacts to Transportation

- traffic congestion
- transit, non-motorized traffic (bicycle, pedestrian, bike-share), parking, freight mobility, and ride-share impacts
- interaction of project traffic with stadium events and Colman Dock operations
- construction traffic impacts in conjunction with other construction projects in the area
- impacts of cruise ships on ferry operation and other marine vessel traffic
- geographic scope of the transportation study area

Impact to Aesthetics/Views/Light and Glare

- potential view impacts from surrounding vantage points including: City-identified viewpoints, street ends, the new Waterfront Promenade, and key street intersections near the site
- potential design- and view-related impacts on the historic Pioneer Square Preservation District, including the aesthetic impact of ships docked at the terminal
- potential for lighting impacts and potential light/glare/view impacts on properties to the east and west (across Elliott Bay) of T-46

Impacts to Utilities

- potential construction impacts on utility infrastructure outside the T-46 property boundaries
- ability of existing utilities to serve additional project demands (electricity, water services, wastewater/sewer, electricity)
- stormwater impacts
- dock-side (shore-power) use
- waste management (including how solid waste, recycling, and hazardous waste will be managed)

Impacts to Historic and Cultural Resources

- impacts to the Pioneer Square Preservation District and Chinatown/International District including:
 - changes in character
 - height/bulk/scale compatibility
 - view impacts
 - economic and environmental consequences associated with the increase of visitors in historic neighborhoods
 - cumulative construction impacts associated with other mega-projects occurring in the vicinity (i.e., Viaduct replacement, Seawall replacement, Colman Dock expansion, Waterfront project, etc.).
- Assessment of cultural resources in the study area, including consideration of impacts occurring within the meander line buffer.
- Port of Seattle's (and its partner's) commitment to appropriate consultation with tribes.

4. Conclusions

The Port of Seattle used “reasonable methods” to inform the public and other agencies that an EIS is being prepared and that public scoping meetings were being held. The Port followed the noticing requirements listed in WAC 197-11-510.

Alternatives

The EIS is intended to address the probable significant adverse impacts that could occur as a result of the Proposed Action. The EIS will analyze a range of development alternatives with accompanying level of detail and analysis to provide decision makers and the public with information relevant to decisions about the Proposed Actions.

Elements of the Environment

While decision makers may seek information on a variety of factors to make a final decision, SEPA is ordinarily focused on *environmental* impacts (WAC 197-11-448(2)) and environmental documents are accordingly limited to specific “elements of the environment” that are listed in state rules (WAC 197-11-444), such as transportation, air quality, or biological resources.

The greatest number of comments received during the public scoping period expressed concerns regarding: **Air Quality/Greenhouse Gas Emissions (Climate Change) and Water Resources**. Other comments related to Earth, Noise, Animals, Environmental Health, Aesthetics/Light and Glare, Historic and Cultural Preservation, Land Use/Plans and Policies, Transportation, and Utilities.

Many comments raised particular concerns or individual variations on issues within the broadly defined EIS topic areas. These specific concerns will be used to expand or refine the scope of analysis for some environmental issues that were already identified for analysis, consistent with the requirements of SEPA. In addition, some comments raised concerns about elements of the environment that were not preliminarily identified for analysis in the EIS; this could result in new elements added to the EIS scope, such as: environmental health, land use/relationship to plans and policies, and utilities.

Non-SEPA Issues

The following topics are not required elements of the environment under SEPA but the Port is taking the comments under consideration:

- Some commenters requested that the EIS evaluate fiscal/economic impacts.
- Environmental justice is not an element of the environment required to be considered under SEPA but would be relevant to certain SEPA elements of the environment.

Commenters also asked about National Environmental Policy Act and National Historic Preservation Act review and federal permitting and consultation. As appropriate, federal agencies will carry out these processes, and the Port will assist.

Next Steps

The Port of Seattle will use the comments received during the EIS scoping period to inform the alternatives and areas of investigation that will be included in the EIS.

The next step in the environmental review process is to begin work on the Draft EIS. This will include gathering data, conducting gap analyses, conducting studies, and analyzing information. The Port will determine the initial scope of study for the SEPA EIS, which may be adjusted through the process as information is collected and evaluated.

A few components are common to all SEPA EIS documents and will be included in the overall scope. These elements include a:

- Description of the Proposed Action, and the purpose and goals of the proposal;
- Range of reasonable alternatives, as well as a no action alternative; and
- Discussion of the existing environmental conditions and analyses of the potential impacts that might result from each of the alternatives.

If significant impacts are anticipated, then the EIS must explore possible mitigation measures to address those impacts. Once a Draft EIS is published, the public will be invited to review and comment on the document and participate in public hearings.

ATTACHMENT A

Public Scoping Comment Topic Areas

T-46 PUBLIC SCOPING COMMENT TOPIC AREAS

502 written comment letters were received (including 284 identical form letters and 47 edited form letters) and 13 individuals provided oral comments at the public scoping meetings. This table is a listing of topic areas and numbers of comments within these topic areas (and not individual commenters). The numbers per comment topic area may be higher than that of the number of comment letters received (i.e., one person may have four separate comments regarding water resources).

COMMENT TOPIC AREA	NUMBER OF COMMENTS
Air Quality/GHG Emissions	3,156
Water Resources	1,449
Operations	742
Environmental Justice	717
Noise	693
Animals	399
Other General Comments	394
Fiscal/Economic Impacts	387
Oppose Project	385
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ATTACHMENT B

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Comment Number 1 - Suquamish Tribe Fisheries Department

Commenter type: Tribal

Submission type: Email

Comment: November 27, 2019

Laura Wolfe, Project Manager

Port of Seattle, Pier 69

2711 Alaskan Way

Seattle, WA 98121

Re: Terminal 46 Proposed Cruise Terminal Environmental Impact Statement Scoping

Dear Ms. Wolfe,

The Suquamish Tribe (Tribe) is a signatory to the 1855 Treaty of Point Elliott. 12 Stat. 927. Article 5 of the Point Elliott Treaty secures the Tribe's "right of taking fish at usual and accustomed fishing grounds and stations." Article VI, cl. 2 of the United States Constitution provides that all treaties made under the authority of the United States "shall be the supreme Law of the Land; and the Judges in every State shall be bound thereby...." United States v. Washington (Boldt I), 384 F.Supp. 312, 330 (W.D. Wash.1974); Washington v. Washington State Commercial Passenger Fishing Vessel Ass'n, 443 U.S. 658, 674-76 (1979).

The Suquamish people lived, gathered food, ceremonial and spiritual items, and hunted and fished for thousands of years in western Washington. Treaty-reserved resources situated on and off the Port Madison Indian Reservation include, but are not limited to, fishery and other natural resources situated within the Tribe's adjudicated usual and accustomed (U&A) fishing area including Elliott Bay. Tribal treaty fishing activities include but are not limited to salmon, crab, shrimp and shellfish. The Tribe is aware that a draft Environmental Impact Statement (EIS) will be prepared for the above referenced project and has the following scoping comments.

Tribal Treaty Fishing

The proposed Terminal 46 cruise terminal is located within the Tribe's U&A. The Port of Seattle (Port) must evaluate any and all impacts to the Tribe's treaty-reserved fishing rights and resources and those impacts must be acknowledged and addressed in the draft EIS. The Tribe requests government-to-government consultation with the Port well in advance of issuing a draft EIS. The purpose of consultation is transparent discussions about how the proposed project will impact the Tribe's fishing rights and resources and for the Port to understand the Tribe's perspective on such impacts. The goal of consultation is to resolve any potential impacts on treaty-reserved fishing rights and treaty-reserved resources tied directly to the project. With the dramatically increased size of cruise vessels that will utilize Terminal-46, the project will result in an increase in overwater coverage, interference with access

to treaty fishing areas, create navigational and vessel traffic interference issues, and cause larger and more frequent wake impacts to smaller vessels (tribal and non-tribal).

Water Quality

The Draft EIS should analyze and explain how the water quality of Elliott Bay and Puget Sound will be protected and should describe measures to ensure that occupants and operators at the new Terminal 46 will comply with anti-dumping and spill prevention provisions.

Terminal 46 is adjacent to both the East Waterway and Harbor Island Superfund sites. The Port will need to coordinate with EPA as part of the 404 permitting process, however, the EIS will need to include information on how water quality will not be impacted by contaminated sediment suspension and mobilization from construction activities, as well as, the large cruise vessels and large/multiple tugs that will be utilized. A scour analysis that includes these extremely large vessels will be needed. Any sediment containment areas (including but not limited to clean material caps associated with Superfund cleanup activities) that exist or are potentially proposed in the vicinity will need to be identified and discussed with regard to the proposed activities.

To ensure compliance with state anti-degradation rules and protection of natural resources the Tribe requests that baseline surface and sub-surface sediment sampling occur to ensure that there is no sediment contamination onsite. If nothing is found a repeat sampling four months after the beginning of the proposed activities should occur to ensure that conditions have not changed as a result of construction activities and new proposed uses. If contaminants are found at any time the Port will need to coordinate with the Tribe as well as the appropriate regulatory agencies on next steps to address contamination issues.

Southern Resident Killer Whales

The DEIS also must address the Governor's Orca Task Force goals to reduce underwater noise to support the recovery of the endangered population of Southern Resident orcas and the recent vessel traffic legislation passed by the State of Washington. The Terminal 46 cruise ship expansion will result in increased large vessel traffic in Puget Sound. It is well documented that underwater ship noise is harmful to Southern Resident orcas and impedes their ability to hunt prey and communicate. Commercial ships are the most intense sources for noise impacts. Many governmental and non-governmental organizations and agencies, including the Port, have participated in the Orca Task Force and committed to recovery of Southern Resident Killer Whales. Significant public and private resources in the Pacific Northwest continue to be spent to determine a path forward to recover the Southern Resident orca population. Activities that are proposed and permitted at Terminal 46 must be consistent with these efforts given the dire situation of the orca's population decline and the many public pronouncements and commitments made by the Port and the Northwest Seaport Alliance in support of these efforts.

Thank you for the opportunity to provide scoping comments. The Suquamish Tribe looks forward to continuing to work cooperatively with the Port of Seattle to develop a plan that satisfies the goals and visions for the future development of Port properties as well as protects Tribal treaty-reserved resources. Please keep us informed of project status and project related activities and/or actions. We

will be providing additional comments as more information becomes available. If you have questions or concerns please don't hesitate to call 360-394-8447.

Sincerely,

Alison O'Sullivan

Senior Biologist, Ecosystem Recovery Program

Comment Number 2 - Washington Department of Ecology

Commenter type: Agency

Submission type: Email

Comment: November 13, 2019

Laura Wolfe

Port of Seattle

PO Box 1209

Seattle, WA 98111

Re: Terminal 46 Cruise Terminal Development

File# 2019-03, Ecology SEPA# 201906067

Dear Laura Wolfe:

Thank you for the opportunity to provide comments on the Terminal 46 Cruise Terminal Development project. Based on review of the Determination of Significance and the Scope of the Environmental Impact Statement (EIS) associated with this project, The Department of Ecology (Ecology) offers the following comments:

SPILL PREPAREDNESS, PREVENTION, AND RESPONSE PROGRAM

Brittany Flittner, Project Specialist, (360) 584-4490, brittany.flittner@ecy.wa.gov

Ecology recommends the scope for the Terminal 46 Cruise Terminal Development EIS include an assessment of changes in oil spill risks due to the increase in vessel traffic expected to result from this project.

WATER QUALITY PROGRAM

Rachel McCrea, Section Manager, (425) 649-7033, rachel.mccrea@ecy.wa.gov

The Port of Seattle's Cruise Business Development Principles include "incorporate leading edge environmental stewardship and sustainability practices." Ecology recommends the Port of Seattle consider the following water quality protection measures in the Terminal 46 redevelopment project:

Shore power – Providing shore power for cruise ships eliminates the ships' need to run their engines and exhaust gas cleaning systems while in port, and thus eliminates

wastewater discharges from these emissions control systems while in port. We applaud the Port of Seattle for including shore power in this scope of work.

2. Wharf drainage – We encourage the Port of Seattle to improve wharf drainage such that stormwater is conveyed to a centralized location to enable sampling and treatment if necessary. Such investments during redevelopment should offset potential future costs to adaptively manage wharf drain discharges.

3. Sewage pump out – We encourage the Port of Seattle to establish a sewage pump-out station associated with this redevelopment project to provide secure sanitary sewage pump-out for vessels and tugs serving Terminal 46 and surrounding maritime facilities. Pump-out infrastructure for commercial vessels will support compliance with the Puget Sound No Discharge Zone.

We appreciate the Port's consideration of these leading edge environmental stewardship practices in the Terminal 46 Cruise Terminal Development project.

Thank you for considering these comments from Ecology. If you have questions or would like to respond to these comments, please contact one of the commenters listed above.

Sincerely,

Meg Bommarito

Regional Planner

Washington Department of Ecology, Northwest Region

Sent by email: Laura Wolfe, sepa@portseattle.org

ecc: Brittany Flittner, Ecology

Rachel McCrea, Ecology

Comment Number 3 - Historic South Downtown

Commenter type: Agency

Submission type: Email

Comment: November 13, 2019

Submitted via email to: SEPA@portseattle.org

Port of Seattle

c/o Laura Wolfe

Pier 69

2711 Alaskan Way

Seattle, WA 98121

Re: Scope of the EIS for the Terminal 46 Cruise Terminal Development Project

Dear Ms. Wolfe:

This letter is submitted on behalf of the Pioneer Square International District Community Preservation & Development Authority (dba Historic South Downtown, hereinafter HSD). HSD appreciates the opportunity to submit input on the scope of the environmental impact study for The Port of Seattle's Terminal 46 Cruise Terminal Development (T46 Cruise Terminal).

ABOUT HISTORIC SOUTH DOWNTOWN AND OUR COMMUNITIES

HSD was created by the Washington State Legislature in 2007 in response to unprecedented impacts of ongoing construction of major public facilities, public works, and capital projects in and around the Pioneer Square and Chinatown-International Historic Districts. It was created to preserve, restore, and promote the health, safety, and cultural identity of Seattle's Pioneer Square and Chinatown-International District (C-ID) neighborhoods. It is governed by a board of directors elected to represent local government and business, residents, arts organizations, non-profits, and historic and cultural organizations from both neighborhoods.

Because of our focus on the vitality of the south downtown neighborhoods, Historic South Downtown is keenly aware of the importance of the long-term nature of the work at hand. The T46 Cruise Terminal has the potential to permanently alter the economic fabric of the Pioneer Square community, and permanently limit or alter areas of cultural/historical interest of residents of the C-ID. The proposed project poses short and long-term environmental and economic risks to both South Downtown neighborhoods. The Terminal 46 Cruise Terminal Development EIS is an opportunity to consider alternatives that may reduce its adverse impacts and enhance its benefits, and to identify mitigation for adverse impacts that cannot be entirely prevented.

Historic South Downtown writes in support of the Scoping letters submitted by the Alliance for Pioneer Square and the Pioneer Square Resident's Council. We write separately to highlight the following points.

PROJECT AREA DEFINITION

While the project itself will redevelop a portion of Terminal 46 which is located just outside the Pioneer Square Historic District boundary, the resulting industry and activity from the construction and development will have a direct impact on the Pioneer Square and the C-ID neighborhoods and historic district resources. The construction resources needed to complete this project will add to an already burdened transportation system, which is about to increase along the Port of Seattle and South Downtown areas due to tolling implementation on the new SR 99 tunnel. The Port of Seattle needs to consider the full range of construction impacts of the project on the neighborhood for all disciplines studied in the EIS.

It is essential that the EIS adequately recognize the nature of the affected environment. The purpose of this discussion is to ensure you fully appreciate the important characteristics of Pioneer Square and Chinatown-International District that may be affected by the Terminal 46 Cruise Terminal Development project.

According to the U.S. Census, over three-quarters of the population of the Chinatown-International District and over 40 percent of the Pioneer Square identifies as minority (2012-2016 American Community Survey). Nearly 30 percent of the population in both neighborhoods have incomes below the federal poverty level (2012-2016 American Community Survey). The highest concentration of homeless people in King County is in Pioneer Square, with over 44 percent of the population homeless (2010 U.S. Census). In the three Census block groups that comprise the Chinatown-International District, 12 to 30 percent are seniors and 25 to 40 percent of households are linguistically isolated (2012-2016 American Community Survey).

Despite the challenges Pioneer Square and Chinatown-International District residents face, our neighborhoods have community cohesion, or linkages that neighbors feel to one another and community services, and resources to support them. For example, there are many health and human services providers throughout Pioneer Square and the Chinatown-International District, including: International Community Health Services (ICHHS), Chief Seattle Club, Seattle's Union Gospel Mission Men's Shelter, Chinese Information and Service Center, Downtown Emergency Services Center, Compass Housing Alliance, Interim Community Development Authority, and Seattle Chinatown-International District Public Development Authority (SCIDpda). There are community gathering places where neighbors come together, including: Occidental Park, Hing Hay Park, the public plazas at Union and King Street stations, Donnie Chin International Children's Park, and the Danny Woo Community Garden.

In addition to being home to vulnerable people, Pioneer Square and Chinatown-International District are the site of some of the most precious historic resources in Seattle. The Pioneer Square Historic District was one of the first districts to be listed on the National Register of Historic Places as a district, as well as containing many buildings that are individually listed on the National Register. Pioneer Square is "Seattle's First Neighborhood," home of its first major business district and the location of many of the significant events during its early history. Pioneer Square also housed the city's original Chinatown. The waterfront area around T46, specifically T48, is a culturally and historically significant location to Native American tribes, as well as Chinese and Japanese immigrant communities.

The hard work of leaders within both communities has established a culture where a lively street-level environment with enticing shops and restaurants has encouraged business investment, attracted homeowners to live and work in the neighborhood, and generally maintained a “virtuous circle” in which the quality of one aspect of the neighborhood attracts the elements required to enhance other aspects of the neighborhood. But that virtuous cycle is both difficult to create, and fragile.

The EIS must fully analyze the impact of the design and construction of the T46 Cruise Terminal on the larger qualities of Pioneer Square and Chinatown-International Districts., to ensure that the Project does not damage the quality of two very important Seattle neighborhoods.

CUMULATIVE IMPACTS

It is also critical that the EIS consider the cumulative construction impacts of other public projects that take place before, during, or after the T46 Cruise Terminal. These include:

- Sound Transit West Seattle/Ballard Link Light Rail Extension
- The 4th Avenue Viaduct replacement, which SDOT has indicated will need to be replaced in the foreseeable future
- Alaskan Way viaduct replacement
- Elliott Bay seawall replacement
- Waterfront Seattle program
- Washington State Ferry Terminal expansion
- Seattle Streetcar construction
- Convention Center expansion
- Rebuilding of I-5 (which divides Chinatown and Japantown from Little Saigon)
- Nearly any upgrade to the City’s water, sewer and electric infrastructure (Chinatown-International District and Pioneer Square are situated along Seattle’s urban “waistline”—where the land narrows between Lake Washington and Elliot Bay – so the infrastructure runs through our area)
- Development of a new Cruise Ship terminal by the Port of Seattle

Piling one disruptive mega project onto another project magnifies the impact of all of them. Cumulative impacts in south downtown bear serious consequences that must be thoroughly evaluated. The EIS must identify such cumulative projects and identify mitigation that is equal to the cumulative impact.

Social and Environmental Justice

The nature of the vulnerable populations within Pioneer Square and Chinatown-International District are an essential part of the nature of the affected environment. The EIS should provide the analysis of social and environmental justice impact necessary for federal funding review.

The EIS will need to evaluate the impacts of construction and operation of all project alternatives on social resources in Pioneer Square and the Chinatown-International District. These social resources include: community cohesion, access to community services and resources, and access to community gathering places. The EIS will need to evaluate the impacts of project alternatives on special populations in our neighborhoods, including linguistically-isolated households and seniors. The EIS will also need to evaluate the impacts of project alternatives on environmental justice populations, including resources and institutions of particular importance to our neighborhoods' minority, low-income, and homeless community members. Finally, the EIS will need to make a determination of whether project alternatives have a disproportionately high and adverse impact on environmental justice populations.

In light of the existing health-related challenges our community members face, and recognizing that the substantial scope and scale of this project including construction and on-going operations impacts, HSD requests that the Port of Seattle conduct a Health Impact Assessment to determine the potential effects of project alternatives on the health of populations in Pioneer Square and the Chinatown-International District, especially vulnerable populations (low-income, homeless, senior, and minority community members).

HISTORIC RESOURCES AND SECTION 106 COMPLIANCE

While the construction footprint of the project largely remains outside the physical boundary of the Pioneer Square and C-ID Historic Districts, resources needed for construction and the intended use of the terminal will have a direct and substantial impact on both neighborhoods. If the Port of Seattle seeks a federal permit for the project, the Port of Seattle or their federal sponsor should be required to comply with Section 106 of the National Historic Preservation Act. As stewards of the historic character and fabric of the neighborhood, Historic South Downtown requests to be a consulting party to the Section 106 process for the T46 Cruise Terminal Development Project. To that end, we are requesting early coordination and participation in design development of the terminal, to shape the design performance requirements that will ensure the historic character of the resources and the district are maintained when millions of visitors funneled through our neighborhood each year.

Thank you for your consideration of these comments. We look forward to working with you on this important project.

Kathleen Barry Johnson

Executive Director

Historic South Downtown

Comment Number 4 - Washington State Emergency Management Division

Commenter type: Agency

Submission type: Email

Comment: Port of Seattle,

I am a program manager with the Washington State Emergency Management Division. I have several quick comments:

Once the project is completed, a terminal of this nature will bring in thousands of customers and staff. Challenges like limited english proficiency, evacuation egress routes, and environmental concerns may present planning challenges. Please be creative when analyzing risk and build disaster preparedness into the design and operations.

2. A facility this size and function will probably use a lot of HazMat, consider updating any ESF 10 plans the port has on file. Including the storage of HazMat, and spill / release response if needed.

3. Consider reporting an concerns related to HazMat and this project to the Seattle and or King County Local Emergency Planning Committee (LEPCs). Depending on how much HazMat volume this facility will deal with, it might be a good idea to actually have project managers attend those LEPCs to provide updates in person.

4. Will the Port of Seattle be ready with enough boom to contain spills?

5. Consider providing your Emergency Manager with the staffing and resources to keep up with everything that will be needed for this project. This project would add to their portfolio.

Patrick L. Wicklund

Northwest Region HazMat / COOP COG Program Manager

Washington State Emergency Management Division

Washington Military Department

Mobile: (253)-651-6083

Patrick.Wicklund@mil.wa.gov | www.mil.wa.gov

Office hours: Tues-Fri 6:30 a.m. – 5:00 p.m.

Comment Number 5 - Washington State Major League Baseball Stadium PFD

Commenter type: Agency

Submission type: Email

Comment: November 13, 2019

SEPA Responsible Official

c/o Laura Wolfe

Port of Seattle, Pier 69

2711 Alaskan Way

Seattle, WA 98121

Via email: SEPA@portseattle.org

Re: Comments on Scope of the Proposed Cruise Ship Terminal at T-46

Dear Ms. Wolfe:

The Washington State Major League Baseball Stadium Public Facilities District (PFD) appreciates the opportunity to comment on the scope of the Environmental Impact Statement (EIS) for the Port of Seattle's proposed cruise ship terminal at T-46 in SODO (Cruise Terminal). As you may know, the PFD is the public entity that developed and owns the ballpark known as T-Mobile Park. The PFD is responsible for overseeing this public asset and for ensuring that the public's investment in the ballpark is not compromised.

We are deeply interested in the development of the Cruise Terminal for two reasons: i) the main passenger/truck/vehicle entrance to the terminal is currently shown as being at S. Atlantic Street/Edgar Martinez Way, which also serves as the main gateway to the ballpark; and, ii) the proposed Cruise Terminal is immediately adjacent to the proposed Stadium District concept developed by the PFD and its public venue neighbor, the Public Stadium Authority (PSA). As a result, we are concerned about potential impacts from the Cruise Terminal on our facilities, our fans, and our tenant, the Seattle Mariners, and we are interested in understanding how the Cruise Terminal could relate to plans for the Stadium District. We offer the following comments about the scope of the environmental review for the proposed Cruise Terminal:

First, the Port should broaden the list of environmental resources to be evaluated in the EIS. While the scoping notice identifies some key elements of the environment for review, the EIS should also examine potential impacts of the Cruise Terminal on the following additional elements of the natural and built environment:

- energy (dockside power)

- natural resources (including scenic resources/view)
- environmental health (ship emissions and other releases to the environment)
- land and shoreline use (compatibility with existing and future zoning), and
- recreational resources (such as T-Mobile Park and CenturyLink Field and Event Center).

Second, because this is a public project on a public site, the EIS should include a set of reasonable alternatives that could feasibly attain or approximate the proposal's objectives, at perhaps a lower environmental cost. This could include different alternatives for use of the site or offsite alternatives. The scoping notice and materials did not contain any discussion of alternatives to be evaluated, other than to note that the (required) "no-action" and action alternatives would be analyzed. It may be that the Port has prepared other materials that look at the alternatives issue, including perhaps programmatic environmental review for T-46, but that is not clear from the scoping notice or materials.

Without appropriate environmental review (including alternatives), careful project design, and appropriate mitigation measures, the Cruise Terminal could have significant adverse impacts on our facilities and the public. We support an EIS that evaluates a reasonable range of alternatives and environmental resources and develops appropriate mitigation measures to reduce project impacts.

Third, the PFD is concerned about the traffic and transportation impacts that construction and operation of the Cruise Terminal may have on access to and from the ballpark. As noted in the scoping materials, the proposed main access point to the Cruise Terminal is from S. Atlantic Street/Edgar Martinez Drive. This already congested road runs immediately south of the ballpark and past our home plate and right field entrances. Previous environmental studies have raised question about the capacity of the intersection of 1st Avenue S. and S. Atlantic Street, even without the additional traffic associated with the Cruise Terminal.

The transportation analysis should include a thorough discussion of potential traffic impacts, including during events at the ballpark and/or at CenturyLink Field ("event conditions"). It should also analyze a "worst case" scenario of cruise ship embarkation/disembarkation simultaneous with event conditions at the ballpark or CenturyLink. The Seattle Mariners can share with you their past event schedules (including baseball and non-baseball events, such as concerts or large private events), which will show the range of potential overlaps with the cruise ship season.

Any traffic lane or roadway closures resulting from construction of the Cruise Terminal should also be carefully analyzed. These closures would require traffic detours and lane re-routing that could affect traffic and transit access to and from T-Mobile Park. Because construction of this project may take several years to complete, and because construction impacts may be significant if not mitigated, we urge the Port of Seattle and its project partners to evaluate carefully construction impacts and appropriate mitigation measures (including route alternatives) in a separate section of the EIS.

Similarly, traffic circulation, vehicle access, and pedestrian access and safety are vital to the continued operation and success of T-Mobile Park. We understand from the public scoping meeting and agency handouts that a secondary pedestrian access point may be provided at the northern end of the Cruise Terminal in the vicinity of S. King and S. Jackson Streets. The EIS should evaluate the impacts of such

changes on pedestrian access and safety in and through Pioneer Square. The EIS should also examine all the other changes to the existing transportation network that will be caused by the Cruise Terminal, including impacts resulting from ride-shares and other transportation modes. Evaluation of “event conditions” should be included in this analysis.

Fourth, we are concerned about the cumulative impacts resulting from the construction of the Cruise Terminal concurrent with the T-46 Cargo Facility to the south, and with the many other public and private projects being constructed in the Downtown Seattle and SODO areas. If additional cruise terminal berths are also planned for T-46, they should be included in the EIS’s impact analysis. Public projects likely to occur at the same time as the T-46 development include the on-going Waterfront roadway and parks development, the Lander Street Overcrossing, and other SDOT and WSDOT projects in the vicinity. Private projects under development in the Pioneer Square, International District, and SODO areas should also be considered.

A comprehensive cumulative impacts analysis should thoughtfully consider the timing of all of these projects and the opportunity for imposing mitigation measures that reduce otherwise potentially significant impacts (e.g., from construction truck/haul traffic). For example, contractors should be required to coordinate their construction traffic management plans with the existing traffic management plans (TMPs) for T-Mobile Park and CenturyLink Field. Absent careful analysis and appropriate mitigation, these cumulative impacts could be significant.

Fifth, the land use analysis should include a discussion of existing and future land use plans for the neighborhood and the relationship of the Cruise Terminal project to those plans. The PFD and the PSA jointly developed a Stadium District Concept Plan in 2012 and, as of May 2019, submitted a Comprehensive Plan amendment to the City of Seattle based on an updated, more expansive, version of that concept plan. The EIS should discuss the relationship of the Cruise Terminal proposal to those plans.

Finally, we would like to express our commitment to work with the Port of Seattle and its project partners in any way that we can regarding mitigation planning for this project. As a spectator sports facility, concert venue, and gathering place, the continued success of T-Mobile Park turns in large part on our fans’ and patrons’ ability to access our facility. We understand that facility access may be affected during Cruise Terminal construction and operation, but we believe that if we work together on mitigation planning, these impacts can be reduced. We look forward to seeing a detailed analysis of potential mitigation measures in the draft EIS, and we will plan to provide comments and suggestions to you throughout the environmental review process.

Again, we appreciate the opportunity to comment, and we look forward to working with the Port of Seattle and your consultant team as this project proceeds. If you have any questions, please give our Executive Director, Kevin Callan, a call at (206) 664-3076 or (206) 767-7800. Thank you.

Sincerely,

Stacy Graven

Chair, Public Facilities District Board of Directors

cc: PFD Board members

Kevin Callan, Executive Director

Tom Backer, Legal Counsel

Fred Rivera, Seattle Mariners

Comment Number 6 - City of SeaTac

Commenter type: Agency

Submission type: Email

Comment: November 13, 2019

Ms. Laura Wolfe

Port of Seattle

Pier 69

2771 Alaskan Way

Seattle, WA 98121

Re: Terminal46 Cruise Terminal Development

EIS Scoping comments

Ms. Wolfe:

City of SeaTac staff has reviewed the Online Open House for the Terminal 46 Cruise

Terminal Development. We appreciate the opportunity to comment. While the construction of the terminal will occur outside the City of SeaTac's jurisdiction, we believe the increase in cruise passengers served by this terminal could impact the City's transportation system.

Based on the Port of Seattle Cruise Passenger Survey 2017, prepared for the Port of Seattle by the McDowell Group, 89% of respondents did not reside in Washington State. Of those nonresidents, 92% of cruise passengers arrive in Washington by air. It can be assumed that the vast majority of those arrive at Sea-Tac International Airport, located in the City of SeaTac.

Of those staying the night either pre-or post-cruise, 36% stay at hotels near the airport, which primarily consists of hotels in the City.

In the Online Open House materials, the transportation items for EIS analysis is limited to projects and impacts in the vicinity of Terminal46. However, the point of origination for the vast majority of cruise passengers is Sea-Tac Airport and those passengers will need to return to the Airport at the end of their trip. Therefore, the City of SeaTac requests the transportation analysis in the EIS include the potential impacts to the vehicle, light rail, and transit transportation systems in and around the International Airport. This analysis should also

include City of SeaTac surface streets due to the pre-and post-cruise hotel use by cruise passengers.

Thank you for the opportunity to comment. We look forward to receiving the SEPA Draft EIS upon issuance of those documents.

Sincerely,

Steve Pilcher, SEPA Responsible Official

Community & Economic Development Director

Cc: City Manager

Planning Manager

Comment Number 7 - Washington State Public Stadium Authority

Commenter type: Agency

Submission type: Email

Comment: November 13, 2019

Ms. Laura Wolfe

Port of Seattle

Pier 69

2711 Alaskan Way

Seattle, WA 98121

Re: Comments on Scope of EIS for Terminal46 Cruise Ship Development

Dear Ms. Wolfe and Port of Seattle Representatives,

The Washington State Public Stadium Authority ("PSA") is the public agency that owns Century Link Field and Event Center ("Century Link Field"), one of the two existing, publicly owned sports and events venues in the Stadium District south of downtown. Century Link Field hosts Seattle Seahawks games and Seattle Sounders matches, as well as more than 125 other events each year, drawing over two million patrons to the SODO neighborhood.

In the last twenty years, the area surrounding T46 has substantially evolved with the development of Century Link Field and T-Mobile Park, the revitalization of both Pioneer Square and the Chinatown/International District, access to Link Light Rail, and the current development of the Seattle Waterfront. This area has surely changed significantly and the PSA is keenly aware that adding more development, particularly a cruise ship terminal with its attendant transportation demands, to this burgeoning district has the potential to cause significant challenges for existing residents and businesses. The PSA looks forward to participating in the Port's environmental review process to help ensure that the Port rigorously evaluates the potential environmental effects of the proposed new cruise ship terminal at T46 on the surrounding neighborhoods. The PSA's principle concerns are highlighted below.

I. Impacts to Transportation in the Surrounding Neighborhoods

CenturyLink Field hosts roughly 200 events each year (some over multiple days) attended by

approximately 2 million patrons annually. In addition to professional football and soccer, the facility hosts a wide variety of events including concerts, consumer shows, diti shows, trade shows, job fairs, meetings and community events. Our master tenant and facility operator, First & Goal Inc., can share with you past event schedules. Eighteen to twenty thousand people also tour the facility annually. The large number of diverse events that are staged at the venue range from a single day to several weeks and bring between a few dozen and more than 69,000 patrons per event to CenturyLink Field throughout the year.

Event-related traffic is not limited to event attendees. For example, each consumer show - e.g., the Home Show, Boat Show, Auto Show and RV Show-generates roughly 30-40 deliveries by large semi-truck in the 2-5 days preceding and following each event. For the RV shows, 450 RVs are driven to/from the facility. Further, for stadium concerts, the stage construction and associated set up typically rely on ~80 semi-trucks coming and going to CenturyLink Field in the days before and after the show. Finally, "dirt shows" such as Supercross and Monster Jam typically involve transporting 500 truckloads of dirt to and from Century Link Field.

According to the Port's Request for Proposals for the T46 cruise ship terminal ("Cruise Ship RFP"), the Port intends to access the T46 cruise ship terminal primarily from S. Atlantic Street, with secondary access from S. King Street and S. Jackson Street. It is critical that the PO1t fully evaluate the potential impacts of traffic from its cruise ship terminal operations on activities at CenturyLink Field as well as the surrounding residents and businesses. The potential environmental effects of adding thousands of vehicular trips per week to the road system around T46 must be rigorously analyzed. The PSA supports concerns raised by Pioneer Square residents regarding the likely traffic impacts of using S. King Street and S. Jackson for ingress/egress to the cruise ship terminal.

Difficulty accessing Century Link Field -even just the perception of such difficulty - can adversely impact event attendance and profitability. This is particularly problematic for the consumer shows (e.g., Boat Show, Horne Show, RV Show) where exhibitors often do the majority of their annual sales over the multi-day events. Traffic blocking prime ingress/egress routes to CenturyLink Field will deter patrons from attending these events.

II. Scope of the EIS Impact Analysis

As currently proposed, the Port is contemplating evaluating the environmental effects of only a single cruise ship berth at T46. This scope seems inappropriately narrow considering the full suite of activities that the Port is proposing for T46. First, it is our understanding that the Port has plans to expand the proposed single berth facility into a three berth terminal in the relatively near term. Second, the Northwest Seaport Alliance, a Washington Port development authority acting on behalf of the Port of Seattle and Port of Tacoma, recently issued a Request for Proposals ("Marine RFP") for the redevelopment of the southern approximately 50 acres of T46 as a marine cargo terminal. (Responses to the Marine RFP were due November 1, 2019.) The Marine RFP materials mention that the marine cargo operations will be required to share the primary terminal roadway with passenger cruise terminal operations and other common terminal uses. Finally, in the Port's Cruise Ship RFP, the Port contemplates off-season and non-cruise day uses of the cruise terminal area "for other maritime industrial uses."

SEP A requires that the Port's environmental analysis capture and analyze the impacts of all of these developments as part of the currently proposed EIS. In particular, the Port must consider the combined transportation impacts of the marine cargo terminal and the proposed cruise ship berth, as well as the potential additional traffic that would be generated by tripling the number of cruise ships - and passengers and support operations - at this location. It is important that the Port not inadvertently obfuscate the full environmental impacts by piece-mealing the environmental review.

Also, although we do not yet have many details regarding the Port's plans, we anticipate that the proposed cruise ship terminal may trigger federal authorizations and consultations. The materials provided to date do not explain the scope or timing of those authorizations. To ensure that the environmental review for the proposed cruise ship terminal is complete, it should also identify these authorizations and consultations and explain when and how environmental review for those actions will be completed.

III. Impacts to Land Use and Land Use Plans

The Port's scoping notice lists several elements of the environment that the Port intends to

analyze in the EIS. The PSA requests that the EIS also include analysis of the effects of the proposed cruise ship terminal on land and shoreline use, including any land use plans. This would include an analysis of how the proposed T46 cruise ship terminal would affect and interact with surrounding land uses, including the two stadiums, and residents and businesses in Pioneer Square and the Chinatown/International District. It would also include an analysis of how the Port's proposal fits with existing and proposed land use plans for the subject and surrounding areas.

IV. Mitigation Strategies

Developing appropriate and adequate mitigation to offset the impacts of construction and operation of the proposed T46 cruise ship terminal is a critical component of the Port's work in preparing the EIS. The PSA went through an EIS and permitting process with the City of Seattle prior to constructing CenturyLink Field. The Washington State Major League Baseball Stadium Public Facilities District ("PFD") went through a similar process prior to constructing T-Mobile Park. We encourage the Port to review those mitigation plans as part of its process of developing a mitigation plan for the T46 cruise terminal.

Key amongst the PSA and PFD mitigation plans were requirements for outreach to and coordination with project neighbors throughout construction and operations, including coordinating around significant events at both CenturyLink Field and T-Mobile Park. For example, the PSA's Transportation Management Plan ("TMP") outlines several of the existing systems that are in place to assist with coordination between various projects, facilities and communities (e.g., Traffic Advisory Services, event scheduling/coordination, and construction coordination). We anticipate that the Pmt will need to develop a transportation mitigation plan aimed at both reducing the number of trips demanded by cruise ship guests, as well as ensuring that the Pmt's operations do not add more trips to already challenged roadways in the times around major events at CenturyLink Field.

Thank you for your consideration of these scoping comments. The PSA looks forward to continuing to engage with the Port as the environmental review process progresses. If you have any questions regarding these comments, please contact me.

Sincerely,

Ann Kawasaki Romero

Executive Director

cc: David Young, Sr. Vice President/General Manager, Seattle Seahawks/First & Goal Inc.

PSA Board members

Comment Number 8 - Washington State Department of Transportation

Commenter type: Agency

Submission type: Comment form (paper)

Comment:

| COMMENT RESPONSE FORM |

| --- |

| | Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development |

| | Reviewer's Office: WSDOT Rail, Freight, and Ports Division, AWW program, NWR, MoM division | |

| Page No./ Web section | Comment | Reviewer Name |

| | Within the Transportation Element, include a sub-section that addresses freight mobility | Jason Beloso, WSDOT Rail, Freight, and Ports Division |

| | Include a description and evaluation of the existing marine cargo facility and how it will continue to facilitate the efficient movement of goods in the region. | Jason Beloso, WSDOT Rail, Freight, and Ports Division |

| | Include discussion regarding the relationship between the Terminal 5 Modernization Project and the proposed cruise terminal. | Jason Beloso, WSDOT Rail, Freight, and Ports Division |

| | Include description regarding the relationship of the proposed cruise terminal with the Port of Seattle's Port District Development Plan as required by RCW 47.06A.080 | Jason Beloso, WSDOT Rail, Freight, and Ports Division |

| WSF-1 | Because of the unique and variable characteristics of the project “neighborhood,” an impact analysis should consider seasonal variations in activity and traffic volumes rather than an aggregate. The project site has high levels of traffic—over land and water—and many diverse traffic generators, especially in the summer season. Major sports venues, businesses, and regional transportation hubs produce complex traffic patterns that vary greatly depending on the calendar; major sporting events, concerts and festivals, and other activity ebbs and flows. Washington State Ferries’ peak ridership is also during summer. Therefore it will be important for the analysis to consider seasonal variations in activity and traffic volumes as well as the wide variety of special events that contribute to congestion in the area. Basing the analysis on daily average traffic volumes might obscure the impacts that can be expected during peak months. | WSF Planning Department |

| WSF-2 | The analysis should consider current and future significant changes to the area that will impact the transportation system. The waterfront and SODO areas are experiencing rapid development; as a result, vehicular and pedestrian traffic volumes are likely to grow, perhaps significantly. Changes to the area also include major infrastructure projects that are underway or have been recently completed

(AWV demolition, Alaskan Way and seawall reconstruction, Lander Street grade-separation, Colman Dock rebuilding, etc.). Because of the extensive construction that has been underway, traffic data collected in the last few years does not fairly represent “normal” conditions. For comparison of impacts, a baseline will need to be carefully defined. | WSF Planning Department |

| WSF-3 | Access to Colman Dock -- during construction and beyond -- is critical. Serving 9 million passengers annually, Colman Dock is the busiest terminal in the WSF system and an essential part of the regional transportation network. Colman is home to two WSF routes as well as four passenger-only ferry routes provided by other operators. Efficient operations on both the marine-side and shore-side are high priorities for WSF. Given the close proximity of Pier 46 to Colman Dock, the EIS should clearly address potential impacts on both vehicular traffic and maritime operations near the terminal. Operation of the new cruise terminal is anticipated in Q2 2023, which indicates that construction activities at Colman Dock and for the new Alaskan Way will be occurring at the same time. Traffic analysis should include the cumulative impact of construction (temporary) activities with participation of PoS in the Maintenance of Mobility (MOM) task group as a mitigation measure. Additionally, the south side of Pier 48 is used by the Colman Dock project for barge and work boat mooring. Coordination with vessel traffic to the T-46 project site will be imperative. Information regarding future traffic and service levels on WSF routes can be found in the WSF Long Range Plan submitted to Legislature in January 2019 or by contacting WSF Planning staff directly. | WSF Planning Department/WSF Environmental Stewardship & Sustainability |

| WSF-4 | ****The EIS should analyze traffic impacts on all the highways and surface streets in the vicinity.****WSF traffic arrives and departs on various streets, including SR 519, SR 99, Alaskan Way, 1st Ave South, and Atlantic Street. | WSF Planning Department |

| WSF-5 | The analysis should account for pedestrian and active transportation, even if only estimates are available. Establishing a cruise terminal on Pier 46 is likely to substantially increase the volume of pedestrian traffic in the vicinity when ships are in port. Though current pedestrian counts may not be available for all intersections or for all days and events, the EIS should still estimate impacts—especially at intersections on Alaskan Way and on traffic and transit on 1st Ave S. Increased pedestrian traffic to King Street Station and Colman Dock should also be analyzed. The scope of the analysis should include bicycles, pedi-cabs, bike-share, and any other modes of non-motorized transportation that cruise passengers are likely to use. Adjacent projects (e.g., Colman Dock and AWV) include key components that address both commuter and recreational bicycle traffic. | WSF Planning Department/WSF Environmental Stewardship & Sustainability |

| WSF-6 | Impacts to ferry operations and other marine traffic should be considered. The large size of new cruise ships means they take up a lot of space, require careful navigation through shared waterways, and have to maneuver slowly when docking. This is particularly true when operating in close proximity to other marine traffic. The northern end of Pier 46 is less than 1,000 feet from Colman Dock. That is about equal to the length of a large cruise ship. The potential impacts on ferries (both WSF and passenger-only ferries) from arriving and departing cruise ships must be assessed. | WSF Planning Department |

| WSF-7 | Assessment of impacts should take into consideration ride-hailing and other on-demand modes, such as Uber/Lyft, as well as taxis and limos. These modes have unique operating characteristics (which can be observed on Alaskan Way in front of Colman Dock and at King Street Station). Analysis of traffic impacts should also include the impacts of charter buses that can be expected to serve the cruise terminal and rental car operations that may occur at the terminal. | WSF Planning Department |

| WSF-8 | Because freight movement is vitally important to the regional economy, the EIS analysis should document impacts on trucking and commercial traffic in the vicinity of the project. This is especially critical if most of the Pier 46 facility will continue to be used as a container terminal as the scoping notice indicates. The analysis should include trucks supplying provisions to cruise ships and incorporate updated information reflecting the Port's plans for container traffic through the Pier 46 terminal. | WSF Planning Department |

| WSF-9 | Though specific plans for Pier 48 have yet to be adopted, the EIS should identify any probable impacts that would affect future use of this State-owned facility. As the Port of Seattle is aware, the policies governing development of waterfront properties strongly favor marine-dependent uses; therefore, the analysis should assume some type of marine traffic will use Pier 48 in the future and will likely require maintaining pedestrian and vehicular access from Alaskan Way. | WSF Planning Department |

| WSF-10 | The EIS should analyze potential conflicts between Pier 46 cruise traffic and traffic queuing at Pier 46 and Colman Dock. If ferry ridership increases as forecast in the Long Range Plan there are likely to be occasions when traffic arriving at Colman Dock forms a queue on Alaskan Way. Though most cruise passengers will probably use shared-ride modes (charter buses, taxis, etc.), a large ship carrying upwards of 3,000 passengers will produce a significant amount of traffic attempting to reach the terminal within a fairly short time period. The impacts of these intense traffic pulses should be analyzed. | WSF Planning Department |

| WSF-11 | As appropriate, or under another environmental element, navigable waterways analysis should include discussion of the shared use with WSF, King County, and Kitsap Transit vessels. In addition to the U.S. Coast Guard, Homeland Security regulates WSF operations on waterways. Analyses should also consider regional emergencies affecting waterways during construction as well as during operations. | WSF Environmental Stewardship & Sustainability |

| 2 | The traffic and transportation study should use 2023 when SDOT expected to complete Alaskan Way restoration project as the existing (base) condition | Ali Amiri, WSDOT AWV Program |

| 2 | The transportation analysis will need to evaluate impacts to SR 99 and SR 519 (First-Dearborn-Alaskan Way-entrance to Coleman dock) at T46 access point(s) located at King and Jackson intersections. AWV program South Portal design assumed T46 will operate as a container terminal with minimal vehicular volumes at King and Jackson access points. | Ali Amiri, WSDOT AWV Program |

| 2 | Alaskan Way channelization from SR 99 ramp termini at Dearborn Street northward was designed for heavy north-south traffic volumes. Any added cruise terminal traffic volumes at King and/or Jackson would need to be analyzed. | Ali Amiri, WSDOT AWV Program |

| 2 | Ferry queuing on NB Alaskan Way (after street restoration is completed by SDOT expected in 2023) will begin just north of King intersection. Impacts to ferry traffic and specially NB Alaskan Way ferry queuing lane would need to be analyzed | Ali Amiri, WSDOT AWV Program |

| 2 | In few months King County Metro will route several high volume Rapid Ride and other buses to Alaskan Way connecting SR 99 to two way Columbia. Impacts to transit along Alaskan Way would need to be analyzed | Ali Amiri, WSDOT AWV Program |

| 2 | Alaskan Way is a major ped/bike route the transportation analysis would need to evaluate impacts to nonmotorized modes. | Ali Amiri, WSDOT AWV Program |

| 2 | It appears Atlantic Street T46 egress/ingress would be used for both freight and cruise terminal access. Traffic impact of T46 operation should be evaluated to assess impacts to street grid, BNSF tailtrack, and I5/I90/SR99/SR519 operation. | Ali Amiri, WSDOT AWV Program |

| | The Tunnel Boring Machine (TBM) lunch pit for the tunnel at vicinity of Dearborn Street included series of tie-backs extending onto T46 property. The tie-backs are relatively deep within T46 right of way and are now de-tensioned. Suggest early coordination with WSDOT during site development. | Ali Amiri, WSDOT AWV Program |

| | Consider and evaluate impacts to Atlantic Bypass Structure with the main purpose to improve freight movement from T46 to I5/I90 and beyond. The structure allows both freight and GP traffic to go around BNSF track closures at Atlantic St. | Ali Amiri, WSDOT AWV Program |

| 2 | The designs and environmental analysis for both SR 519 and SR 99 assumed Terminal 46 would continue to be used for container ships. Cruise ships can generate substantial volumes of pedestrian traffic, and the non-motorized facilities included in SR 99 and SR 519 improvements did not anticipate large volumes of pedestrian traffic. The non-motorized facilities were mainly expected to be used as part of the City's bicycle path system and provide north-south connections. Adequate and safe pedestrian facilities should be provided as part of the cruise terminal. | David Mattern, WSDOT AWV Program |

| 2 | Consider cruise terminal load and unload impacts to Alaskan Way and street grid for peds, shuttles, ride hailing services, ship provisioning, staff, etc. | Denise Cieri, WSDOT AWV Program |

| | WSDOT is supportive of this project and we request to see plans and traffic analysis once developed so we can determine impacts to Alaska Way/SR 99. | Duffy McColloch, WSDOT NWR Local Agency/Developer Services |

| | Under "Additional elements we will analyze", consider including descriptions of ways to mitigate for the impacts of the alternatives being analyzed. | Management of Mobility Division |

| | We support prioritizing multimodal access for both employees and cruise passengers. | Management of Mobility Division |

| | The materials discuss "connection to the local transportation system" but please also look at minimizing impacts to the local transportation network and improve access for multimodal options. It's likely that car share and taxi services will be a huge part of the passenger drop-off network/system, and there should be adequate analysis of those markets. | Management of Mobility Division |

| | Consider TNC and other curbside activities coordination with the stadiums. | Management of Mobility Division |

| | We would like to reiterate the importance of connections to the Jackson Street Transit Hub (King Street, IDS, etc) for employees and cruise passengers. Providing pleasant walking, rolling options (wayfinding, sidewalks), and minimizing conflict with trail users along the new waterfront area. | Management of Mobility Division |

| | "The analysis should consider current and future significant changes to the area that will impact the transportation system." - please ensure that this analysis is comprehensive and includes analysis of the impacts this development will have on a regional scale (impacts to I-5 and I-90, for example). | Management of Mobility Division |

Comment Number 9 - King County Metro

Commenter type: Agency

Submission type: Email

Comment:

Dear Ms. Wolfe,

Thank you for providing King County Metro Transit (Metro) the opportunity to comment on SEPA EIS Scoping for the Terminal 46 Cruise Terminal Development. Metro has the following comments and concerns:

Impacts to bus operations. Please evaluate potential impacts to bus routes in the neighborhood of the planned development, including Routes 21 Express, 37, 55, 56, 57, 113, 120, 121, 122, 123, 125 and the C Line both during construction and during normal operations. Also evaluate the impact to transit from project construction and operational traffic impacts to Alaskan Way and SR-99 south of Atlantic St.

Impacts to deadhead routes from/to Central/Atlantic and Ryerson bases. Based on available mapping, it looks like vehicle access to the development site (Pier 46?) will be on Atlantic St., which could impact transit operations on Edgar Martinez or Royal Brougham. Metro has adapted some reroute pathways to avoid ongoing construction or to react to traffic incidents occurring in this area, such as the current use of Atlantic St. to access E Marginal Way S. Please ensure that non-revenue routes and reroutes are included in your traffic modeling.

Impacts to planned stops at Alaskan Way S in the vicinity of S Main St. and S Jackson St. Metro anticipates using these planned stops starting in 2021. Metro may need to establish temporary stops sooner.

Impacts to local transit (Metro and Sound Transit) service as a result of the project. The project is likely to generate surges in demand from the periodic influx of cruise passengers. Please include demand forecasts for transit service in the future or opening year.

Please coordinate with Metro on planning for transportation and transit impact studies and movement of pedestrians and vehicles into and out of the planned cruise terminal.

I will be responsible for Metro's internal coordination in support of its role during the SEPA environmental review process. My contact information is:

John Greene
Senior Environmental Planner
King County Metro Transit
King Street Center
201 S. Jackson St, KSC-TR-0431
Seattle, WA 98104-3856
206-263-0506
jgreene@kingcounty.gov

Comment Number 10 - King County DNRP WTD

Commenter type: Agency

Submission type: Email

Comment: King County

Department of Natural Resources and Parks

Wastewater Treatment Division

King Street Center, KSC~NR-0505

201 South Jackson Street

Seattle, WA 98104-3855

November 27, 2019

Ms. Laura Wolfe

Port of Seattle

Pier 69, 2711 Alaskan Way

Seattle, W A 98121

Dear Ms. Wolfe:

The King County Department of Natural Resources and Parks Wastewater Treatment Division (WTD) has received the Scoping Notice for the Terminal 46 -Cruise Terminal Development project. A King County facility, the King Street Regulator Station is located on parcel# 7666207679 at the northwest corner of the intersection of South King Street and Alaskan Way South adjacent to your proposed project.

The regulator station discharges Combined Sewer Overflows (CSO's) to a 48-inch diameter outfall pipe that is owned by the City of Seattle and lies within your proposed project site. King County WTD has inspection and maintenance responsibilities associated with the outfall pipe and must be able to access the pipe for those purposes.

We have enclosed record drawings for the outfall pipe for your use and reference. WTD requests that Port of Seattle evaluate the impacts of the proposed project on existing wastewater facilities as part of the environmental review process. King County WTD will need continuous access to the King Street Regulator Station and outfall pipe during construction and upon

completion and operation of the proposed improvements to Terminal46.

In addition, please provide project design information to:

Mark Lampard, Local Public Agency Coordinator

King County WTD, Engineering and Technical Resources

201 South Jackson Street, KSC-NR-0503

Seattle, WA 98104-3855

(206) 477-5414 | mark.lampard@kingcounty.gov

Thank you for the opportunity to review and comment on this proposal.

Sincerely,

Katherine Fischer

Environmental Programs Managing Supervisor

cc: Mark Lampard, King County WTD Local Public Agency Coordinator

Alexander Mockos, CSO Program Manager, Seattle Public Utilities

Enclosure

Comment Number 11 - City of Seattle, SDCI and SDOT

Commenter type: Agency

Submission type: Email

Comment:

November 26, 2019

Laura Wolfe

Port of Seattle

Pier 69, 2711 Alaskan Way

Seattle, WA 98121

RE: Terminal 46 Cruise Terminal Development Project

Dear Ms. Wolfe,

Thank you for the opportunity to provide scoping comments for the environmental process for the Port of Seattle Terminal 46 Cruise Terminal Development. This letter details the City of Seattle's comments and recommendations as you determine analysis scenarios, alternatives, and impacts to be evaluated in the Draft Environmental Impact Statement (DEIS).

The addition of a new cruise berth at Terminal 46 provides an exciting opportunity to expand economic and cultural benefits in the City and across the region, and we aim to help make this expansion a success. However, we, at City, are constantly looking for solutions to address and reduce the pollution, congestion, and disproportional impacts that can come with growth, and we've provided comments toward that goal. We noted, for example, the importance of analyzing potential impacts to marine life, waste removal from the ships, and improvements to entice cruise passengers to arrive, depart and explore from the terminal using sustainable modes of transportation. Additionally, with the removal of the Alaskan Way Viaduct, we are preparing for the transformation of Waterfront Seattle. It will be important to carefully plan for incorporation of the new cruise berth into the surrounding neighborhoods, while supporting the Port's continuing cargo uses on the terminal as well. Further, we encourage planning for the surges in power and pedestrians caused by the ship schedules, and acknowledgement that this construction project will be occurring simultaneously with many other major projects in and around downtown Seattle during this busy time.

The City looks forward to partnering with the Port to help ensure that this expansion incorporates leading edge environmental stewardship and sustainability practices, mitigates impacts on health, transportation, and the environment, advances economic mobility, benefits the local community and provides a welcoming gateway into our city.

Eight City of Seattle departments have contributed EIS scoping comments for this letter - Office of Planning and Community Development, Seattle City Light, Seattle Public Utilities, Seattle Department

of Construction and Inspections, Office of Economic Development, Office of Sustainability & Environment, and with the Seattle Department of Transportation and Office of the Waterfront as one voice. Their joint comments, by Department, are attached as appendices.

Thank you for your consideration.

Sam Zimbabwe

Director, Seattle Department of Transportation

Nathan Torgelson

Director, Seattle Department of Construction and Inspection

Appendix 1.

Office of Planning and Community Development

Contact: Geoff Wentlandt, Geoffrey.Wentlandt@seattle.gov, 206-684-3586

Topic: Consistency with Plans – Land and Shoreline Use

The EIS should discuss and analyze the extent to which the proposal is consistent with the City of Seattle Comprehensive Plan and land use regulations. The site is within the Manufacturing / Industrial Center and the EIS should include discussion of how the proposed activities are consistent with relevant goals and policies. This analysis should encompass proposed activities that are ancillary to cruise operations, such as off-season use of cruise terminal space for non-cruise activities, and construction of parking facilities. If any inconsistency between proposed activities and policies or land use regulations are identified, please consider appropriate actions that could mitigate any inconsistency.

Topic: Environmental information prepared, or that will be prepared related to the proposal.

The City is conducting an Industrial Maritime Strategy process that may result in revised policies and/or some revisions to land use regulation in Manufacturing / Industrial Centers. The City will be conducting a programmatic EIS on the potential changes. Please acknowledge this related environmental information in the EIS for the T-46 proposal. Please consider emerging information from the Industrial / Maritime Strategy process that will occur concurrently with the T-46 proposal EIS.

Topic: Analysis scenarios

The EIS should fully describe and analyze the timing and duration of cruise generated activity relative to other events in the vicinity. This is required to understand cumulative impacts of the proposal. The EIS should analyze and describe the overlap of cruise-generated activity with other major events, including events at the professional sports stadiums.

Topic: Aesthetics

a. The EIS should analyze the site's adjacency to public spaces of the renewed Waterfront Seattle project. The EIS should describe landscape and public realm materials and improvements that contribute to Waterfront Seattle promenade's quality and aesthetics. The EIS should analyze the degree to which the proposal would impact continuity with the promenade's quality.

b. The EIS should analyze the aesthetic impacts that new structures or docked cruise vessels (itinerant) would cause to views to the site from surrounding vantage points including: the Waterfront Promenade; new public view deck on Coleman Dock; and street end views down King and Jackson Streets; from the 4 intersections of Alaskan Way with Washington, Main, Jackson and King Streets.

c. The EIS should analyze the height bulk and scale compatibility impacts of new structures and docked cruise vessels (itinerant) abutting the Pioneer Square Preservation District.

Topic: Transportation

a. The analysis should include projected pedestrian volumes and flows to and from cruise ship activity to the following: Waterfront Promenade/Alaskan northbound; Pioneer Square neighborhood (via S Jackson St, S King St, Railroad Way, and other east west streets). The analysis should consider surge flows and how they intersect with peak commute hours, ferry loading operations and other circulation constraints at all the

Alaskan Way intersections between Yesler Way and S King Streets.

b. The analysis should clearly describe and analyze circulation patterns by all modes that are expected at the "secondary access" points to the terminal site at Alaskan Way and S King St, and Alaskan Way and S Jackson Streets and how these volumes and movements interact with the pedestrian volumes in the same vicinity.

Topic: Historic /Cultural Resources

a. The EIS should assess potentially adverse impacts on the abutting Pioneer Square Preservation District.

Views of and from the district should be analyzed with specific attention to views of the King Street Station tower, and views of Elliott Bay from South King and Jackson Street. Specific view impacts to the district made by cruise vessels should be considered.

Topic: Air

T-46 is proximate to a growing residential population along the waterfront and in Pioneer Square. The EIS should conduct an analysis of health impacts from cruise ship activities. This issue could be particularly critical if cruise ships would dock without connection to electric shore power for periods of time, or if there is any timeframe during which the facility would operate prior to electric shore power connection.

Topic: Water

The EIS should analyze water quality impacts of cruise ship operations particularly if there is any potential for effluent during cruise ship servicing, provisioning or docking.

Appendix 2.

Comments from Seattle City Light (SCL)

Contact: Andrew Gibb, andrew.gibb@seattle.gov, 206-256-5254

Topic: Utility upgrades

The development of a cruise ship facility at Terminal 46, including both developing upland areas and plugging in cruise ships, will add significant load to Seattle City Light's distribution grid. Seattle City Light supports the Port's efforts to decarbonize its operations and looks forward to working with the Port to integrate this new load. An accurate estimate of the load and load shapes over time will be needed for City Light planners as they consider resulting system upgrades and necessary additions, and we ask that this information be considered in some detail in the SEPA EIS analysis.

Topic: Decarbonization

The development of a cruise ship facility is a strategic opportunity to ensure the decarbonization of Port operations at the site. Given City Light's carbon neutral power provides immediate air quality and carbon emission reductions when it is used to replace any energy use that emits climate and other hazardous air pollutants, there are significant benefits to electrifying operations to the greatest possible extent. City Light suggests that the Port establish a specific commitment to higher levels of energy efficiency and equipment electrification that would reduce pollution at the rate scientists say is necessary to limit average global temperature increase to 1.5 degrees Celsius at T-46.

Appendix 3.

Office of Economic Development (OED)

Contact: Karl Stickel, karl.stickel@seattle.gov, 206-684-8085

Topic: Economic Development and Opportunities

a. The analysis should support job creation in places across the City and region to leverage existing infrastructure and transportation investments. The analysis should address jobs and diversity balance and shared prosperity across the region. Tools, such as workforce development and the provision of affordable commercial/industrial space, can be utilized to support the local economy. The analysis should recognize the important economic activity from industrial lands and freight mobility to workforce training.

b. In alignment with Mayor Durkan's Executive Order 2019-06: Economic Inclusion and Contracting Equity, the analysis should consider advancing a strong commitment to inclusion through the application of tools and initiatives that further & bolster contracting equity program administration, data & compliance, and accountability. As an example, the City has observed

marked success in driving inclusion in City projects through strategies including unbundling large scope elements, identifying potential subcontracting opportunities, providing advance notice of opportunities to the contracting community, and incorporating contracting provisions such as Inclusion Plans and targets for diversity in labor where applicable along with respective tracking provisions.

c. From jobs to procurement, economic opportunities should be open to everyone, the analysis should detail a procurement strategy that will support processes that are realistic and accessible for businesses owned by people of color to compete for contracts with the Port and the new operator of the terminal.

Appendix 4.

Seattle Public Utilities (SPU)

Contact: Martha Neuman, martha.neuman@seattle.gov, 206-733-9036

Topic: Drainage

Describe drainage impacts and improvements.

Topic: Wastewater

a. Describe sewer service needed to the City of Seattle system and whether upgraded service connections will be needed or if City infrastructure will be to be relocated. Please address any permanent or temporary construction-related impacts, including within SPU easements.

b. The City has several old sewer easements with the Port of Seattle on T-46. For infrastructure that serves Terminal 46, SPU would like to discuss updating these easements to include current weight loading restrictions, access protocols, and other elements common to recent Port-City easements on terminals.

c. Describe how wastewater is discharged while ships are docked.

Topic: Drinking water

Describe water services needs and whether additional service will be needed from the City. Identify if any City drinking water infrastructure needs to be relocated. Please address any permanent or temporary construction-related impacts.

Topic: Waste management

Cargo and cruise ship operations have different waste management needs, including seasonal peak impacts for cruise ships.

a. Describe how waste will be managed (e.g., solid waste, recycling, hazardous materials), including being off-loaded from ships, stored, moved between locations, and accessed for removal to recycling, compost, or disposal.

b. Describe waste minimization and reduction efforts.

Topic: Aquatic habitat mitigation and improvement

Address direct, indirect, and cumulative adverse impacts on aquatic habitat and opportunities to improve habitat quality and quantity, particularly for juvenile Chinook salmon. If mitigation is needed, identify where it would occur and types (e.g., habitat beach and bench such as at Pier 48 and priorities in WRIA 9 Duwamish Blueprint – Salmon Habitat in the Duwamish Transition Zone (2014)).

Appendix 5.

Seattle Department of Construction and Inspections (SDCI)

Contact: Holly Godard, holly.godard@seattle.gov, 206-684-0532

Ben Perkowski, Senior Shoreline Planner

206-684-0347, ben.perkowski@seattle.gov

Topic: Water Resources/Ecosystems

The DEIS should evaluate the following:

a. All temporary and permanent construction and management related impacts to aquatic habitat and water quality (e.g., turbidity, shading, stormwater runoff, hazardous material storage and management, increased potential for predation to salmonids, displacement of aquatic habitat, use of barges during construction, fill, in-water or overwater structures, waste and water quality management of facility and ships using facility, etc.). Project will need to address use of appropriate Best Management Practices during construction as well as management of facility and ships and habitat impact mitigation sequencing per requirements in the City's shoreline code (SMC 23.60A.152, SMC

23.60A.155, SMC 23.60A.160, SMC 23.60A.158, SMC 23.60A.172, SMC 23.60A.184, SMC

23.60A.185, SMC 23.60A.187, SMC 23.60A.188, etc.) as well as other state and federal regulations. The scope of the impacts and analysis of mitigation options will very likely require consultation among these agencies.

b. Potential increase in artificial light spillage into Elliott Bay from the facility as well as ships using facility will need to be analyzed as artificial lighting at night can cause substantial negative impacts to migrating salmonids. Impact methodology and analysis should utilize relevant research from local scientists from UW, NOAA**, ** USFWS on effects of artificial light on salmonids in the Ship Canal and Puget Sound.

c. Impacts of submarine electrical cables (if proposed as part of this project) to aquatic vegetation, aquatic mammals and other aquatic species that utilize this area of Elliott Bay. Impact methodology and analysis should utilize most current research based on thorough analysis of best available science on this topic.

d. Current wildlife activity at the project location (including wildlife migratory routes) and identify all significant impacts to wildlife species and wildlife habitats, including all potentially affected State Priority Species and Habitats and Species of Concern (including, for example, great blue heron, salmon and salmonid species, and bald eagles), all significant impacts related to the human recreational use associated with those species, and all economic impacts to wildlife resources and recreation. The DEIS should disclose the physical loss of habitat and reduction in diversity and habitat effectiveness that may be caused by the construction and operation of this proposal. The DEIS should address how the project would comply with the Migratory Bird Treaty Act and commit to an avian conservation plan (prepared

in consultation with regulatory agencies and interested stakeholders) to address the potential for take and disturbance of birds and nests.

e. Existence and potential impacts due to construction in or near any contaminated soil, groundwater and sediments, and BMPs for appropriate management and cleanup prior to, during, or following construction consistent with applicable local, state, and federal regulations.

Topic: Historic and Archaeological Resources

f. The DEIS must identify historic and cultural resources in the study area, both above and below ground, and assess and provide analysis regarding direct impacts, such as construction and demolition impacts (noise, vibration, dust, etc.), and indirect impacts, as well as cumulative impacts; particular focus should be on the cumulative impacts on Pioneer Square Preservation District and any city, state, or federal designated landmarks. A clear methodology regarding the identification and analysis of historic and cultural resources should be provided, as well as documentation of the existing regulatory framework.

g. The DEIS should consider impacts within meander line buffer or other known sites (reference SDCI Director's Rule 2-98- note that some citations in Director's Rule may be out of date). Rule discusses minimum steps needed for analysis under "During Review of the Master Use Permit".

h. The City has responsibilities under the Shoreline Code (SMC 23.60A.154) to consult with affected Tribes and the State Department of Archaeology and Historic Preservation (DAHP) similar to consultation under the federal (Section 106) and state (Executive Order 05-05) consultation processes. To avoid duplication of efforts, shoreline permits for the project should be conditioned based on consultation with affected Tribes. The City has additional coordination responsibilities with state and federal agencies and affected Indian Tribes for mitigation sequencing when multiple permits are involved.

Topic: Land Use

In addition to other land use-related issues identified elsewhere, the DEIS will need to evaluate:

i. Potential design quality issues pursuant to potential authority from City of Seattle under SMC 23.60A.069. j. Potential land use impacts pursuant to authority in SMC 23.60A, including use and development standards

for this specific location (SMC 23.60A.482-496), as well as other applicable land-use related development

standards such as parking (SMC 23.60A.162) and public access (SMC 23.60A.164). This analysis should look at not only cruise terminal operations, but potential impacts of off-season uses of the facility.

k. Potential impacts of change of use of facility for air quality and greenhouse emissions, with analysis in consultation with Puget Sound Clean Air Agency. Options to maximize use of shore power and reduced emissions should be analyzed as well as the range of impacts for expected quantity and types of ships to use facility and the management of these ships.

Joel Lehn, Permit Process Leader

206-615-0726, joel.lehn@seattle.gov

Topic: Terminal building design

The current and upcoming preliminary Flood Insurance Rate Maps are drawn as if Terminal 46 is entirely on fill, but King County's Coastal Flood Study shows portions are on fill and portions are on pilings over water. SDCI does not have information showing the extent of these two areas. Buildings are not allowed over water in flood zones identified as Coastal High Hazard VE zones by FEMA. The design and location of structures will need to account for the actual location of the shoreline beneath the pier. All elevated portions of the pier are assumed to be within the VE flood zone, with a base flood elevation of 14' using North American Vertical Datum. Those portions on fill and not elevated appear to be beyond the reach of the flood zone. If structures are proposed on

elevated areas on pilings, all criteria in Seattle Building Code section 104.6.1 must be met. The DEIS should acknowledge the additional building code criteria and address considerations therein.

Topic: Sea level rise

Identify a planning elevation—central estimates from the best available science projects 2.3 feet of sea level rise by the year 2100 (Miller et al 2018). Low probability, high impacts projections surpass 5 feet rise by 2100. The City of Seattle, King County, and the Port of Seattle meet regularly to create regional agreement on elevations, mapping, and guidance. Although King County's Coastal Flood Study could not incorporate sea level rise in the official mapping for the National Flood Insurance Program, they did map areas which would likely flood during design flood conditions should we experience a two foot increase in sea level, which is likely to occur during the life of buildings at project the site. If a variance is necessary to construct buildings over water, the safety of the public and cost to the public should be a considered in the DEIS. Changing conditions need to be taken into account to address those changes which would affect the structure during its expected life or time of service.

Rob McIntosh, Senior Civil Engineer, geotechnical review

206-684-5953. rob.mcintosh@seattle.gov

Topic: Construction

Please submit information regarding proposed construction activities for this project, e.g., but not limited to, earthquake engineering, shoring, dredging, grading and excavation, foundations, contaminated soil, etc. as they relate to the Earth impacts in the EIS. Please also address them in the EIS.

Appendix 6.

Office of Sustainability & Environment (OSE)

Contact: Edie Gilliss, Edie.Gilliss@seattle.gov, 206-459-6789

Topic: Sustainability

In Seattle, our 2013 Climate Action Plan (CAP) provided a coordinated strategy aimed at reducing GHG emissions while also supporting other community goals, including building vibrant neighborhoods, fostering economic prosperity, and enhancing racial and social justice. The 2013 CAP included a slate of hundreds of near-term more broadly defined longer-term strategies to achieve carbon neutrality by 2050. In 2017, in response to the Trump administration's withdrawal of support for the international Paris Climate Agreement last year, the City Council adopted Resolution 31757, affirming Seattle's commitment to the goals established in the Paris Agreement, and directing the Office of Sustainability & Environment (OSE) to identify the actions necessary to do our part to limit warming to 1.5 degrees Celsius**. ** We are looking to the Port of Seattle to continue to be a partner in meeting our that goal.

To meet our carbon neutrality goals, it will be critical for the project to demonstrate how it will respond to the following strategies:

- a. Include electric shore power to the terminal to assist in reducing greenhouse gas emissions from cruise ships in port.
- b. Establish a specific commitment to reduce and mitigate emissions from all operations – including ground transportation for both passengers, port operations, and deliveries - at the rate scientists say is necessary to limit average global temperature increase to 1.5 degrees Celsius.
- c. Improve wayfinding and encouraging walkability.
- d. Ensure that ships calling to Seattle are compliant with international and federal regulations aimed at protecting our air and the waters and wildlife of Puget Sound and beyond.

Appendix 7.

Seattle Department of Transportation (SDOT) and Office of the Waterfront

Contact: Sara Zora, sara.zora@seattle.gov, 206-733-9973

Considering the downtown Seattle location and adjacency to major venues and Colman Dock/West Seattle Water Taxi, the Port of Seattle's sustainability goals, and the City's policy goal to reduce Downtown Seattle vehicle trips and improve sustainable transportation modes, this project should

place substantial emphasis on its transportation analysis. We have listed a variety of elements that the Port of Seattle should evaluate in the DEIS.

Topic: Planning horizon and study area

a. We expect the analysis time horizon to be the projected year of opening, 2023, and recommend 2035 as longer-term cumulative condition. 2035 aligns with the Seattle Comprehensive Plan Update and Sound Transit 3 (ST3) West Seattle and Ballard Link Extensions (WSBLE) project build out.

b. We recommend different study areas per mode of transportation.

i. For vehicles and transit, a study area of I-5, S Spokane St (the location of the SCL South Substation), Denny Way, and Alaskan Way. Include local transit access to easily accessible destinations, such as Seattle Center.

ii. For people walking, a study area of a ¼ mile radius from the terminal, the nearest transit stops, light rail stations (Pioneer Square Station, Stadium Station, and SODO Station), major transit hubs (Colman Dock/Water Taxi, King Street Station and Westlake Station), and downtown destinations and venues, such as the Pike Place Market, stadiums, concert and exhibition spaces.

iii. For people biking, a study area of 2-mile radius from the terminal and downtown destinations, such as the Olympic Sculpture Park.

c. Some of the local destinations to include are Pike Place Market, Seattle Center, Olympic Sculpture Park, Chinatown-International District, Pioneer Square, the stadiums in SODO, MOHAI, Lake Union Park, Colman Dock/West Seattle Water Taxi, and the future streetcar.

Topic: Analysis scenarios

Issue: The complexity of the variety of trips and modes of transportation that the analysis should identify is a challenge. Worse-case scenario forecast in the analysis typically lead to mitigation that improves vehicle travel speeds and intersection level of service. Due to the project's location in downtown Seattle, its adjacency to SODO stadium events, and the Waterfront Seattle construction project, it may not be feasible to assume improvements for motorists will mitigate project impacts. We encourage the Port to evaluate a scenario that does not rely on mitigation for vehicles accessing the site, but rather identifies potential physical or programmatic improvements that would entice passengers to arrive and leave the terminal, as well as travel within Seattle before or after a cruise, in a mode other than a private or hired vehicle.

a. There is a spectrum of conditions in the study area that should be considered when determining the analysis scenarios to be studied. The no action scenario should assume full operations of the T-46 marine cargo terminal facility. All analysis scenarios should have cruise trips (passenger, employee, and provisioning)

alone and with T-46 full cargo operations on Friday, Saturday, and Sunday at AM and PM peak hours as well

as post-cruise surge events (e.g. when multiple events are occurring at nearby SODO venues and cruises disembark at same time). Define the provisioning process that the tenant will utilize – on-site or off-site storage, staging, break-down, and delivery to the ship. There should be a scenario for off-peak cruise season

uses of the terminal facilities if the use is expected to have different conditions than a cruise ship, such as a conference center, and the Port plans to host events year-round. The analysis should also account for those passengers that want to visit Seattle either before or after their cruise.

b. The Port should identify and analyze scenarios involving scenarios for both the typical and common occurrence of overlap events and a peak worse-case scenario based on cruise schedules, Washington State Ferries schedules and ferry queueing, expected T-46 cargo operations, and a review of past event schedules and attendances at Century Link, T-Mobile, and/or WaMu Theater for a weekend day dual event scenario with maximum projected combined attendance.

i. In this scenario, pre- and post-event transportation control plans (also known as traffic control plans) already established for the stadiums should be used for baseline roadway channelization, allocated curbspace, and traffic controls. It is advantageous for the Port to understand the current stadium transportation control plans (traffic control plans) and to work within existing parameters and as partners to help solve congestion issues when cruise events overlap.

c. Evaluate the scenario(s) projected to generate the most significant transportation impacts under conditions reflecting Port of Seattle installed multimodal transportation improvements that comply with Port of Seattle’s sustainability principles. We believe the Port should aim for an aggressive (low) vehicle mode share goal and be prepared to deliver a Transportation Management Program (TMP) to encourage and incentivize access to and from the terminal using sustainable and efficient (high-capacity) transportation modes. Also included should be commitments to charge daily parking rates or premium costs (such as a pick-up / drop-off surcharges) and other tools to disincentivize vehicle use.

i. Analyze passenger trip behaviors, based on data collected by the Port via SeaTac airport and existing cruise terminal customers, and examine the impacts of those different trips to determine how to better promote and encourage sustainable transportation options.

ii. All patterns analyzed should include return trips. Use this data to set baseline mode share splits and work to increase the sustainable transportation modes and decrease vehicle use for cruise ship employees and passengers.

iii. Consider at least one scenario with the following elements: on-site parking is not available or very limited spaces for cruise passenger and cruise employee trips at a premium price; in which a significant pick-up/drop-off premium is charged for passengers or employees who arrive by car (via taxi, TNC, or friends/relatives personal car); in which a Port of Seattle shuttle bus network from airport, key Downtown location(s), and regional park and rides is assumed to carry a majority of cruise passengers and employees to the site; and in which the Port’s Direct Concierge service is required for cruise passengers (i.e. included as a bundled “facility fee” in cruise ticket prices). In addition to the Direct Concierge service, it may be advantageous to have a locker/rental/leave

carry-on bags at the terminal for passengers that wish to traverse Seattle (more likely by transit, as result of having less baggage).

Topic: Transportation operations

Issue: T-46 introduces unanticipated impacts to the existing right-of-way which have been previously unaccounted for by the Waterfront Seattle Project. In general, the adjacent city streets on the north end of the project site do not have capacity to support queueing, loading, pick-up and drop-offs, and other short-term activities associated with a cruise ship terminal. While providing primary vehicle access from S Atlantic Street will be a significant benefit, though still challenging, there will be regular needs for access from the north end of the site as well. Detailed consideration for internal site design and circulation will be critical to a successful project.

a. The Waterfront Seattle project is in construction and had not considered T-46 to be modified to hold a cruise ship terminal. As a result, there will not be any public rights-of-way (ROW) allocated for the cruise terminal, therefore all needs should be on-site. Alaskan Way will have a transit-only lane in the both the southbound and northbound curb lanes which cannot be blocked at any time. Evaluation of the on-site design will be critical to ensure that all cruise and cargo uses can occur off the public rights-of-way; including the location of the terminal security gate, queueing for all vehicles, loading locations for provisioning vehicles, parking, ridehailing drop-off/pick-up and vehicle staging, bikeshare and future share (scooters) parking locations, and people walking and biking from the terminal building to the public ROW.

i. The analysis should detail how queues that may spill on to city streets will be mitigated. We anticipate a T-46 gate queue management plan to ensure monitoring, compliance, and quick action if queueing in the public ROW occurs. b. The two potential vehicular access points, S Atlantic St and S King St, and their function are crucial to the project being successful and to keep Seattle mobile. These two intersections (and potentially S Jackson St), should be analyzed for capacity, signal timing, and modal conflicts as a multiuse trail intersects the access points.

i. Intelligent Transportation Systems (ITS) should be included in the analysis as potential mitigation to lessen transportation impacts since the technology can be used to help with traveler information and decreased travel delay. Transit speed and reliability along Alaskan Way has priority along the corridor, and the City will need to consider potential impacts to pedestrian delay and comfort resulting from any signal timing changes.

ii. Vehicle access at S Jackson St will be limited as the intersection will not allow for left turns from NB Alaskan Way or from S Jackson St onto NB Alaskan Way. Any major vehicle access at the north end of the terminal should be accommodated at S King Street. This may require relocating an above grade King County pump structure. Further, consider prioritizing access for people walking and biking to the terminal at S Jackson St. The Port could consider extending City street grid connections into the site from S King St and S Jackson St at the north end as private roadways but designed to Streets Illustrated guidelines.

iii. Analyze ingress/egress options for the terminal from all users' perspectives (vehicle, transit, people walking and people biking). Both potential access points have multiple conflicts that should be studied closely. Use SDOT's Bicycle and Pedestrian Safety Analysis (BPSA) study of dangerous intersection typologies and strategies for mitigation ideas to lessen conflicts between vehicles and non-motorized transportation options for review.

- c. Conduct geographic analysis of likely origin points for trips to the terminal by cruise passengers (how many airport / how many local / how many drive from, e.g., Eastside) and use this analysis to identify likely proactive mitigation to reduce private vehicle and taxi/TNC rates.
- d. Freight impacts on Major Truck Streets should be analyzed including E Marginal Way and Alaskan Way, and surrounding streets to access SR-99 and I-5.

Topic: Rail Operations

Issue: Heavy rail is integral to the delivery and movement of goods from cargo vessels. The development of T-46 may increase the demand on Seattle's rail network and potentially impact the reliability of rail crossings along the Seattle Waterfront. Use of existing rail rights-of-way may also cause delays on elements of the street network that would provide access for the project. Resulting backups would generate additional congestion impacts.

- a. Rail crossings may affect the project and crossings should be analyzed for any improvements needed to facilitate safety. Creative alternatives should be considered that might bypass rail blockages, for example creation of another terminal entrance at the top of the "little H" bridge structure that may mitigate rail/road configuration issues at S Atlantic St.
- b. Evaluate impacts to surrounding street network, and from queueing vehicles, if freight trains on federal railroad tracks crossing S Atlantic St at Alaskan Way underneath SR-99 block the crossing during cruise ship passengers boarding / disembarking.

Topic: Transit service and capacity

Issue: Transit is a priority along Alaskan Way. Transit capacity analysis will be important to understand if cruise passengers have room on existing transit service arriving or leaving via transit or using transit to access local destinations before or after a cruise.

- a. Evaluate project impacts on bus, streetcar, water taxi, Washington State Ferries, and light rail passenger loads at nearby transit stops and passenger loads per type of vehicle (streetcar, bus, ferry, water taxi, light rail). Any impacts identified could be mitigated by contributing funds to ensure enough transit capacity and service is available for cruise passengers.
 - i. The project should evaluate how it may impact streetcar capacity, such as passenger loads on platforms near the project and vehicle passenger loads, along with streetcar operations on S Jackson St and 1st Ave as part of a future Center City Connector.
 - b. Level of service analysis including transit routing and existing capacities should be conducted, especially for weekend transit capacity.
 - c. Ensure that destinations that can be easily accessed by transit are evaluated to ensure capacity to move additional users.

Topic: Non-motorized transportation

Issue: Bicycle and pedestrian mode share are a vital part of Seattle's long-term transportation vision. It is important that the T-46 project recognize and address long-range mode share goals established by the Seattle Comprehensive plan.

- a. Evaluate project impacts for people walking and biking.
 - i. Include impacts to existing facilities (e.g. increased conflicts between vehicles accessing site and people walking and biking).

- ii. The primary access point at S Atlantic St and Alaskan Way is also an intersection with a multiuse trail crossing as is the S King St intersection, so a safety and comfort evaluation of these two conflict points will be important to determine impacts.
- iii. Ensure terminal quality of space for users and transition to the public rights-of-way pedestrian infrastructure can store post-cruise (disembarking) pedestrian surges.
- iv. Evaluate impacts on traffic operations such that pedestrian crossing times are not eroded. Also ensure connections to transit stops are clearly delineated, promoted, and seamless.
- b. The adjacent pedestrian connection under construction on the waterfront, specifically the west side of Alaskan Way between S Washington St and S King St, is not adequate to handle likely pedestrian volumes. To mitigate this issue, the Port should consider acquiring additional right-of-way from WSDOT (Pier 48) and widening the pedestrian connection to the west in that area. Creation of a park-like destination between and including the Pier 48 uplands may offset the narrowness of the right-of-way to accommodate the large load of pedestrians both coming to and leaving the terminal facility, milling about waiting for boarding times, or just waiting for other activities.
- c. Make comfortable and legible ROW connections to surrounding neighborhoods. Routes should be evaluated for opportunities to improve existing sidewalks, curb ramps, and pedestrian-scaled lighting. East/West access for people walking and biking to King Street station, Pioneer Square and Chinatown/International District are critical as is a connection to the waterfront heading north.
 - i. Study a possible direct connection for people walking and biking to S Dearborn St from the Cruise Terminal.
 - ii. Evaluate how to eliminate the gap between T-46 and the waterfront promenade for people walking and biking.
- d. The terminal should be thought of as an “urban terminal” due to downtown Seattle location, this means that the internal streets could be an extension of the public ROW and designed to SDOT’s Streets Illustrated standards. This will ensure people walking and biking feel more comfortable.
- e. Determine needed space and facilities for bike and bikeshare parking and scooter parking.

Topic: Mode share goals

Issue: The City of Seattle 2035 Comprehensive Plan adopted a 90% non-SOV mode-share goal for non-work trips within downtown, and an 85% non-SOV mode-share goal for work trips originating outside of and terminating within downtown. Neither goal is a complete match for cruise ship passenger travel patterns. But vehicle trips occasioned by the T-46 project could still be detrimental to the mobility and environmental policies adopted in these goals. The City has an interest in the project achieving a non-vehicle mode share as close to the Seattle 2035 goals as possible.

- a. Mode share projections should be conservative to help determine the worse-case impacts of the project. That will identify greater impacts and reflect on nexus to non-private vehicle or ridehailing mitigation, such as:
 - i. limited or no on-site parking for passengers/employees;
 - ii. a pick-up/drop-off premium for TNC/taxi/personal drop-offs;
 - iii. a shuttle bus network to airport, downtown, and regional park and rides bundled into ticket prices as “facility fee.”
- b. It will be important for the Port and T-46 tenant to aim for lower private vehicle and ridehailing mode shares for cruise ship and terminal employees and passengers. SDOT preference will be to mitigate impacts to vehicle LOS, SOV or otherwise, by encouraging and promoting efficient and sustainable

transportation modes, enhancing LOS with technology and design, and availability of non-private vehicle modes, such as shuttle buses.

Topic: Life safety and emergency access

Issue: The City has a clear interest in protecting the life and safety of the traveling population within Seattle. As the project proposes to add a large number of concurrent trips within a dense and popular transportation environment, it will be critical to comprehensively identify impacts from these new trips on safety in the downtown area.

- a. Address life safety, emergency access, and incident management of crash and congestion events. Effective incident management will be an ongoing need.
- b. The Port of Seattle should join the City of Seattle, Disaster Management Committee, which meets monthly, to ensure the terminal is recognized as an asset to the city and region in the event of natural disasters or other major incidents.

Topic: Number of employee trips

Issue: The City has a long-standing interest in commute trip reduction for large employers in the downtown core. The Seattle 2035 Comprehensive Plan goal listed above for commute trips downtown (85% non-SOV) are directly applicable to commute trips for employees of the future cruise terminal and associated businesses.

- a. We expect that the Port will be required to develop a Transportation Management Program to ensure compliance with mode share goals.
- b. Create mode share goals for employees of terminal and cruise ship staff, and categorize by daily trips to and from site and long-term uses by employees who live aboard cruise ships.

Topic: Parking + Pick-up / Drop-off

Issue: The streets leading to the cruise terminal were not designed to hold a large influx of additional vehicles. The Port should focus on a forward-thinking and flexible approach to site design and identify which trips must be served by parking and pick-up / drop-off and provide limited on-site parking accommodation. The parking environment in the vicinity of the project site frequently experiences high demand due to the presence of several large event facilities. At the same time, there is a documented abundance of below-grade parking for buildings in the downtown core.

- a. Ensure there is on-site space allocation for the necessary cruise ship provisioning, vehicle queues, shuttle buses, and necessary parking for employees and passengers that require assistance. Also included in this topic is ridehailing impacts and vehicle staging locations.
- b. Evaluate parking pricing to help influence passengers to use sustainable transportation modes to access and leave the terminal, rather than drive their vehicle or use a ridehailing service. Consider how significantly limiting parking supply for discretionary trips (non-provisioning, non-cargo trips) could also influence mode choice. Also consider renting parking spaces for cruise passengers from nearby parking garages and/or regional transportation hubs.
- c. Ensure coordination on concepts around pick-up/drop-off area(s) and location(s) with SODO venues – CenturyLink, T-Mobile, WaMu within their pre- and post- event Transportation Management Plans.

Topic: Public Space

Issue: T-46 intersects with the Waterfront Seattle Project which allocates space for people walking and biking along the Seattle Waterfront. It is important to consider additional opportunities for public space and strong public space connections from the terminal to the Waterfront Seattle Project.

- a. Evaluate the possibility of providing public access areas to the shoreline waterfront on T-46 to walk, wait, sit, and enjoy the waterfront. Particularly the northern and western edges of the pier to connect with the planned Tideline waterfront promenade to the north of T-46. Evaluate what amenities this edge can provide to the public that are complementary and consistent with the City's Shoreline Program and the Port's past Shoreline Access Plans.
- b. The Pioneer Square and Chinatown/ID community have worked extensively with the City on the "Washington Landings" proposal that would convert Pier 48 into a cultural park, recognizing the extensive cultural resources at this site, restoring nearshore habitat, and providing a public shoreline park. Consider opportunities to advance this vision on the site of existing Pier 48 for pedestrian access needs to the new terminal, improve connections to adjacent neighborhoods, and create a welcoming waterfront arrival for cruise ship visitors. This may include opportunities to create public plaza spaces at the northern and/or northwestern corner of the pier (connected by a continuous publicly accessible promenade along the shoreline waterfront). The public plaza spaces could be framed by cruise terminal-related buildings and fronted with active uses (e.g. cafés, restaurants, marine activity related retail etc.) at ground level. This would help integrate the T-46 terminal with the wider waterfront precinct and form part of the city fabric, providing enhanced waterfront experience for the general public as well as the cruise passengers.

Topic: Pavement Management

Issue: The roadway pavement surrounding the project site is used by heavy vehicles, trucks, and buses that are the primary cause of structural pavement deterioration.

- a. The analysis should characterize any changes to heavy vehicle traffic patterns that will occur with the T-46 development along with the impact on pavement. Should the T-46 development increase heavy vehicle volumes or alter their traffic patterns, there will be a corresponding impact on roadway pavement condition that should be identified and mitigated.

Topic: Construction

Issue: Construction in the vicinity of the project location will be intense for a number of years to come. This project will add to the Seattle Squeeze impacts on the transportation network.

- a. Evaluation of construction impacts from this project and the cumulative impacts when overlaid with all the other numerous public and private construction projects occurring in the vicinity of the project is extremely important. The project should consider all utility needs and construction impacts for installing those necessary elements and identify how to mitigate the impacts. Keeping downtown Seattle mobile during this time of numerous public and private construction projects will be a focus on our review of construction impacts. Major City of Seattle projects to consider:
 - i. Waterfront Seattle
 - ii. Center City Connector Streetcar - construction timeframe from 2022 through 2025. Service will begin in 2026.
 - iii. E Marginal Way – Phase 1 anticipates starting construction in Q1 2021. Analysis should take into account construction detour routing that minimizes putting additional traffic through these constrained intersections S Atlantic St (east leg), S Hanford St, S Horton St, and S Spokane St. Phase

2 will include full reconstruction of the roadway pavement from the entrance to Jack Perry Park to S Spokane St and replacement of a water main for the majority of this area. This project phase is not yet funded, but if full funding were secured, could start as early as 2023. The E Marginal Way roadway will be more constrained during Phase 2 than Phase 1.

b. Ensure any work that may need to be complete in the ROW for electrification to T-46 and beyond accounts for construction impacts if within the public ROW.

Topic: Historic character / cultural resources

Issue: T-46 is located at the edge of Seattle's historic Pioneer Square and Chinatown International District neighborhoods. With the anticipated motorized and non-motorized traffic generated by the cruise terminal, the following evaluations should be analyzed to identify impacts on Seattle's built and intangible heritage.

a. Identify any impact on Seattle's historical and cultural resources in the vicinity, such as Pioneer Square and the Olympic mountain view shed.

b. Recognize and consider that the space that T-46 is occupying is in the vicinity of historical neighborhoods, reflecting important cultural histories such as Japanese interment, Chinese exclusion, Native American heritage, creation of Nihonmachi and Chinatown, and the built heritage associated with the Chinatown- International District.

Topic: Social justice

Issue: The project should align with the City's adopted social justice goals, including the intent of the Race & Social Justice Initiative.

a. Study impacts to those who live in the vicinity, including the unhoused, low-income populations, and existing nearby shelters for people experiencing homelessness.

b. Project alternatives should include positive and substantial contributions to remedy the existing lack of green cover and ecosystem management in the area.

Topic: Sustainability

Issue: The United States is the largest historic emitter of greenhouse gases. Cities and states are prioritizing the health of communities by moving forward with bold and progressive climate actions. In Seattle, we have the resources necessary to do our part to reduce carbon pollution, including a spirit of innovation and a longstanding commitment to protect our environment. The Port should continue to lead and push the cruise ship terminal to be environmentally conscious and innovative to reduce its impacts.

a. From the Port's Cruise Business Development Principles, please explain how the project will respond to the following principles:

i. Incorporate leading edge environmental stewardship and sustainability practices and facilities that can exceed existing regulations.

ii. Facilitate improved transportation mobility of people and goods in the region.

iii. Maximize the use of the Port's deep-water facilities and industrial lands to serve maritime industrial uses.

iv. Expand economic, cultural, and community benefits within cruise operations and development.

v. Support financial sustainability of the Port of Seattle.

vi. Provide consistent excellence in customer service to strengthen Seattle's role as the West Coast's premier cruise port.

Topic: Climate change

Issue: Cruise ships have been shown to generate carbon and other climate change emissions at significantly greater intensity per person than most other forms of transportation. In recognition of the potentially catastrophic future impacts of continued climate change emissions, the Seattle 2035 Comprehensive Plan adopted the goal of a 58% reduction in carbon emissions from 2008 by 2030, and elimination of all carbon emissions by 2050. It has also been shown that the negative impacts of climate change will fall disproportionately on individuals and populations who have historically, and continue to be, the targets of social and political injustice. There is a clear interest in reducing and eventually eliminating all climate change emissions which may be occasioned by the T-46 project. This includes both emissions from cruise vessels themselves and the transportation modes used by passengers and employees to reach Seattle via Port controlled facilities.

- a. Evaluate all forms of climate change emissions produced by cruise vessels, including carbon and sulfur dioxide.
- b. Evaluate impacts from release of waste, sewage, and brown water from cruise vessels as well as the release of heavy metals from anti-fouling paint.
- c. Evaluate all forms of climate change emissions produced by cruise passengers traveling to Seattle using modes that terminate at Port of Seattle-controlled facilities, such as Sea-Tac Airport.
- d. Evaluate all forms of climate change emissions produced vehicle trips taken by cruise passengers, employees, and provision vehicles to or from the T-46 site.
- e. In keeping with the Port's adopted principle, "Incorporate leading edge environmental stewardship and sustainability practices and facilities that can exceed existing regulations", the project alternatives should incorporate leading edge goals for total climate change emissions, brown and waste water, and other harmful emissions, whether gaseous or otherwise, generated per year. These goals should reduce pollution at the rate of progress scientists say is necessary to limit average global temperature increase to 1.5 degrees C.

Topic: Community impacts

Issue: The addition of another downtown cruise terminal will impact the surrounding communities. Working with the various neighborhoods and stakeholders in the vicinity of the cruise terminal will allow the Port to better understand transportation impacts that project will have and potential mitigation to help lessen those impacts.

- a. The Port may have to respond to significant community impacts. Outside of physical improvements that may be required to mitigate impacts, the Port should consider a Community Benefits Transportation Fund to further reduce impacts as identified by the community through a City/Port planning process.

Topic: Relevant City of Seattle/SDOT Plans and Studies

- a. Pedestrian Master Plan
- b. Bicycle Master Plan
- c. Transit Master Plan
- d. Freight Master Plan

- e. 2009 Shoreline Master Plan
- f. One Center City
- g. Imagine Greater Downtown
- h. City of Seattle Comprehensive Plan's key relevant policies
- i. Office of the Waterfront documents
- j. Seattle Climate Action Plan documents
- k. Urban Forestry Management Plan (draft update in progress)
- l. <https://www.pavementinteractive.org/reference-desk/design/design-parameters/equivalent-single-axleload/>
- m. <https://www.pavementinteractive.org/reference-desk/design/design-parameters/trucks-and-buses/>
- n. E Marginal Way Phase 1 project design (60%)

Comment Number 12 - WSDOT – NW Region Development Services

Commenter type: Agency

Submission type: Email

Comment: Good Evening to our Transportation Agency Executives – as Pearse announced at our October 15th meeting, the Port is starting our scoping period for the Terminal 46 Cruise Terminal Development.

Please let us know if you have questions, and please share this announcement within your agency to the appropriate staff. Thanks, Geri Poor

Forwarding email from Duffy McColloch to SEPA address. GHP

From: McColloch, Duffy <McColLD@wsdot.wa.gov>

Sent: Wednesday, October 30, 2019 9:08

To: Poor, Geraldine

Cc: Frantz, Randy; Pazooki, Ramin

Subject: [EXTERNAL] RE: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

WARNING: This is an external email. Do not click on links or open attachments unless you recognize the sender and expect the content of this email to be safe.

Hi Geri,

I tried replying to the SEPA email for this when I received the announcement mailer last week, but it failed to deliver. WSDOT is supportive of this project and we request to see plans and traffic analysis once developed so we can determine impacts to Alaska Way/SR 99.

Thanks,

Duffy McColloch, 206-440-4713

Local Agency/Development Services Engineer

WSDOT – NW Region Development Services

From: Pazooki, Ramin <PazookR@wsdot.wa.gov>

Sent: Monday, October 28, 2019 10:04 AM

To: McColloch, Duffy <McColLD@wsdot.wa.gov>

Cc: Frantz, Randy <FrantzR@wsdot.wa.gov>

Subject: FW: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

FYI

From: Kukes, Cameron <KukesC@wsdot.wa.gov>

Sent: Monday, October 28, 2019 9:59 AM

To: Nielsen, Brian D. <NielseB@wsdot.wa.gov>; Leth, Mark <LethM@wsdot.wa.gov>; Rasaie, Amir <RasaieA@wsdot.wa.gov>; Pazooki, Ramin <PazookR@wsdot.wa.gov>

Subject: RE: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

Thanks Brian. Just a heads up that it sounds like Robin Mayhew's team is planning to be engaged with this plan as it moves forward. They have offered to consolidate any feedback we or others have.

-Cameron

From: Nielsen, Brian D. <NielseB@wsdot.wa.gov>

Sent: Friday, October 25, 2019 7:24 AM

To: Leth, Mark <LethM@wsdot.wa.gov>; Kukes, Cameron <KukesC@wsdot.wa.gov>; Rasaie, Amir <RasaieA@wsdot.wa.gov>; Pazooki, Ramin <PazookR@wsdot.wa.gov>

Subject: FW: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

FYI -

From: Judd, Ron <JuddRon@wsdot.wa.gov>

Sent: Thursday, October 24, 2019 8:24 PM

To: Poor, Geraldine <Poor.G@portseattle.org>

Cc: Scarton, Amy <ScartoA@wsdot.wa.gov>; Millar, Roger <MillarR@wsdot.wa.gov>; Grotefendt, Amy (Consultant) <GrotefA@consultant.wsdot.wa.gov>; rob.gannon@kingcounty.gov; Mayhew, Robin <MayhewR@wsdot.wa.gov>; jonathan.layzer@seattle.gov; Rubstello, Patty <RubsteP@wsdot.wa.gov>; Peter.Rogoff@soundtransit.org; Angela Brady <angela.brady@seattle.gov>; Kim Becklund (kim.becklund@kingcounty.gov) <kim.becklund@kingcounty.gov>; Meredith, Julie <MeredJL@wsdot.wa.gov>; Christina.OClaire@kingcounty.gov; Marshall Foster (marshall.foster@seattle.gov) <marshall.foster@seattle.gov>; Taniguchi, Harold <Harold.Taniguchi@kingcounty.gov>; Cieri, Denise <CieriD@wsdot.wa.gov>; Harbour, Michael <mike.harbour@soundtransit.org>; Nielsen, Brian D. <NielseB@wsdot.wa.gov>; linea.laird@seattle.gov; Edwards, Pearse <Edwards.P@portseattle.org>; Sowers, David <SowersD@wsdot.wa.gov>; Grotefendt, Amy <agrotefendt@enviroissues.com>; Marx, Heather <Heather.Marx@seattle.gov>; Cotten, Mike

<CotteMi@wsdot.wa.gov>; Avila-Mooney, Carrie <carrie.avila-mooney@soundtransit.org>;
sam.zimbabwe@seattle.gov; mike.harbor@soundtransit.org

Subject: Re: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS
Terminal 46 Cruise Terminal Development

Thank you Geri!

Sent from my iPhone

Comment Number 13 - King County Metro, Marine Division

Commenter type: Agency

Submission type: Email

Comment: Passenger ferry services are expanding with more routes coming into downtown Seattle. Currently routes from Vashon Island, West Seattle, Bremerton, and Kingston all call at King County's new passenger only terminal at Pier 50. With a route from Southworth beginning in 2020, this facility will soon reach capacity. Routes are also being discussed from Tacoma and Olympia.

The Port's cruise ship terminal project should consider partner's proposals for the addition of passenger ferry slips on the north face of Pier 46.

Cruise ship operations are 20 weeks per year. A 52 week a year passenger ferry operation would be a nice way to keep some of this site activated year-round. Ferry slips and uplands passenger infrastructure are easily programmed into the existing space. Washington State Ferries leased some of the north face back in the '90's for moorage and maintenance of their passenger ferry fleet when they were in that business, so this location has been utilized for such purposes.

Please consider this as a build out option as this facility is developed.

Thanks,

Paul H. Brodeur | Division Director

King County Metro Transit Department

Marine Division

901 5th Avenue

MS-901-MT-0420

Seattle, Washington 98104

O: (206) 477-3966

M: (206) 310-0834

paul.brodeur@kingcounty.gov

www.kingcounty.gov/WaterTaxi

Comment Number 14 - First & Goal, Inc.

Commenter type: Business

Submission type: Email

Comment: November 25, 2019

Ms. Laura Wolfe

Port of Seattle

Pier 69

2711 Alaskan Way

Seattle, WA 98121

RE: Comments on Scope of EIS for Terminal 46 Cruise Ship Development

Dear Ms. Wolfe and Port of Seattle Officials,

I am writing to you on behalf of First & Goal, Inc., the master tenant and operator for CenturyLink Field and Event Center. I appreciate the opportunity to provide comments on the scope of the environmental impact statement (EIS) for potential cruise ship operation at Terminal 46. As you are aware, CenturyLink Field and Event Center is major center of economic development and civic activity in the City of Seattle, King County and the State of Washington. We attract over two million visitors each year and host roughly 200 events including Seattle Seahawks and Seattle Sounders FC games and other sporting events, consumer shows, concerts, corporate gatherings and a wide range of civic activities.

We are also a partner in our region's emergency management system where we would play a role in staging or sheltering in the event of a catastrophic natural disaster.

Because of the size and scale of our operations, we work hard to be responsible neighbors to Pioneer Square, Chinatown-International District and SODO. We diligently coordinate with T-Mobile Park to limit the impact of automobile and foot traffic as well as parking congestion in these historic communities. We strongly urge the Port to fully examine the traffic impact of cruise ship activities which would bring added volumes into an area which has periods of high traffic as a pre-existing condition. I invite the Port to earnestly and frequently engage with the city's Parking Access Review Committee (PARC) to both

understand the current traffic patterns and to provide briefings as the Port's planning for T46 unfolds.

Lastly, I believe it will be important for the Port to include in its analysis the major Sound Transit and Seattle Department of Transportation planning, major maintenance and construction activities currently underway on the Waterfront and in our adjacent neighborhoods. This includes, but is not limited to, Waterfront Park, the Areaways Project, Pioneer Square East West Pedestrian Improvements and Sound Transit's ST3 program. These projects will ultimately improve the quality of life in our neighborhoods, but until they are completed, will bring a number of significant traffic challenges.

Thank you for the opportunity to provide comment to the EIS process. We look forward to working with the Port as the analysis unfolds.

Sincerely,

David Young,

General Manager, First & Goal, Inc.

CenturyLink Field and Event Center

Comment Number 15 - Hudson Pacific Properties

Commenter type: Business

Submission type: Email

Comment: November 25, 2019

Port of Seattle

Attn: Laura Wolfe

Pier 69, 2711 Alaskan Way

Seattle WA, 98121

Email: SEPA@portseattle.org

RE: Terminal46 Cruise Terminal Development

SEPA Scoping Comments

Dear Ms. Wolfe:

Hudson Pacific Properties ("Hudson Pacific") appreciates the opportunity to provide comments to the Port of Seattle (the "Port") on the scoping for the Terminal46 Cruise Terminal Development proposal ("T-46" or the "Project").

As you know, Hudson Pacific is a proud corporate citizen and owner of several buildings in Pioneer Square, including 450 Alaskan, 83 Ing, 505 First, 411 First and 95 Jackson (collectively, "Properties"). The Properties are directly across Railroad Way and the new Alaskan Way from T-46. In general, Hudson Pacific looks forward to the increased vibrancy and pedestrian activity which the Project will bring to Seattle, and more specifically, to Pioneer Square. We incorporate by reference the Alliance for Pioneer Square comments on the SEPA scoping for the Project dated November 12, 2019 ("Alliance Comment"). We agree with the Alliance Comments but want to add comments and suggestions regarding scoping for the Project's Environmental Impact Statement ("EIS").

Construction Impacts. Pioneer Square and our Properties have been subjected to nearly a decade of public improvements, including but not limited to the Alaskan Way Viaduct Replacement Project (including existing Viaduct demolition), Railroad Way improvements and the 1st Avenue streetcar and utilities improvements. While Hudson Pacific is a supporter of public investments in Pioneer Square, the cumulative effect of these continued construction projects impacts our Properties,

tenants, patrons and guests. The EIS must thoroughly study the construction impacts on

surrounding neighbors and structures, including evaluation of noise, vibration and dust control. As you know, the State recently completed the Alaskan Way Viaduct demolition adjacent to our Properties, which restricted access and subjected our tenants to sustained periods of amplified noise disturbance, uncomfortable vibration and increased dust and debris, even when employing best practices for dust management. In addition, the Port should identify and discuss potential mitigation measures for any impacts. Our recent experience with the Viaduct demolition shows that mere reliance on code compliance, best practices and noise variances are not sufficient mitigation.

Construction Traffic. Construction related traffic impacts also need to be studied as they relate to the immediately adjacent properties and the surrounding neighborhoods. Pioneer Square's areaways are a valuable piece of our history; however, these areaways are often structurally vulnerable. The City has imposed limitations on traffic and weight limitations on areaways throughout Pioneer Square. The Port should identify and evaluate construction haul routes that will avoid directing traffic onto 1st Avenue or other Pioneer Square routes that contain structurally vulnerable areaways. Traffic impacts during construction should be studied and carefully mitigated with a transportation and loading management plans that direct traffic away from the key Pioneer Square corridors. Pioneer Square businesses, including those at our Properties, have struggled through significant periods of disruption to their retail and parking entries as well as blockages to loading, service and access areas during the Viaduct and 1st Avenue public projects. The Port should identify and evaluate any temporary impacts on adjacent properties (including construction easements) that would restrict pedestrian, vehicular or service access to buildings. If necessary, the Port should identify appropriate mitigation measures that focus on eliminating or limiting such blockages.

Transportation Impacts. In addition to the short-term construction related transportation impacts, the EIS must evaluate the long-term transportation impacts on the surrounding neighborhood. We echo the Alliance Comments that the peak period evaluation must be based on a game-day condition and study cumulative impacts. This should include an evaluation of the potential additional NBA arena within the vicinity of the Project in the traffic impacts, which could result in additional game day demand during peak cruise season. The Project contemplates the ability to accommodate on- and off-loading up to 5,000 cruise passengers at one time. The

introduction of a large-scale tourism use is a dramatic change from the limited cargo and shipping operations at Terminal 46. The tourism use will also undoubtedly increase ride-share traffic. We note that current conditions along Alaskan Way do not provide for drop-off and pick-up for northbound traffic, and ride-share zones along the western side Alaskan Way are limited.

The Port should also identify the existing conditions in Project vicinity and the surrounding neighborhood, including traffic patterns related to the new SR 99 tunnel, the effects of new exits and tolling. The EIS should evaluate how the introduction of increased traffic and new traffic patterns related to new uses will interface with these existing conditions.

In addition to the tourism use, the EIS should identify the other proposed or potential uses for the Project and study the impact of those uses; for example hotel, retail, entertainment and/ or restaurant uses, all of which often are co-located with tourism at major embarkation developments.

The EIS should also include careful and extensive analysis of loading requirements for T-46 related uses and impacts on traffic circulation. Provisioning for 5,000 person cruises requires significant produce, linen and beverage deliveries that are precisely timed and coordinated. The Port should evaluate the impacts of additional service and provisioning related traffic to the Project and the impacts on the surrounding network. Of course, the Port should identify appropriate mitigation measures, including a thorough transportation management plan for vehicular and service traffic.

Parking Impacts. The EIS should consider parking impacts of T-46 to the surrounding neighborhood and immediately adjacent properties. T-46 should provide for adequate parking and alternative transportation options to minimize surface street parking related to T-46. A variety of stakeholders including Hudson Pacific have worked with the City of Seattle to increase the vibrancy and pedestrian activity in Pioneer Square. The smaller-scale, ground level retail uses which the City has worked hard to preserve and promote depend upon adequate street parking and properly managed traffic circulation. We note that recent major projects including the Viaduct Replacement Project have eliminated significant amounts of street parking near the future Project. While Hudson Pacific is looking forward to the added pedestrian activity as a result of T-46, impacts to neighborhood parking should be carefully considered. Idling or circling cars in search of parking could significantly detract from both the aesthetics of the neighborhood and conflict with the

pedestrian-oriented vision for the neighborhood.

Aesthetic and Urban Design Impacts. The Port should carefully study the aesthetic impacts of the Project on the historic Pioneer Square neighborhood. Aesthetics should be considered both construction and final design of T-46. Hudson Pacific has been an engaged partner in revitalizing Pioneer Square in keeping with the historic regulations and spirit of the district. We expect that the EIS will study aesthetic and historical impacts, and that mitigation be provided such that the final design is respectful and complimentary to the City's vision for both the waterfront and Pioneer Square. Additionally, the EIS should study construction impacts on aesthetics, and provide for a construction plan which mitigates the aesthetic impacts caused by construction to the extent possible.

Again, Hudson Pacific appreciates the opportunity to provide input on the Project. As the future neighbor of T-46, we look forward to the Port's thorough evaluation of impacts and mitigation in the EIS such that Pioneer Square continues to thrive as one of our region's greatest neighborhoods.

Sincerely,

Andy Wattula

Hudson Pacific Properties

Comment Number 16 - Broderick Architects

Commenter type: Business

Submission type: Email

Comment: I recently attended the Scoping Meeting at the Foundry and am writing this letter to address concerns regarding the traffic impact of the proposed Terminal 46 Cruise Terminal at the north end of Pier 46. I own an architectural office in the Bemis Building located at 55 South Atlantic Street, and while I am personally in support of Seattle's tourism, I am cautious with projects that could further negatively impact the congestion in and around downtown. Most of our my employees live outside of the immediate area and commute to work and already find the existing traffic from SR-99 and the port traffic unbearable as it currently.

I would like to propose a few areas to strongly consider during the traffic impact studies in the upcoming months if they have not already been addressed. Based on the initial schematic shown at the scoping meeting and on the website, the existing commercial truck entrance off of Alaska Way and Atlantic Street would remain operational and also act as the main access to the new cruise terminal. It was also presented that most of the cruise guests are staying or visiting downtown. With this proposition, one would conclude majority of the vehicular traffic will be using Alaska Way and 1st Avenue. Therefore, to access the existing entrance, traffic will increase on the Alaska Way overpass and Atlantic Street between Alaska Way and 1st Ave.

Most importantly is to review and analyze the traffic congestion during the morning and afternoon commutes, particularly on Atlantic Street between Alaska Way and 4th Avenue as well as the intersection at the 99 North exit onto Alaska Way/ Dearborn Street. During the week, the new cruise terminal will add service vehicles and staffing to existing traffic conditions with peak traffic impact on Fridays and occasional Mondays during cruise season. Atlantic Street in the morning is usually congested with vehicles exiting the 99 South and turning east onto Alaska Way as well as trucks on the Truck Bypass heading south and turning east onto Atlantic Street. Both intersections regularly become blocked, backing up vehicles on Atlantic Street in both directions. The afternoon commute can create even more issues, with many vehicles using Colorado Ave S to bypass traffic on 1st Avenue to access the 99 North on-ramp. Again, both intersections in front of the Bemis building become blocked. Atlantic Street congestion is at its worse during baseball, football, and soccer game days. The Mariner's schedule will have the biggest impact overlapping with the cruise season, with weekend games multiple times a month. If it is not already considered, I would also encourage investigating access to the new cruise terminal off of Alaska Way between King Street and Dearborn Ave. This would help alleviate traffic exiting from the tunnel onto Atlantic Street since most guests would be going to and from downtown.

Thank you for your time and I appreciate your consideration of my concerns.

Kevin J. BroderickAIA, Principal
BRODERICK ARCHITECTS
55 S. Atlantic St, Suite #301
Seattle, WA 98134 206.682.7525
www.broderickarchitects.com

Comment Number 17 - Somerset Properties, Inc.

Commenter type: Business

Submission type: Email

Comment: To the Port of Seattle:

I would like to address several concerns related to local impacts and scoping for for the EIS study of a proposed cruise ship terminal on the north end of Pier 46. Somerset Properties owns and manages the Bemis Building located at 55 South Atlantic Street, directly in the path of traffic exiting the proposed terminal. Bemis is a 150,000 square foot commercial building with a diverse tenant mix including light industrial, warehouse, office and artist live/work studios. Almost all of our 60 tenants are reliant on an efficient transportation system for the movement of goods, and services. We already lost several of our larger tenants during the protracted viaduct demolition and construction of the “Little H” overpass. Others threaten to leave on a regular basis because of the difficulty in getting delivery trucks in and out of the building on a regular basis. The intersection of South Atlantic and Colorado in front of our building is blocked multiple times every day because vehicles fail to stop when the lights change and continue moving forward, eliminating any opportunity to turn right from Colorado onto Atlantic or left from Atlantic onto Colorado. The worst offenders are the large trucks servicing the port. Despite years of complaining there has never been any noticeable enforcement of traffic regulations in this area except on game days and only then to prohibit vehicles from turning left from Frontage Road onto Atlantic Street. The proposed terminal will only exacerbate the existing transportation problems and create new ones.

Several years ago the Port of Seattle fought vigorously against a new basketball arena in SODO because of the transportation impacts. I find it morbidly ironic that they are now proposing a development that will generate significant transportation impacts because it will enhance their bottom line whereas the arena would not.

I have been involved in Urban Planning in South Downtown, SODO and the Duwamish for the past 25 years and have worked on EIS’s and mitigation for both stadiums, Sound Transit, the Monorail and a variety of smaller projects. I have no faith whatsoever in any governmental agency’s willingness to adequately address the impacts of a proposed project. I can guarantee you that whatever number of cruise ship dockings the Port projects, it will be doubled within ten years. There will have been no studies of these impacts and no mitigation in place. This is exactly what happened with Sound Transit and every other major project in SODO.

The majority of cruise ship dockings are on Saturdays and Sundays. The traffic in this area is already gridlocked whenever there is a weekend Seahawks or Mariners game or Sounders match. I don’t see any possible way to successfully mitigate the integration of hundreds of cruise ship related vehicles into that melee.

In short, this is a terrible idea with significant adverse traffic impacts in the SODO area. We would strongly advocate the complete revision of the plan to exit the traffic elsewhere or scrapping it entirely.

Regards,

David Huchthausen - President
Somerset Properties Inc.

Comment Number 18 - Sunrise Movement Seattle

Commenter type: Organization/Community Group

Submission type: Web comment

Comment: My name is Harry Katz, and I'm representing the youth climate advocacy group Sunrise Movement Seattle. The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my organization. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you.

Comment Number 19 - Sunrise Movement Seattle

Commenter type: Organization/Community Group

Submission type: Web comment

Comment: My name is Harry Katz, and I'm representing the youth climate advocacy organization Sunrise Movement Seattle. It is very important to me and my organization that when the greenhouse gas emissions of the proposed Terminal 46 Cruise Terminal Development are analyzed, you use the best available science to determine the warming effect of methane and other gases, and that you look at a life cycle span of the fuels involved from extraction to use. Thank you.

Comment Number 20 - Pioneer Square Residents' Council

Commenter type: Organization/Community Group

Submission type: Email

Comment: November 6, 2019

Laura Wolfe

Port of Seattle

Pier 69

2711 Alaskan Way

Seattle, WA 98121

Re: Port of Seattle's Terminal 46 Cruise Operations Environmental Impact Statement

(EIS) Scope

Laura:

I am writing today on behalf of the 3,000 people who call Pioneer Square home. There has been a great deal of public interest and concern about the scope of the environmental impact review. We commend the Port of Seattle for installing shore power and creating the greenest port in the nation. But let's be clear: a green port means little if it intends to berth idling cruise ships using heavy diesel bunker fuel. Currently, only 30 – 50% of the cruise ships here can accommodate shore power; those that do sometimes don't use it. The reality is most cruise ships use the most polluting fuel type on the planet. An idling cruise ship at Pier 46 will in essence allow sulfur and other toxic chemicals endanger the health and well being of the tens of thousands of people who live, work, and play in our historic downtown neighborhood. There is significant and growing evidence that cruise ship emissions have been linked to cancer, childhood asthma, and other serious health problems in port communities.

EIS scope should include the cruise facility on the port itself as well as the cruise ships and operations it will support in the future . Furthermore, the EIS scope must look beyond the physical boundaries of the port and include the surrounding neighborhoods . The wind knows no borders; it will carry toxic air from terminal 46 in concentrated amounts into Pioneer Square and scatter particulate matter up to 200 miles away. The environmental impact

review must look at the effects of a berthed, idling cruise ship or ships next to a vibrant neighborhood—and weigh its dangerous impact against greener, more ethical alternatives. We respectfully request you include the following issues for up to three ships (to encompass future expansion plans) and their mitigation measures in the scope of the environmental impact review:

Environmental Impact to Consider: Cruise ship emissions are linked to cancer, childhood asthma, and a host of other human health problems.

Mitigation Measures: Prohibit the berthing of ships fitted with scrubbers, thereby forcing cruise ships to use low-sulphur fuel, as specified by the United Nations International Maritime Organization. Require all cruise ships to use shore power when berthed at terminal.

Environmental Impact to Consider: Cruise ships put out a lot of sulfur. Sulfur, when mixed with air and water, creates acid rain. Acid rain accelerates the deterioration of buildings in a historical neighborhood.

Mitigation Measures: Prohibit the berthing of ships outfitted with scrubbers, thereby forcing cruise ships to use low-sulphur fuel, as specified by the United Nations International Maritime Organization. Require all cruise ships to use shore power when berthed at terminal.

Environmental Impact to Consider: The visual impact of a 15-story cruise ship alters the historic character of Pioneer Square.

Mitigation Measures: Limit the number of ships (or cruise ship passengers) allowed at Terminal 46 per year. Please provide 3D renderings of ships in port.

Environmental Impact to Consider: Cruise ship operations will lead to traffic congestion on already crowded Pioneer Square streets.

Mitigation Measures: Restrict all cruise passenger vehicular ingress and egress to Edgar Martinez Way and Royal Brougham Boulevard. This should include taxis, rideshares, and pedicabs. Make Jackson and King Streets pedestrian-only access for cruise passengers. Join and comply with the Public Stadium Authority's Transportation Management Plan and the Parking Access Review Committee.

Environmental Impact to Consider: Cruise ship operations will lead to increased tourists in Pioneer Square.

Mitigation Measures: Ensure there will be sufficient public bathroom access.

Environmental Impact to Consider: Added lights for cruise ship operations may be too bright.

Mitigation Measures: Control light pollution by using dark-sky compliant lighting, and choosing the lowest light intensity to ensure safety.

Environmental Impact to Consider: The neighbors of the Bell Street Cruise terminal heard cruise ship sound systems from three blocks away.

Mitigation Measures: Respect that Pioneer Square is a residential as well as a business zone; comply by residential noise ordinances set forth by the Washington State Department of Ecology.

We ask that you study and disclose the current cruise operations as it exists in Smith Cove and Bell Street terminals, including all air and water discharge from cruise ships. Without this data, the public has no way of understanding and reacting to the draft EIS.

Furthermore, we ask that you work closely with the Washington State Public Stadium Authority, the Alliance for Pioneer Square, and the Pioneer Square Residents' Council on the longstanding Transportation Management Plan and the Parking Access and Review Committees. Both the Alliance and the Public Stadium Authority in their scope letters outlined important traffic considerations for this neighborhood. We welcome a high degree of collaboration to avoid future chokehold during construction and terminal operations.

The Port of Seattle may argue that the cruise ship operation is beyond the scope of the terminal development. Consider this: it's no different for the Port of Seattle to ban scrubbers than it is for the Department of Transportation to disallow explosives to transit through interstate tunnels or for a landlord to prohibit smoking in their building. Examine the available evidence of cruise ship impacts on port communities and ban hazardous materials and behaviors that put lives at risk.

The Port may also argue that the cost of outfitting ships to use higher grade fuel or to retrofit ships to accept shore power is prohibitively expensive. We know the Port has done something similar in 2007: it required all trucks to abandon heavy diesel fuel. The world's cargo ships have shifted to low-sulfur fuel. And the one-time cost of retrofitting a ship is the same as the cost of installing scrubbers—something cruise corporations readily did to circumvent international environmental laws. Carnival Corporation, the parent company of most of Seattle's cruise ships, posted a record \$3.2 billion in profit last year. To equip ships to accept shore power is less than one percent of its annual profit margin.

The mitigation measures we outline can, in fact, make the Port of Seattle the greenest cruise ship operation in the world and a model that other port cities desperately need (and want) to emulate.

In closing, I want to underscore that Pioneer Square is a lively neighborhood where people of incredibly diverse backgrounds came together to form a community. Residents need services. We need to be able to get around. It is also a historic district whose culture and characteristics must be maintained for future generations to enjoy. Cruise ship tourism puts our way of life at risk, as has been the case in dozens of port communities around the world. My neighbors and I implore the Port of Seattle to look at the cumulative threat overtourism poses to our historic district, and also on the continuity of a vibrant neighborhood.

The residents of Pioneer Square see no moral justification for anything short of a full investigation of the damaging environmental impact of a cruise ship operation and the mitigation measures we put forth. We look forward to seeing the EIS data in 2020.

We appreciate the opportunity to comment on the EIS scope of this project and look forward to collaborating with the Port of Seattle as the project develops.

Sincerely,

Tija Petrovich

President

Pioneer Square Residents' Council

PioneerSquare.us

CC: Alliance for Pioneer Square

Washington State Public Stadium Authority

Pioneer Square Preservation Board

Historic South Downtown Association

Residents of Pioneer Square

Comment Number 21 - Groundfish Forum

Commenter type: Organization/Community Group

Submission type: Email

Comment: Laura Wolfe

Port of Seattle, Pier 69

2711 Alaskan Way

Seattle, WA 98121

Dear Ms. Wolfe,

Thank you for this opportunity for Groundfish Forum to comment on the Port of Seattle's proposed development of a Cruise Ship Terminal at Pier 46. Groundfish Forum is a Seattle based trade association representing five member companies which operate 20 trawl – catcher processor vessels (known as the A80 sector) in the federal fisheries of the Bering Sea, Aleutian Islands, and Gulf of Alaska. Our member companies directly employ approximately 2,200 people as masters, mates, engineers, deck force, and fish processing workers – most of whom are from Washington State / Puget Sound region. While our vessels sustainably harvest yellowfin sole, rock sole, flathead sole, Atka mackerel, Pacific ocean perch and Pacific cod in Alaska for the majority of the calendar year, the long-term sustainability and viability of our operations is directly tied to the large network of shipyards, port facilities, and maritime service sector businesses found in the Puget Sound / Seattle region. Without these facilities, we could not conduct necessary repairs, maintenance, and perform the servicing that is required of these complex vessels.

Given the importance of Puget Sound to our operations, we feel it is critical that any major maritime developments and investments within the Port of Seattle take into account the future needs of our fleet. We are pleased to hear that the re-developed Terminal 46 will continue to maintain its character of a working waterfront and that an important goal of this project is to develop this facility with non-cruise ship uses in mind. To continue support for commercial fishing fleets, especially those larger vessels which participate in the distant water fisheries off Alaska, it is important to recognize that our fleet is in the midst of a major re-capitalization

effort and that the new A80 vessels are larger and more complex than the existing vessels. Since 2014, the A80 sector has invested over \$285M into three new and two converted vessels. The two most recently constructed vessels in our fleet are 260' and will replace vessels that are ~150' in length. Each individual vessel will require greater linear dock space, will have deeper drafts, and will require a larger footprint when they use Port of Seattle properties.

A80 vessels intensively use port / dock facilities from November – January (during the noncruise ship season) to prepare our vessels to begin fishing in January. In order for the Port of Seattle to meet its mandate ensuring that the new terminal meet the needs of non-cruise ship vessels, we would ask that the following services be provided at the re-developed Terminal 46:

- Temporary office space: While our vessels are being readied to go fishing, it is important that vessel managers, port engineers, and service providers have office space available on site.
- Large Training Rooms: Training of ship's crew is critical to the safe and efficient operation of our vessels. We would ask that the large spaces within the cruise terminal be designed with the option where the spaces could be used to provide training and instruction to vessel crews. In addition to space requirements, this would also require the availability of chairs, tables, etc.
- Internet Connectivity: Internet connectivity on site would also be important for Terminal users.

Thank you for the consideration of our input

Chris Woodley

Executive Director, Groundfish Forum

Comment Number 22 - Groundfish Forum

Commenter type: Organization/Community Group

Submission type: Oral comment

Comment: CHRIS WOODLEY: Good afternoon. My name is Chris Woodley. I'm an executive director of Groundfish Forum. Groundfish Forum represents five Puget Sound-based fishing industry companies that operate vessels in the Bering Sea and Aleutian Islands and Gulf of Alaska.

We heavily rely upon the working waterfront here in Puget Sound. All of our vessels come here for shipyard maintenance from approximately November through January every year.

Our fleet in terms of individual vessels on a vessel-by-vessel basis is getting larger. We're currently in the middle of a hundred plus million dollar recapitalization effort.

Our current vessels are around 150 feet in length, and our newer vessels will be closer to 260 feet in length. This provides the ability to better utilize limited products harvested, and so the needs of these individual ships will change over the next couple of years.

The capability that you have right now at Terminal 1991 will be very, very important for this future generation of vessels.

I just want to make sure that the Port was aware that the new boats are coming online, and they have greater needs in terms of that, that working waterfront and existing vessels here. I just want to bring that to your attention. Thank you.

Comment Number 23 - Friends of the Earth

Commenter type: Organization/Community Group

Submission type: Email

Comment: November 13, 2019

SENT VIA EMAIL

Laura Wolfe

Port of Seattle

SEPA@portseattle.org

RE: Terminal 46 Cruise Terminal

Dear Ms. Wolfe:

Friends of the Earth appreciates the opportunity to comment on the proposed cruise facility at Terminal 46. Friends of the Earth, an environmental nonprofit organization with over 1.9 million members and activists across the nation and over 80,000 in Washington State, has a high interest in protecting the Pacific Northwest's rich fisheries, wildlife, and ways of life for its people. We commend the Port of Seattle for its decision to equip Terminal 46 with shore power; however, we have a number of comments about the environmental records of potential cruise company lessees at the terminal, obligations surrounding shore power use, cost allocation for the infrastructure, and the need to establish a broader Ocean Ranger program.

Any cruise line lease applicant for Terminal 46 should have its environmental record scrutinized by the Port, especially regarding incidents that have transpired of late. In 2019, Carnival Corporation violated its current probation and was fined \$20 million and ordered to undergo more stringent supervision for the next three years. The initial guilty plea by Carnival, which led to probation and to a \$40 million fine in 2016, stemmed from illegal oily waste discharges that occurred over a prior eight-year period. Further, a cruise ship within the Carnival family of brands, in September 2018, illegally discharged about 22,500 gallons of untreated graywater into Glacier Bay National Park and received fines from both the State of Alaska and the National Park Service. The Port of Seattle thus should seriously evaluate whether the recent behavior exhibited by the Carnival Corporation, or any other cruise company for that matter, should have negative consequences when it comes to lessee selection at Terminal 46.

In addition, we believe that, due to the significant public health and climate benefits of shore power usage, every cruise ship which is equipped to connect to shore power should be required to do so at Terminal 46. Further, we think that cruise ships that are not shore power-equipped, should not be allowed to visit the terminal.

With regard to expense allocation, we believe that the winning cruise line applicant for Terminal 46 should pay for the entire cost of shore power infrastructure; or, alternatively, pay for the majority of costs related to this vital piece of infrastructure. The three major cruise lines operating in the United

States—Carnival, Royal Caribbean, and Norwegian—had combined profits in 2018 of nearly \$6 billion, and therefore have the financial wherewithal to address the air pollution that they are generating at ports.

Moreover, due to Alaska Governor Dunleavy disbanding the Ocean Ranger program, which provides third-party monitoring of cruise ship environmental compliance in Alaska waters, there is now an absence of oversight in the region. It's important to note that policies and protected areas such as the Washington State cruise MOU and Glacier Bay National Park, respectively, rely on the Alaska Ocean Ranger program for independent verification of compliance. In light of the peculiar decision to eliminate the Ocean Ranger program—despite the benefits that it provides and the fact that it had no fiscal implications for the State of Alaska, since it was funded by a cruise ship per passenger fee of \$4—we contend that other oversight mechanisms will be needed to fill this void. To that end, we think that Ocean Rangers should travel on the entire cruise voyage from the Port of Seattle to Southeast Alaska and back. We believe, also, that the cruise industry should assume the expense of the program—which would likely be passed on to the cruise passenger in the form of a nominal fee—and ensure that it remains independent and verifiable, such as through being administered by a competent third party.

Thank you for considering our comments. If you should have any questions, please contact me at jkaltenstein@foe.org, or at (510) 900-3152.

Sincerely

John Kaltenstein

Deputy Director Oceans & Vessels

Comment Number 24 - Alliance for Pioneer Square

Commenter type: Organization/Community Group

Submission type: Email

Comment: November 12, 2019

Port of Seattle

c/o Laura Wolfe

Pier 69

2711 Alaskan Way

Seattle, WA 98121

Re: Scope of the EIS for the Terminal 46 Cruise Terminal Development Project

Dear Ms. Wolfe:

The Alliance for Pioneer Square appreciates the opportunity to have input into the scope of this important environmental document. The Port of Seattle's Terminal 46 Cruise Terminal Development (T46 Cruise Terminal) has the potential to permanently alter the economic fabric of the Pioneer Square community, and potentially bring important tourism investments directly to the neighborhood. But it also poses environmental risks. The Terminal 46 Cruise Terminal Development EIS is an opportunity to consider alternatives that may reduce its adverse impacts and enhance its benefits, and to identify mitigation for adverse impacts that cannot be entirely prevented.

I. The Affected Environment of Pioneer Square

The Alliance for Pioneer Square is a nonprofit organization leading the revitalization of the Pioneer Square Historic District through advocacy, programming, marketing, and community action. It works to help preserve what makes Pioneer Square the most authentic, engaging, and dynamic neighborhood in Seattle. By fostering pivotal new programs and facilitating crucial neighborhood action, it helps Pioneer Square move to a more vibrant and better place for everyone to live, work, and visit.

Pioneer Square is both a group of individually historic buildings and an historic district—one of the first such historic districts to be listed on the National Register of Historic Places. Both individual buildings and the district as a whole require constant reinvestment, and for that reinvestment to be possible, the district must be a desirable place to live, work, and visit. Attracting both residents and office users to its upper floors requires that its street level be attractive: walkable, lined with shops and restaurants and full of dynamic life. If the shops and restaurants fail, the upper floors hollow out. In the years since 1970, when the Pioneer Square-Skid Road Historic District ("Pioneer Square Historic District") was placed on the National Register, experience has taught that Pioneer Square is a delicate thing. Its fortunes have waxed and waned, as much based on City policies and actions as from economic cycles. For instance, the First Avenue water main replacement in 2018, which took about six months longer than planned, kept visitors away from First Avenue during the critical tourist season, and left retailers reeling during a

period of otherwise robust commercial health for the City as a whole. When conditions become undesirable, it can take years to turn things back around. In the meantime, historic buildings can be lost to unsympathetic replacements, from which the district never recovers.

The last several years have witnessed a renaissance for Pioneer Square, as its attractive streetscape and thriving retail sector, combined with the regional transportation hub created by the close proximity of King Street and Union Stations, the Pioneer Square Link Light Rail station, the Washington State Ferry terminal and numerous Metro bus routes, have enticed millions of dollars of corporate investment from both Weyerhaeuser Company, one of region's oldest companies, and numerous technology startups, among the region's newest companies. That in turn has been accompanied by a burst of housing construction, with over 650 housing units being added within the Pioneer Square Historic District over the last decade. Maintaining the high quality of life that has attracted this corporate investment and new housing is a challenging task; Pioneer Square has demonstrated in the past that its fortunes can fall more easily than they can rise. It is, and will remain, the home of a disproportionate share of the region's homeless population and other vulnerable people. Its historic buildings and streetscape can slide from charming to decrepit very easily if they are not maintained. Maintaining this vibrancy requires that the neighborhood have the resources it needs to maintain resilience against the pressures of construction and development on the increasingly frail public infrastructure, and not be subject to battering by public mega projects that reduce its accessibility, make its streetscape unattractive, or create noise, dust, damage, congestion and disruption.

Pioneer Square is still in the midst of more than a decade of public mega projects, including the Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Replacement Project, the Washington State Ferries Colman Dock expansion, construction of the First Hill Streetcar, the replacement of the water main under First Avenue, and the Alaskan Way Promenade and Overlook Walk (aka Waterfront) Project. Its ability to withstand those mega projects is in significant part a result of impact mitigation that those projects have provided. The Port of Seattle's decision to undertake the T46 Cruise Terminal project in the middle of some of the most impactful projects our region has undergone will add a significant burden to our retail, office, and residential communities during the construction, and the project itself will permanently alter the historic character and overall feel of the neighborhood. The development of a cruise ship terminal on the west side of the neighborhood, bringing tourism and changing the kinds of traffic and services required at the terminal will have an impact on transportation and economic development in the neighborhood. Undoubtedly significant mitigation will be required in order to withstand construction of the project, and to mitigate the pressure exerted on the economic, cultural, and historic character of the neighborhood by turning the west side of the neighborhood into a cruise ship-based tourism gateway.

II. Scope of the Terminal 46 Cruise Terminal Development EIS.

With that foundation as to the affected environment that the T46 Cruise Development project will impact, the EIS must address the following issues.

A. Project Area Definition

While the project itself will redevelop a portion of Terminal 46 which is located just outside the Pioneer Square Historic District boundary, the resulting industry and activity from the development will have a

direct impact on the neighborhood and historic district resources. The construction resources needed to complete this project will add to an already burdened transportation system, which is about to increase along the Port of Seattle and Pioneer Square areas due to tolling implementation on the new SR 99 tunnel. The Port of Seattle needs to consider the full range of construction impacts of the project on the neighborhood for all disciplines studied in the EIS.

B. Transportation Analysis

The EIS must address how the T46 Cruise Terminal project will change the types of transportation trips and uses in and around the Pioneer Square neighborhood. The transportation analysis must be realistic in the assumptions used about how tourists coming to and from the airport will access the new terminal. With the dynamic transportation environment, and the increased use of transportation network companies like Uber and Lyft making substantial impacts on regional travel patterns, the transportation analysis assumptions should not minimize the impacts more tourism on a regular basis will have on the neighborhood.

While the current transportation use at Terminal 46 includes cargo operations to and from the facility, cruise ship tourism and provisioning will dramatically change the kinds of use and access, and regulating the haul routes or access routes for transportation network companies, cruise vendors, and tourism companies will be more difficult than with the cargo trucking industry. With eroding areaways limiting weight limits and commercial vehicle access through the Pioneer Square neighborhood, cruise ship industry traffic will add to the increased traffic and access burden around the neighborhood. The Port must evaluate how this new mix of transportation uses will interface with the existing conditions inside the neighborhood, and the increasing congestion around the neighborhood created by the new SR 99 tunnel exits to Atlantic and Dearborn streets, and the effects of tolling to the surrounding roadway network.

The baseline for the transportation analysis must be transportation conditions on game or event days in the Stadium District. Cruise season overlaps the Seattle Mariners' season – which brings Mariners games to the immediate vicinity of Pier 46 at least 80 days per year. It also overlaps Sounders FC season and parts of the Seattle Seahawks season, with the result being that there are games or events in the Stadium District at least a third of the days during cruise season. Those are existing conditions that create near gridlock on a recurring basis, and for which impact from T46 will be a cumulative impact. It is unrealistic and misleading to consider the transportation impacts of the T46 project on non-game/event days, because it is the impact on game/event days that will create the most significant adverse impacts.

The EIS must carefully consider mitigation of the transportation impacts of the T46 project, both during construction and during operation. The Port can impose mitigating conditions on the project which will particularly minimize the project's impacts during morning and evening rush hours and on game/event days. But if the essentials of mitigation are not thoroughly considered in the EIS, the risk is great that the adverse impacts will fall on the public with no ability to mitigate them.

For decades now, the Alliance for Pioneer Square has been working to balance the demands of King County Metro buses coming to and from Downtown from West Seattle and other South End communities because bus traffic prevents Pioneer Square from experiencing one of the most important benefits of the City's Alaskan Way, Promenade and Overlook Walk Project (AWPOW) until Sound

Transit's West Seattle/Ballard Link Extension project is opened. One of the major objectives of AWPOW was to "reconnect" downtown Seattle to its waterfront, by creating a pedestrian friendly boulevard along Alaskan Way. As Seattle's original downtown neighborhood, it is particularly appropriate that AWPOW reconnect Pioneer Square to the historic central waterfront along Elliott Bay. Pioneer Square property owners are slated to receive special assessments to help pay for AWPOW, and as a result are entitled to receive commensurate special benefits from that project. But because of Metro's need to bring approximately 650 bus trips per day along SR 519/Alaskan Way, the design of the new Alaskan Way south of Columbia Street is required to include bus lanes in both directions. This results in Alaskan Way being between 7 and 8 lanes wide – which is a significant visual barrier to crossing from Pioneer Square to the waterfront, and is wider than is comfortable for many people, including the elderly, people with mobility limitations, and families with children in strollers, to cross. In addition, restrictions on Columbia Street to enhance bus flow to and from Downtown will restrict vehicular traffic on Columbia Street, damaging abutting properties and restricting access into and out of Pioneer Square. Those restrictions can be eased once the West Seattle Link is open, assuming that it results in a reduction in buses coming to and from Downtown from the South End Routes. However, the addition of an active tourism gateway in the form of the new cruise terminal risks bringing more tourism transportation in the form of tour buses, which will result in unanticipated and additional stressors on the transportation system.

In a settlement agreement resolving Alliance for Pioneer Square's challenge to the adequacy of the AWPOW EIS, King County and the City of Seattle agreed in part:

When the extension of Sound Transit Light Rail to the West Seattle Alaska Junction Station (or, if final design changes the plan as presented to voters in 2016, to the nearest station to what was shown as the Alaska Junction Station in 2016) is completed and open to service, Metro will, subject to King County Code Section 28.94.020 as currently adopted or hereafter amended, reduce bus volumes on Alaskan Way south of Columbia Street and on Columbia Street, west of Third Avenue, to not more than 195 buses per day, or 30% of the currently estimated total of 650 trips per day. Upon commencement of the Sound Transit Light Rail operations to West Seattle, the Parties and other stakeholders, including the Port of Seattle, will convene to evaluate the corridor's overall function along with the location of bus stops and signage, along the SR 519/Alaskan Way surface street and Columbia Street, and may make recommendations to the appropriate governing bodies or executives regarding opportunities for adjustments and improvements

2. Within fifteen (15) months of the opening of the Alaska Junction Station of Sound Transit Light Rail service to West Seattle, the City will retrofit SR 519/Alaskan Way between Yesler Way and South King Street to narrow Alaskan Way by eliminating the transit lane on each side of Alaskan Way, and converting the area of the former transit lane to sidewalks, landscaping, and on-street parking identified in the FEIS or other uses (Alaskan Way Retrofit), subject to approval by WSDOT for the sections of the roadway that are within the SR 519 right-of-way, and taking into account the recommendations made under paragraph II.1. The Alaskan Way retrofit shall generally conform to the "Future 2030 5/6 Lane Configuration" shown on two sets of plans titled "Southend Alaskan Way 2030 Narrowing Concept," attached hereto as Exhibit A. The Alaskan Way Retrofit will be funded by the City and will require final budget authorization by the Seattle City Council for the Alaskan Way Retrofit at that time. The Alliance,

the State, and the City will review the planned placement of street trees on the east and west side of Alaskan Way as part of AWPOW to ensure they do not conflict with this commitment. Beginning up to 5 years prior to the scheduled opening of Sound Transit Light Rail service to West Seattle, the City will work with WSDOT, the Port of Seattle, the Alliance, and Pioneer Square property owners and tenants on the design of the final configuration of Alaskan Way, generally consistent with the final configuration shown on Exhibit A.

3. Once the Alaskan Way Retrofit described in Section I.2 above is completed, and taking into account the recommendations from Section II.1, the City will allow general purpose traffic movement on Columbia Street in both directions, between Alaskan Way and Third Avenue, to facilitate local access and will maximize opportunities to restore parking, loading and building access that were reduced as part of changes directing Metro buses onto Columbia Street.

The EIS must recognize those conditions and commitments and explain how the Port of Seattle will work with the City to bring them to fruition, and reduce the burden tourism will add to the roads in and adjacent to Pioneer Square.

C. Parking

Much as we all look forward to a day when abundant public transit eliminates the need for the personal automobile to get to and from Pioneer Square and South Downtown Seattle, that day is not yet here. Until it arrives, the economic viability of businesses in Pioneer Square depends on customers being able to reach them by personal vehicle, and the attractiveness of residential units depends on residents being able to have friends and family visit them by automobile. That requires that public parking be available for visitors arriving in Pioneer Square by automobile. The Alaskan Way Viaduct Replacement Project eliminated several thousand on-street parking spots available to the Pioneer Square neighborhood. The First Avenue Streetcar will eliminate more spaces. And the active development and redevelopment of properties within the Pioneer Square neighborhood has further depleted the supply of available public parking. The influx of cruise tourism traffic will bring more personal vehicles to and through the neighborhood. Thus, it is important that the EIS carefully analyze and fully mitigate any impact of the Project on future public parking supplies.

D. Construction Impacts

The Port of Seattle's choice to construct the new cruise development while Pioneer Square and the region is still experiencing over a decade of disruption from long planned major projects means that the Port will contribute added stress to the neighborhood through additional construction activity at a particularly sensitive time. It is essential that the EIS carefully analyze the construction impacts on transportation, parking, business and residential access, emergency services, vibration, noise, and air quality.

As a gateway neighborhood to and from Seattle in the South, Pioneer Square often sees many haul trucks with materials and machines pass through the neighborhood along 1st Avenue S., 2nd Avenue S., S. Jackson St., and Yesler. Increased construction traffic from viaduct demolition, tunnel construction, utility relocations in preparation for the Waterfront project, and other area developments, combined with bus traffic through the neighborhood, are accelerating irreparable wear and tear on historic

areaways along the corridor, and further eroding the pedestrian and public realm retail environment. It is unclear how much traffic will increase during the T46 Cruise Terminal Development Project, and the EIS must study alternatives to avoid first, then minimize, traffic through Pioneer Square during construction. Major public projects will have significant adverse impacts on the communities that must endure them, but the function of the EIS is to disclose those impacts, consider alternatives that will reduce the impacts, and identify what mitigation measures may limit the scope of the damage.

The EIS must carefully study potential mitigation opportunities to address the cumulative impact of this construction proceeding in the midst of other major projects, and the Port must commit to providing that mitigation.

E. Public Realm, Land Use and Urban Design

The Alliance for Pioneer Square has worked for decades with WSDOT and the City of Seattle to reintegrate Pioneer Square with Seattle's waterfront through iterative design efforts, public process, and close collaboration to envision and develop the public realm and land use connections in and around the neighborhood. The Alliance has required the dedicated work of the Executive Director and staff members to ensure the projects reflect the proper designs and scale of the project, and ensure that construction of the project does not erode the economic, cultural, or historic fabric of the neighborhood they are trying to create connections and access to. This decades long effort to reimagine the connections between the neighborhoods was required to ensure that transportation planners did not disregard the needs of the neighborhood. In order for ground level retail businesses to thrive, they must be able to receive deliveries and have a way for the customers to pick up or load their wares. Businesses rely on people's ability to get to and through the neighborhood by car until a more robust public transportation is realized. It is a careful and intentional balance to design a project that promotes exploring the very neighborhood they promote as a tourist destination, without eroding the quality of the infrastructure or resources within. The Port of Seattle's decision to add a new cruise terminal, bringing millions of visitors to the west gateway of the neighborhood, warrants a harder look at the public realm environment that visitors will encounter as they arrive and depart, and how the cruise terminal development fits. T-Mobile Field and CenturyLink Stadium are two present day examples to illustrate this point. Many people would say that T-Mobile Field fits more comfortably in it's neighborhood. Approaching it from the north, what you see is the vernacular of Pioneer Square – brick, cornice height modulation, fine grain details. Approaching it from the south, the materials are metal rather than brick, and the look is more industrial – because that is where you are coming from. By contrast CenturyLink Stadium is scaled more broadly. Yes, it uses some of the same materials, but without the sensitivity to the design and scale of where it is supposed to fit. The Port of Seattle must consider the urban fabric of the surrounding neighborhoods, avoiding a project that sticks out like a sore thumb, and instead delivers something that looks and feels like it belongs on the new Seattle Waterfront, next to historic Pioneer Square.

The T46 Cruise Terminal Development project impacts will extend far beyond the footprint of the project itself, because by design, the intention is to bring tourists to and through Seattle. This means that people will want to travel from the new cruise terminal to various destinations nearby, potentially including destinations in Chinatown International District, and Pike Place Market. This will require clear wayfinding to various destinations, and access to high capacity transportation that can receive high

volumes of people in a short amount of time without damaging the fabric of the community. The Alliance recently collaborated with Historic South Downtown Community Preservation & Development Authority and Seattle Chinatown International District Preservation and Development Authority in a robust community-based planning project to envision the connectivity between the Pioneer Square and Chinatown-International District neighborhoods, where they come together at the intersection of S. Jackson Street between Third and Fifth Avenues. This planning project, called The Jackson Hub project, essentially defines the future vision of shared public realm spaces that connect Seattle's iconic transportation landmarks, Union Station and King Street Station and the two historic neighborhoods. The Alliance for Pioneer Square requests that the Port of Seattle consider how its actions and alternatives can help the neighborhood's ability to realize Jackson Hub project goals.

F. Historic Resources and Section 106 Compliance

While the construction footprint of the project largely remains outside the physical boundary of the Pioneer Square Historic District, resources needed for construction and the intended use of the terminal will have a direct and substantial impact on the District. If the Port of Seattle seeks a federal permit for the project, the Port of Seattle or their federal sponsor should be required to comply with Section 106 of the National Historic Preservation Act. As stewards of the historic character and fabric of the neighborhood, The Alliance for Pioneer Square requests to be a consulting party to the Section 106 process for the T46 Cruise Terminal Development Project. To that end, we are requesting early coordination and participation in design development of the terminal, to shape the design performance requirements that will ensure the historic character of the resources and the district are maintained when millions of visitors funneled through our neighborhood each year.

Again, thank you for your consideration of these comments. Alliance for Pioneer Square looks forward to working with you in the development of this important project.

Very truly yours,

Lisa Howard

Executive Director

Alliance for Pioneer Square

Comment Number 25 - Visit Seattle

Commenter type: Organization/Community Group

Submission type: Email

Comment: To Whom it May Concern:

Visit Seattle supports the Port of Seattle's development of a new cruise terminal at Terminal 46 and offers the following initial comments as you begin the process for the project's environmental review.

Development of the Pier 46 cruise terminal will promote tourism and travel in the region, stimulating economic impact and sustaining jobs. The new cruise terminal will add to the impressive economic activity already generated by this sector every season, including revenue to local businesses (\$893.6 million), total jobs related to the local cruise industry (5,500), and average non-resident per passenger spending (\$1,547).

In 2019 alone, Seattle served 1.2 million cruise passengers, with each ship contributing \$4.2 million to the local economy. The cruise business also plays a vital role in supporting other hospitality focused businesses such as our hotels, restaurants, retail and entertainment venues.

Seattle's cruise business also generates \$14.5 million annually in state and local taxes, some of which can be used to fund services in Seattle. The new facility will also create more economic opportunities for small business and women and minority owned businesses.

The Port of Seattle, now the largest public cruise ship homeport on the West Coast, has a demonstrated commitment to customer service and environmental responsibility, operating year over year with the highest standards of operation. As such, we trust that the EIS will carefully analyze construction and traffic impacts on surrounding neighborhoods.

As you consider working with your selected partner, we also ask you to ensure the facility and terminal's design builds on the great work to enhance pedestrian access and connection between downtown and the central waterfront and to make it easier for Seattle's tourists and visitors to get around the city.

We look forward to providing more comments as we hear and learn more about the project as it develops.

Sincerely,

Tom Norwalk

President & CEO

Visit Seattle

(206) 461-5833

Comment Number 26 - 350 Seattle, Greenpeace

Commenter type: Organization/Community Group

Submission type: Oral comment

Comment: PUBLIC COMMENT: Hi. My name is Stacy Oaks. I'm an organizer with Greenpeace Seattle, and I just want to recognize that we're standing on the land of Duwamish people.

And a few things that I think would be really important to have involved in the scoping process when it involves construction is to make sure that all of the travel of the workers -- usually, it's not workers locally coming, so make sure that all of the travel from those workers coming in is counted in that vehicle traffic and those greenhouse gas emissions as well as the life-cycle impacts of all of the cement and materials that will be used.

Also, on the biological impacts, I suggest that not only does this group look at those biological impacts on the species, but that those Salish tribes, including the Duwamish, that their fish and wildlife departments are actually consulted and are part of that conversation and come into some sort of alignment with what they also feel like would be an impact to those species, if there are species being forgotten to be looked at.

And with air traffic, we know that most of the people taking these cruises wouldn't be local, so there would be all of the in-town traffic coming in. I know that you'll be looking at the traffic from the airport to here, but I think, since you'll have those numbers, we should also be taking into account all those extra flights and what that means on a greenhouse gas level as well.

And when we are looking at the greenhouse gas analysis for any fuels used for these cruise ships or other modes of transportation, I think that we need to be looking at that from a life-cycle perspective, and we need to make sure we're using best-available science and not science from over a decade ago that's being used in some other processes in the state right now. We're in a climate crisis, and we can't continue that.

Also, just to see if there's a way to demonstrate how adding those cruise ships is going to align with the IPCC directive to bring down our greenhouse gas emissions 50 percent by 2030. It seems like adding that isn't going to do that, so just finding out in detail of how the Port will be looking at that. Thank you.

Comment Number 27 - Sailors' Union of the Pacific

Commenter type: Organization/Community Group

Submission type: Oral comment

Comment: BERIT ERIKSSON: Hi, my name is Berit Eriksson. I'm a member of the Sailors' Union of the Pacific. I'm a merchant marine by trade, and I have been in that waterway on massive ships.

It's a working harbor, and this is a way of understanding what I have to say today. It has to do with our business.

I'm going to be reading from a letter that was written by the Puget Sound Ports Council, Maritime Trades Department, AFL-CIO. They're all maritime unions together in the Puget Sound region.

On behalf of the Puget Sound Ports Council, Maritime Trades Department AFL-CIO, we wish to express our profound concern regarding the removal of the cranes at Terminal 46.

We are alarmed the Tacoma managing partners do not recognize the necessity for maintaining cargo capacity at T46. In relation to retaining cranes, removal of these cranes would send a signal that T46 is not open for business for marine cargo even in conjunction with other uses.

As recently as July of this year, the Puget Sound Ports Council along with the ILWU Local 19, Transportation Institute, and the ILWU Washington Area District Council held a meeting with the Washington State Public Stadium Authority Board members to discuss the comprehensive plan amendment application to create the Stadium District as a standalone designation in the comprehensive plan.

We have stood shoulder to shoulder with the Port in pushing back on the gentrification attempts by the Stadium District proponents to destroy the industrial lines which keeps Seattle a living, thriving city.

If the cranes are removed, it opens up an opportunity for those forces, if you will, that would like to make this an entertainment district down here, not a working waterfront.

Well, Seattle was founded to be a working waterfront city. It was founded on the waterfront, and people aren't looking out at that anymore.

This is really important. We don't have a problem with cruise ships, but they're only here half the year. They need to be -- that pier needs to be available for cargo operations in the offseason.

Those are jobs that I've had. I have made a wonderful living working on the ocean, and many of us do. They're asking the following: That these cranes be retained at T46 either by the NWSA, Port of Seattle, or an arrangement with the terminal operator, that ample investments are made so that they remain ready for operation when sudden cargo and route diversions occur.

The California fire and windstorm catastrophes that hindered truck and rail movements in both the Port of Los Angeles and the Port of Oakland may serve as one example, that the Seattle Port Commission

aggressively continue to market T46, as managing partners of NWSA, to attract business as outlined in the 2014 Port of Seattle Cargo Diversification Report, and that's it.

Comment Number 28 - Puget Soundkeeper Alliance

Commenter type: Organization/Community Group

Submission type: Email

Comment: November 26, 2019

Port of Seattle Commission

PO Box 1209

Seattle, WA 98111

RE: Terminal 46 Cruise Terminal Development

Dear Commissioners Steinbrueck, Gregoire, Felleman, Calkins, and Bowman:

Thank you for the opportunity to comment on the scope of the Environmental Impact Statement (EIS) for Port of Seattle's Terminal 46 Cruise Terminal Development.

We would first and foremost like to thank the Port of Seattle for recognizing the potential environmental impacts of a new cruise terminal and determining that a SEPA EIS will be required for the project. We would also like to thank the Commission for acknowledging the public concern over the new cruise terminal and expanding the comment period beyond its original deadline.

The Port of Seattle is fortunate to be situated on one of the most beautiful and unique waterbodies in the nation. It is also home to the only cruise terminals in all of the Puget Sound. There is ample evidence to suggest that the cruise industry presents a significant threat to the waters it traverses. Being the driver of the cruise industry in Washington, the Port needs to act with extreme caution when considering expansion.

Stormwater

When a ship is at berth, the Port of Seattle is positioned to mitigate the potential threats that come from regular cruise operations. Per *Puget Soundkeeper Alliance v. Total Terminals International (TTI), LLC; and Port of Seattle*, the Port is legally responsible to ensure that any new tenant at Terminal 46 is not in violation of the Clean Water Act. Potentially, the best way to do so is to require them to have an Industrial Stormwater General Permit. It has been proven that existing cruise terminals at the Port of Seattle already engage in industrial activity. The EPA fact sheet partially defines industrial facilities to, "include water transportation facilities that perform vessel and equipment fluid changes, mechanical repairs, parts cleaning, sanding, blasting, welding, refinishing, painting, fueling, vessel and vehicle exterior washdown." In *Puget Soundkeeper Alliance v. Cruise Terminals of America (CTA)*, we learned that when a ship is docked at the Port of Seattle many of these activities are taking place during cruise season, specifically; painting, fueling, vehicle maintenance, mechanical repairs, and sewage/used oil/lube oil transfer. Were any of these industrial activities to discharge via stormwater into Elliot Bay without proper treatment, they would negatively impact water quality.

As it stands, we are uncertain if the currently installed stormwater treatment system at Terminal 46 is adequate for the new cruise facility or if the terminal would discharge untreated stormwater into Elliot Bay. Per Puget Soundkeepers Consent Decree with TTI and the Port of Seattle, the Port is required to ensure compliance with the BMP's designed to protect water quality outlined in said decree or implement them on their own. Though these BMP's are a good first step in protecting the integrity of the water quality in Elliot Bay, it is not possible to truly determine if they're effective enough without a stormwater sampling requirement such as those that are mandatory with an Industrial Stormwater General Permit (ISGP). This EIS is an excellent opportunity to address these unknowns, determine if the facility will need an ISGP, and ensure that the new Port tenant is in compliance with the Clean Water Act.

Southern Resident Killer Whales

Southern Resident Killer Whales became listed under the Endangered Species Act as endangered in 2005. There are presently only 75 individuals remaining. In March of 2018, Governor Jay Inslee created the Orca Recovery Task Force, which was charged with researching and reporting to the Washington State legislature the steps necessary to recover the Southern Resident killer whale population. Impacts from vessel traffic and noise were identified as one of the three main threats to their continued survival as a species.

We urge the Port to carefully consider the environmental impact of the cruise industry once the ship leaves the dock. Industrial runoff isn't the only pollutant increased cruise traffic would cause. With more cruise ships come increased risk for our endangered South Resident Orca Whales. We encourage the Port to consider drafting their EIS to carefully consider and mitigate for vessel noise, increased risk for vessel strikes, and increased risk of fuel/oil spills. Moreover, these risks must be considered in light of the cumulative impacts they will have on orcas.

Environmental Justice and Equity Considerations

The Port has outlined five topic areas it plans to consider within the scope of the EIS: transportation, air quality/greenhouse gas analysis, noise, biological resources, and "additional elements." Environmental justice is included as a bulleted consideration under "additional elements."

SEPA requires the Port to identify and evaluate probable impacts, alternatives and mitigation measures, emphasizing important environmental impacts and alternatives (including cumulative, short-term, long-term, direct and indirect impacts). The Port should consider whether and how all cruise ship activities and associated impacts may disproportionately harm low income communities and/or communities of color, and to how the Port will mitigate these impacts. Terminal 46 is located north of the mouth of the Duwamish waterway and south of Pioneer Square, an area that King County identified as both low income and comprised of over 50% people of color as of 2010.[1] To what extent will traffic, air quality and greenhouse gas emissions, noise, and any water quality impacts affect these frontline communities? How will the Port mitigate impacts within these communities?

Proximity to Superfund Site

As a result of nearly a century of industrial activity, the Duwamish River was designated a Superfund Site by the United States EPA in 2001, identifying it as one of the nation's most toxic hazardous waste sites.

The main issue facing the river is toxic PCB contamination in sediments and water. Shellfish, crabs and resident fish in the lower Duwamish are unsafe to eat due to the presence of PCBs, arsenic, PAHs, and dioxins. EPA's Record of Decision was released in December 2014, and cleanup is underway, with completion of construction scheduled for 2027, and monitoring for another decade. A total of 5.5 miles of the Duwamish River and 412 acres is slated to be cleaned up. We urge the Port to carefully evaluate any impacts the proposed operation may have on the Duwamish River cleanup, and ensure that the proposal does not in any way interfere with or harm the cleanup process.

Unlawful Discharges

Furthermore, it has been proven that some cruise operators have in the past and present, discharged various wastes into the waters they traverse whether or not they are protected waters. These discharges have included ballast water, grey water, black water, and even plastics and food.[2] The Puget Sound is a No Discharge Zone, any unlawful discharge of sewage from these floating cities could be catastrophic to this states' most sensitive aquatic resources.

Thank you for the opportunity to comment on the scoping of the SEPA EIS for the new cruise terminal at Port of Seattle Terminal 46. We look forward to continuing our engagement throughout this process and into the future on this important topic.

Sincerely,

Blair Englebrecht

Puget Soundkeeper Alliance

[1] <https://www.kingcounty.gov/elected/executive/equity-social-justice/tools-resources/maps.aspx>

[2] <https://www.npr.org/2019/06/04/729622653/carnival-cruise-lines-hit-with-20-million-penalty-for-environmental-crimes>

Comment Number 29 - Stand.earth, 350 Seattle, Greenpeace

Commenter type: Organization/Community Group

Submission type: Email

Comment: Laura Wolfe, Senior Environmental Management Specialist

Sandra Kilroy, Director, Maritime Environment and Sustainability Department

Port of Seattle

Pier 69

2711 Alaskan Way

Seattle, WA 98121

SEPA@portseattle.org

November 27, 2019

Dear Ms. Wolfe and Ms. Kilroy:

In response to the Port of Seattle's Determination of Significance (DS) and Request for Comments on Scope of Environmental Impact Statement for the Port's proposed Terminal 46 cruise ship terminal, 350 Seattle, Stand.earth, and a coalition of civil society groups have prepared the following comments.

To begin, we reviewed the Port of Seattle's website for the SEPA Environmental Review of the proposed Terminal 46 project, along with The State of Washington Department of Ecology's SEPA Checklist-- Section B. We notice that three relevant SEPA review topics were not included and were apparently not to be considered in the Port of Seattle's SEPA review: (1) Environmental Health, which includes discussion of the storage, transport, and use of hazardous materials in the terminal area and enroute; (2) Land Use and Shoreline, which covers land use and shoreline impacts of the proposed terminal, especially in the context of alternative uses; and (3) Energy & Natural Resources, which includes the impacts of using shore power at the Port of Seattle, and the lack of shore power at ports of call. This is extremely concerning. In the interest of a comprehensive environmental review, we recommend adding these three environmental resource topics for analysis in the EIS.

We urge the Port of Seattle to consider short-term, long-term and cumulative impacts of the proposed Terminal 46 cruise ship terminal on individual resource topics as follows:

? Geographic Areas of Impact: The impacts on public health, climate change, and environmental resources from cruise ship operations while ships are:

? Inside the Port of Seattle and Puget Sound, including the terminal area and surrounding community, and on board (passengers/staff/crew).

? Outside the Port of Seattle and Puget Sound, Washington State waters including Washington State's Strait of Juan de Fuca and the Olympic Coast National Marine Sanctuary, Alaskan waters including

Glacier Bay National Park, British Columbia waters, international waters (i.e., open ocean Pacific Ocean), ports of call (Juneau, Skagway, Ketchikan, etc.), and other communities visited and affected by the ships.

? Global impacts of cruise ship air emissions, especially the new, mega-cruise ships this terminal is expected to service.

? Environmental Resources: The impacts to the following resources should be analyzed:

? Water Quality:

‡ Estimate the historical and current baseline in cruise ship discharges for the years 2009-2019, including scrubber effluent, sewage, greywater, oily bilge water, solid waste and hazardous waste.

‡ Estimate the projected increase in cruise ship discharges including scrubber effluent, sewage, greywater, oily bilge water, solid waste and hazardous waste.

‡ As Carnival Corporation has made clear, cruise ships don't always follow the rules. In fact, they break the law - some with impunity. Carnival was indicted and fined \$40 million by the Department of Justice for dumping oily waste, and another \$20 million for violating their probation, this time for crimes that included illegal discharges. Even when on their best behavior, cruise ships can be criminals. Given Carnival Corporation's history of environmental crimes and indictment by the Department of Justice, and to help determine the environmental risks of the project and the risks of associating with the three qualified consortiums, conduct a full accounting of all criminal violations of MARPOL, U.S. federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits, that apply to any companies that are a part of the three consortiums qualified to submit responses to the Port of Seattle's RFP. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and its terms of probation by illegally dumping waste into the ocean, including in Glacier Bay National Park.

‡ Stormwater pollution from the terminal.

? Air Quality: Air pollution from cruise ships is generated by diesel engines that burn high sulfur content heavy fuel oil, producing sulfur dioxide, nitrogen oxide, and particulate matter, toxic heavy metals, in addition to carbon monoxide, carbon dioxide, and hydrocarbons. Diesel exhaust has been classified by the EPA as a likely human carcinogen, and the heavy fuel oil used in most ship engines is far dirtier than most other fuel oils. The EPA recognizes that emissions from marine diesel engines contribute to unhealthy air and failure to meet air quality standards, as well as visibility degradation, haze, acid deposition, and eutrophication and nitrification of water.

Ships are also a significant source of greenhouse gas (GHG) pollutants. The International Maritime Organization estimates that international shipping contributed 2.7% of global carbon dioxide emissions in 2007. Vessels also emit significant amounts of black carbon and nitrogen oxides, which contribute to climate change.

To fully analyze air quality and climate change impacts of the proposed action, we encourage the lead agency to include the following in their analyses:

- ‡ Air dispersion modeling for the Terminal 46 and surrounding community within a twenty-five kilometer radius.[1]
- ‡ Air dispersion modeling on-board the ships and the dangers of cruise ship travel to passengers: see Stand's on-board air monitoring report and consult with Johns Hopkins School of Public Health professor Dr. Ryan Kennedy.
- ‡ Air dispersion modeling for all ports of call:
 - ? Air dispersion modeling in Seattle at Terminal 46.
 - ? Air dispersion modeling in ports of call such as Juneau, Skagway, Ketichikan, Victoria.
 - ? Air dispersion modeling in Glacier Bay National Park, Olympic Coast National Marine Sanctuary and other sensitive areas.
- ‡ Black carbon, fine, and ultrafine particulate matter (PM0.1, PM 2.5, and PM 10)
- ‡ Comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years (i.e., the life expectancy of cruise ships).
- ‡ Inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA's current Methodologies and Best Practices for estimating greenhouse gas emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.
- ? Climate Change & Greenhouse Gas Emissions: local and global
 - ‡ Direct (Scope 1) GHG Emissions[2]
 - ‡ Energy Indirect (Scope 2) GHG emissions - Location-based
 - ‡ Energy Indirect (Scope 2) GHG emissions - Market-based
 - ‡ Scope 3 GHG emissions of cruise ships inside Puget Sound (including for provision of shore power).
 - ‡ Scope 3 GHG emissions of cruise ships outside Puget Sound.
 - ‡ Calculate the current total GHG emissions from air travel (flights) to and from Seattle for cruise ships departing from Terminal 91 and Terminal 66 during the current cruise ship season.
 - ‡ Calculate the increase in total GHG emissions from air travel (flights) to and from Seattle for cruise ships departing from the proposed third cruise ship terminal at Terminal 46.
 - ‡ GHG emissions from the construction process, including cement production.
 - ‡ Measure the above impacts against IPCC and Port targets for indirect GHG 50% reduction by 2030.
 - ‡ Measure these impacts against the King County-Cities Climate Collaboration (K4C) goals for reducing countywide sources of GHG emissions 25% by 2020, 50% by 2030, and 80% by 2050, compared to a 2007 baseline.[3] Expansion of cruise ship infrastructure is incompatible with the goals of the King County-Cities Climate Collaboration (K4C), of which the Port of Seattle is a member. K4C was formed in

2014 “to coordinate and enhance the effectiveness of local government climate and sustainability action.” Not a single member of K4C, including the Port, is on track to meet its 2020 emissions reduction goal, and expanding cruise ship traffic in Puget Sound is antithetical to these goals. Since the vast majority of cruise ship passengers fly into Seattle from elsewhere, each 4,000-passenger cruise involves up to 8,000 associated airplane trips, with their large associated GHG emissions, in addition to the emissions and pollution from the ship itself.

? Biological Sources & Endangered Species

? Study and consider the impacts to endangered species

? Study and consider the impacts to threatened species

? Study and consider the impacts to fisheries and commercial fishing

? Study and consider the impacts to plankton

? Conduct a study on the benefits of cruise ships operating below key whale-related decibel frequencies in whale migration or feeding habitats.

? Transportation & Traffic

? What is the incremental amount of cruise or cargo ship traffic from this Project?

? What are the Impacts on navigational risk from increased vessel traffic?

? What are the impacts on traffic management and idling emissions of drop-off/ pick up vehicles?

? Environmental health[4] (i.e., public health)

? Analyze the constituents of the combustion of heavy fuel oil (HFO)

? Analyze the human health impacts of the constituents of the combustion of HFO

? Analyze the product life cycle[5] of the cruise ships.

? Analyze the product life cycle[6] of the cruise ships’ fuel.

? Examine the compounding effect of air pollution exposure during peak cruise season and wildfire smoke season - as cruise terminals are busiest in the summer, when annual wildfire smoke is also at its peak.

? Environmental and social justice

? Conduct an analysis of equity implications of a new and third cruise ship terminal. Cruise ships are a financial boon for the Port and City of Seattle. The Port intends to use revenue from cruise ships to upgrade Terminal 5 to be a state-of-the-art cargo terminal. To pay for the improvements, the Port proposes a devil’s bargain - building a new – and third - cruise terminal with shore power and “green” buildings. Assuming cruise ships follow the rules and regulations, at least while they are moored at the Port’s imagined “green” cruise ship terminal, or operate in the Salish Sea, the environmental impacts of

cruise ships could arguably be limited, while bringing in millions of dollars to Seattle. But at what cost, and who will pay for it?

? Conduct an analysis into the ways that building a new and third cruise ship terminal (in addition to making the Port of Seattle complicit in supporting the continued growth and expansion of the fossil fuel industry and supporting the market for the oil industry's waste product) would mean the Port of Seattle and the relatively wealthy and privileged City of Seattle would enjoy the financial benefits of cruise ships, while knowingly and willfully passing the environmental and social costs on to port communities, sea life, and our children's future.

? Seek to understand how much air, water, and climate pollution the Port of Seattle would be creating for the Puget Sound area with this expansion, as well as how the Port of Seattle would be responsible for exporting air pollution, water pollution, and climate pollution to other communities.

? Assess cruise ship activities (based on historical behavior) once cruise ships pass through the Strait of Juan de Fuca

? Assess what impacts a new cruise ship terminal would have in other locations. Consider the problematic behaviors cruise ships exhibit and what a new cruise ship terminal mean to the rest of the world, outside of Seattle, outside of Puget Sound.

? Consider the negative impacts that a new cruise ship terminal has on communities, and climate as well as the ethical issues arising from a relatively wealthy city externalizing costs to other less privileged communities.

? Energy and Natural Resources

? Review which ports and cruise ship terminals globally have shore power, including ports of call used by ships during the Alaska and British Columbia summer cruise ships season and after the Seattle cruise ship season when cruise ships are reassigned to different home ports.

? Calculate the power requirements of cruise ships hoteling at the Port of Seattle's Terminal 91.

? Calculate the projected power requirements of cruise ships moored at Terminal 66 and the proposed new terminal at Terminal 46.

? Publish the Scope 1, Scope 2, and Scope 3 emissions associated with providing shore power at Terminal 91, Terminal 66, and Terminal 46.

? For any ports of call that provide shore power, determine the Scope 1, Scope 2, and Scope 3 emissions associated with providing shore power and the environmental impacts of the emissions from that power generation.

? Conduct a survey or analysis on the extent to which cruise ship companies use pollutant-intensive heavy fuel oil across their global fleets.

? Conduct a study on the environmental benefits of cruise ship companies switching to cleaner marine gas oil with catalyzed diesel particulate filters in the immediate short-term.

? Studies have shown that a 10% reduction in speed results in a 30% reduction in GHGs/fuel use. A 25% reduction in speed = 58% reduction in GHGs/fuel use. Conduct an analysis of the current average speeds of cruise ships in open water, The Strait of Juan de Fuca, Puget Sound, and Elliott Bay, and what impact speed restrictions would have on their global greenhouse gas emissions.

? Oceangoing ships contribute significantly to global anthropogenic emissions. They produce about 9.2 times more NOx emissions and 1,200 times more particulate matter than aviation (Eyring et al., 2005a).[7]

? LNG has substantial methane emissions throughout the supply chain (well-to-wake), which means that even with the use of high-pressure engines with lower methane slip, the life cycle analysis would show little or no carbon savings and, in many cases, worse performance compared to HFO/MGO. Instead of engaging in a complicated and ultimately unproductive shift from one fossil fuel to another, the IMO GHG Strategy will likely focus on delivering short-term emission reductions in the existing fleet and speeding up the development of genuine low carbon fuels and the roll out of zero emission vessels.[8]

Other

? Cumulative impacts from having three major cruise ship terminals within three miles of each other.

Alternatives

? A comparison of the relative impacts of alternative fuel types, including the primary fuel of cruise ships, heavy fuel oil, and compare their use to marine gas oil (MGO).

? A review of the economic impact of switching from HFO to MGO.

? Conduct a study of state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships, or proven hybrid technologies.[9]

? Require cargo and cruise ship to transition to hydrogen fuel-cell power

? Electrek: "Large 'Tesla ships' all-electric container barges are launching this autumn - Electrek", January 12, 2018. The Dutch company Port-Liner is building two giant all-electric barges dubbed the 'Tesla ships'. The company announced that the vessels will be ready by this autumn and will be inaugurated by sailing the Wilhelmina canal in the Netherlands. The 100 million-euro project is supported by a €7m subsidy from the European Union.

Related articles:

? .AJOT Insights: "ABB collaboration with Ballard advances fuel cell ships", July 03, 2018. Memorandum of Understanding (MoU) had been signed to develop the next-generation zero emission/ fuel cell power system for ships.

? Green Car Congress: "Sandia-led team designs feasible hydrogen fuel-cell coastal research vessel; implications for large hydrogen-fueled vessels", July 3 2018. It is technically and economically feasible to build such a vessel in a manner consistent with marine regulations. The vessel was named "Zero-V," short for zero-emissions research vessel.

? Riviera: “Ship fuel cells to create hydrogen, charge batteries” January 28, 2019. Efficient, always-on fuel cells could be the centre of an innovative hybrid power arrangement that would be ideal for cruise ships.

? Blog.ballard.com: “Here's Why Fuel Cells Will Power the World's Marine Vessels” Mar. 28, 2019. Fuel cells are now being integrated into marine vessels. Fuel cells will play a key role in helping marine industries address greenhouse gas (GHG) emissions on the water, and in ports.

? Mc Graw Hill Access Science, “Hydrogen fuel cell-powered marine vessels”, August 2019. The use of hydrogen fuel cells, in particular, shows great promise in decreasing ship-generated carbon emissions. Fuel cells convert chemical fuel into direct-current electrical energy, usually by combining hydrogen and oxygen and emitting water vapor and heat.

? Riviera Maritime: “Hydrogen fuel cells gain momentum in maritime sector” September 5, 2019. Within five years, vessels using hydrogen-powered fuel cells and batteries will make up a significant segment of the coastal fleet.

? Bloomenergy.com: “Fuel Cell-Powered Ships, Coming to a Port Near You”, October 1, 2019. In contrast to bunker fuel combustion, Bloom Energy’s solid oxide fuel cells generate electric power through an electrochemical reaction, producing virtually no smog-forming emissions.

? PR News Wire: “Carnival Corporation's AIDA Cruises Pioneering Cruise Industry's First-Ever Trial of Fuel Cell Technology”, October 14, 2019. Focused on supplying power with lower emissions, fuel cell research project is the latest in a series of major advances in corporation's innovative "green cruising" strategy.

? GE reports: “Ocean Green: Fuel Cell Partnership to Slash Cruise Ship Emissions”, October 25, 2019. Nedstack and GE have partnered to develop large-scale fuel cell power plants that will allow cruise ships to operate with no emissions, using a hydrogen-fuel-cell-based system to power everything on a ship, from turning the propellers to heating and cooling rooms to turning the lights on for nightly cabaret shows.

? Cruise Industry News: “Hydrogen Powered Ships Sail Closer To Market”, November 04, 2019. The system we are developing is designed in modules and can be installed in both new builds and retrofitted in existing ships. In this way, we will contribute to the development of large-scale vessels that can sail emission-free over long distances, or to significant emission cuts from vessels that use hybrid propulsion systems.

? Riviera Maritime Media: “Hydrogen fuel cells becoming viable in maritime sector”, November 5, 2019. The business case for hydrogen is starting to gain momentum in maritime.

? Hydrogen Fuel News, “Zero emission fuel cells could be the solution to clean up the shipping industry”, November 13, 2019. Zero emission fuel cells could be the logical, clean solution that the shipping industry needs to lower its currently monster-sized carbon footprint.

? OffShore Engineer: “Ulstein Debuts Zero-Emission Offshore Ship Design”, November 15, 2019,

? Riviera Maritime Media, “Hydrogen-powered CSV moves zero emissions closer to reality”, November 15, 2019. Ship designer Ulstein Design & Solutions BV and Dutch fuel cell company Nedstack have

unveiled details of the design of a new zero-emissions, hydrogen fuel cell-powered construction support vessel that could be in the water in less than three years

? Speed: “A report from Seas at Risk, a collaboration of environmental non-governmental organizations, has further highlighted the threat posed by the shipping industry – and proposed a simple solution. Ships, it says, should simply slow down. Reducing average speeds by 20% would cut emissions by up to 34%.” <https://www.asiatimes.com/2019/11/opinion/time-to-rock-the-boat-and-transform-shipping/>

? Noise

? Earth

? Aesthetics/light and glare

? Historic/cultural resources

Methods Used To Develop the Analysis

Use the best available, most credible, peer-reviewed science and the strongest possible methodology for calculating impacts. Avoid biased, outdated and industry-sponsored data.

? October 8, 2018, IPCC15 report. Also known as the “Special Report on Global Warming of 1.5 °C” (SR15) was published by the Intergovernmental Panel on Climate Change (IPCC).

? University of Washington’s No Time To Waste report

? November 26, 2018 Nature magazine article on stopping the expansion of fossil fuel

? NASA tracks estimations of greenhouse gases

Recommendations to Avoid or Minimize Environmental Impacts

? Immediately suspend the Terminal 46 cruise ship terminal selection process.

? Immediately suspend the Terminal 46 cruise ship terminal SEPA review.

? Immediately disqualify any consortiums that include environmental felon Carnival Corporation and any others consortiums that include any companies with a history of environmental crimes. The Port of Seattle should avoid doing business with convicted environmental criminals.

? Issue a revised Request for Qualifications that aligns with the points, principles and protocols below:

? Consultation with the Duwamish tribe and a requirement for free, prior and informed consent prior to any Consortium or the Port moving forward with the cruise terminal expansion.

? The responsibility of the Port of Seattle to not only address the global climate by reducing its own Scope 1 GHG emissions, but also the Scope 3 GHG emissions that will result from increased cruise passenger flights into Seattle and from the mega cruise ships once these vessels depart from the Port. It is an inescapable reality that increasing port capacity for super-sized cruise ships will increase both upstream and downstream GHG emissions.

? Cruise ships' air, water, and climate pollution along the coast of British Columbia and Alaska once they leave the Salish Sea.

? Additional health impacts and costs for Seattle residents and those that will be impacted in the ports of call these ships will visit.

? The equity, moral, and ethical implications of more cruise ships.

? Measures to address the dismal labor conditions on board cruise ships.

? Require cruise ship companies using the Port of Seattle and operating within Washington State waters to stop the use of pollutant-intensive HFO across their entire global fleets.

? Require cruise ship companies using the Port of Seattle and operating within Washington State waters to switch their current fleets to a proven hybrid technologies, and -- in the immediate short-term -- to cleaner MGO with catalyzed diesel particulate filters.

? Require cruise ship companies using the Port of Seattle and operating within Washington State waters to commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.[10]

? Require cruise ship companies using the Port of Seattle and operating within Washington State waters to operate below key whale-related decibel frequencies in whale migration or feeding habitats.

? Require cruise ships to reduce speeds by 50% within Puget Sound.

? Require cruise ship companies using the Port of Seattle and operating within Washington State waters to align and consistent with the City of Seattle's environmental and climate-related goals and objectives

? Require cruise ship companies using the Port of Seattle and operating within Washington State waters to demonstrate a commitment to Free, Prior, Informed Consent of Indigenous Peoples (FPIC), incorporating a social and racial equity lens in all decisions, including infrastructure investments and expansions.

Below, please find several articles we believe should be considered or would be helpful in your process.

Sincerely,

Jim Ace Stacy Oaks

Stand.earth 350 Seattle

JimAce@stand.earth Stacy@350Seattle.org

360-734-2951 x 202 425-280-0900

M: 510-290-2448

List of additional articles and resources

Predictions of Global Impacts of Climate Change: Flooding

? Future of Life “What the experts worry about”. By 2100, climate models predict global temperatures will be on average 4°C warmer and sea levels will be 0.7m higher under “business as usual” conditions.

? Union of concerned scientists: “The consequences of climate change are already here”. Buildup of CO₂ leads to one of most obvious impacts of climate change.

? Woods Hole Oceanographic Institution “Pacific Climate Change”. Sea level rise, due to the melting of continental ice sheets and the expansion of sea water as ocean temperatures slowly rise, threatens to drown low-lying islands, such as exist on the coral atolls of the Marshall Islands and French Polynesia.

? South China Morning Post: Arctic sea ice in danger of completely disappearing March 7, 2017. A 2°C rise would still mean a 39 per cent risk that ice will disappear in the Arctic Ocean in summers.

? European Environment Agency “Climate change and water — Warmer oceans, flooding and droughts” August 30, 2018. From floods and droughts to ocean acidification and rising sea levels, the impacts of climate change on water are expected to intensify in the years ahead.

? Physics World: Late-summer Arctic sea ice could disappear by 2040 November 8, 2018. Decadal ice loss during the winter months has accelerated from -2.4% per decade from 1979-1999 to -3.4% per decade from 2000 onwards.

? National Geographic: “Sea level rise, explained” February 19, 2019. Oceans are rising around the world, causing dangerous flooding.

? Natural Resources Defense Council (NRDC): “Flooding and Climate Change: Everything You Need to Know” April 10, 2019. Climate change is increasing the frequency of our strongest storms, a trend expected to continue through this century.

? TIME: “The Climate Crisis Is Global, but These 6 Places Face the Most Severe Consequences” September 30, 2019.

? NY Times: “Rising Seas Will Erase More Cities by 2050, New Research Shows” October 29, 2019. New research finds that entire parts of some countries are now expected to flood in the coming decades, causing waves of internal migration and out-migration.

? USA Today: 'City is crying for help': Venice hit with second catastrophic floods this week November 15, 2019. Venice was completely flooded by a recent high tide.

Predictions of Global Impacts of Climate Change: Food Chain

? NY Times: “No Roofs, No Roads, No Bread: Cyclone Causes Emergency in Southeastern Africa” March 25, 2019. Bread is now a luxury item in Zimbabwe, partly due to a recent cyclone and drought.

? United States Environmental protection Agency: “Climate Impacts on Ecosystems” May 31, 2017. Food chains are in critical situation due to climate change.

? The Royal Society Publishing: “Food-web dynamics under climate change” November 22, 2017. Trait-based food-web model to examine the direct and indirect effects of climate change.

? State of the Planet, Earth Institute: "How Climate Change Will Alter Our Food" July 5, 2018. Impact of Climate change affects the quality of their food supplies. The yield fall by 35% by 2100, due to water scarcity and increased salinity and ozone.

? PHYS.ORG: "Climate change could alter ocean food chains, leading to far fewer fish in the sea" April 18, 2019. Due to the impact of climate change, the ocean circulation pattern are changed and food chains in ocean are less productive.

? Nature: "Temperature directly and indirectly influences food web structure" March 9, 2019. Food webs are having chances of getting affected by biotic and abiotic factors, either directly or indirectly.

? Science Daily: "Climate change drives collapse in marine food webs" January 9, 2018. Rising sea temperature could affect the levels of commercial fish stocks.

? ArcRisk: "Effect of climate change on food web processes" Bioaccumulation study was attempted by Svalbard food web model found to be very difficult and changing one.

? Annual Review of Environment and Resources: "Climate Change and Food Systems" July 30, 2012.

Predictions of Global Impacts of Climate Change: Terrestrial Extinctions

? Audubon Society: "Two-thirds of North American birds are at increasing risk of extinction from global temperature rise." Documents the number of common bird species that will be threatened or go extinct.

? ScienceMag.org: "Predicting extinction in a changing world" May 1, 2015. Extinction of species and specific traits were reported highest in south America, Australia, Newzeland.

? European Commission Joint Research Centre. "Global warming increases the risk of an extinction domino effect" November 28, 2018. The complex network of interdependencies between plants and animals multiplies the species at risk of extinction due to environmental change, according to a new study.

? The NewYork Times: "Scientists Predict Widespread Extinction by Global Warming" January 8, 2004. With the continuation of current warming trend, 15 to 37 % of 1103 species will be doomed by 2050.

? Centre for Climate and Energy Solutions: "Ecosystems and Global Climate Change" December, 2001. Composition and function of ecosystem are being altered by the Climate change.

? Flinders University: "Climate change risks 'extinction domino effect'" November 9, 2018. New research reveals the extinction of plant or animal species from extreme environmental change increases the risk of an 'extinction domino effect' that could annihilate all life on Earth.

? WWF: "Effects of Climate Change" Climate change has an impact on turtle nesting sites. It alters sand temperatures, which then affects the sex of hatchlings.

? EarthDay.org: "10 Animals Threatened by Climate Change" July 2, 2019. Bumblebees, Whales, Asian elephant, Giraffes, Insects, Oceanic bird species, Sharks, Coral reefs, Monarch butterfly and Great apes of Southeast Asia have been greatly impacted by climate change.

Predictions of Global Impacts of Climate Change: Ocean Extinctions

? The New York Times, “Humans Are Speeding Extinction and Altering the Natural World at an ‘Unprecedented’ Pace” May 6, 2019. Tropical region are projected to biodiversity loss through 2050.

? Inside Climate News, “Global Warming Is Hitting Ocean Species Hardest, Including Fish Relied on for Food” April 24, 2019. Local populations of fish, mollusks and other marine animals are disappearing at twice the rate of land-based species, new research shows.

? World Resources Institute, “This Month in Climate Science: Fertility Impacts, Accelerating Extinctions and Green Oceans” June 20, 2019. An unusual level of mortality of Tufted puffins in Alaska’s eastern Bering Sea from October 2016 though January 2017 is reported.

? National Geographic, “Ocean warming facts and information”, April 14, 2019. Every little bit of warming, however small, has enormous impacts on marine life, storm intensity, and more.

? Conservation International, “5 ways that climate change affects the ocean”, June 7, 2018 Ocean Acidification affect the shell-forming organisms in the calcium carbonate shell build up which provide critical habitats and food sources for other organisms..

? Environmental Defense Fund: “ 5 ways climate change is affecting our oceans”, August 23, 2018. Ever warmer temperatures are affecting our oceans in following aspects like coral bleaching, fish migration, drowning wetlands, ocean acidification, a diastrous positive feedback loop.

? Environmental Protection Agency, United States: “Three Ways Climate Change is Harming Marine Species”, August 4, 2016. Hot and acidic oceans affects marine life.

Predictions of Global Impacts of Climate Change: Changing Precipitation patterns

? University corporation for atmospheric research: “Predictions of Future Global Climate”, 2011. global average precipitation will most likely increase by about 3-5% with a minimum increase of at least 1% and a maximum increase of about 8%.

? NASA: “National Climate Assessment: 21st Century Precipitation Scenarios”, March 7, 2013. More winter and spring precipitation is projected for the northern United States, and less for the Southwest, over this century.

? Carbon Brief. “What climate models tell us about future rainfall”, January 19, 2018. Models suggest most of the world will have a 16-24% increase in heavy precipitation intensity by 2100. In other words, heavy rain is likely to get heavier.

? Scientific American, “Climate Change Is Altering Rainfall Patterns Worldwide” november 12, 2013. Global precipitation patterns are being moved in new directions by climate change, "wet get wetter, dry get drier."

? World Health Organisation WHO: “Climate change and health” February 1, 2018. Rising temperatures and variable Rising temperatures and variable precipitation are likely to decrease the production of staple foods in many of the poorest regions thereby increasing the prevalence of malnutrition and undernutrition to cause 3.1 million deaths every year.

? Earth Institute, Columbia University: “How Climate Change Impacts Our Water”, September 23, 2019. By changing air temperatures and circulation patterns, climate change will also change where precipitation falls

Predictions of Global Impacts of Climate Change: Intense hurricanes

? Climate.gov: “Could climate change make Atlantic hurricanes worse?”, May 29, 2019. With future warming, hurricane rainfall rates are likely to increase, as will the number of very intense hurricanes, according to both theory and numerical models.

? Yale climate connections, “How climate change is making hurricanes more dangerous”, July 8, 2019. Rapid intensification, defined as an increase of wind speed of at least 35 mph in 24 hours, has recently garnered a lot of attention as a result of hurricanes like Harvey, Irma, Maria and Michael in 2017 and 2018.

? National resources defense council: “Hurricanes and Climate Change: Everything You Need to Know”, December 3, 2018. Our centuries-long reliance on dirty fossil fuels has driven the global warming trend, and we’re now experiencing the repercussions in the form of more severe weather events, including catastrophic hurricanes.

? The New York Times: “The Hurricanes, and Climate-Change Questions, Keep Coming. Yes, They’re Linked”, October 10, 2018. In a warming world, they say, hurricanes will be stronger, for a simple reason: Warmer water provides more energy that feeds them.

October 8, 2018, IPCC15 report. Also known as the “Special Report on Global Warming of 1.5 °C” (SR15) was published by the Intergovernmental Panel on Climate Change (IPCC).

University of Washington’s No Time To Waste report

November 26, 2018 Nature magazine article on stopping the expansion of fossil fuel.

Effects of scrubber washwater discharge on microplankton in the Baltic Sea

Erik Ytreber, Ida-Maja Hasselov, Amanda T. Nylund, Mikael Hedblom, Adil Y. Al-Handal, Angela Wulff
<https://doi.org/10.1016/j.marpolbul.2019.05.023>

? Open-loop scrubbers on ships produce acidic washwater containing contaminants

? A Baltic microplankton community was significantly affected when exposed to 10% washwater

? Laboratory experiments showed species-specific responses to scrubber Washwater

? Discharged scrubber washwater may impact water quality in the Baltic Sea

Particulate Mass and Nonvolatile Particle Number Emissions from Marine Engines Using Low-Sulfur Fuels, Natural Gas, or Scrubbers

Kati Lehtoranta, Paivi Aakko-Saksa, Timo Murtonen, Hannu Vesala, Leonidas Ntziachristos, Topi Ronkko, Panu Karjalainen, Niina Kuitinen, Hilkkä Timonen
<https://pubs.acs.org/doi/full/10.1021/acs.est.8b05555>

Abstract: In order to meet stringent fuel sulfur limits, ships are increasingly utilizing new fuels or, alternatively, scrubbers to reduce sulfur emissions from the combustion of sulfur-rich heavy fuel oil. The effects of these methods on particle emissions are important, because particle emissions from shipping traffic are known to have both climatic and health effects. In this study, the effects of lower sulfur level liquid fuels, natural gas (NG), and exhaust scrubbers on particulate mass (PM) and nonvolatile particle number (PN greater than 23 nm) emissions were studied by measurements in laboratory tests and in use. The fuel change to lower sulfur level fuels or to NG and the use of scrubbers significantly decreased the PM emissions. However, this was not directly linked with nonvolatile PN emission reduction, which should be taken into consideration when discussing the health effects of emitted particles. The lowest PM and PN emissions were measured when utilizing NG as fuel, indicating that the use of NG could be one way to comply with up-coming regulations for inland waterway vessels. Low PN levels were associated with low elemental carbon. However, a simultaneously observed methane slip should be taken into consideration when evaluating the climatic impacts of NG-fueled engines.

More ships are traveling in the Canadian Arctic as sea ice melts
Regulating the booming Arctic cruise industry is proving frustratingly difficult
By Natasha Frost
November 19, 2019

Shipping emissions associated with increased cardiovascular hospitalizations
<https://doi.org/10.1016/j.atmosenv.2013.04.014>

- ? Nickel and vanadium in PM₁₀ are indices of shipping air pollution
- ? Nickel and vanadium were associated with elevated cardiovascular hospitalizations
- ? Nickel appeared to correspond better than vanadium to cardiovascular health
- ? Controlling residual oil emissions is important in port cities

Previous studies have suggested nickel (Ni) and vanadium (V) as the likely constituents that are partially responsible for health effects associated with particulate matter pollution. The authors aimed to examine the effects of Ni and V in PM₁₀, the indices of shipping emissions, on emergency hospitalizations for cardiovascular diseases (CVD) in Hong Kong. Daily PM₁₀ speciation data across six monitoring stations in Hong Kong during 1998–2007 were collected. Generalized additive Poisson models with single-day lags were used to estimate the excess risks of emergency hospital admissions for CVD associated with Ni and V, after adjusted for major PM₁₀ chemical species and criteria gaseous pollutants. The excess risks for inter-quartile range (IQR) increases of Ni and V on the same day and previous six days (lag₀ ~ lag₆) were estimated. Ni in PM₁₀ was

associated with a 1.25% (95%CI: 0.81–1.68%) increase of total emergency CVD admissions on the same day, while lag0 V was associated with a 0.95% (95%CI: 0.55–1.35%) elevated CVD admissions. The associations were not sensitive to the further adjustment for co-pollutants. Ni appeared to correspond better than V to cardiovascular health. Controlling shipping emissions from residual oil combustion in the port cities like Hong Kong is particularly important.

Ship emissions and their externalities for the port of Piraeus – Greece by
ErnestosTzannatos

Published in Atmospheric Environment Volume 44, Issue 3, January 2010, Pages 400-407
<https://doi.org/10.1016/j.atmosenv.2009.10.024>

Air pollution from shipping is currently dominating the international and European agenda on environmental protection. Although port emissions are not significantly contributing to the overall picture of ship-generated emissions, it is important to note that the impact of ship exhaust pollutants has a direct effect on the human population and built environment of many urbanized ports. The passenger (main) port of Piraeus qualifies for a ship emission and externality study by virtue of its dominant presence in the Mediterranean expressed in terms of the most frequent port calls by coastal passenger ships and cruise ships operating in the region, as well as in terms of being a most crowded port city through hosting a sizeable resident and visiting (employers and otherwise) population over a relatively small area.

An in-port ship activity-based methodology was applied for manoeuvring and berthing of coastal passenger ships and cruise ships calling at the passenger port of Piraeus, in order to estimate the emission of the main ship exhaust pollutants (NOX, SO2 and PM2.5) over a twelve-month period in 2008–2009. The estimated emissions were analyzed in terms of gas species, seasonality, activity and shipping sector. The application of external cost factors led to the estimation of the emission externalities, in an attempt to evaluate the economic impact of the damage emissions produce mainly upon the human population and the built environment.

The results indicate that ship emissions in the passenger port of Piraeus reach 2600 tons annually and their estimated externalities over this period are around 51 million euro. Summer emissions and associated impacts are more profound and coastal passenger shipping, as opposed to cruise shipping, is the dominant contributor of emissions and associated externalities. Overall, in a port city such as Piraeus, the need to introduce stringent control on the emissions produced by passenger ships, beyond that dictated by the current 2005/33/EU Directive is very urgent.

<https://www.sciencedirect.com/science/article/abs/pii/S1352231009008851>

The Guardian: Ships' noise is serious problem for killer whales and dolphins,
report finds
February 2, 2016

Cruise ship noise has the potential to mask odontocete (Orca) signals, especially in

coastal environments where shipping lanes are close enough to the shoreline (<10 km) that high frequency sound is not fully absorbed. In the summertime habitat of the endangered Southern Resident Killer Whales ship noise may interfere with communication, foraging and navigation.

<https://www.theguardian.com/environment/2016/feb/02/ships-noise-is-serious-problem-for-killer-whales-and-dolphins-report-finds>

Ship noise extends to frequencies used for echolocation by endangered killer whales

Scott Veirs¹, Val Veirs², Jason D. Wood³

Published February 2, 2016

<https://peerj.com/articles/1657/>

Cruise Ship Pollution: Background, Laws and Regulations, and Key Issues

Congressional Research Service

December 15, 2010

“Air pollution from cruise ships is generated by diesel engines that burn high sulfur content fuel, producing sulfur dioxide, nitrogen oxide, and particulate matter, in addition to carbon monoxide, carbon dioxide, and hydrocarbons. Diesel exhaust has been classified by EPA as a likely human carcinogen. EPA recognizes that emissions from marine diesel engines contribute to unhealthy air and failure to meet air quality standards, as well as visibility degradation, haze, acid deposition, and eutrophication and nitrification of water. Ships are also an important source of greenhouse gas (GHG) pollutants. The International Maritime Organization estimates that international shipping contributed 2.7% of global carbon dioxide emissions in 2007. Vessels also emit significant amounts of black carbon and nitrogen oxides, which contribute to climate change.”

https://www.everycrsreport.com/files/20101215_RL32450_8a97bde2f89821abc06575bae22f297b6b85d1f2.pdf

Comment Number 30 - Stand.earth

Commenter type: Organization/Community Group

Submission type: Email

Comment: Hello! Attached, please find two documents that we plan to present at tomorrow morning's Port of Seattle Commission meeting. See you tomorrow!

Jim

Jim Ace

Senior Campaigner & Action Manager, Stand.Earth

JimAce@Stand.Earth

M: 510-290-2448

W: 415-863-4563 x 202 or 360-734-2951 x 202 or 360-788-5163

F: 866-806-0993

Letter to Port of Seattle Comission Opposing New Cruise Ship Terminal no logo:

The Honorable Peter Steinbrueck

Commissioner, Port of Seattle

The Honorable Courtney Gregoire

Commissioner, Port of Seattle

The Honorable Fred Felleman

Commissioner, Port of Seattle

The Honorable Ryan Calkins

Commissioner, Port of Seattle

The Honorable Stephanie Bowman

Commissioner, Port of Seattle

Port of Seattle

PO Box 1209

Seattle, WA 98111

November 12, 2019

Dear Commissioners:

We, the undersigned organizations, oppose the Port of Seattle's proposed Terminal 46 cruise ship terminal due to the risk of significant climate disruption, marine pollution, and public health impacts from cruise ship emissions.

Washington State prides itself on being at the forefront of climate leadership and, consistent with this, the Honorable Commissioners of the Port of Seattle just last year passed the Energy and Sustainability Motion. This motion directed the Port to develop and implement initiatives that will reduce greenhouse gas emissions and enhance the sustainability of the port. Expanding port infrastructure to support more cruise ships of ever-increasing size is incompatible with the climate leadership this State is striving toward and the spirit of the motion passed last year to reduce climate emissions.

The need to dramatically reduce global greenhouse gas emissions is both urgent and real. In 2018, The United Nations Intergovernmental Panel on Climate Change warned that the world had only 12 years, i.e. by 2030, to stem catastrophic levels of climate disruption.¹ It called for radical and immediate action to decarbonize all sectors if humanity is to avert this global crisis.

The maritime sector produces more climate pollution than many major countries, including Canada, Germany, Brazil, South Korea, and Mexico. If it were a country, it would be the sixth largest emitter of greenhouse gases. Yet, despite the massive -
[citation]

¹ Miller, B. (Oct 8, 2018). CNN: Planet has only until 2030 to stem catastrophic climate change, experts warn

amount of climate pollution produced, the shipping industry was omitted from the Paris Climate Agreement. If left unchecked, the sector is on track to be responsible for 17% of global greenhouse gas emissions by 2050.

Cruise ships as they exist today are the antithesis of decarbonization. These massive vessels are floating cities, and are almost wholly fueled with one of the dirtiest fossil fuels on earth -- heavy fuel oil. Heavy fuel oil is a waste product of the world's oil refineries, quite literally the bottom-of-the-barrel toxic sludge left over after other

petroleum products are distilled from crude. And cruise ships use a lot of fuel.

The world's largest cruise line operator Carnival Corporation & plc, which owns the Holland America Line, Princess Cruises, and Carnival Cruise Line brands that frequent Seattle, burned 3.3 million metric tons of fuel in 2018 alone.² In January 2020, despite new fuel regulations coming into play, over 85% of its ships will continue to use heavy fuel oil -- as the company has led the charge in installing 'emissions cheat'³ open loop scrubber systems. In addition, nearly 54% of Royal Caribbean Cruises, Ltd., 41% of Norwegian Cruise Line Holdings, Ltd., and 65% of MSC Cruises ships will continue filling their tanks with the dirtiest fuel available.

Converting air pollution into ocean pollution with open-loop scrubbers is not a solution to the enormous negative impacts of operating these behemoths, which function essentially as glorified hazardous waste incinerators for the world's oil refineries.

Further, at a time when vessel traffic noise pollution is crippling the ability of critically endangered Southern Resident Killer whales to hunt salmon,⁴ and the pollutants that have bioaccumulated up the food web are damaging their ability to survive and reproduce, introducing more toxins and more mega-ship traffic into their habitat could well push these iconic animals closer to the brink of extinction.

Finally, the human health risks associated with increased cruise ship traffic are real and deeply concerning. Ship exhaust from all ship types poses serious risks to human health globally. Seventy percent of all ship emissions occur within 250 miles of shore, and winds carry the pollution far inland -- exposing millions of unsuspecting people to dangerous levels of particulate matter and other harmful toxins. The impacts on port communities and coastal areas in heavily trafficked seas are even more dire. Globally,-
[citations]

² Dolvan, T. & A. Harris (January 31, 2019). The Miami Herald: Cruise lines have a solution for a new clean fuel regulation. But is it the greenest option?

³ Crisp, W. (September 29, 2019). The Independent: Thousands of ships fitted with 'cheat devices' to divert poisonous pollution into sea.

4 Mapes, L.V. (May 19, 2019). The Seattle Times: The Roar Below: How our noise is hurting orcas' search for salmon

-an estimated 14 million cases of childhood asthma and 400,000 premature deaths are attributed to ship exhaust exposure.⁵

The Port of Seattle already hosts two heavily used cruise ship terminals adjacent to the densely populated downtown area. The new terminal would be situated next to the sports stadiums and iconic Pioneer Square. There is a cynical irony of situating a massive polluter next door to the places where elite athletes train and play their sports. The exhaust from cruise ships is particularly problematic, and the open loop scrubbers - or as the industry refers to them, 'Advanced Air Quality Treatment Systems' - are intended only to reduce sulfur emissions. There may be some marginal co-benefits regarding other types of air pollution (again, air pollutants from exhaust are then discharged as water pollution), but these systems do not and are not designed to address particulate matter and other health-damaging emissions.

Earlier this year, a Johns Hopkins Bloomberg School of Public Health professor released a study he conducted of air pollution on the decks of Carnival's subsidiary brand ships.⁶ He found that air pollution on the decks behind the smoke stacks, while the ships were underway, rivaled and at times far exceeded ultrafine and nanoparticulate pollution measured in some of the world's most polluted cities, such as Beijing, China and Santiago, Chile.

In addition, cruise ships emit on average three times the amount of climate-disrupting, health-damaging black carbon particulate pollution as their cargo ship counterparts.⁷

For the health of our children, our city, our oceans, our endangered orcas, and our climate, now is not the time to add more infrastructure to bring more of these polluting mega-ships to our shores.

We call on you to suspend the Terminal 46 cruise ship terminal selection process and direct Port staff to develop and issue a revised Request for Qualifications (RFQ) and Request for Proposals (RFP) that aligns with the goal of zero-emissions, zero-discharge

cruising and that cruise ships companies like Carnival Corporation, Royal Carribbean and Norwegian:

? Stop the use of pollutant-intensive heavy fuel oil across their entire global fleets.

[citations]

5 Roberts, K.B. (February 6, 2018). Phys.org: Study finds cleaner ship fuels will reduce childhood asthma by 3.6 percent globally.

6 Kennedy, R. (January 24, 2019). An investigation of air pollution on the decks of 4 cruise ships.

7 Comer, B., Olmer, N., et al. (2017). The International Council on Clean Transportation. Black Carbon Emission and Fuel Use in Global Shipping 2015

4

? Switch their current fleets to a proven hybrid technologies, and -- in the immediate short-term -- to cleaner marine gas oil with catalyzed diesel particulate filters.

? Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.⁸

? Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

? Demonstrate a commitment to Free, Prior, Informed Consent of Indigenous Peoples (FPIC), incorporating a social and racial equity lens in all decisions, including infrastructure investments and expansions.

Sincerely,

Kendra Ulrich, Stand.earth

Stacy Oaks, 350 Seattle

Shannon Wright, Executive Director, RE Sources for Sustainable Communities

Kriss Kevorkian, Founder, Legal Rights For The Salish Sea

Thomas Meyer, Regional Organizing Manager, Food & Water Action

Kara Sweidel, Mosquito Fleet

Emily Martin, Our Climate

Harry Katz, Sunrise Movement Seattle
Benita & Darren Moore, Native Daily Network
Anne Miller, South Seattle Climate Action Network
Salish Sea Whale Sanctuary
Grace Hope, 350 Tacoma
Paul Chiyokten Wagner, Protectors of the Salish Sea
Deborah Steward, Climate Reality Project Seattle-King County Chapter
Dakota Case, Water Warrior Movement
Grace Stahre, Climate Action Families
Claudia Reidener, Redefine Tacoma
Blair Englebrecht, Puget Soundkeeper Alliance
Catherine Carey, Seattle Citizens Climate Lobby
Elizabeth Burton, People for Climate Action - Seattle
Lynn Fitz-Hugh, Faith Action Climate Team
CC: Mike Merritt, Chief of Staff, Port of Seattle Commission
Aaron Pritchard, Policy Manager, Port of Seattle Commission
[citation]

8 Gerretsen, I. (October 3, 2019). CNN Business: Shipping is one of the dirtiest industries. Now it's trying to clean up its act

The Case Against Cruise Ships:

The Case Against the Port of Seattle's

Proposed Terminal 46 Cruise Ship Terminal

The Urgency of the Climate Crisis and the Global Climate Impacts of Ships

We face an unprecedented climate crisis. Scientists agree we are risking a period of abrupt climate breakdown, a disaster that will threaten the future of our children and grandchildren. Melting glaciers, rising sea levels, dying coral reefs, and collapsing ecosystems are all warning signs that we are in the midst of a mass extinction of our

own making.

The urgent need for transformative climate action is real. The United Nations warned in 2018 that the world had only 12 years to avoid catastrophic levels of global warming.¹ We have a decade or less to turn it around, reduce our greenhouse gas emissions, and stop the expansion of the fossil fuel industry.

Bringing more cruise ships into the Port of Seattle is totally incompatible with a climate-stable future and the Port's claims to prioritize sustainability.

Why Do We Object to Terminal 46?

1. The Shipping Industry: A Major Polluter

If the shipping industry were a country, it would be the world's sixth largest polluter. By 2050—just 30 years from now—the International Maritime Organization (IMO) projects that emissions will grow by between 50% and 250% if vessels continue to burn fossil fuels unchecked.² Shipping is projected to produce as much as 17% of global greenhouse gas emissions.³

According to an April 2019 study by the Environmental Defense Fund, absent bold leadership, the rising carbon dioxide emissions of international shipping and aviation

1 CNN: "Planet has only until 2030 to stem catastrophic climate change, experts warn"

2 IMO: Third IMO Greenhouse Gas Study 2014

3 European Environment Agency: Aviation and shipping emissions in focus

could consume nearly one-third (15 to 30 percent) of our remaining "allowable warming" – the amount of additional warming that can occur before the world's average temperature surpasses 2 degrees Celsius above pre-industrial levels – by the end of the century.⁴

Across the shipping industry - from cargo to cruises -- operators must rapidly decarbonize, with complete carbon neutrality no later than 2050. Cruise operators are the antithesis of climate action, as these companies are building bigger and bigger vessels whose vast energy needs are filled with climate-disrupting fossil fuels. The overwhelming majority of cruise ships burn one of the dirtiest fossil fuels on earth -

heavy fuel oil.

2. Increasing Greenhouse Gas Emissions

The climate impacts of the cruise sector are enormous. As noted in a recent publication:

Research has also found that cruise travel makes an outsized contribution to climate change—and it begins before the ship leaves port. A single passenger flying from New York to Vancouver or Seattle (the two busiest departure ports for Alaska cruises) produces about a tonne of carbon dioxide. Double that if you're flying round trip. Once on board the cruise ship, the climate cost soars. The International Council on Clean Transportation (ICCT), a nonprofit research group with offices around the globe, found even the most efficient cruise ships emit three to four times more carbon dioxide per passenger kilometers than a jet.⁵

Building a third cruise ship terminal in the Port of Seattle will encourage the growth of the global cruise ship fleet and result in a net increase in global greenhouse gas emissions. It will increase the amount of carbon in the atmosphere, support the expansion of the fossil fuel industry, and move us further from decarbonizing the shipping industry and addressing the climate crisis.

Other cities are limiting the number of cruise⁶ ships, and Seattle must join them. We're calling on the Port and the City to demand that cruise lines like Carnival Corporation

⁴ EDF: "What role do emissions from international shipping and aviation play in the global climate?" and "Climate benefits of proposed carbon dioxide mitigation strategies for international shipping and aviation"

⁵ Hakai Magazine: Coastal Sciences and Societies. Leviathans in the Harbor.

⁶ Bloomberg: "Cruise Ship Companies Are Finding It Hard to Quit Carbon" and Insider: "7 places being ruined by cruise ships"

³

commit to sustainable zero-emission cruising if they want to continue doing business here.

Seattle should not allow more cruise ships until they:

? Stop the use of pollutant-intensive heavy fuel oil across the entire global fleet.

? Switch current fleets to proven hybrid technologies, and -- in the immediate shortterm -- to cleaner marine gas oil with catalyzed diesel particulate filters.

? Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.⁷

? Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

? Demonstrate a commitment to Free, Prior, Informed Consent of Indigenous Peoples (FPIC), incorporating a social and racial equity lens in all decisions, including infrastructure investments and expansions.

The people of Seattle, of the State of Washington, and of the communities living along the West Coast of North America deserve strong environmental and public health leadership. It is the Port of Seattle's responsibility to uphold these standards to stabilize our climate and protect the millions of people living in this region.

3. An End to 'False Solutions'

The cruise industry has invented technical 'solutions' that pay lip service to sustainability while allowing these companies to continue business as usual. We do not accept these diversions as solutions.

? Scrubbers So-called Exhaust Gas Cleaning Systems - otherwise known as 'scrubbers' and 'emissions cheat devices' - are flawed systems that have proven unreliable. They fail to deliver the air pollution control for which they are designed, and have repeatedly failed to meet water quality standards.

'Scrubbers' convert air pollution to water pollution, and divert poisonous pollution from the air into the sea. These systems are only designed to reduce sulfur emissions to the air. In other words, this technology is not designed to reduce the

⁷ Gerretsen, I. (October 3, 2019). CNN Business: Shipping is one of the dirtiest industries. Now it's trying to clean up its act

output of the many other harmful pollutants in ship exhaust, including particulate matter, heavy metals, and endocrine-disrupting chemicals.

Ships with ‘scrubbers’ still emit some sulfur oxides to the air, plus carbon dioxide, nitrous dioxide, and particulate matter. A study published in June 2019 of cruise ship emissions found that Carnival Corporation brands emitted 10 times more SOX off the coasts of Europe than all of the 260 million European cars did in 2017 -- despite fuel sulfur restrictions and the use of scrubbers equivalent to those used in the U.S. and Canada.⁸ Converting air pollution into water pollution and dumping toxic scrubber effluent into the world’s oceans is unacceptable. Cruise ship operators like Carnival Corporation that continue using heavy fuel oil, the cheapest and dirtiest fuel available, and skate around stricter air pollution control measures by installing “emissions cheat” scrubber systems, should not be welcome in the Port of Seattle. We certainly should not be building yet another terminal to accept more and larger cruise ships for the benefit of these polluting corporate criminals!

The Panama Canal Authority recently joined other critically important countries and ports, including China, Singapore, and the Port of Fujairah, in banning the discharge of polluting scrubber effluent within its waters. We applaud the individual ports, canals, and countries taking leadership by banning the use of scrubbers. Scrubber effluent poses a threat to marine ecosystems the world over, and as such, scrubbers should be banned by the Port of Seattle.⁹

? Liquefied Natural Gas (LNG) LNG is a dirty fossil fuel that—when extraction and transportation is factored in—is as bad, if not worse, for the environment and climate than the petroleum fuels currently in use due to persistent, unintentional releases of climate-super-pollutant methane throughout the fuel cycle -- from well to wake.¹⁰

4. The Equity Case Against the Port of Seattle’s Proposed Third Cruise Ship

Terminal

8 Transport & Environment: Luxury cruise giant emits 10 times more air pollution (SOx) than all of Europe's cars – study

9 TradeWinds: Panama Canal scrubber effluent ban draws opposing views

10 “On-road tests show gas trucks up to 5 times worse for air pollution”

Trucks powered by liquified natural gas (LNG) pollute the air up to five times more than diesel trucks, according to on-road tests commissioned by the Netherlands government. Surprising how bad the NOx is in LNG-powered trucks: <https://mailchi.mp/eeb/news-releaseon-road-testsshow-gas-trucks-up-to-5-times-worse-for-air-pollution?e=dab1def11b>

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Benefiting financially while externalizing the environmental, public health and climate costs of a new cruise ship terminal is immoral and unethical. It is an equity issue.

Cruise ships are purportedly a financial boon for the Port and City of Seattle -- though residents of cities around the world that are already struggling with cruise passenger overtourism may well argue that the negatives (such as significantly increased marine and air pollution, soaring rents, strained public services and infrastructure, traffic congestion, and local businesses shutting down to be replaced with international chains and tacky souvenir shops) outweigh the supposed good.¹¹ The actual economic benefit of cruise ship passengers to the ports of call may be much lower than the Port of Seattle believes, according to independent researchers.¹²

The Port argues that it will use the cash from building a new – and third - cruise terminal with shore power and “green” buildings to upgrade Terminal 5 to be a state-of-the-art cargo terminal. . If the current cruise traffic are contributing the millions of dollars to the Seattle economy that the port states, then it should be applying the vast profits it already has to upgrading existing terminals -- for both cargo and cruise ships.

Even if it is assumed that these cruise ships would follow the rules and regulations while moored at the Port's imagined “green” cruise ship terminal or operating in the already highly-regulated and restricted Salish Sea, the environmental and social impacts of

cruise ships are still externalized. Those paying these health and public service costs are the residents of Seattle and the many small communities these ships will visit on the way to Alaska after they leave this port. The vast majority of these communities do not have the financial or regulatory resources of this wealthy city to cope with the increased pollution and infrastructure issues that more mega-ship cruise traffic will cause.

Cruise ships are still permitted to use scrubbers in the Salish Sea, which means that those with these cheat systems installed are burning this highly-polluting fuel here. The combustion of heavy fuel oil results in significant releases of health-harming pollution -- including approximately three times the amount of soot (also called black carbon) and shocking levels of ultrafine and nano particulate matter. A recent study from a Johns Hopkins Bloomberg School of Public Health professor found levels of the latter particulate matter on the decks of Carnival brand ships (Holland America, Princess, and Carnival Cruise Lines) rivaled that -- and at times far exceeded -- measurements taken in some of the world's most polluted cities, such as Beijing, China and Santiago, Chili. Every ship in this study had scrubbers installed, which clearly shows that these systems are wholly inadequate to protect the public from health-damaging pollution from cruise ships. When traveling in Alaska, the soot settles on the ice and snow, darkening the

11 Ship Technology: A cruise too far: how overtourism impacts the world's top destinations

See also, Juneau Empire: Cruise ship tourism is damaging our way of life

See also, The Guardian: A rising tide: 'overtourism' and the curse of the cruise ships

See also, Insider: 7 places being ruined by cruise ships

12 Kayahan, B., Vanblarcom, B. & Klein, R.A. Overstating Cruise Passenger Spending: Sources of Error in Cruise Industry Studies of Economic Impact. *Tourism in Marine Environments*, Vol. 13, No. 4, pp. 193–

DOI: <https://doi.org/10.3727/154427318X15417941357251>

6

surface and increasing the absorption of solar radiation. This accelerates the melting of glaciers and sea ice.

After cruise ships leave the Salish Sea, these ships dump vast amounts of scrubber

effluent, graywater, and treated sewage along the coast of Canada and Alaska.¹³

Carnival Corporation was even illegally dumped untreated graywater in the beloved Glacier Bay National Park while it was on probation for its seven felony convictions for intentionally illegally dumping oily waste for nearly a decade.¹⁴

In addition to health-harming air pollution and vast volumes of marine ecosystemdamaging effluent dumping, these ships also emit significant levels of climate-disrupting greenhouse gases. Carnival Corporation alone produces over 10 million tonnes of CO₂ annually.

The Port of Seattle will be complicit in supporting the continued growth and expansion of the fossil fuel industry and supporting the market for the oil industry's waste product - heavy fuel oil - if it continues with its plan to build yet another cruise ship terminal to accommodate even bigger cruise ships. The Port of Seattle would reap the financial benefits, while knowingly and willfully passing the environmental and social costs on to residents in Seattle and well as other port communities, marine life, and future generations.¹⁶

While the Port of Seattle and the Commissioners' intentions are good and valid, this proposed expansion reveals a myopic view of their responsibilities to Seattle and the world. Building a new cruise ship terminal would make the Port of Seattle complicit in exporting air pollution, water pollution, and climate pollution. This is an issue of equity and justice.

5. Size Matters: No Super-sized Cruise Ships!

The Terminal 46 cruise ship terminal is intended for the newest mega cruise ships, which have capacities between 4,000 - nearly 7,000 passengers, over 220,000GT, and 13 Vard Marine, Inc. GREYWATER GENERATION ESTIMATES FOR THE BC COAST.

http://d2akrl9rvxl3z3.cloudfront.net/downloads/greywater_generation_estimates_for_the_bc_coast_report.pdf

See also UNDERSTANDING THE IMPACTS OF CRUISE SHIP DUMPING IN SOUTHEAST ALASKA

https://www.seacc.org/cruise_ship_impacts

14 Miami Herald: Federal judge threatens to temporarily block Carnival ships from docking at U.S. ports.

<https://www.miamiherald.com/news/business/tourism-cruises/article229069589.html>

15 According to Carnival Corporation disclosure, in 2017, the company produced: Direct (Scope 1) GHG Emissions= 10,642,209 Tonnes CO₂e. Energy Indirect (Scope 2) GHG Emissions - Location-based = 45,437 Tonnes CO₂e. Energy Indirect (Scope 2) GHG Emissions - Market-based = 43,589 Tonnes CO₂e. According to Carnival Corporation disclosure, in 2018, the company produced: Direct (Scope 1) GHG Emissions= 10,647,189 Tonnes CO₂e. Energy Indirect (Scope 2) GHG Emissions - Location-based = 50,413 Tonnes CO₂e. Energy Indirect (Scope 2) GHG Emissions - Market-based = 48,153 Tonnes CO₂e.

16 Forbes: As Arctic Cruise Tourism Booms, Are The Risks Worth It?

7

are up to 1,188 ft long and 238 ft high.. Inviting more and bigger cruise into Puget Sound and Elliot Bay is the last thing our orcas, our oceans, and our climate needs.¹⁷

6. Seattle Already has Two Cruise Ship Terminals

Seattle does not need a third cruise ship terminal in Seattle. Cruise ships already have two terminals in the port: Terminal 66 and Terminal 91. Piers 66 and 91 hosted approximately 213 cruise ships between April and October 2019. Seattle had over one million cruise ship passengers in 2017, and 2018 and 2019 were projected to see 1.1 million passengers and 1.2 million passengers respectively.

7. Carnival Corporation: Criminal Polluters.

We oppose doing business with egregious polluters like Carnival Corporation. As the largest cruise ship company in the world, with a fleet of more than 100 cruise ships, Carnival's nine brands control over forty percent of the global market¹⁸. Carnival ships collectively burn over 2 million tons of heavy fuel oil (HFO) every year. Heavy fuel oil (HFO) is a waste product of the oil industry. HFO is the thick, bottom-of-the-barrel sludge left over after crude oil is refined. It is one of the dirtiest fuels in the world, and is considered toxic waste on land.

If we consider HFO a toxic waste on land, why do we tolerate Carnival burning HFO at sea? Carnival cruise ships are polluting our air, our water, our climate, and our communities.

Friends of the Earth awarded Carnival Corporation brands an overall grade of F, based on the company's performance on sewage treatment, reducing air pollution, water quality compliance, transparency, and criminal violations.¹⁹

17 The Guardian: The world's largest cruise ship and its supersized pollution problem

18 <https://cruisemarketwatch.com/market-share/> Statista: Cruise Industry Market Share Worldwide

19 Friends of the Earth Cruise Report Card

8

<https://foe.org/cruise-report-card/>

Even more concerning, Carnival Corporation is currently on criminal probation in the US for illegally dumping oily waste into the ocean and covering it up for nearly a decade.

The criminal activity was only revealed after a whistleblower came forward to report it to the UK authorities. Carnival has since also pleaded guilty to violating that probation by dumping more wastewater and the intentionally dumping plastic waste into the ocean.

The Port of Seattle should not do business with convicted felons like Carnival Corporation.

We want Carnival Corporation to put the planet before their bottom line. As a critical first step to rehabilitating the company's dismal reputation, we call on Carnival to switch from heavy fuel oil (HFO) to relatively cleaner-burning marine grade oil (MGO).

Further, the Port should prohibit or disqualify any of the three Cruise Ship Consortiums that include companies with criminal records, and should require all qualifiers to disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last ten years, as well as any and all civil liabilities and lawsuits of

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the parties involved. Any consortium involving Carnival Corporation should be disqualified.²⁰

<https://content.govdelivery.com/accounts/WASEATTLEPORT/bulletins/242ca14>

8. Impact on Whales

In the Salish Sea, the population of Southern Resident Orcas is in serious decline. Just seventy-three orcas remain in Puget Sound, a 35-year low.²¹ Though ferries and other vessel traffic may play a bigger role, it cannot be denied that the tremendously loud noise from cruise ships are certainly a contributing factor to the Orcas' decline. Among other factors, engine noise from massive cruise ships inhibits their ability to communicate and echolocate. They're cut off from each other, and effectively blinded by the sound.²²

Further, upon passing through the Strait of Juan de Fuca, cruise ships begin discharging thousands of gallons of treated sewage, greywater, scrubber effluent, oily bilge water, solid waste, and hazardous waste into the ocean, all of which have a negative effect on the Orcas' habitat.

9. The Port needs better outside overview and accountability.

The objective of any public process should be to empower the public to participate in government integrity, accountability, and transparency in our political system. No public agency should be policing itself. For the sake of transparency and accountability, the SEPA (State Environmental Policy Act) process should be transferred to WA Department of Ecology.

10. Regional Tribes are entitled Free, Prior, and Informed Consent

The principles of Free, Prior and Informed Consent (FPIC) require engaging in government-to-government consultation with regional tribes, including obtaining Free, Prior and Informed consent from the Duwamish, as the port is within this nation's ancestral lands.

²⁰ "Felons of the Seas: Smoke, Mirrors and Obfuscation," Yellow Tourism: Crime and Corruption in the Holiday Sector (ed. A. Papathanassis, S. Katsios, R.N. Dinu). Pp. 3-17. Cham, Switzerland: Springer Nature.<https://www.springer.com/gp/book/9783319946634>

²¹ Seattle Times: Two More Puget Sound Orcas Predicted To Die In Critically Endangered Population

<https://www.whaleresearch.com/july2019population>

22 The Guardian: Ships Noise Is Serious Problem for Killer Whales and Dolphins Report Finds

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4800784/>

<https://www.ncbi.nlm.nih.gov/pubmed/19173379/>

10

The Port of Seattle staff have ignored the Port Commissioners' March 12, 2019 guidance to acknowledge historical and cultural roots of the region in any terminal development. The department has chosen not to engage in government-to-government consultation with regional tribes in a way that accounts for the impacts of the proposed cruise terminal expansion, and has failed to honor tribes' waterfront heritage.

11. Public health impacts

The long-term health impacts of increasing the number of large cruise ships visiting Seattle has not been sufficiently investigated. Thousands of people live and work within a mile of Terminal 46, including a half dozen schools. Diesel fumes are rated as a level one carcinogen by the World Health Organization (WHO), in the same category as smoking tobacco. Cruise ships pump out toxic fumes from their engines that can cause permanent damage to children's lungs. Even if shore power is provided, Seattle residents are still exposed to cruise ship emissions as the vessels enter and leave port. The amount of air pollution from one of these new mega-ships has not yet been calculated, but even these ships' smaller counterparts release a staggering amount of pollution. To put this into context, a mid-sized cruise ship emits as much pollution as a million cars.²³

Air pollution in the US alone has been linked to over 30,000 deaths and impacted lifespans.²⁴ It causes permanent lung damage in children, issues with dementia and cognition, untold suffering for people with asthma, birth defects, heart attacks and strokes, chronic and acute bronchitis, and cancer.

Exposure to shipping exhaust has been attributed with an excess 60,000 annual excess deaths globally. In the U.S., Seattle is already the most heavily impacted city. A recent

study by the International Council for Clean Transportation found that: “. . .within the United States, the areas of Seattle and San Francisco lead in terms of early deaths per 100,000 residents (1.8 and 1.6), or more than double the global average, due to air pollution from the ports of Seattle, Tacoma, Oakland, and San Francisco.”²⁵

Dispersion modeling should be commissioned by the Port and conducted by a technical expert to understand the potential exposure of local residents to cruise ship pollution, prior to any decision regarding an additional cruise terminal being made.

23 CBC A cruise ship's emissions are the same as 1 million cars: report

24 Science Daily Air pollution in US associated with over 30,000 deaths and reduced life expectancy

25 The International Council for Clean Transportation Silent but deadly: The case of shipping emissions

Cultural impact

Once these cruise ships leave the port of Seattle, these mega-vessels will travel to locations around the world, but the majority of them travel north -- up the British Columbia coast to Alaska. Many of the ports of call are small communities, where the ships will unleash a flood of tourists, swamping local infrastructure and create a host of social and cultural issues -- in addition to pollution and whale strikes.²⁶

For example, in the small villages on the Cinque Terre coast of Italy, public bathrooms are scarce, so tourists--the bulk of whom arrive on cruise ships--have been caught

“urinating--or worse--in . . . gardens and in doorways.” The Italian government has since decided to drastically reduce the number of tourists allowed to visit the islands on cruise ships.²⁷ When major cities like Seattle tacitly endorse the building of ever-larger cruise ships, they should consider the downstream effects on the smaller, less well-funded communities those ships will eventually visit.

Labor standards

An investigation by the ITF (International Transport Workers Federation) has found serious abuses of workers’ rights on board many major cruise ships including Carnival Corporation, Royal Caribbean, P&O Princess Cruises (a part of Carnival Corporation & plc) and Malaysia's Star Cruises.²⁸ Wages can be as low as US\$45 per month for

waiters and waitresses and contracts are short and insecure. An ITF survey of 400 cruise ship employees showed that 95 percent are working seven days a week with time off restricted to turnaround in port. Over a third surveyed worked up to 12 hours a day, while just under a third worked up to 14 hours. Holidays are not included during the contract period. Instead, workers return home and wait for two or three months for the next contract. Moreover, the medical care of employees on cruise ships is often substandard; Michael Guilford, who has practiced maritime law for more than 30 years, says that cruise lines penalize doctors who arrange for too much shoreside care. Injured employees are routinely given painkillers and instructed to keep working.²⁹

26 Hakai Magazine: Coastal Sciences and Societies. Leviathans in the Harbor.

27 The Guardian: Italy To Impose Limits On Visitors To Cinque Terre With Tourist Ticket System

28 Sweatships: What it's really like to work on board a cruise ship.

<https://waronwant.org/sites/default/files/sweatships.pdf>

29 <https://story.californiasunday.com/below-deck>

In Conclusion

We urge the Port of Seattle to:

? Immediately suspend the Terminal 46 cruise ship terminal selection process.

? Immediately suspend the Terminal 46 cruise ship terminal SEPA review.

? Immediately disqualify any consortiums that include environmental felon Carnival

Corporation and any others consortiums that include any companies with a

history of environmental crimes. The Port of Seattle should avoid doing business

with convicted environmental criminals.

? Issue a revised Request for Qualifications that aligns with the points and principles made above, including:

- Consultation with the Duwamish tribe and a requirement for free, prior and informed consent prior to any Consortium or the Port moving forward with the cruise terminal expansion.

- The responsibility of the Port of Seattle to not only address the global

climate by reducing its own Scope 1 GHG emissions, but also the Scope 3 GHG emissions that will result from increased cruise passenger flights into Seattle and from the mega cruise ships once these vessels depart from the Port. It is an inescapable reality that increasing port capacity for supersized cruise ships will increase both upstream and downstream GHG emissions.

- Cruise ships' air, water, and climate pollution along the coast of British Columbia and Alaska once they leave the Salish Sea.
- Additional health impacts and costs for Seattle residents and those that will be impacted in the ports of call these ships will visit.
- The equity, moral, and ethical implications of more cruise ships.
- Measures to address the dismal labor conditions on board cruise ships.

For more information, please contact:

Jim Ace

Stand.earth

JimAce@Stand.earth

Comment Number 31 - Save The Market Entrance

Commenter type: Organization/Community Group

Submission type: Email

Comment: As President of SaveTheMarketEntrance.org, I am acutely interested in economic, cultural, and community sustainability. As a retiree with residents in both downtown Seattle and Juneau, Alaska, a town with decades of experience as a cruise ship destination, I believe ?scoping for the SEPA EIS for the proposed Pier 46 Cruise Terminal Development must consider and learn from impacts on Alaskan communities. Cruise Business Development Principles must be applied to a wider land and water mass beyond Pier 46, the Seattle waterfront, or Elliott Bay and Puget Sound.

Cruise Business Development Principles

Measuring aspirations to expand economic, cultural, and community benefits require scrutiny and must be independent validated. Are these benefits truly being expanded or will they be cannibalized from traditional beneficiaries and redirected to the industry's bottom line?

A study of cruise ship impacts on Alaskan communities will demonstrate that while visibility for native culture has improved, local economies have suffered due to loss of local businesses, unfair competition from cruise affiliated businesses, extortion of pay-to-play "ship-board promotion" for any business not owned by the industry.

While daily visitors well outnumber local residents in even the largest Alaskan communities along the cruise route, the EIS Scope needs to measure the impacts of cruise-related transportation vehicles relative to road surface degradation without cruise ship traffic. What percent of wear and tear on local roadways and other infrastructure is due to cruise passenger traffic and how is the funding for repair and replacement of that infrastructure funded. Southeast Alaska has attempted to impose a head tax on travelers, but the industry has utilized an army of attorney's to prevent use of these funds for any infrastructural support that does not meet their specific, self-serving, and extremely narrow criteria. In absence of funding from the industry, local property taxes are left to carry the local share of the burden.

Likewise, the principal supporting financial sustainability must be examined carefully. The Port is not an island unto itself. The entire system must be sustainable or the goose that lays the golden eggs will vanish.

If the economic benefits are truly to be expanded, not simply redirected to the corporate bottom line at the expense of local communities, the scope of this EIS must include a study of capacity for increase in number of passengers at each port. Seasonal impacts on local housing, downtown viability, demands on emergency services, all must be measured and evaluated.

Port Cruise Operations

If Seattle is responsible for 45% of the Alaska cruise market, are they planning to grow their share by taking it from the other ports? To what degree is a passenger's choice of port-of-origin flexible? Don't the majority start close to home? And if sufficient numbers can be persuaded to choose Seattle over

Vancouver, B.C., how will this EIS measure the impacts on air and ground transportation and their related air quality and greenhouse gas impacts?

Further examination of revenues generated per ship need, also to be expanded to the entire system. Where do revenues generated go? How many go to local businesses vs. businesses that are industry affiliates? Of the money that goes to local businesses, how much is paid back to the industry in “on-board advertising fees” or other industry benefits? What percent of local business before-industry-fee profits go to the industry vs. the percent retained by local business owners?

****Elements of proposed terminal development ****

I applaud the plans focus on experience-wide transportation to and from Pier 46. How will the Light Rail system be impacted and what are its limits. It is already at capacity between SeaTac and the stops closest to Pier 46. Projections for demand for light rail downtown must include projected growth with and without Pier 46 development.

I applaud plans for shore power. The EIS scope needs to include consideration of viability of making shore power available. How many ships have the ability to plug in? Do they all have the same kind of plug-ins? If this is the plan, how will it work? And if it doesn't work, the scope needs to measure long-term impacts on air quality from ships burning bunker oil and how they will contribute or undermine Clean-Air objectives for Seattle.

I applaud consideration of street improvements and landscaping including pedestrian access and connections. As a resident of downtown, I am already being billed via LID for waterfront enhancements that are supposed to provide some benefit to me. The waterfront will be expanded to accommodate the needs of the cruise industry, but are plans being made in a way that assures shops and restaurants will be viable year-around. The Alaskan communities along the cruise route provide a cautionary tail that Seattle should examine carefully. Alaskan street fronts from Ketchikan to Skagway and in between have become overwhelmed by cruise traffic so that locals have been forced to avoid them as much as possible. Then, in the off-season, streets are abandoned as shops owned by the industry close. If this happens on Seattle's waterfront, the locals will not come back and even independently owned businesses will not be able to keep their doors open in the off season.

Alternatives to be Considered

I hope you will find good data to help support this proposals aspirations, but I am not optimistic. You asked for recommendations.

I understand that the Port does not run the cruise ship industry, but I am concerned that the current industry model will fail, and a \$200M project to support it is a mis-use of public funds.

Perhaps the industry will, one day, transition to a transportation model similar to the Hurtigruten in Norway that hauls passengers, freight, and vehicles year-round and is subsidized to serve small communities throughout northern waterways, tourists, and communities (<https://www.hurtigruten.com/>).

Thank you for this opportunity to participate in the Scoping for the Pier 46 EIS.

Respectfully,

Ruth Danner

Resident and taxpayer in both Seattle, WA and Juneau, AK

President | SaveTheMarketEntrance.org

85,000 strong and growing in concern for Seattle's future; dedicated to preserving quality of life and sense of place at 1st & Pike at the entrance to Pike Place Market, "The Soul of Seattle."

Comment Number 32 - ILWU Local 19

Commenter type: Organization/Community Group

Submission type: Email

Comment: Dear Laura Wolfe/Port of Seattle,

Attached you will find our comment letter for the SEPA scoping for the cruise project at T46, on behalf of ILWU Local 19.

If you have any questions, feel free to reply here or reach me at 206-291-5411.

Thank you,

John Persak

for ILWU 19

November 12th, 2019

Port of Seattle

attn: Laura Wolfe

Port of Seattle, Pier 69

2711 Alaskan Way

Seattle WA 98121

SEPA@portseattle.org

Sent by e-mail

Dear Laura Wolfe,

The following are our remarks for the SEPA Scoping comment period for the Terminal 46 Flexible Marine Transportation Facility Cruise Development (SEPA 2019-03)

The International Longshore and Warehouse Union Local 19 (ILWU 19), founded in 1937, represents maritime workers who handle the loading and unloading of vessel cargo throughout the Port of Seattle. Our work on Port terminals Terminals 5, 18, 25, 30, 46, 86, and 105 include: the discharging and loading of container and bulk cargos and stores on berthed vessels; the movement, storage, and inventorying of cargo; on dock cargo rail operations; and delivering and taking cargo deliveries from over the road truck drivers (who in turn, service the rail gateways in Seattle, as well as destinations

throughout the region via I-90, I-5, SR 99, SR 509, SR 599, SR 519, East Marginal Way S., West Marginal Way S., and other routes in Seattle designated by the Seattle Freight Master Plan.) Our members are also employed to work the Port of Seattle's seasonal cruise vessels at Terminals 66, 90, and 91 (on board and dock operations).

Our workforce has been dispatched to maritime work on Seattle's port terminals since 1934 through a full referral dispatch hall, and was first established as an organized union workforce in 1886. This activity is tied strongly to the existing topography and built environment and cannot be relocated, whereas cargo itself can be easily rerouted to other port facilities, especially in Canada. We are concerned with preserving year-round family wage job opportunities for our registered workforce, and making sure that we preserve ample opportunity to attract year-round business, and because of this, we take an interest as a major economic stakeholder in the development potential of these marine terminals.

Discovering the impacts of both the construction and long term operation of an additional cruise facility at Terminal 46 is of serious concern to us. Providing reliable labor and service to the global shipping lines that call on our marine terminals, as well as the tourism and customer driven cruise lines, is a key factor in retaining this business and growing employment opportunities for our members and other workers who benefit from the economic multipliers. We also recognize that there are certain constraints upon the flexibility of terminals in handling marine cargo that is not the same with terminals that service cruise vessels. It is possible that development of cruise, if not considered properly, will negatively impact the Port's ability to diversify its portfolio of cargo related business, and the ability to maintain stable employment throughout the year. These effects would curtail the ability for us and marine terminal operators to maintain the necessary number of trained individuals, to service both cargo and cruise vessels during peak periods for vessel calls. We believe this is particularly true in considering an extra cruise berth at Terminal 46.

The livelihoods of our workforce are dependent upon the viability of the freight supply

chain within our region, the preservation of land uses and freight corridors that facilitate and support marine cargo and related manufacturing activity in Seattle, and the crucial role of this economic activity within our \$38bn+ statewide maritime economy. As our region experiences continued growth, we must consider the impacts of any terminal development upon the concurrent demand for local cargo, as well as the utilization of the investments in first-last mile cargo facilities, public or private.

Alternatives

The scoping needs to consider three additional alternatives, based on data that the Port of Seattle already has.

The Port of Seattle Commissioned a study which was completed in 2014 called the Business Diversification Study. The study* mentions the options for the development of an additional cruise facility in Seattle at Terminal 91:

“Given that our three berths are at 100% occupancy over the weekend during cruise season, a need for a fourth berth is certainly worthy of planning consideration. One option often discussed is to relocate Marel and then to remodel their current building into a cruise facility. The 4th berth would then simply be adjacent and north of the current cruise berth on the west side of pier 91. Rough cost estimating for such a facility is:

[SEE ATTACHED PDF FOR IMAGE]

*Port of Seattle Business Diversification Study, pg 25

Accounting for the CPI since 2014, these capital costs are still substantially lower than the \$100m public investment budgeted for the development at T46, and would not cede partial control of a public asset in any public-private partnership.

Because this site has been identified we ask that a full study of this alternative be included in the scoping, including a comparison of impacts as described below (#2-#7)

.

The Port’s Business Diversification Study also outlines costs for the potential development of a cruise facility of T46:

[SEE ATTACHED PDF FOR IMAGE]

Port staff and leaders have communicated to us the viability of a “temporary” and/or “reversible” design, wherein a cruise facility could be constructed in a manner that would allow the easy reconversion to cargo uses. However, a \$200m investment with private money is an opportunity cost for attracting other types of cargo for T46 in the future and quite likely, for any portion of the terminal that is not being used by cruise.

An investment of \$20m, adjusted for CPI, would avoid many the environmental disruptions which are assured by major construction and change of use, accommodate the industry, and provide continued opportunity for growth in marine cargo at T46.

Because this alternative has already been identified, we ask that a full study of this onsite alternative be included in the scoping, including a comparison of impacts as described below (#2-#7).

We also ask that an alternative for Terminal 30 be studied as part of the scoping, including a comparison of impacts as described below (#2-#7). T30 has already proven itself as a viable and “reversible” option, because cruise was located at this terminal before being moved to T 90/91, and because marine cargo operations existed prior to the cruise operation, as it does today.

2) Interference with other T46 and T30 cargo operations (traffic)

A major investment in cruise at T46 would impact the ability to use the remainder of the terminal, due to the redesign of traffic patterns at gates, as well as traffic patterns resulting from passenger pickups and drop offs. Cruise would also impact uses at T30, which is projected to increase in volumes in the coming years.

T46 is located in proximity to the north gate of the BNSF SIG rail yard, and WSDOT has invested over \$100m in two routes for connectivity to that yard to and from T46; these are the “little h” flyover and the “trucks only” route underneath SR99. Future connectivity using “heavy haul corridors” is planned by SDOT with funding from the Port of Seattle (\$40m). This rail hub is able to serve containers as well as autos, over-height/over-width cargos, and breakbulk cargos. The dray required would be by truck and can be performed 24 hours per day. Any use that would impact the accessibility of these specially

designed routes for cargo dray operations would impact business, jobs, and the ROI of state tax dollars in the near terminal infrastructure. Please study all impacts on freight access (on terminal and within 1st-last mile radius) for current and possible future cargo uses at T46 and T30, at 80% capacity utilization for each.

(See below: Red=marine cargo truck routes, Green=potential cruise passenger pickup/drop off routes)

[SEE ATTACHED PDF FOR IMAGE]

In this study, please consider all possible future cargo uses (imports and exports), in conjunction with the BNSG SIG yard (both north and south gates), including but not limited to:

Containerized Cargo, regular

Over-width/height cargo (flat rack/flat bed transport)

Autos, trailers, and machinery

Ro-Ro

Wood products and logs

Steel: pipe, rebar, beams, etc.

Project cargo eg buildings, rail, tunnels, and bridges,

Construction equipment,

Offshore power plant windmill blades, other windmill blades, related project cargo

Dirt and other spoils

Boats/yachts

Chassis drop facility

Empty/Loaded Container drop facility

Bulk exports with loop track

Cold storage and container transloading

Small Scale Bulk

Airplane fuselages and components

Military cargo, esp for Rapid Response vessels

3) Cumulative impact from Stadium traffic

In addition to existing cargo, cruise operations will be impacted by the sports activities of the stadiums. Cruise vessels require a fast and predictable turnaround during daytime hours, which include passenger loading/unloading and the transporting, staging, and loading of ship stores. In many instances, these operations will occur concurrently with game beginning and end times, especially on weekends. The schedules for NFL, MLB, and MLS are not set locally, and cannot be altered due to local conditions. Similarly, shipping schedules are set a year or more in advance based on sales and marketing, and cannot be altered based on emerging local contingencies. None the less, cruise vessels rely nearly 100% on in-gate/out-gate passenger and stores efficiencies in order to sail on time.

The impact of stadium game traffic, scheduling, and parking will need to be studied as it may curtail the efficient operation of ship operations and the departing schedule of cruise vessels, as well as customer experience. The additional traffic of cruise will exacerbate existing conflicts between marine cargo and game day traffic, and this impact will also need to be studied, and alternatives to the current proposal should be compared. We ask that the traffic impacts from stadium events be studied, and that the Port of Seattle determine the viability of altering game schedules to accommodate vessel calls, including a demonstration of how game times and vessel calls may be coordinated in a scheduling agreement between the Stadium authorities (PSA, PFD) and the Port of Seattle..

4) Cumulative impacts on and from state ferry system

The WA State Ferries Colman dock is currently under construction for expansion north of Terminal 48. Additional cruise traffic for passenger pick up and drop off will impact ferry queuing and vehicle unloading. Because the ferry system is part of the state highway system, such traffic may receive priority over the passenger and stores servicing of cruise vessels, or at best, conflict with one another. This is an impact, especially when game traffic present as described in #3. The impacts of and to WSF traffic will need to be considered comprehensively with the other traffic that may be present which services

the cruise vessels (passenger drop off/pickup, stores deliveries), and consider alternatives to the current proposal.

We ask that the traffic impacts from and to WSF traffic be studied, particularly during peak commuter hours and game traffic,

.

5) Impacts concerning rail operations at SIG and cruise

The BNSF north gate for the SIG yard is a crucial off dock feature and amenity to serve marine cargo from T46 and T30. This rail facility is an important link in regional logistics, and impacts on this yard will also impact activities for other Port terminals, as well as WA state importers and exporters.

Also, BNSF operates the tail track that runs from the SIG yard to King St. directly east of T46. When this track is in use, the truck only route between T46 and the rail yard is blocked. This leaves only one route over SR99.

We ask that the impacts of added cruise traffic be studied in relation to the usability of the north & south SIG entrance, particularly on game days and/or peak commuter hours, and the potential impacts on all marine and domestic/local cargo that is handled in the SIG facility.

6) Impacts of industrial lands and gentrification of SoDo and adjacent communities

The Port of Seattle and the Northwest Seaport Alliance is emphatic about the protection of maritime and industrial lands, and have made the case numerous times in the press and with elected officials that cargo at T46 would be negatively impacted by any gentrification, construction of a third stadium, and street vacations. Since the Port of Seattle has proposed the concept of cruise in public, this advocacy appears to carry less weight with certain stakeholders.

The stadium PFD and PSA have been lobbying the City of Seattle to up-zone north SoDo, including land just east of T46 ("WOSCA"). These proposed up-zones would include commercial as well as housing uses. These conversations have evoked the change of use to cruise at T46 as a justification for a renewed push to gentrify the industrial

lands footprint. Though the NWSA and the Port of Seattle seem opposed to these particular proposals, the change of use at T46 is encouraging their existence and emboldening proponents.

The NWSA has also issued an RFP and has received bids for the use of 60 acres of T46 for marine cargo. Just as the specter of a third stadium has chilled business at T46 in the past, necessitating the Port to divest from four publicly owned cranes at \$1 (one dollar) each to incentivize the retaining of TTI/Hanjin at T46, the Port's own changes of uses may encourage up zoning the area in north SoDo, which may chill demand for marine cargo use. In addition, the added burdens of traffic will discourage customers from utilizing T46 for marine cargo.

The Port will need to study all potential impacts of the construction and operation of a cruise facility on the gentrification of industrial lands in north SoDo, and consider alternatives to the current proposal.

We ask that the impact on industrial zoning be studied, including the potential for increased non conforming uses, expansion of commercial activity, added parking (including the potential demand for parking garages), and any type of housing or hospitality uses.

7) Economic study

The mission of the Port of Seattle is economic development, and in our view, should prioritize year around marine cargo as the "best and highest use" for any marine terminal. The development of Commercial Maritime and tourism does produce jobs and revenue for both public and private entities. However, if done so at the expense of opportunities for marine cargo, the net loss long term may exceed a net benefit, especially in relation to jobs, impacts to the community (SoDo and the C/ID), tax revenue, lease revenue, and external costs and burdens on other transportation agencies (eg SDOT, WSDOT, SPD Parking Enforcement). Peak traffic discourages cargo customers from utilizing T46; it also impacts small businesses in SoDo and the C/ID.

The original RFQ and RFP for the cruise project effectively communicated that a customer

would need \$100m in capital investment. This effectively excluded opportunities for smaller operators, and eliminated opportunities to enfranchise minority owned businesses. We are also alarmed that four cranes may be removed as a consequence of the cruise development. This will severely impact the ability to market the rest of T46 for marine cargo, and undermines any effort for the Port of Seattle or the Seaport Alliance to maintaining any portion of T46 for marine cargo in the long term.

We ask that the Port commission conduct an economic study of all impacts, positive and negative, to include job loss and retention, workforce retention, impacts of potential and current cargo uses at T46 and T30, loss of use for container crane operation, and impacts on racial equity in terms of impacts on small businesses due to added traffic and parking.

We also ask that this study include potential options for cruise RFPs for the three alternatives listed above, at the adjusted for CPI price points, and how the issuance of these would address equity concerns and economic impacts in SoDo and the C/ID.

8) Extension of scoping deadline

In our view, the scoping comment period is too short for all stakeholders to effectively weigh in.

We ask that the scoping comment period be extended to December 3rd, 2019.

Thank you for the opportunity to comment on the scoping of this project.

Best Regards,

[IMAGE OF SIGNATURE]

John Persak

for ILWU Local 19

john.m.persak@gmail.com

Comment Number 33 - Thomas Thayer

Commenter type: Individual

Submission type: Web comment

Comment: It is very common knowledge at this point that cruise ships have a strongly negative environmental impact. I would ask you to please take into account the impact not just to our port and local waters, but that of the world as a whole from encouraging the proliferation of this irresponsible, unsustainable industry. I was recently very proud of the number of people in our beautiful city who came out for the climate strike. I had the exact opposite feeling when I learned of the Port of Seattle's plans for additional cruise terminal development here. In 30 years humanity has to be carbon neutral or it could mean the end of civilization as we know it. This is science. Is this the kind of investment we should be making?

Comment Number 34 - Barry Blanton

Commenter type: Individual

Submission type: Web comment

Comment: I look forward to the opportunities and possibilities this new terminal represents to Pioneer Square and the stakeholders already in place in the south downtown neighborhoods.

Rather than consider this its own entity, I view this as a new neighbor and part of Pioneer Square. This represents a new way for passengers of the cruise lines to interact with the neighborhood(s), enhancing the experience for everyone (cruise ship patrons and Pioneer Square businesses). But this will only happen if it is built into the strategy of developing the terminal.

The terminal itself can add to (or detract from) the neighborhood. If the focus is solely on getting people and provisions on or off the ships that dock, and otherwise turns it's back on the neighborhood, it will serve the purpose of the cruise lines and perhaps even the Port, but not the neighborhood, and that would be an opportunity missed. Examples include the other terminals where people are immediately transported to/from the terminal, with relatively little interaction with the surrounding/adjoining neighborhoods. In this cases there are other factors that perpetuate that aren't present at Pier 46. That's why more consideration should be given to the possibilities of more direct interaction with the Pioneer Square neighborhood.

Finally, the look, feel and orientation of the physical terminal itself will either add to or detract from the neighborhood. This should be carefully considered so we take full advantage of the opportunity the new facility represents.

If instead,

Comment Number 35 - Tamra Godfrey

Commenter type: Individual

Submission type: Web comment

Comment: There is already so much congestion, construction and roadwork in Downtown Seattle and Pioneer Square. Why not increase capacity at Smith Cove?

Comment Number 36 - Todd Lee

Commenter type: Individual

Submission type: Web comment

Comment: I fully support the new cruise ship terminal. I believe it's what the Pioneer Square area needs to inject life, tourism and maintain the vitality of the area.

Comment Number 37 - Sean OBrien

Commenter type: Individual

Submission type: Web comment

Comment: I think this Terminal 46 project is a great idea and will help bring more life and tourists to the area, which will in turn benefit the community.

Comment Number 38 - Sam Dev

Commenter type: Individual

Submission type: Web comment

Comment: No, no, please no! Just be cause there's demand does not mean that demand should be met. We should not be encouraging more cruise ships and passengers as they've been shown to be incredibly bad for the environment! This is a bad idea for Puget sound!

Comment Number 39 - Michelle McKenzie

Commenter type: Individual

Submission type: Web comment

Comment: We do not need any more cruise ships in Puget Sound! Countless research has shown cruise ships massively pollute their ports and surrounding communities. Please stop.

Comment Number 40 - Krystal Miller

Commenter type: Individual

Submission type: Web comment

Comment: I am strongly opposed to adding a new cruise ship terminal while we head toward a climate meltdown. On a local level, we have severely threatened species who are suffering due to noise and traffic in our waterways, and the Port of Seattle still hasn't required shore power for ships using our port, and has failed to address the environmental implications of reopening T5. To add a cruise ship terminal during our current crisis and expansion would be devastating to our local environment, and irresponsible at best. Please do not proceed with the Terminal 46 proposal. We should not be "maximizing" the function of our deep water port before addressing the climate crisis at hand.

Comment Number 41 - Sarah Cavanaugh

Commenter type: Individual

Submission type: Web comment

Comment: I am completely opposed to adding a new cruise ship terminal. Cruise ships are an environmental nightmare and we are already overloaded with the effort of trying to mitigate hazards to our waterways. This terminal will also increase our already severe issues with traffic on the roadways and gridlock at the airport. The ships are an eyesore, too. It's bad enough to have them downtown--we don't need them closer to West Seattle, too.

Comment Number 42 - Joel Shaver

Commenter type: Individual

Submission type: Web comment

Comment: I do not support development of an additional cruise ship terminal in Seattle. The cruise industry is one of the highest polluting industries on the planet, and I do not want the Port of Seattle to continue to expand or support this industry at all. If anything, I would support phasing out the other three terminals and committing to support our city's efforts to reduce its carbon footprint.

Comment Number 43 - Alex Hidalgo

Commenter type: Individual

Submission type: Web comment

Comment: I am against this project overall:

-More cruise ship traffic affecting marine wildlife: increased noise, potential for more collisions. disturbance of natural habitats, potential for more water pollutants.

-Increased car traffic in the area

-increased green house gases emitted by more cruise ships

-increased capacity may increase overtourism and reduce prices providing motivation for more travel resulting in higher carbon emissions.

If it can be proven that the increase in traffic is resulting in more cruise ships idling while waiting to berth, the project might make sense.

Comment Number 44 - Steve Bird

Commenter type: Individual

Submission type: Web comment

Comment: I believe this proposal is in keeping with Seattle being a working port. Also it is great to utilize the larger portion of the terminal as cargo operations and keeping living wage jobs in the harbor.

Comment Number 45 - Mona Magathan

Commenter type: Individual

Submission type: Web comment

Comment: I am against this proposal to expand our port in order to accommodate increased cruise ship and transport traffic. Cruise ships are huge, unsightly and a juxtaposition to the beautiful PNW. Their activities disrupt our already endangered Orcas - southern resident killer whales are headed to extinction it's well documented that ship noise interferes with their ability to sonically communicate and hunt for food - so it's astonishing the port would be looking to expand traffic when state and federal policymakers are considering new restrictions on boat traffic. Both industries notoriously pollute the air and water and they have little interest in reducing impact to the climate. It is irresponsible for the port and the city to allow cruise and cargo ships to operate 'as is', fully knowing their negative impact. I understand the commerce and growth pieces but strict people first and environmental policies must be designed and adopted to protect our citizens and our environment before its too late.

Comment Number 46 - Alan OneRogueCloud

Commenter type: Individual

Submission type: Web comment

Comment: Residents on Harbor Ave. S.W. love their view of the city waterfront and views of the Stadiums.

But docking a large cruise ship there would block our views.

Keep cruise ships to the north end of Elliott Bay.

Comment Number 47 - Betty Solero

Commenter type: Individual

Submission type: Web comment

Comment: I do NOT support increasing accommodation for more cruise ships. Cruise ships are some of the worst polluters in our waters and air. Seattle wants to tax single home oil and gas furnaces and curtail plastics to limit green house gases just the opposite of these floating cities (cruise ships.)

Comment Number 48 - Eli Crawford

Commenter type: Individual

Submission type: Web comment

Comment: We do not need more cruise ships in our Port. The environmental impact of Cruise ships is horrible. The work arounds to the New IMO standards simply create more waste which is dumped into our oceans. Instead of catering to these corporate environmental criminals, I would like to see the port involved in safeguarding the water we need to survive, not just the economies the wealthy need to get rich.

Any EIS should include the full impact of cruise ships behavior off shore, including sewage and waste dumping, and a full accounting of practices used to address new IMO standards.

Comment Number 49 - Karen Hedberg

Commenter type: Individual

Submission type: Web comment

Comment: Please think of the environmental impact. No more cruise ships. Our fragile Puget Sound is suffering enough.

NO

Comment Number 50 - Kristin Llewelyn

Commenter type: Individual

Submission type: Web comment

Comment: Along with the moral implications of low wages and high profits and how little ports benefit from cruise tourism, the cruise industry has a severe impact on the environment. These ships are essentially floating cities, and many of them produce as much pollution as one. In 2016, the Pacific Standard reported that “each passenger’s carbon footprint while cruising is roughly three times what it would be on land.”

Comment Number 51 - Tyler Servais

Commenter type: Individual

Submission type: Web comment

Comment: Looks great!

Comment Number 52 - Dana Hansen

Commenter type: Individual

Submission type: Web comment

Comment: I do not think there should be a cruise ship terminal at dock 46. I believe it would create too much traffic congestion in an already crowded area - local ferry terminal and traffic during sporting games/events would over populate an already dense area. There are also not as many bus lines that end down here so I can imagine most people would rely on ride share apps to get up to downtown, which would also add traffic. Instead I would love to see additional green space and further build out the waterfront park. There are almost NO green spaces in Pioneer Square, having more pedestrian friendly spaces would be great!

Comment Number 53 - Jason Petrait

Commenter type: Individual

Submission type: Web comment

Comment: Please continue to emphasize links to the nearby neighborhood, pedestrian connections, and public transit. This is a worthwhile project.

Comment Number 54 - Caitlin Huertas

Commenter type: Individual

Submission type: Web comment

Comment: Please do not develop this land, especially not into a cruise ship dock. We need to protect our sea life- the orcas, fish, octopus, sea lions, otters. The whole ecosystem is fragile enough as it is. To disrupt it further would be a nail in Seattle Sounds coffin.

Comment Number 55 - Robert Siceloff

Commenter type: Individual

Submission type: Web comment

Comment: The City of Seattle and the Port of Seattle welcome and encourage more and more cruise ship passengers. Other ports and countries are starting to recognize that these mega ships are polluting locally with food waste and single use plastics, plus large carbon inputs to the atmosphere. World wide, ports and countries are beginning to limit cruise ship visits and ship size. The Port of Seattle should do the same and begin to restrict these huge CO2 generators.

Comment Number 56 - Kathleen McNamara

Commenter type: Individual

Submission type: Web comment

Comment: Please no more cruise ship docks! Orcas, pollution, the Duwamish people. Enough is enough.

Comment Number 57 - Marit Saltrones

Commenter type: Individual

Submission type: Web comment

Comment: From my apartment I have a direct line of sight to the Bell St pier and all of the activity surrounding the three weekly sailings. The Norwegian Cruise Lines ships are gargantuan and tower above the surrounding neighborhood. They disgorge masses of people/tourists who wander the neighborhood in search of Seattle experiences, barely spending any money since what they could afford already went to NCL for the trip.

None of this contributes to the betterment of Seattle. Instead, it eats away at the quality of life we once found here. Please don't make it worse. No to T46 development.

Comment Number 58 - Betty Lau

Commenter type: Individual

Submission type: Web comment

Comment: Please add:

Multilingual way finding signage for passengers to find the National Register Chinatown Historic District and the larger Chinatown Historic District which includes Chinatown, Japantown, and Little Saigon)

Multilingual way finding to transportation to points of interest, including the Seattle Chinatown Historic District and Chinatown, Japantown, Little Saigon

Emphasize FREE Waterfront Streetcar routes for hop on/hop off overview of waterfront and downtown retail core.

Comment Number 59 - Benjamin Burrill

Commenter type: Individual

Submission type: Web comment

Comment: Expansion of the cruise ship industry threatens our delicate ocean ecosystems and would not fit with the Pioneer Square neighborhood. We already have three cruise ship terminals in Seattle (too many) and do not need a fourth.

Comment Number 60 - Lauren Gallow

Commenter type: Individual

Submission type: Web comment

Comment: I am wholly opposed to the plan to develop a new cruise terminal at Terminal 46. Cruise ships threaten our fragile natural ecosystem and our unique and delicate built ecosystem in Pioneer Square. Port cities all over the world are fighting the expansion and even the introduction of the cruise ship industry in their waterfront communities because they understand the irreversible damage these operations have on their natural habitats, public health, small businesses, and livability. For the sake of our city, our community, and our environment, please do not introduce a new cruise terminal at Terminal 46.

Comment Number 61 - Felicia Gonzalez

Commenter type: Individual

Submission type: Web comment

Comment: Nothing less than the very soul of Seattle is put at risk by mega-cruise ships being allowed to dock in Pioneer Square. At a time of increasing concern and peril over the degrading of fragile ecosystems, together with the message dishonoring the legacy of Seattle's Indigenous community a project such as this conveys, it is imperative to say no. Please heed the words of the Cree "Only when the last tree has died and the last river been poisoned and the last fish been caught will we realize we cannot eat money."

Comment Number 62 - Ryan Davis

Commenter type: Individual

Submission type: Web comment

Comment: Cruise ships are inherently wasteful and polluting, so even if the port is eco-friendly, we are supporting a terrible industry ESPECIALLY if the contract goes to Carnival. Please consider investing in something more sustainable.

Comment Number 63 - Emma Scherer

Commenter type: Individual

Submission type: Web comment

Comment: Terminal 46 is an inappropriate location for this purpose, as it is adjacent to the historic Pioneer Square neighborhood. Pioneer Square is unique from other waterfront neighborhoods because of its historic character, which deserves preservation and protection, and unique community, which is already threatened on a regular basis by the proximity of the two stadiums which flood the area with crowds too large to accommodate in an area that is made up of small businesses and intimate restaurants. Additionally, Seattle does not need more cruise ships coming through our delicate Puget Sound ecosystem. As someone who has experience with in-water work that must comply with "leading edge environmental standards," I am exceedingly aware that current environmental standards are insufficient to truly protect marine environments. I am strongly opposed to the Terminal 46 project.

Comment Number 64 - Lisa Connolley

Commenter type: Individual

Submission type: Web comment

Comment: In light of science on global warming, the extinction of natural habitat, and and economy based on non-production; is it wise in the least to proceed with this investment of taxpayer dollars?

Global warming: the sheer expense to our ecosystem for the net monetary gain is criminal.

The science is there on the crisis of our native species of Puget Sound, the young salmon alone will be decimated, not to mention the orcas who feed on them.

We are allowing a tourist based economy to drive this venture, one "normal" economic depression/recession will drive this endeavor to its knees. Tourism is an "industry" with little to no production values: creation requires air, food, clean water, and shelter to survive, this project provides only money. We cannot eat, breath, drink, or adequately protect ourselves from the elements with money alone.

The public and politicians are being led astray when they put their trust in tourist dollars at the cost of Natural Order.

Comment Number 65 - Jennifer Keller

Commenter type: Individual

Submission type: Web comment

Comment: Cruises have huge impacts! Please make sure that the full range of alternatives and the full impacts of the proposed increased cruise traffic are considered.

For proposed alternatives, the alternative of “No Action” should be included for comparison. There should not be an assumption that the facilities should be built regardless of impact.

For proposed alternatives, the alternative of building facilities that support only cargo and non-cruise marine operations should be included for comparison. There should not be an assumption that the cruise facilities should be built regardless of impact.

For the EIS, effects on greenhouse gas emissions should be included, including the emissions from increased traffic of people flying in to go on cruises, the cruises themselves, and people flying home after cruises. These emissions would result from the increased capacity, and should therefore be considered as integral to the effect of adding that capacity.

Thank you.

Comment Number 66 - Kathy Dawson

Commenter type: Individual

Submission type: Web comment

Comment: I'm deeply concerned that the Port is considering an additional facility to service the most polluting mode of transportation through delicate environments, sacrificing clean air and water and allowing significant global warming impacts. I suggest that unless you drop the idea entirely (the best solution) that you make the facility a proof of concept environmentally advanced cruise ship facility, available only to ships that are state of the art in environmental responsibility:

--all electric power while in port

--no use of bunker fuel in route to and from destinations, and expedited transition to electric propulsion

--effective removal of particulates and carbon dioxide from the combustion products of any fossil fuel still used

--no disposal of scrubber effluent in the water

--enhanced waste reduction for the food services aboard

--no ocean dumping of sewage

Comment Number 67 - Greg Gunther

Commenter type: Individual

Submission type: Web comment

Comment: (1) It was my understanding that all EIS include a "No Build" option. We should NOT be operating under that assumption that these facilities will be built irregardless of impact.

(2) Also evaluate an alternative that would build facilities supporting ONLY cargo and non-cruise marine operations. We should not assume that the cruise facilities should be built regardless of impact.

(3) The EIS analysis of greenhouse gas emissions should be broadened to capture the environmental impact of increased GHG emissions from the activities directly related to this project (increase of people flying in to take cruises, the actual cruise, and people flying home after their cruises). These emissions directly result from any increased capacity, and must therefore be considered integral to the impact of adding that capacity.

Comment Number 68 - Paige Malott

Commenter type: Individual

Submission type: Web comment

Comment: To support the Port's commitment to climate goals and reducing carbon emissions, please evaluate how the Center City Streetcar on First Avenue could be included as a sustainable transportation solution for passengers using Terminal 46. Evaluate how the Port and its funding partner could invest in the Center City Streetcar so that it could be constructed, operational, and serve passengers when the cruise terminal opens in 2022.

The Center City Streetcar would connect the two existing Seattle streetcar lines with a 1-mile segment along First Avenue downtown. There is an existing station for the First Hill line located two blocks from Terminal 46 at Occidental Square and Jackson Street. The Center City Streetcar is at 100% design and has stops identified at Pike Place Market and Westlake Center, the top two tourist destinations for cruise passengers. According to the Port's passenger profile, 64% of cruise passengers visit Pike Place Market as their #1 activity, and 44% rank shopping as their #2 activity.

The Center City Streetcar also serves 57 downtown hotels and 220 small businesses in the Pioneer Square neighborhood located near First Avenue. In a McDowell Group survey conducted by the Port, only 2% of cruise passengers use public transportation or walk to the cruise terminal, yet 65% of passengers are staying in hotels in Downtown Seattle.

The streetcar is powered by 100% green energy and is expected to carry 20,000 passengers per day; higher than King County Metro's most-used bus route, RapidRide E, which carries 17,000 passengers over a 14 mile segment. The Center City Streetcar would be a win-win-win for the Port, cruise guests, and the neighborhood. It would provide a convenient and sustainable alternative to driving which would allow cruise tourists to not only access their top tourist destinations with ease, but encourage visiting small businesses in Pioneer Square, International District, and the other 12 neighborhoods made accessible by having one complete streetcar system.

Comment Number 69 - Robert Deering

Commenter type: Individual

Submission type: Web comment

Comment: I live in Southeast Alaska (Juneau) and am opposed to more cruise ship traffic coming into the region. All of the communities currently on the industrial cruise circuit, and the local ecosystems surrounding those communities, are beyond their carrying capacities already. The proposed action will only make those issues worse. Other than bringing money into the region, all other aspects of industrial tourism in Southeast Alaska are negative.

Greenhouse gases. The City of Juneau has established a Climate Action Plan calling for the reduction of greenhouse gases (2011 baseline) by 25% by 2032. The presence of cruise ships, which can nearly double the community's population on some days, completely thwarts those objectives. Not only do the ships emit vast quantities of GHG's during transit and while docked, but the associated activities supporting that industry (helicopter and airplane tours, whale watching, fishing, buses...) emit even more. To date the industry has taken no meaningful steps to reduce emissions. As the ships become larger and more numerous, the emissions increase. Alaska is adversely impacted by climate change more than any other state in the nation. Carbon-intensive cruise ships only increase those impacts.

One way to mitigate those emissions would be for the industry to participate in a carbon offset program being initiated in Juneau that would take contributions from the cruise industry that would go towards energy efficiency and renewable energy projects in the community. This would offset local carbon emissions equivalent to those produced by the visiting cruise ships.

Air Quality. Cruise ships at dock continue to run their generators to produce onboard electricity. This causes significant air quality issues in the communities they're docked at. In many Southeast Alaska communities there is existing or potential hydropower available to allow the ships to shift to clean shore power. The cruise industry should contribute to projects to facilitate those projects.

Noise. The noise pollution resulting from industrial cruise visits (helicopters, planes, tour boats, buses...) has significant adverse impacts on residents and wildlife in the communities being visited. More cruise ships equals more noise.

Recent studies of ship noise on whale behavior is concerning. Please include evaluations of noise impacts on whales due to increased ship noise in the EIS.

Marine mammal impacts. Around Juneau there are a small number of humpback whales that regularly feed. These whales are already surrounded all day long by numerous whale watch boats. More cruise ships means more whale watch boats. What will be the impacts of increased whale watch boats on these whales?

Every year dead whales are discovered where death resulted from ship strikes. It's likely that many whale deaths are not discovered. How many more whales will die due to additional cruise ships transiting the region? A marked decline in the numbers of whales in the region is starting to be observed.

Safety. Residents of these communities rely heavily on their small boats for fishing, commerce, transportation and pleasure. The risk of impacts and capsizing due to the huge wakes from these ships is significant, especially near the communities where waterways are congested. More cruise ships means more risk for local mariners.

Comment Number 70 - Marion Kremer

Commenter type: Individual

Submission type: Web comment

Comment: I'm against building an additional cruise ship terminal.

There are already too many cruise ships landing in Seattle.

As a result, too much air and water pollution in Seattle and Puget Sound, too much traffic, and many cruise ship passengers who do not spend any money in Seattle.

The ships disturb the sonar navigation of the orcas.

Comment Number 71 - O V

Commenter type: Individual

Submission type: Web comment

Comment: For proposed alternatives, the alternatives of "No Action" and "building facilities that support only cargo and non-cruise operations" should be included. The impact of the facilities should be taken into account and not dismissed by assuming that they will be built.

The Environmental Impact Statement should include effects on GHG emissions, such as flights to and from cruise departure locations, and the cruises themselves. These emissions result from the increased capacity and should be acknowledged.

Comment Number 72 - R. Court Olson

Commenter type: Individual

Submission type: Web comment

Comment: I oppose any expansion of cruise ship terminals. Large ship cruises are bad for the environment in several ways:

Ships burn large quantities of fossil fuels which significantly add to global warming and climate change impacts.

Cruise ships typically discharge large quantities of human waste and often garbage into the ocean causing pollution that harms ocean ecosystems and pollutes shorelines.

Large ship propulsion systems create ocean noise that inhibits the ability of ocean mammals (e.g. Whales, Orcas and Porpoises) and fish to hear and communicate.

Large ships sometimes run into and injure ocean wildlife.

I strongly urge you to not allow any additional cruise ship traffic to pass through our waters or tie up to our port piers.

I shall appreciate your careful consideration of this concern.

Court Olson

Comment Number 73 - Lin Hagedorn

Commenter type: Individual

Submission type: Web comment

Comment: No Action is being included for comparison and that should definitely be explored.

Building only for cargo and non-cruise marine operations should be included for comparison (cruise participants create 3x the greenhouse gases for mile traveled as airline participants...and I am not sure how cruise waste is handled mid-trip).

EIS should consider greenhouse gas emissions effects of every aspect of people participating on a cruise - getting to/from the cruise ship, the cruises themselves, the impact on marine life both at the terminal and all along the journey.

Thank you,

Lin

Comment Number 74 - Lynae Cook

Commenter type: Individual

Submission type: Web comment

Comment: I'm really concerned about the impact for residents and the environment with this proposal. Cruise ships threaten our fragile natural ecosystem and our unique and delicate built ecosystem in Pioneer Square. Port cities all over the world are fighting the expansion and even the introduction of the cruise ship industry in their waterfront communities because they understand the irreversible damage these operations have on their natural habitats, public health, small businesses, and livability. This doesn't at all seem in-line with Seattle's values nor does it seem like the direction Seattle's residents want to go in.

Comment Number 75 - Rebecca Cooper

Commenter type: Individual

Submission type: Web comment

Comment: Dear Port of Seattle,

I am writing to encourage you not to build the proposed new cruise facility at terminal 46. As you know, curbing CO2 and other emissions responsible for climate change is already a major struggle on which Seattle is not meeting its goals. A new cruise terminal that hosts highly polluting ships and drives up flights into SeaTac will certainly exacerbate this problem. Secondly, the cruise industry has repeatedly shown itself to be a bad actor with regard to waste and wastewater dumping. We would be foolish to think that it has had a change of heart and will act differently in unobserved moments or beyond the geographical limits of the state's jurisdiction (but close enough to affect our waters).

I recognize that tourism is an important component of Seattle's economy, and that there is value to hosting some cruise visitors. However, a third cruise terminal is excessive and counterproductive to the overall wellbeing of this region. Seattle is not obligated to provide as many cruise berths as the market demands, so please, let considerations other than money lead the day and scrap this project.

Comment Number 76 - Jim Loring

Commenter type: Individual

Submission type: Web comment

Comment: Thank you for this opportunity to formally comment in this Scoping Phase of the Port of Seattle's proposed cruise terminal at Terminal 46. I have concerns in regard to several adverse environment impacts of this project, as well as serious doubts as to its necessity.

Firstly, the Post of Seattle asserts this Terminal 46 project is necessary to "accommodate the growing demand for Alaska, the Pacific Northwest, and West Coast cruises, which can no longer be met by the three berths at the Port's two existing terminals (Terminal 91 and Pier 66)."

Cruises originating in Seattle inflict adverse impacts to destinations in Alaska, overwhelming numerous popular destinations with visitors. According to the National Park Service, Glacier Bay receives about 550,000 visitors each year, and in 2017 about 331,288 of those visitors came via cruise ship. Each of the five cruise ship companies awarded contracts to visit this natural resource of national significance will be allowed 153 "use days" each summer and 92 in the shoulder season (May and September combined). Two or fewer ships per day will be allowed in park, a number capped by a science advisory board. [1] The National Park Service identifies concerns with air quality, the acoustic environment, cultural resources and the overall visitor experience with respect to cruise ships.

Yet Glacier Bay National Park is only one destination served by cruise ships out of Seattle. Other destinations in Alaska report adverse environmental impacts of cruise ships on the natural environment. Air quality is just one concern identified by the National Park Service in Glacier Bay [2]. The cities of Juneau, Ketchikan, Skagway, Haines and Seward have cited various cruise lines for violating air quality standards. [3]

All of these adverse environment impacts are not confined to Alaska. Each of these adverse impacts are experienced in Seattle as well, the Seattle Terminal 46 proposal simply exacerbating the problem.

The same concern for the natural environment should apply to this Seattle Terminal 46 proposal; air quality, the acoustic environment, cultural resources, and the visitor experience are of concern in the Salish Sea as well.

In its Scoping materials, the Port of Seattle states that between 1999 and 2019, the number of cruise ship calls has increased from 6 to 211 and in 2019 1,208,590 passengers were served. This is not a sustainable rate of increase as it is doubtful the destinations served will be able to accommodate the projected sustained rates of visitation and retain any sense of the natural attributes that make them desirable places to visit.

Thank you for this opportunity to express the above concerns.

Regards – Jim

Refs:

[1] Gullufsen, Kevin. "Glacier Bay cruise ship permits get redo." Juneau Empire." 6 June 2018.

(<https://www.juneauempire.com/news/glacier-bay-cruise-ship-permits-get-redo/>)

National Park Service U.S. Department of the Interior State of the Park Report Glacier Bay National Park and Preserve Alaska National Park Service. 2017. State of the Park Report for Glacier Bay National Park and Preserve. State of the Park Series No. 52. National Park Service, Washington, DC.

(<https://irma.nps.gov/DataStore/DownloadFile/593804>)

Resneck, Jacob. "Cruise ship air quality violations spike in Alaska." KTOO Public Media, 13 September 2018

(<https://www.ktoo.org/2018/09/13/cruise-ship-air-quality-violations-spike-in-alaska/>)

Comment Number 77 - Elizabeth Burton

Commenter type: Individual

Submission type: Web comment

Comment: 1. For proposed alternatives, the alternative of "No Action" should be included for comparison. There should not be an assumption that the facilities should be built regardless of impact.

2. For proposed alternatives, the alternative of building facilities that support only cargo and non-cruise marine operations should be included for comparison. There should not be an assumption that the cruise facilities should be built regardless of impact.

3. For the EIS, effects on greenhouse gas emissions should include the emissions from increased traffic of people flying in to go on cruises; the cruises themselves, and people flying home after the cruises.

4. Under "Additional elements we will analyze," you mention "Earth." I assume this refers to the global effects of a new cruise ship terminal. You should consider how increased greenhouse gas emissions will lead to an increasingly destabilized climate worldwide, resulting in extreme weather events; droughts; floods; more intense hurricanes; more intense wildfires; melting of snowpacks and glaciers worldwide, resulting in lack of water for billions of people; warming and acidification of the oceans, resulting in decimation of fish stocks worldwide; flooding of coastal cities worldwide; spread of tropical diseases due to northern migration of insect vectors; death of forests due to spread of insect predators. These conditions in turn will result in food and water shortages, mass displacement and migration; breakdown of social order, and more war. All of this should be considered.

Comment Number 78 - Valerie Costa

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. I've been following the work of the Port for six months now and I applaud you for sharing so much information, but it's a lot to understand for a community member. Hence, having more time to comment would be great.

Additionally, I'm really concerned about the expansion of cruise ships here. Will you study not only how much they pollute in the Puget Sound, but everywhere else they go? How will you ensure they don't pollute when some companies (like Carnival) have been fined for polluting when they weren't supposed to. What will power these ships? At this moment in time we need to be doing everything in our power to reduce greenhouse gas emissions and I don't see how expanding cruise ships will do that.

Thanks for your consideration.

Comment Number 79 - Jared Howe

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you.

Comment Number 80 - Jared Howe

Commenter type: Individual

Submission type: Web comment

Comment: I demand that when the ghg's of fuels are analyzed, that "best available science " be used for determining values of methane and other emissions, and that they look at a lifecycle span of those fuels from extraction to use.

Comment Number 81 - Shasta Llewylson

Commenter type: Individual

Submission type: Web comment

Comment: Cruise ships are likely a short lived industry at this point. Not only are they terribly polluting, both long-term and short-term, at a time when more and more people are making travel decisions with environmental influence, but they are largely the domain of the older generation, who are beginning to drop in size. Add to this the likely devastation of coastal locations, creating uncertainty and limiting destinations, and it seems EXTREMELY short sighted to invest in this industry now, particularly if it will further damage our own ecosystems. Our Orcas and other ocean creatures need less interference as they struggle to cope with climate change, not even more large vessels.

Please address the scope of these concerns in the EIS. I suspect the science will support my fears.

Comment Number 82 - Anna Humphreys

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments.

Thank you,

Anna Humphreys

Comment Number 83 - Neal Anderson

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you,

Comment Number 84 - Barbara Bengtsson

Commenter type: Individual

Submission type: Web comment

Comment: Please extend the comment deadline to give me and other community members time to look into this issue and submit additional comments. The potential expansion of the T46 cruise ship terminal will have numerous impacts on the Seattle and the marine environment, which makes the scoping of the SEPA review very important. Thank you.

Comment Number 85 - Emily Hazelton

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you,

Emily

Comment Number 86 - Jordan Van Voast

Commenter type: Individual

Submission type: Web comment

Comment: "The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you,"

Also, when the ghg's of fuels are analyzed, please require that the "best available science " be used for determining values of methane and other emissions, and that look at a lifecycle span of those fuels from extraction to use.

Comment Number 87 - Guila Muir

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments.

Thank you,

Guila Muir

Comment Number 88 - Kelley Beld

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. In addition when the ghg's of fuels are analyzed, the "best available science " should be used for determining values of methane and other emissions, and the lifecycle span of those fuels from extraction to use should be considered.

Thank you.

Comment Number 89 - Katherine Leggett

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments.

Thank you

Comment Number 90 - Elana Sulakshana

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you.

Comment Number 91 - Alex Stote

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you.

Comment Number 92 - Alex Stote

Commenter type: Individual

Submission type: Web comment

Comment: I would also like to add that when the GHG content of fuels is analyzed, best available science must be used for determining values of methane and other emissions. A look at a lifecycle span of those fuels from extraction to use is another must.

Comment Number 93 - Clayton Smith

Commenter type: Individual

Submission type: Web comment

Comment:

The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you,

Comment Number 94 - Alexandra Blakely Browne

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments.

Thank you,

Alexandra

Comment Number 95 - Emily Johnston

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is critical to Seattle's climate goals, and to the survival of the southern resident orcas. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you!

Comment Number 96 - Laura Zerr

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and the entire Puget Sound community. This expansion would have big implications. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you,"

Comment Number 97 - Cielito Pascual

Commenter type: Individual

Submission type: Web comment

Comment: Hello Port of Seattle

Thank you for this opportunity to comment.

The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments.

Also note that when the GHG's of fuels are analyzed, we demand that "best available science " be used for determining values of methane and other emissions, and that the lifecycle span of those fuels from extraction to use be examined thoroughly.

I will be informing my community of your response to this request.

Sincerely

Cielito Pascual

Comment Number 98 - Deejah Sherman-Peterson

Commenter type: Individual

Submission type: Web comment

Comment: I have a lot of problems with a proposed third cruise ship terminal. Sharing it with cargo shipping does not make it better! We cannot add more cruise ships and prevent the death of the southern resident orcas. We cannot add more cruise ships and mitigate climate change--which is already happening--nor can the Port be carbon-neutral by 2050. And are all emissions being counted? I doubt it! Therefore, I suggest the following:

(1) For proposed alternatives, the alternative of “No Action” should be included for comparison. There should not be an assumption that the facilities should be built regardless of impact. (2) For proposed alternatives, the alternative of building facilities that support only cargo and non-cruise marine operations should be included for comparison. There should not be an assumption that the cruise facilities should be built regardless of impact. (3) For the EIS, effects on greenhouse gas emissions should be included, including the emissions from increased traffic of people flying in to go on cruises, the cruises themselves, and people flying home after cruises. These emissions would result from the increased capacity and should therefore be considered as integral to the effect of adding that capacity. (4) You should consider how increased greenhouse gas emissions will lead to an increasingly destabilized climate worldwide, resulting in extreme weather events; droughts; floods; more intense hurricanes; more intense wildfires; melting of snowpacks and glaciers worldwide, resulting in lack of water for billions of people; warming and acidification of the oceans, resulting in decimation of fish stocks worldwide; flooding of coastal cities worldwide; spread of tropical diseases due to northern migration of insect vectors; death of forests due to spread of insect predators. These conditions in turn will result in food and water shortages, mass displacement and migration; breakdown of social order, and more war. All of these must be considered.

I also have huge problems with the Port's adopted a “Century Agenda” that was amended in December, 2017. This agenda includes the following goals, which seem antithetical to reducing GHG emissions:

- Triple air cargo volume to 750,000 metric tons
- Make Seattle-Tacoma International Airport the west coast “Gateway of Choice” for international travel
- Double the number of international flights and destinations
- Double the economic value of cruise traffic to Washington state

Meanwhile, they also intend to be more-or-less carbon neutral by 2050 (they have emissions in several different categories)

Lastly, I urge you to extend the comment period to the end of the month. I don't believe this has been well publicized.

Comment Number 99 - JP Kemmick

Commenter type: Individual

Submission type: Web comment

Comment: "The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you,"

Comment Number 100 - Peggy J. Printz

Commenter type: Individual

Submission type: Web comment

Comment: Thank you for extending the Comment period. When you are analyzing greenhouse gas emissions, please be sure to use "best available science " for determining values of methane and other emissions from the proposed terminal and its client ships, and be sure to look at a lifecycle span of those fuels from extraction to use.

I am gravely concerned at any increase in traffic in Seattle's harbor. In the midst of a climate emergency and with our beloved orcas in threat of extinction, we must curtail expansion of shipping traffic, especially luxury travel.

Comment Number 101 - sura Hart

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments.

In addition when the ghg's of fuels are analyzed, the "best available science " should be used for determining values of methane and other emissions, and the lifecycle span of those fuels from extraction to use should be considered.

Thank you.

Comment Number 102 - Mia Mlekarov

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you

Comment Number 103 - Alice Lockhart

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments.

My over-arching comment is that the analysis environmental effects of cruise ships should include the following: damage from dumping, impacts of sound pollution on marine mammals, all impacts to the fragile ecosystem of Elliot Bay and the Salish Sea, air pollution while in port and at sea, and green house gas emissions while in port and at sea. With respect to the green house gas emissions, review should consider whether cruise ship expansion is compatible with reducing Seattle's GHG emissions to zero by 2030, and should consider total GHGs for trips originating in Seattle as part of the city's carbon budget.

Comment Number 104 - Ronald Sherman-Peterson

Commenter type: Individual

Submission type: Web comment

Comment:

There are a lot of environmental and climate problems with a proposed third cruise ship terminal, even for a shared cruise-cargo terminal. We cannot add more cruise ships and prevent the death of the southern resident orcas. We cannot add more cruise ships and mitigate climate change--which is already happening--nor can the Port be carbon-neutral by 2050, especially when all emissions are counted, as they should be. Therefore, I am submitting the following items that need to be included in the scoping for the EIS:

- (1) For proposed alternatives, the alternative of "No Action" should be included for comparison. There should not be an assumption that the facilities should be built regardless of impact.
- (2) For proposed alternatives, the alternative of building facilities that support only cargo and non-cruise marine operations should be included for comparison. There should not be an assumption that the cruise facilities should be built regardless of impact.
- (3) For the EIS, effects on greenhouse gas emissions should be included, including the emissions from increased traffic of people flying in to go on cruises, the cruises themselves, and people flying home after cruises. These emissions would result from the increased capacity and should therefore be considered as integral to the effect of adding that capacity.
- (4) You should consider how increased greenhouse gas emissions will lead to an increasingly destabilized climate worldwide, resulting in extreme weather events; droughts; floods; more intense hurricanes; more intense wildfires; melting of snowpacks and glaciers worldwide, resulting in lack of water for billions of people; warming and acidification of the oceans, resulting in decimation of fish stocks worldwide; flooding of coastal cities worldwide; spread of tropical diseases due to northern migration of insect vectors; death of forests due to spread of insect predators. These conditions in turn will result in food and water shortages, mass displacement and migration; breakdown of social order, and more war. All of these must be considered.
- (5) When the greenhouse gas (GHG) impact of fuels are analyzed, the "best available science " must be used for determining values of methane and other emissions.
- (6) The lifecycle span of those fuels from extraction to use be determined and considered.

The Port's adopted "Century Agenda" that was amended in December, 2017 includes the following goals, which antithetical to reducing GHG emissions and are inconsistent with the Port's goal of being carbon-neutral by 2050:

- Triple air cargo volume to 750,000 metric tons
- Make Seattle-Tacoma International Airport the west coast "Gateway of Choice" for international travel

- Double the number of international flights and destinations
- Double the economic value of cruise traffic to Washington state

Thank you for your consideration of the above concerns.

Comment Number 105 - Zak Nelson

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments.

Thank you,

Zak Nelson.

Comment Number 106 - Christine wick

Commenter type: Individual

Submission type: Web comment

Comment: Having another cruise terminal is a terrible idea. Cruise ships are already a blight on the view, but more importantly negatively impact sea life and toxins in the water already. They are particularly bad going to the fragile environment in Alaska, one of the last few wilderness areas in the world. I understand that people like an easy and cheap way to travel, but we need to think about impact on communities and people that don' want to travel that way. (And animals) .

Seattle is so productive now that I imagine there are a lot of alternative ways to make money. Thank you,

Christine Wick, Ph.D.

Comment Number 107 - Nancy Hansen

Commenter type: Individual

Submission type: Web comment

Comment:

The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you, from a 4th generation Pacific NW citizen who has enjoyed the cruise I took one time, but have not done this again, due to my stress about the pollution I am causing just by supporting cruise ships. Is outdated technology one of the problems that causes harm to Puget Sound? I have also read about the dumping of wastes at ports where there are no regulations, where the people may be poor and communities are not equipped to understand how to prevent such abuses. I hope this is not any of the lines you are associated with. I would really like time to understand the issues more. I have knowledge that may not be accurate and would like to tell my concerns with facts to back them up. Thank you for allowing more time for this, to be fair to all.

Comment Number 108 - Guila Muir

Commenter type: Individual

Submission type: Web comment

Comment: The Tacoma LNG project and Kalama Methanol Refinery are currently using science from 2006 for their methane evaluations in their SEPA processes instead of more recent peer reviewed numbers from 2014 or 2016. It's important to look at THAT more current science!

Comment Number 109 - Margaret Bone

Commenter type: Individual

Submission type: Web comment

Comment: I have several concerns about increased cruise ship traffic. The top two are:

Impact on the Orcas, possibly being the last straw that drives them to extinction. Noise and local water pollution are both a concern. Alternatives to use of internal combustion engines when east of Cape Flattery should be considered. Perhaps retrofitting cruise ships with electric engines, moving them with electric tugs, or at the very least an extremely low speed while in waters frequented by Orcas.

Climate change. It is ironic that the pollution of the cruise ships is causing melting of the glaciers people cruise to Alaska to see. It is imperative that the best available science be used to assess the impact of cruise ships on global warming.

Thank you for considering my comments,

Margaret W Bone

Comment Number 110 - L Wainstein

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments.

Thank you,

L. Wainstein

Comment Number 111 - Dave McCaul

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you

Comment Number 112 - Daniel Moore

Commenter type: Individual

Submission type: Web comment

Comment: The cruise industry is proving to be as bad for the environment (depending on how you measure it) as the air travel industry. Simultaneously, cruising is contributing significantly to the issues with "overtourism". Should Seattle shut down cruising? No, but before we as a port invest more resources into increased facilities, we need to study whether investing in other forms of tourism would actually contribute more economically and culturally to our area with fewer impacts. Current research (I work in tourism) is actually suggesting that mass tourism leaves less in the destination than other forms of tourism such as cultural and adventure tourism. Just because you have big cruise companies lobbying you to build this terminal doesn't mean it is actually what would be best for the region. I suggest doing a real study that takes into account and compares other tourism sector investments versus cruise.

Comment Number 113 - Rashmi Chordiya

Commenter type: Individual

Submission type: Web comment

Comment: When the Greenhouse gas emissions of fuels are analyzed, the "best available science " should be used for determining values of methane and other emissions, and that they look at a lifecycle span of those fuels from extraction to use.

Comment Number 114 - Joel Levey

Commenter type: Individual

Submission type: Web comment

Comment: NO MORE CRUISE SHIP TERMINALS IN SEATTLE/PUGET SOUND! These boats have not been well managed, leaving port with loud blaring music audible for miles around - totally disrespectful of people along the shoreline. Too much noise, traffic and pollution. NO MORE!!

The EIS needs to take into consideration the noise impacts which seem to have been completely disregarded by some of the cruise lines!

Comment Number 115 - Thatcher Bailey

Commenter type: Individual

Submission type: Web comment

Comment: Cruise ship passengers have already transformed Pike Place market into a place few local people go. Pioneer Square is one of Seattle's most treasured neighborhoods. Losing that to tourists as well would be a horrible loss for the city. The new \$800 million waterfront park will have cruise passengers flooding in from both ends, again, ensuring the park will a tourist destination and a place that Seattleites to avoid.

This is a truly bad idea with dire consequences for people who actually live here.

Comment Number 116 - Michelle Benetua

Commenter type: Individual

Submission type: Web comment

Comment: I work in Pioneer Square and think this is the wrong location for a Cruise Terminal. There is currently very limited parking and snarled traffic (especially during game days) and the area cannot handle the volume of cruise ships at all. If you build this, you will need to ban cruise ships during all games or vice versa, otherwise the gridlock and smog will be unbearable. Additionally, I am concerned about the negative impact on water and air quality and salmon viability due to the inevitable sewage and fuel leaks, the exhaust from the ships and additional vehicles, and the deck swabbing that will flow directly and untreated into the Sound. Our Sound is dying, this is not the time to add more poison to this fragile habitat.

Comment Number 117 - Elizabeth Atly

Commenter type: Individual

Submission type: Web comment

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments. Thank you.

Comment Number 118 - Rebecca Deardorff

Commenter type: Individual

Submission type: Web comment

Comment: In opening yet another berth for cruise ship use within the Seattle waterfront, I would hope that the Port of Seattle retains the right to remove any such cruise ship from the berth (essentially banning them) for illegal dumping in the waters of the Puget Sound and Salish Sea. Many cruise ships have only a spotty record of environmental stewardship regarding illegal discharges and I would not want a business contract with such a commercial entity to rule whether continued use of the port was mandated. The environmental rules regarding detrimental discharges should come first and foremost.

Comment Number 119 - Hilery Avritt

Commenter type: Individual

Submission type: Web comment

Comment: Please do not encourage more cruise ships to doc in Seattle by adding another cruise ship terminal. In a time of climate crisis, I feel this request needs no explanation. The science is clear. Our leaders will either take action on it or not.

Comment Number 120 - Samantha Good

Commenter type: Individual

Submission type: Web comment

Comment: I am against cruise ship activity at terminal 46, due to the environmental hazards of cruise ship activity. In terms of where we are with the effects of climate change, projects like this should be abandoned, and we should be moving toward carbon neutral and green projects. No new cruise ship terminal!

Thank you,

Samantha Good

Comment Number 121 - Chris Marks

Commenter type: Individual

Submission type: Web comment

Comment: I do not want to see the expansion of cruise ship. I hope that environmental impact will be considered and taken seriously. I can easily imagine that the impact will prove to be so large that the plan should be denied.

Comment Number 122 - Nancy Maranville

Commenter type: Individual

Submission type: Web comment

Comment: For an adequate DEIS this proposal must include an analysis of the effects of the proposal on greenhouse gas emissions,

including the additional local and global emissions from the increase in cruise ship traffic, emissions from increased

airplane emissions from increased air travel to the city and service vehicles and equipment. You should compare the GHG

emissions per passenger mile with alternative modes of travel to cruise destinations. Analyze the effect of the proposed

facility on traffic congestion in King County. Consider the additional particulate and other emissions due to cruise ship

transit in and out of the Salish Sea and the health effects of these emissions. Analyze the effect of additional cruise ship

traffic on Orca whales and other species sensitive to underwater noise pollution.

Thank you for considering these concerns.

Please keep me advised of the schedule for the EIS process and the availability of additional information about the

proposal.

Comment Number 123 - Melissa Connolley

Commenter type: Individual

Submission type: Web comment

Comment: While I appreciate the economic advantage of more cruise ships, this seems very contrary to the Port Newsletters which expound on the Port's environmental goals. As human animals, we need air, water, food and shelter from the elements; cruise ships provide none of these as a response to basic need. A cruise is a temporary trip that causes air pollution, water pollution, food waste, and destroys basic habitat of the environment in which it occupies. While cruising is a short term entertainment, it actually is long-term detrimental to humans at the very least.

At the very most, cruise ships violate the life of a vast majority of species. As our salmon populations has been decimated, in addition to the orcas who feed on them, both of them in the media lately, this seems poor timing to even consider one more way to destroy their habitat.

If Venice Italy can say "enough" to cruise ships, so can Seattle. Please no more terminals, thank you.

Comment Number 124 - Donald Liu

Commenter type: Individual

Submission type: Web comment

Comment: My proposal relates to improving the transportation mobility of people in the site vicinity. The scoping should consider working with SDOT and its Center City Connector Streetcar Project. This Project which will connect the two Seattle Street car lines and envisions using First Ave as one of its connector routes. The Port of Seattle and SDOT should work together and include part of Alaska Way as a connector route in place of First Ave between Jackson St and say Marion St. This would provide access to street cars at the foot of Jackson St right in front of the new cruise terminal at Terminal 46, allowing cruise passengers ready rail access to the cruise terminals from King Street Station/Chinatown Lightrail station and other tourist sites along the First Hill Streetcar line and the South Lake Union Line. What better time to consider this proposal since the Waterfront Seattle project is also now underway in revamping Alaska Way along the waterfront from Stadium Plaza south to Bell Street Park north? [Note: Vancouver's renown Canada Place Cruise Ship Terminal has no direct cruise passenger access to streetcar or light rail which is a severe drawback for cruise passengers. Seattle cruise terminal 46 would be a far superior cruise terminal with direct streetcar/light rail/train access for cruise passengers.]

Comment Number 125 - Charles and Nancy Bagley

Commenter type: Individual

Submission type: Email

Comment: We believe that the Scope of the EIS should include examination of these factors:

When in port, the ship must be required to use shore power and not use a generator powered by diesel or any other type of engine.

2. The Port needs to have a reporting system that persons can contact easily if they observe smoke rising from any part of the ship while in port.

3. The opening of this new terminal will increase cruise ship entry into Puget Sound. Meanwhile, most all ships are being fitted with open-loop exhaust scrubbers, which remove SO₂ and some other products of oil-burning and dump them directly into the water. The EPA in limited monitoring studies of several ships to date has found in the discharge waters of scrubbers excessively high levels of arsenic, copper, and polycyclic hydrocarbons. And the SO₂ is converted to and released as sulfuric acid.

There is a reasonable presumption that sea life will be killed or injured by these discharges.

Several ports have or plan to ban ships with these scrubbers, such as some in the UAE, China, Germany, to name a few.

THUS,

A. The EIS must include an expert review of all available objective testing of these scrubbers, the so-called "Exhaust Gas Cleaning Systems," and search for reports of proven injuries to sea-life. The review must not rely on industry funded research.

B. The Port must require that each cruise ship, both at Terminal 46 AND AT

TERMINALS 91 AND PIER 66 use scrubber systems that have been reviewed and certified to be effective in doing its task, while not allowing hydrocarbon contamination.

[This extension to other docking sites is reasonable, since it would make no sense to test only ships at Terminal 46.]

Thank you,

Charles M Bagley

Nancy H Bagley

1235 8th Ave west

Seattle, WA 98119

candnbagley@comcast.net

Comment Number 126 - Robert Weis

Commenter type: Individual

Submission type: Email

Comment: Mr. Fellman I voted for you even though I've written the Commissioners a couple of times protesting the new cruise line terminal. Reasons include too much more noise in the Salish Sea, plus factors including further overcrowding in the city core, the sewage challenges we already have, and the need to dampen growth in Seattle a bit as we try to catch up on growth in many respects.

My business has benefitted from the Port (a research project), and I have taken part in maritime tours. Thank you.

My work has included serving as an executive speechwriter and policy consultant for some of Seattle's top business executives, and I've supported Port development in several ways over the years.

I'm sure you will get re-elected, with the Times endorsement and all. You deserve it.

A small request: Repair the airport public drinking fountains. They are a disgrace in our fine airport.

Thank you and best wishes,

Robert J. Weis, PhD

Comment Number 127 - Emily Tanner-McLean

Commenter type: Individual

Submission type: Email

Comment: Commissioner Felleman:

Thank you for speaking with me following my comment at tonight's meeting. I look forward to investigating precedents for how historic communities and the cruise industry can craft symbiotic relationships and will take another look at Charleston, as you suggested. If you have other suggestions, I am all ears.

However, while I recognize that there are potentially a lot of concessions to be had in our case, I cannot shake the overwhelming feeling that a 4th cruise terminal is gluttonous, pure and simple. It actualizes an "anything-and-everything-for-profit" philosophy that has proven to be the demise of numerous species, including our own. I have a hard time believing that the construction of this terminal would not become something we look back upon with deep regret, no matter how thoughtful and innovative its execution. That said, I am only just getting started in my engagement on this and expect my views and positions to change as I continue, but if you were to ask me today what I'd prefer to have happen to the acreage in question, I'd say "give it back to the people we stole it from."

Again, thank you. I appreciate your work and suggestions.

Best,

EMILY TANNER-McLEAN

Comment Number 128 - Catherine Ruha

Commenter type: Individual

Submission type: Email

Comment: Dear Commissioners,

I oppose the Port of Seattle's proposed Terminal 46 cruise ship terminal due to the risk of significant climate disruption, marine pollution, and public health impacts from cruise ship emissions.

Expanding port infrastructure to support more cruise ships of ever-increasing size is incompatible with the climate leadership this State is striving toward and with the spirit of the motion passed last year to reduce climate emissions. The port should be encouraging sailing vessels, not carbon heavy cruise ships.

Cruise ships as they exist today are the antithesis of decarbonization. These massive vessels are floating cities, and are almost wholly fueled with one of the dirtiest fossil fuels on earth -- heavy fuel oil. Heavy fuel oil is a waste product of the world's oil refineries, quite literally the bottom-of-the-barrel toxic sludge left over after other petroleum products are distilled from crude. And cruise ships use a lot of fuel.

At a time when vessel traffic noise pollution is crippling the ability of critically endangered Southern Resident Killer whales to hunt salmon and the pollutants that have invaded the food web are damaging their ability to survive and reproduce. Introducing more toxins and more mega-ship traffic into their habitat could well push these iconic animals closer to the brink of extinction.

For the health of our people, our oceans, our endangered Orcas, and our air, for the health of all life on Earth, now is not the time to add more infrastructure to bring more of these polluting mega-ships to our shores. More pollution is not what the livelihoods of this region and the world need.

Thank you,

Catherine Ruha

Seattle, Washington, Earth

Comment Number 129 - Pam Keeley

Commenter type: Individual

Submission type: Email

Comment: The scoping for the SEPA review of the T46 cruise ship expansion is very important to me and my community. Please extend the comment deadline to give us time to adequately look into the issue and submit more comments.

Thank you,

Pam Keeley

Hansville, WA

Comment Number 130 - Ben Pfeiffer

Commenter type: Individual

Submission type: Email

Comment:

An adequate DEIS for this proposal must include an analysis of the effects of the proposal on greenhouse gas emissions, including the additional local and global emissions from the increase in cruise ship traffic, emissions from increased airplane emissions from increased air travel to the city and service vehicles and equipment. Please compare the GHG emissions per passenger mile with alternative modes of travel to cruise destinations. Analyze the effect of the proposed facility on traffic congestion in King County. Consider the additional particulate and other emissions due to cruise ship transit in and out of the Salish Sea and the health effects of these emissions. Analyze the effect of additional cruise ship traffic on Orca whales and other species sensitive to underwater noise pollution.

Thank you for considering these concerns.

Please keep me advised of the schedule for the EIS process and the availability of additional information about the proposal.

Ben Pfeiffer

8555 Latona Ave NE

Seattle WA 98115

Nancy-ben@comcast.net

Comment Number 131 - Leroy Campbell

Commenter type: Individual

Submission type: Web comment

Comment: The Port should consider how this cruise terminal will bring long-term good paying jobs and economic opportunity to local people. How will the Port work with the cruise lines to make sure they are hiring and sourcing local, from communities most impacted, like Pioneer Square and Chinatown-International District? What is the strategy to make sure those communities actually benefit from the proposal?

The Port should make the cruise line sign a community benefits agreement with local organizations impacted by the development. This should be built into the project so that the cruise lines make sure to provide a lasting benefit to local people. Make sure that community benefit agreement is signed by long-standing organizations that know the history of the communities, have strong credibility to represent the community well, and have a deep understanding of the socio-economic needs of the community.

Pioneer Square has many unsheltered people - how will the Port and cruise lines make sure that they are not displaced? There are many services centers there that provide benefits to these constituents. How is the Port working with the homeless shelters (like DESC) and other social service providers to make sure those offices are not displaced? How will the Port and cruise lines employ people who use those services and live locally? For example, this can create job opportunities for local people to serve as guides, vendors, etc.

Chinatown - ID has many people who are senior citizens and who live on a low budget. How is this proposal making sure that these constituents are not displaced?

The cruise ships will bring new foot traffic to the ID. How are the Port and cruise lines working together to make sure that the tourists who come to the area are not disrespectful to the heritage and history of the ID? How will the cruise lines partner with cultural and historical organizations in the ID to promote our local history in respectful ways? How are the cruise lines planning to partner with CID organizations to make sure local residents and small businesses economically benefit from tourists coming to the area?

For the review, don't only include business-oriented organizations- social organizations with history in the area, like Interim CDA, Wing Luke Museum, Chinese Information and Resource Center, ACRS, and others must be involved. For the Port's evaluation, make sure these organizations are involved in the historical/cultural resources section of the EIS. Port staff are not prepared to respond to this research without the expertise of these external resources. Note that they may need to be paid or provided with an honorarium for the time these organizations commit to helping with the Port's review. To reiterate, this is not a topic that the Port staff can or should evaluate internally.

Comment Number 132 - Danny Lee

Commenter type: Individual

Submission type: Web comment

Comment: Hi, I'm concerned about how the Environmental Justice and Historical Resources sections are going to be evaluated. The Port should hire external organizations with a background in these topics, since they are such sensitive issues. The Environmental Justice topics should be racial equity focused and conducted by people of color. The Historical Resources section should be done by historians from Pioneer Square and Chinatown, these two neighborhoods are some of the oldest and richest historical areas in the city. The Duwamish Tribe should be consulted. The cruise terminal will do a lot to change people's use of these two neighborhoods so it's important that the research the Port does now is involving the right people. Thank you.

Comment Number 133 - Laurie Schwan

Commenter type: Individual

Submission type: Web comment

Comment: I would like to express my concerns for your proposed cruise terminal. I was a travel agent for 20 years. The Alaska cruise business was going strong when I left. During those years several ships had collisions in Alaska ports because there was too many in the market at the same time which was unavoidable due to seasonal travel. I do not believe we need more ships as well as larger ships in Seattle. Our market is limited due to location.

I also am concerned about the impact it will have on our resident orcas. I thought we were trying to save them. More and larger ships can only hurt their fight to survive.

Everything in this world should not be only about money. God's creatures have every right to exist in this world. Having worked for the Port of Seattle I am well aware you are always trying to grow financially, but at what cost? When does it end? Your growth goals now days may have a serious impact on the quality of life those of us who grew up here cherish. First it was the 1000 trees you cut down around the airport and now you are endangering the orcas we love.

Please rethink your impact on our communities and nature.

Comment Number 134 - Hannah Wertzberger

Commenter type: Individual

Submission type: Web comment

Comment: Thorough research on environmental justice, lead by POC and anyone potentially impacted, should be prioritized before moving forward with this project.

Further, thorough research on how traffic as well as an influx of tourists around this area will affect the communities living in pioneer square and the International District, both areas of Seattle with larger percentages of people of color, should be prioritized before moving forward with this project.

Comment Number 135 - Evan House

Commenter type: Individual

Submission type: Web comment

Comment: What sort of jobs will be brought into this area- minimum wage, higher?- and how will that affect the communities already established in this area? How will this project affect the homeless populations in this area? How will environmental justice be prioritized before moving forward with this project?

Comment Number 136 - Jason Talentinioti

Commenter type: Individual

Submission type: Web comment

Comment: How will this project affect traffic leading into and out of the Duwamish Valley and its communities? Will there be research on environmental impact /justice pertaining to these communities? If, so who will be leading those research teams - they should be closely familiar with any impacted communities, particularly people of color and homeless communities in these areas.

Comment Number 137 - Stacy

Commenter type: Individual

Submission type: Email

Comment: This should be fun.

Our Southern Resident orcas are the canary in the coal mine for the Salish Sea — and perhaps for climate and ecological stability around the world. There are only 73 of them left in the wild (Lolita/Tokitae, confined at the Miami Seaquarium, makes 74); elected officials have made a great deal of noise about saving them (just like they've made a lot of noise about addressing climate change).

The Port of Seattle Commission is elected, too. ****So why are they seeking a new cruise ship terminal for the city? ****

They know that vessel traffic noise pollution is crippling the ability of the critically endangered Southern Residents to hunt salmon, and the pollutants that have bioaccumulated up the food web are damaging their ability to survive and reproduce. They also know that cruise ships are the antithesis of a climate-friendly future; they are floating cities fueled by one of the dirtiest fossil fuels on earth — heavy fuel oil. ****Introducing more toxins and more mega-ship traffic into the Salish Sea will push orcas closer to the brink of extinction ****— it's that simple.

****This week and next, ****you can attend one of the Port's public "scoping hearings" to insist that their environmental review of the new terminal consider our orcas, the climate, and every other critical issue related to these wildly destructive ships. Talking points are here. Comment by email here.

Wednesday, October 30, 2019, 5:30-7:30 PM, South Seattle Community College, Georgetown Campus, 6737 Corson Avenue South, Building C, 122, Seattle, WA 98108

Monday, November 4, 2019, 4:00-6:00 PM, Embassy Suites at Pioneer Square, King Street Ballroom, 255 South King Street, Seattle, WA 98104

Thursday, November 7, 2019, 11:30 AM-1:30 PM, The Foundry, 4130 1st Avenue S, Seattle, WA 98134

If you can't make it, please be sure to comment by email.

Also, on Wednesday, November 6, you can help us "welcome" guests to the 2019 Cruise Connections Conference.

Our orcas need us, and this battle is a proxy: are we going to turn from our dirtiest businesses and habits in order to preserve life for orcas and people too, or are we going to keep barreling straight towards extinction?

In solidarity with people, orcas, and the rest of life,

Stacy

Comment Number 138 - Jared Howe

Commenter type: Individual

Submission type: Web comment

Comment: For proposed alternatives, the alternative of “No Action” should be included for comparison. There should not be an assumption that the facilities should be built regardless of impact.

For proposed alternatives, the alternative of building facilities that support only cargo and non-cruise marine operations should be included for comparison. There should not be an assumption that the cruise facilities should be built regardless of impact.

For the EIS, effects on greenhouse gas emissions should be included, including the emissions from increased traffic of people flying in to go on cruises, the cruises themselves, and people flying home after cruises. These emissions would result from the increased capacity, and should therefore be considered as integral to the effect of adding that capacity. It is imperative that the EIS use the latest science to estimate greenhouse gas emissions from both cruise ships and from the airplane flights that bring passengers to Seattle and back home.

Effects of greenhouse gas emissions to consider should include the following:

an increasingly destabilized climate worldwide; extreme weather events; droughts; floods; more intense hurricanes; more intense wildfires; melting of snowpacks and glaciers worldwide; warming and acidification of the oceans; flooding of coastal cities; spread of tropical diseases due to northern migration of insect vectors; death of forests due to spread of insect predators. These conditions in turn will result in food and water shortages, mass displacement and migration; breakdown of social order; and other effects.

Seattle is planning to build a “green” terminal where cruise ships can plug into electrical outlets, so that they don’t burn polluting fuel oil when they’re in port. This cuts down on air pollution in Seattle. However, as soon as the ships leave Seattle, they will resume burning fuel oil, polluting the air with black carbon dust, and polluting the water with scrubber effluent, gray water, and vast quantities of treated sewage. Seattle reaps economic benefits from hosting the ships, but towns and cities on the Canadian and Alaskan coastlines where the ships dock, who do not have the money to build electrified terminals, will experience more air and water pollution. More broadly, the whole world will suffer from climate disruption due to greenhouse gas emissions associated with the ships, and from the pollution of the ocean.

Effects on marine life: Dirty water and loud noise from more cruise ships also threaten the already-endangered Southern Resident Killer Whales (orcas) who live in Puget Sound as well as other whales and marine life. The EIS must take into consideration the effects of more cruise ships upon marine life not only in Puget Sound but in the ocean itself where cruise ships will go.

Comment Number 139 - Cubba Reese

Commenter type: Individual

Submission type: Web comment

Comment: Seattle is planning to build a “green” terminal where cruise ships can plug into electrical outlets, so that they don’t burn polluting fuel oil when they’re in port. This cuts down on air pollution in Seattle. However, as soon as the ships leave Seattle, they will resume burning fuel oil, polluting the air with black carbon dust, and polluting the water with scrubber effluent, gray water, and vast quantities of treated sewage. Seattle reaps economic benefits from hosting the ships, but towns and cities on the Canadian and Alaskan coastlines where the ships dock, who do not have the money to build electrified terminals, will experience more air and water pollution. More broadly, the whole world will suffer from the climate disruption due to greenhouse gas emissions associated with the ships, and from the pollution of the ocean.

Comment Number 140 - David Perk

Commenter type: Individual

Submission type: Web comment

Comment: A new cruise ship terminal in Seattle will have significant impacts far beyond our city or even our region. An EIS should consider the broadest range of impacts.

Proposed alternatives must include a No Action alternative, and for comparison purposes, maritime uses of the terminal that do not involve cruise ships.

When considering greenhouse gas emissions, a broad and complete scope should include a full life-cycle analysis of the emissions related to the construction and operation of the terminal; the inbound and outbound cruise ships; and cruise ship passengers flying into and out of Seattle. A full life-cycle analysis should include the social and environmental effects of the extraction, processing and transportation of the fuels used.

The EIS should include a cumulative calculation of the greenhouse gas emissions related to the terminal, expressed as a percentage of state-, county-, and city-wide emissions, so that these impacts can be evaluated in the context of those jurisdictions' emission reduction goals.

The cumulative effects of terminal-related greenhouse gas emissions should be assessed using the Social Cost of Carbon, consistent with RCW 80.28.395.

It is essential that the EIS use up to date science when assessing greenhouse gas emissions, including methane.

Recognizing that the terminal will include electric hookups for docked cruise ships, the effects of particulate emissions from additional cruise ship traffic on the waters outside of the city of Seattle should also be evaluated, particularly on coastal communities, maritime and glacial environments.

The amounts of additional cruise ship vessel noise, scrubber, sewage and gray water effluents should be quantified in the EIS, their effects on fisheries and marine environments enumerated and mitigations proposed.

The scope of the EIS must also include environmental justice impacts. It is unjust for Seattle to reap the economic benefits of increased cruise ship traffic while the impacts of increased vessel and air traffic, particulate pollution and the climate impacts of increased greenhouse gas emissions will be felt first and more strongly by less well-resourced communities.

Thank you for incorporating these comments.

Comment Number 141 - Dana Wu

Commenter type: Individual

Submission type: Web comment

Comment: I am concerned about the potentially destructive impacts and displacement of businesses owned and frequented by people of color in the Pioneer Square and Chinatown International District areas. Please do not compromise cultural and historical places of significance over traveling tourists who don't live here to face the horrible consequences of gentrification. I believe it is possible to honor and root our local communities of color in the area, without causing further harm as we see with new developments and the stadiums being built, while also building out this new cruise terminal.

Comment Number 142 - Ruben Chi

Commenter type: Individual

Submission type: Web comment

Comment: Hello:

I would like to comment as a international district resident. Currently the international district is experiencing much gentrification. One of my biggest concern is that this terminal will add to this problem. I believe that a terminal will increase gentrification and displacement of current residents and businesses. Please consider who will be mostly impacted by this project.

Also sustaining a project of this magnitude is of concern. How will this project be maintained and built. Will they be using tax payers money to do that? If so it would be shameful that taxpayers would be paying for something that won't be a benefit to the community directly

Thank you

Comment Number 143 - Nero O'Reilly

Commenter type: Individual

Submission type: Web comment

Comment: Cruises are horrible for the environment on every level- a two second google search will show you this. We shouldn't have a cruise port at all, much less for than one.

"[...] Along with the moral implications of low wages and high profits and how little ports benefit from cruise tourism, the cruise industry has a severe impact on the environment. These ships are essentially floating cities, and many of them produce as much pollution as one. In 2016, the Pacific Standard reported that "each passenger's carbon footprint while cruising is roughly three times what it would be on land."

Traditionally, ships use diesel engines, gas turbines, or a combination of both. Diesel fuel is linked to pollution as it produces nitrogen oxide emissions, which have been linked to respiratory disease and lung cancer. Their high sulfur content is also harmful to the environment since sulfur, when mixed with water and air, forms sulfuric acid — the main component of acid rain. Acid rain can cause deforestation, destroy aquatic life, and corrode building materials. But recently, the International Maritime Organization (IMO) announced that all vessels must switch to cleaner fuel with a lower sulfur content by 2020.

However, instead of paying for more expensive but less sulfuric fuel, such as liquefied natural gas, ships are installing "emission cheat" systems, called scrubbers. A scrubber allows ship to wash cheap fuel and meet the IMO requirements, then discharge the pollutants from the cheap fuel into the ocean.

This will just add to the fact that a 3,000-person cruise ship generates 210,000 gallons of sewage weekly. All cruise ship sewage goes through what is called "sewage treatment," where solid and liquid waste is separated and sterilized, then the solid is incinerated and the liquid is released back into the ocean.

Apparently, it's just like clean water. But in 2016, Princess Cruises was fined \$40 million for polluting the ocean by dumping 4,227 gallons of "oily waste" off the coast of Britain. According to Klein's website, just this September, two cruise lines were charged with "unauthorized discharge of untreated graywater," or a stream of sewage that comes from everywhere but the toilet.

The two most popular cruise lines, Royal Caribbean and Carnival, both received a D score from environmental advocacy group Friends of Earth, which tabulated the score based on sewage treatment, air pollution reduction, water quality compliance, and transparency. "

-<https://www.vox.com/the-goods/2018/11/15/18096925/cruise-environment-pollution-crime>

Comment Number 144 - Catherine Ruha

Commenter type: Individual

Submission type: Web comment

Comment: Really? You are considering a carbon intensive industry to build a new port for? Where have you been? How could you propose such a thing with climate change threatening ALL OF LIFE ON THE PLANET? We all must do our parts to cut back on carbon pollution and water pollution.

The Port of Seattle must find less polluting forms of transport to cross the local waters and dock in our ports.

Cruise ships are very polluting: A passenger's carbon footprint triples in size when taking a cruise. On top of the pollution caused by their exhaust fumes, cruise ships often discard trash, fuel, and sewage directly into the ocean to save money.

On a typical one-week voyage a cruise ship generates more than 50 tonnes of garbage and a million tonnes of grey (waste) water, 210,000 gallons of sewage and 35,000 gallons of oil-contaminated water.

All of this poisonous crap and the noise from the ship engines are harmful to our Salmon and Orca populations. We cannot leave a legacy of extinction behind because the port lacked imagination and a vision of care taking.

Effects on marine life: Dirty water and loud noise from more cruise ships also threaten the already-endangered Southern Resident Killer Whales (Orcas) who live in Puget Sound as well as other whales and marine life. The EIS must take into consideration the effects of more cruise ships upon marine life not only in Puget Sound but in the ocean itself where cruise ships will go.

No action need be taken. Building facilities that support only cargo and non-cruise marine operations should be included for comparison. There should not be an assumption that the cruise facilities should be built regardless of impact. Also, the terminal could be used for Tall Ship cruises and other sailing vessels - both for cruises and shipping.

Comment Number 145 - Jan von Lehe

Commenter type: Individual

Submission type: Web comment

Comment: *Use the best available, most credible, peer-reviewed science and the strongest possible methodology for calculating impacts. Avoid biased, outdated and industry-sponsored data.

*Comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years (i.e., the life expectancy of cruise ships).

*Air dispersion modeling for all ports of call, including for Terminal 46 and surrounding communities within a twenty-five kilometer radius.

*Estimate the projected increase in cruise ship discharges including scrubber effluent, sewage, greywater, oily bilge water, solid waste and hazardous waste, on a lifecycle scale and timeline.

*Calculate the increase in GHG emissions from air travel (flights) to and from Seattle for cruise ships departing from the proposed third cruise ship terminal at T46.

*Measure environmental impacts against IPCC and Port targets for indirect GHG 50% reduction by 2030.

*Consider the negative impacts that a new cruise ship terminal has on other communities, our climate, and our future, as well as the moral implications and ethical issues arising from a relatively wealthy and privileged city externalizing costs to other less wealthy and privileged communities.

Comment Number 146 - Peggy J. Printz

Commenter type: Individual

Submission type: Web comment

Comment: When evaluating the impact of this project, I urge you to use the best available, most credible, peer-reviewed science and the strongest possible methodology in your calculations. Please avoid biased, outdated and industry-sponsored data.

Beyond the immediate pollution and noise that will result from construction, please prepare a Comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels to be used and the emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years (i.e., the life expectancy of cruise ships).

Please use air dispersion modeling for all ports of call, including for Terminal 46 and surrounding communities within a twenty-five kilometer radius.

I beg you to assess the projected increase in cruise ship discharges including scrubber effluent, sewage, greywater, oily bilge water, solid waste and hazardous waste, on a lifecycle scale and timeline.

It is essential for you to include the increase in GHG emissions from passengers' incremental air travel to and from Seattle as they arrive and depart from the proposed third cruise ship terminal at T46. Not to mention the emissions from their transportation to and from downtown. Do you think they will use Light Rail? Unlikely.

You should also measure environmental impacts against the IPCC and Port targets for indirect GHG 50% reduction by 2030. I am concerned that the Port would expand a source of GHG pollution at this critical time when we should be doing just the opposite to meet our goals.

Your calculations should also include the negative impacts that a new cruise ship terminal has on other communities, our climate and our future. Keep in mind that cruise ship journeys are detrimental to communities in B.C. and Alaska as they emit pollutants and waste products. Docked, these enormous structures dwarf the landscape of the coastal cities as their passengers swarm all over the streets and trails. Because their passengers embark for short durations, just time enough to buy Chinese-made souvenirs and trample the surrounding wilderness, the ships contribute little of value to the local economies. Remember, there are moral implications and ethical issues arising from a relatively wealthy and privileged city (Seattle) externalizing costs to other less wealthy and privileged communities (Juneau or Skagway, for example.)

Comment Number 147 - Patricia Brandt

Commenter type: Individual

Submission type: Web comment

Comment:

As a citizen of Seattle, I urge you to consider the negative impacts that a new cruise ship terminal has on other communities, our climate, and our future, as well as the moral implications and ethical issues arising from a relatively wealthy and privileged city externalizing costs to other less wealthy and privileged communities.

Comment Number 148 - Jonathan Barr

Commenter type: Individual

Submission type: Oral comment

Comment: PUBLIC COMMENT: Hey. My name is Jonathan Barr, and I honestly got here kind of late. So I'm a little bit out of the loop, so I don't really even know much of the whole ecological effects or due process and how that's all going down and everything. So I don't have too much to comment on that.

But I just want it in the loop that we start remembering every aspect of going forward with this that this area is kind of built on a strong ecological foundation, and the beauty of the area and our whales and our salmon and all the strong conifer forests that shade the area and turn it into the beautiful area it is.

MS. MABIE: Would you wait just a second. Our court reporter can't hear you with the train. We want to make sure we get you recorded.

PUBLIC COMMENT: Yeah, thank you so much.

So in the gist of what I was saying is that, like, just being of, like, the utmost mindfulness going forward into this and look at every possible aspect it could have on the natural working ecology around here. And so, like, even to go into, like, crazy detail, like do things, like, many times, because like Stacy wassaying, we don't really have time to mess up and stuff. We have to keep things, like, in check. We have to make sure every move we make is, like, a very conscious, mindful one.

So that's my main concern, just that we review everything, like, not push things under the carpet and things like that. Yeah, that's pretty much what I have to say. Thank you guys for your time.

Comment Number 149 - Sarah Shifley

Commenter type: Individual

Submission type: Oral comment

Comment: PUBLIC COMMENT: Hi. My name is Sarah Shifley. I'm a Seattle native and a South Seattle resident. My husband and I will be raising our children in South Seattle.u

I am asking that the Port's EIS include analysis of how the Port will align any allowed development from cruise ship expansion with the UN International Panel on Climate Change's mandated 50 percent reduction in greenhouse gas emissions by 2030. And this analysis must consider all resulting emissions, no matter where they occur, including the additional aviation emissions from cruise-related travel, because by allowing this expansion, you're facilitating the emissions and must be accountable for them.

We know enough. We know that increasing greenhouse gas emissions are causing species extinctions, devastating wildfires, droughts, crop endangerment, and hurricanes. We know it will only get exponentially worse if we continue allowing more and more emissions.

Borrowing words from Greta Thunberg, the climate activist, it would be shameful for the Port, knowing all this, to continue to prioritize the fairytale of eternal economic growth over our children's future and the health of our planet.

Comment Number 150 - Peter Fink

Commenter type: Individual

Submission type: Oral comment

Comment: PUBLIC COMMENT: Hi. So I'd like to provide some basic facts and information about cruise ships in order to provide a better picture of what this might entail, and then I can talk a little more about what I'd like to see within the Port.

So it was found that cruise ships emit as much particulate matter as one million cars every day, and this was 62 million kilotons of sulfur dioxide emissions. Sulfur dioxide is known to cause lung cancer, and it also contributes to greenhouse gas, the greenhouse gas effect, and as a result, climate change. And in addition, onboard cruise ships was found that the air quality was quite similar to Delhi or other extremely polluted cities in general.

And the reason that cruise ships have such high sulfur dioxide emissions is because they use a high-sulfur diesel. And there was regulations implemented, but as a result, cruise ships then began to install what are called "emissions cheat systems" or "scrubbers," which would use high-sulfur fuel and then remove the sulfur component as it was expelled and using a water-based system. Now, the water that was used to scrub their emissions, the water containing sulfur dioxide, was then dumped into the ocean, a practice that is not allowed on land. You're not allowed to dump sulfur dioxide.

Additionally, it's found that sulfur dioxide as a result of maritime-based navigation results in 400,000 premature deaths every year and 14 million childhood cases of asthma. Also, just in general, just by living on a cruise ship, you have about three times your regular carbon emissions each day, building off the point with respect to the IPCC report and the need to move away from that.

And with specific reference, additionally, to the cruise ships coming through here, there was a recent case in Juneau, Alaska, where they had to pay \$1.5 million in legal fees to the Alaskan cruise ship because the cruise ship company wanted the clarification on the taxes placed for that. So keep that in mind moving forward, that we may actually end up paying for these cruise ships to be here.

In addition, because of climate change, when Antigua and Barbados tried to raise their port fees, the cruise ship put in a -- and I'll stop when I finish my point here. They said that they were going to implement a boycott on that port, and as a result, the port was -- in order to maintain the economic revenue, had to cede to the cruise ship company and ended up having to maintain the levels of charge. So they were not allowed by intimidation and coercion by the cruise ship companies to do so. Thank you.

Comment Number 151 - John Torrance

Commenter type: Individual

Submission type: Oral comment

Comment: PUBLIC COMMENT: My name is John Torrance. I don't write very well.

MS. MABIE: And I don't read very well.

PUBLIC COMMENT: I can use those other names for whatever.

First of all, I want to say I'm very much for the expansion immediately of the cruise ship business here in Seattle for obvious economic reasons, and tourism is probably as clean an industry as there is when they do what the ships are doing of definitely cleaning them up.

But my concern is this is a piece of property that is maybe the finest piece of property on the West Coast by a number of developers, appraisers, politicians -- you name it. It's a great piece. It's 87 acres. It should be master-planned for a 40- or 50-year range, not just an immediate deal, although temporarily, a cruise ship, like they had down at Terminal 30, would be perfect for that site. But it should be master-planned like Canada Place or San Diego, the convention area down there.

I'll have other comments at a later time. Thank you.

Comment Number 152 - Calvin Jones

Commenter type: Individual

Submission type: Oral comment

Comment: PUBLIC COMMENT: Hi. My name is Calvin Jones. I live here in Seattle.

And I guess I'd like to kind of frame my comment by saying that I think climate change is the defining moral backdrop of our time and that we have a moral obligation to leave a habitable planet for our children and grandchildren, and the status quo is failing that. We are looking at hundreds of millions, if not billions, of lives ruined via the status quo and possible future human extinction, and that everything we do, especially in very large, impactful decisions like this, we should incorporate climate change as much as possible into our decision-making.

With that said, I think to make specific EIS scoping comments, I think it's really important to consider the kind of total sort of purview of the emissions, not just within the vicinity, but as the previous commenter said, like air travel to get the cruise ships, the increased demand in cruise ships, and things of that nature. I think, you know, the climate doesn't really care about just the carbon you emit in the vicinity. At the end of the day, all carbon we emit warms the climate. And by sort of looking at this, if we are sort of with this project increasing our emissions profile compared to the alternative, I think that would make me personally opposed to this expansion.

I'd also like to add that, per the previous commenter, I'll let you know that the cruise ships are registered in other countries and therefore can pay other countries' minimum wages, which can be as low as \$1.50 an hour, and that doesn't feel so good either.

Thank you for listening.

Comment Number 153 - Jen Astion

Commenter type: Individual

Submission type: Oral comment

Comment: PUBLIC COMMENT: Thank you. My name is Jen Astion. I'm a Seattle resident.

And in the scope of the environmental impact statement, I urge the Port to assess what marine, air, and land species would be affected and their migration and/or reproductive cycles by the construction of the new terminal. I also urge the Port to require that all qualifiers for cruise ships operate below key whale-related decibel frequencies in whale migration or feeding habitats and conduct an assessment of added vessel traffic impacts on orcas. Thank you.

Comment Number 154 - Emily Tanner-McLean

Commenter type: Individual

Submission type: Oral comment

Comment: PUBLIC COMMENT: Hi. I've been a resident of Pioneer Square since 2014, and I'm very concerned for the reasons of the environment that have been previously stated, but also for the cultural fabric and the livability of my neighborhood that I'm very committed to.

My frame of reference -- I'll give you this -- is a handful of examples. So what's happened to ports in Alaska and also witnessing what has happened to places like Venice where there's a lot to debate how the cruise industry has come in and, in some cases, helped those communities, but it definitely has harmed them in ways. And I know we're not Venice over here, but we are similar in that we are a smaller-scale historic neighborhood. And I really worry about the volume of people coming in, the type of travel that will shape the commerce here.

And just at a very 10,000-foot level, you know, cargo is one thing. Cargo is totally necessary. It connects us to a global economy. In my mind, cruise ships are a luxury, you know. So we're going to be doing this huge investment in something that is not necessary, save for the economic projections, and, you know, they are definitely worth paying attention to. They are large, but what I'm asking is that the negative externalities of this project be factored into those economic projections, so all of the damage related to habitat, potential health risks for those living next to these ships.

The transportation thing -- when I think of, like, how Mariner/Sounders traffic, cruise ship traffic, and Colman Dock, my head explodes when I try to think about that. But transportation as it relates to the environment and also just like general lack of productivity, potential decreases in property values.

You know, I have to say that as a resident, Pioneer Square has its challenges, but a lot of those would be improved if it was more -- became a stronger residential community. And I just don't see how this project is going to help that; in fact, I believe it will hurt it. So I think that there is a whole host of potential costs that need to be factored into your potential economic projections. Thank you.

Comment Number 155 - Paige Malott

Commenter type: Individual

Submission type: Oral comment

Comment: PUBLIC COMMENT: Hi. I'm Paige Malott, and I'm a resident here in the neighborhood.

I would like to encourage the Port to study how the Center City Connector Streetcar could help move passengers/tourists from the new cruise terminal up to the top two destinations that you pointed out in your research, which are Pike Place Market and the Space Needle. Currently, there's not a good way to get there without taking Uber up there. It's about one mile or so to walk uphill. So looking at what benefits that could have and looking at ways that that could be accelerated on a timeline to serve new passengers coming in for this 2022/2023 launch date for the cruise terminal, versus what the current projected date is, which the city is currently looking at around 2026 for it being serviceable. Thank you.

Comment Number 156 - Stuti Singh

Commenter type: Individual

Submission type: Oral comment

Comment: Hi. My name is Stuti Singh, and I would like to see you disclose your estimates of the total amount of discharges for the years 2009 to 2018, including sewage, gray water, oily bilge water, solid waste, and hazardous waste into the oceans from all cruise activity. Thank you.

Comment Number 157 - Guila Muir

Commenter type: Individual

Submission type: Oral comment

Comment: GUILA MUIR: Hi, my name is Guila Muir. I'm an open water swimmer, and that's what brings me here. I am vociferously against the building of a new terminal, and I'm going to give you four of my major reasons.

I am, unlike the previous speaker, against cruise ships in general for these four reasons: That cruise ships currently deposit more than 1 billion gallons of sewage into our ocean each year, this according to the Cruise Report Card put out by Friends of the Earth.

A second reason I'm against cruise ships, and some of my friends use cruise ships, so this is an ongoing conversation that I have with them, is that by 2050 the climate pollution that we can expect to see from shipping and cruises, we're looking at a 250 percent increase of overall climate pollution, which does not spell well for our planet. That's from a Europa study.

Cruise passengers themselves experience 60 times the amount of pollutants in the air they breathe on their fun little trip from a study in the UK. All of these are reasons not to even be having cruise ships.

A fourth reason of course is the orca. Orcas are stressed enough without even more cruising large, large ships in our waterways.

I would like to say cut this off before it even begins and say no to the environmental impact statement moving ahead with this project. Thank you.

Comment Number 158 - Thomas Barnard

Commenter type: Individual

Submission type: Web comment

Comment: In reference to the new cruise terminal, I note that the Cruise Business Development Principles seek to, in part, “Incorporate leading-edge environmental stewardship and sustainability practices and facilities that can exceed existing regulations.”

Further, the Port claims to have “established high standards for protection of air and water quality at our terminals and in State of Washington waters.” As part of this, the Port is pledging to:

- “Incorporate leading edge environmental stewardship and sustainability practices and facilities that can exceed existing regulations.
- Set aggressive goals to minimize greenhouse gas impacts in operation of ships and terminals to support the Port’s goals of reducing carbon by 50 percent by 2030 and the carbon-neutral by-2050 goal.
- Require use of shore power where feasible by equipped ships and include shore power capabilities at the new berth.”

The world’s largest cruise line operator, Carnival Corporation owns and operates cruise ships that frequently dock at POS facilities, have repeatedly been indicted by the U.S. Department of Justice for violating environmental laws through discharge of hazardous pollutants. In a recent case after they were already on probation for previous violations, they were caught coaching its cruise officers to lie and hide evidence of illegal dumping of waste water from inspectors of its cruise ship facilities. Yet this corporation is one of three entities being considered for a P3 agreement to build the new cruise terminal.

Carnival Corporation, which owns the Holland America Line, Princess Cruises, and Carnival Cruise Line are all brands that currently frequent Seattle, is still using heavy fuel oil (HFO), and will continue to do so. Rather than change these practices, Carnival employs the use of open loop scrubber systems, referred to as “Advanced Air Quality Treatment Systems,” which they claim will meet new environmental standards proposed by the International Maritime Organization (IMO).

This is factually incorrect at best, and prevarication at worst. Scrubbers are intended only to reduce sulfur emissions. There may be some marginal co-benefits regarding other types of air pollution (again, air pollutants from exhaust are then discharged as water pollution), but these systems do not and are not designed to address particulate matter and other health-damaging emissions. There is also potential damage to waters surrounding the ships while at berth, by flushing scrubber contaminants.

One alternative technology to control emissions is the use of shore power, where ships at dock turn off their own generators and use locally sourced power. One of the key findings of the recent EPA’s Shore Power Technology Assessment was that shore power can be effective at significantly reducing ship pollutant emissions at dock. When a vessel is connected to shore power, overall pollutant emissions can be reduced by up to 98% when utilizing power from the regional electricity grid (depending on the mix

of energy sources). And we note that the new cruise terminal will have shore power outlets installed, and “require use of shore power where feasible by equipped ships.”

Yet if most cruise ships docking may well be owned and operated by the Carnival Corporation, and are not equipped themselves with shore power connections, then such facilities will be unable to be employed, and in fact would be useless.

Therefore, a critical part of the process will be to closely examine how many cruise ships at the new terminal will actually use shore power, and what is the impact to the environment, air and water, to those who don't. Further, unless Carnival Corporation can show a renewed commitment to shore power, they should not be chosen as the winner in the RFP process.

Thomas Barnard

Comment Number 159 - Allison Kelsey

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

Greetings,

We have enough cruise ships in our area and not enough Orcas. Adding more of one will harm the other. Please don't prioritize commerce over a sustainable future for our kids.

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the "upfront emissions" from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, please require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last 15 years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA's current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Assess added vessel traffic impacts on orcas.
- *Study air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Allison Kelsey

BALLARD Seattle, WA 98107

alikelsea@gmail.com

Comment Number 160 - Jan von Lehe

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

The Port needs to stop 'business as usual' and now put the environment ahead of luxury and profit.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Jan von Lehe

janvonlehe@gmail.com

Comment Number 161 - Linda Furness

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

We simply do not need more cruise ships entering our Port.

Sincerely,

LINDA P FURNESS

4939 NE 65th St Seattle, WA 98115-7701

lpf@comcast.net

Comment Number 162 - Guila Muir

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

Using Terminal 46 for more cruise ships is irresponsible in the time of catastrophic climate change. We need a rigorous and exhaustive environmental review.

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_x, SO_x, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

*Conduct an assessment of added vessel traffic impacts on orcas.

*Conduct a study of air dispersion modeling for the Terminal 46.

*Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.

*Commit to 100% use of clean electric shore power.

*Offer proposals consistent with the City of Seattle's climate goals.

*Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.

*Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.

*Offer proposals that can be assessed through the equity lens required for City of Seattle projects.

*Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.

*Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.

*Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Guila Muir

Seattle, WA 98144

guila@guilamuir.com

Comment Number 163 - Laura Haugh

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

As a parent concerned about our climate future, I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

On behalf of my child and all children, I thank you for taking the time to carefully consider this.

Sincerely,

Laura Haugh

Seattle, WA 98117

lauramhaugh@gmail.com

Comment Number 164 - Erica Bieber

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

As a young Seattleite, I am counting on you to ensure this city remains a great place for everyone (who can tolerate 8 months of rain), including the precious marine life of the Puget Sound to live.

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it will align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

- *Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.
- *Pollution and neighborhood impacts of vehicle traffic to the terminal 4. Additionally, we urge the Port to require that all qualifiers:
- *Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.
- *Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.
- *Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.
- *Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, zero emissions battery or hydrogen fuel cell propulsion in new ships.

Many thanks.

Sincerely,

Erica Bieber

Seattle, WA 98144

erpbieber@gmail.com

Comment Number 165 - Ameya Majmudar

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Seriously, more CRUISE SHIP ports in Seattle? Really? Don't we have a reputation as a green city? Death to orcas and ecosystem huh?

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
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- *Offer proposals consistent with the City of Seattle's climate goals.
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- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Ameya Majmudar

ameya_majmudar@yahoo.com

Comment Number 166 - Sarah Shifley

Commenter type: Individual

Submission type: Comment form (paper)

Comment: The Port's EIS should include analysis of how the Port will align any permitted development and cruise ship expansion with UN IPCC's mandated 50% greenhouse gas emission reduction by 2030.

The analysis should also ensure inclusion of ALL resulting emissions no matter where they occur, including all increased aviation emissions related to cruise traffic.

Comment Number 167 - Doug Osterman

Commenter type: Individual

Submission type: Comment form (paper)

Comment: Light/glare/views - analyze the impacts of the proposals on light (including sunlight) glare, and views from properties to the east of the T-46; minimize bulk and height of any building needed to support the proposal.

Air Quality - Analyze the impacts of the proposal on air quality within Pioneer Square at a minimum. Include how trees (and quantity of trees) will ameliorate impacts. Identify all opportunities in the area for increasing # of trees.

Land use - Analyze the impacts of the proposal on surrounding land use, particularly Pioneer Square historical district and residential housing. Maximize appropriate building size and heights to eliminate or minimize impacts. Identify useable open space and park land to minimize impacts. Specifically, Port of Seattle should purchase the WOSCA properties currently owned by State DOT for open space, public art, pedestrians, health of visitors and residents, quality of life, "separator of land uses (housing, commercial, industrial, stadium, cruise, and cargo terminal activities.)

Noise - Analyze impacts of noise caused by the proposal including construction and long-term operation.

Habitat/endangered species - Maximize reduction of current land use and development impacts to water and fish and wildlife habitat by restoring rehabilitating and creating habitat - particularly targeted toward Chinook salmon recovery.

Additional land use consideration - coordinate the proposal with other land use planning efforts; do not do this in a vacuum.

Funding - for improvements, especially for the habitat restoration; create a new funding source via a per head cruise ship passenger fee.

The WOSCA property is serene: piteously 29 acres, the same amount as the proposal.

Comment Number 168 - Peter Fink

Commenter type: Individual

Submission type: Comment form (paper)

Comment: Property tax levy, be clear, be specific, identify sometimes 700 trucks

Cruise ships emit as much particulate matter as 1 million cars every day 62 M Kt in sulfur dioxide emissions

Particulated matter on board is comparable to Dehli's air quality 10 times more cancer causing gasses - lung cancer

In June 2019 Carnival was found culpable for illegally dumping sewage and plastic waste and oily waste as demonstrated in 2016

Even living you produce 3x on a cruise ship emissions - Ross Klein

10% of air pollution in port cities comes from cruises

Since 2000 322 people have gone overboard or missing; only 20% rescued

60 reported sexual assaults 1/3 victims are minors

The laws are iffy because when they're in international waters 10-12 hour work days making \$560 a month

In 2004 when Antigua tried to raise Port charges Florida-Caribbean threatened a boycott Barbuda and they were forced to comply.

Because they register in foreign countries no corporate income tax \$3 dollar no tax minimum wage \$4-6 a day Carnival in Panama \$1.22-\$2.36 per hour.

210,000 gallons of sewage dumped weekly. Waste water discharged in ocean ships instead "emissions cheat systems" scrubber still use high sulfur fuel illegal otherwise.

Every year 400k deaths 14 million childhood asthma caused by dirty shipping fuel

18% of passengers report dissatisfaction

\$1.5 million in legal fees went to Alaska

Comment Number 169 - Sigrid Asmus

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am aghast and profoundly concerned that the intended use of Terminal 46 for still more grossly polluting cruise ships is being allowed. This use favors a massive source of pollution because these ships burn the dirtiest oil there is -- and that is absolutely incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to if we are to even mitigate global catastrophic climate breakdown.

We must have a rigorous and exhaustive environmental review. Therefore:

We urge the Port to disclose how it intends to align any new cruise-ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate ALL emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the "upfront emissions" from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA's current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_x, SO_x, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
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- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
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- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Thank you.

Sincerely,

Sigrid Asmus

4009 24th Ave W Seattle, WA 98199-1505

essay@nwlink.com

Comment Number 170 - Linn Gould

Commenter type: Individual

Submission type: Comment form (paper)

Comment: It is very important that you: choose a rigorous environmental justice method

Choose a consulting firm who knows and understands EJ and understands the EJ issues and concerns
[illegible]

Ensure that the EJ analysis includes known EJ communities and engages them in an equitable manner.

Comment Number 171 - Laura Gibbons

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

It seems to me that the Port sees its mission as accommodating growth, without sufficiently considering climate impact.

I don't see how expanding the number of cruise ships using Terminal 46 can be done while simultaneously cutting greenhouse gas emissions in half in the next 10 years.

You need to make a plan that reduces greenhouses gases 50%, a plan that includes ALL emissions that would be attributable to cruise ships using the new terminal, the emissions from the whole cruise, not just those while in port. I request that your plan do that explicitly.

Sincerely,

Laura Gibbons

5021 43rd Ave S Seattle, WA 98118-2305

lgibbons51@yahoo.com

Comment Number 172 - Gordon Philip Baldwin

Commenter type: Individual

Submission type: Comment form (paper)

Comment: Yes - the cruise ships defecate into the oceans. They burn the cheap, most polluting fuel.

The time now has come that environmental stewardship must be paramount. Seattle must not host damaging guests. Move to sustainability forward.

Comment Number 173 - Ruth Schultz

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

We see what happens when we ignore nature and treat it as a "commodity" first last and always! It is past time for us to change!

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

1. We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. We urge the Port to disclose the "upfront emissions" from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA's current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.

- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
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- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
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- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Ruth Schultz

14021 15th Ave NE Seattle, WA 98125-8401

ruth.mcree@gmail.com

Comment Number 174 - Alex Lim

Commenter type: Individual

Submission type: Web comment

Comment: I am a local resident (and work) in the Sodo neighborhood, adjacent to the stadiums, pier, and proposed cruise terminal.

I speak for dozens of fellow building neighbors and tenants in strongly rejecting the proposal.

The increased traffic to an already event-congested and ill-equipped neighborhood would be devastating.

The additional pollution of frequent giant cruise ships off our homes would add more toxicity to an already industrial saturated environment.

We demand further public meeting/comment/review before any proposal is accepted or acted upon, if not already arranged and advertised.

Comment Number 175 - Claire Mocha

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am writing to express my concern that the intended use of Terminal 46 for more cruise ships is a dangerous change that threatens the safety and wellbeing of our Southern Resident Orcas - and indeed, all of us, as an increase in cruise ship traffic represents enormous fossil fuel emissions that contribute to the climate crisis.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

1. We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.
2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

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- *Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

- *Pollution and neighborhood impacts of vehicular traffic to the new terminal

4. Additionally, we urge the Port to require that all qualifiers:

- *Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

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- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
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- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Claire Mocha

Seattle, WA 98101

c.mocha@gmail.com

Comment Number 176 - Cedric Barnet

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

Hi,

When it comes to making the right decision, we need to trust the science and care of our home: earth.

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

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*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

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- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Cedric Barnet

920 25th Ave S Seattle, WA 98144-3043

nonylus@gmail.com

Comment Number 177 - Glen Milner

Commenter type: Individual

Submission type: Web comment

Comment: Thank you for this opportunity to comment.

The scoping for the Terminal 46 cruise ship terminal is inadequate. King County is estimated to be in excess of 2 million citizens. It is 2,116 square miles in size. Yet the Port held scoping meetings at three locations—one downtown and the other two at Georgetown and the Industrial District (south of Spokane St.) While these locations might work well for the Port of Seattle, they do not work for many of the two million citizens in King County—who will be paying for this proposed addition and are directly affected by cruise ship lines. The Port could have easily had a meeting at the Shoreline Library in the north end, one in the east side, and one farther south to allow citizens to participate. For these reasons, the Port should conduct new scoping meetings.

I opposed to the new cruise ship terminal. Leading scientists across the planet are warning us of the upcoming climate disaster. This needs to be addressed with any type of proposal for additional cruise ships in Seattle. The Port's proposal, burning fossil fuel for the pleasure of a few, is outdated. If the Port is successful with its cruise ship operations, then we all will suffer from additional greenhouse gases being produced.

Any scoping process, and any Draft EIS, or EIS, should include the impacts of cruise ships in Elliott Bay and the impacts upon climate change.

In addition, the Port should be held responsible for any accident or discharge involving cruise ships in the Puget Sound region because the Port is encouraging visits by these vessels. This should be included in the EIS.

Impacts from added security should also be addressed. The Department of Homeland Security imposes restrictions upon cruise ship operations that directly impact the rights of citizens in our region.

Please consider these remarks. If the Port decided to hold additional meetings, with a scoping meeting in the north end, I would attend.

Please do not alter this comment in the SEPA record.

Thank you

Glen Milner

Comment Number 178 - Martha Baskin

Commenter type: Individual

Submission type: Web comment

Comment: I am concerned about the scope of the EIS for an additional cruise terminal.

For proposed alternatives, the alternative of "No Action" should be included; as should the alternative of building facilities that support only cargo and non-cruise marine operations.

As for the EIS, at a time of climate emergency, effects of greenhouse gas emissions must be included, including emissions from increased traffic of people flying in and out of Seattle to go on the cruises. These emissions would result from the increased capacity, and should be considered integral to the effects of adding capacity.

Growth may be the Port's meme but it is not compatible with a livable planet or city.

Comment Number 179 - Ada Ismail

Commenter type: Individual

Submission type: Web comment

Comment: The Port's historical/cultural resource analysis should explain how low income residents of Pioneer Square and Chinatown/ID would benefit directly from the cruise development construction AND the long term operations of the terminal. The presence of a cruise ship and its negative environmental and economic impacts (increased traffic, increased demand for fast/low quality tourist-attraction businesses, increased demand for low-wage seasonal jobs, etc) will impact the integrity of the local history, heritage, and residential profile of these two neighborhoods. How will this project specifically target economic benefits to local low-income people, especially Asian Pacific Islanders, small businesses and non-profits to make sure they don't get displaced? The historical/cultural analysis needs to include the risk of displacement of these groups. The analysis should include a displacement risk study, use data from PSRC. The Port should pursue a community benefits agreement with the cruise operator and the local community to mitigate negative impacts on the historical/cultural resources of Pioneer Square and Chinatown/ID. The community benefits agreement can provide many solutions. When the cruise ships aren't in season, would the Port lease out the space at discounted rates for community organizations to balance those impacts out? Maybe the space can serve as winter housing for homeless people? How will the Port work with the cruise lines to make more valuable/long-term jobs and careers result from the cruise terminal - so it's not promoting only a low-wage and seasonal tourist economy? Overall the Port's review must make sure the historical/cultural analysis considers both the construction and long term impact of the cruise terminal: it needs to include a displacement study and provide information on how the Port and cruise lines will ensure that the negative impacts on historical and cultural resources are mitigated through a community benefits agreement.

Comment Number 180 - Cynthia Rose

Commenter type: Individual

Submission type: Web comment

Comment: I am opposed to the addition of a new cruise terminal in Seattle because of the possible environmental impacts which include adding to the already mounting problems worldwide in ways such as the following:

an increasingly destabilized climate worldwide; extreme weather events; droughts; floods; more intense hurricanes; more intense wildfires; melting of snowpacks and glaciers worldwide; warming and acidification of the oceans; flooding of coastal cities; spread of tropical diseases due to northern migration of insect vectors; and death of forests due to spread of insect predators. Also we might as well say good by to the resident orcas now if you allow more cruise ships into Seattle as they disrupt the fishing patterns of orcas.

Furthermore I am favor of a clean fuel standard in the area. Reducing greenhouse gas pollution from transportation is vital.

Sincerely, Cindy Rose, Seattle citizen

Comment Number 181 - Mary Sprute

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

Cruise ships are terrible for the environment, we should not be encouraging more of them. More thoughts below on specific actions:

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

1. We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

*Conduct an assessment of added vessel traffic impacts on orcas.

*Conduct a study of air dispersion modeling for the Terminal 46.

*Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.

*Commit to 100% use of clean electric shore power.

*Offer proposals consistent with the City of Seattle's climate goals.

*Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.

*Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.

*Offer proposals that can be assessed through the equity lens required for City of Seattle projects.

*Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.

*Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.

*Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Mary Sprute

708 N 35th St Seattle, WA 98103-8857

maryesprute@gmail.com

Comment Number 182 - Bruce Bowman

Commenter type: Individual

Submission type: Web comment

Comment: EIS must include total carbon footprint of proposed terminal 46. From planning, construction, operation, including impact from passenger traveling to and from Seattle. Impact of the cruise ships emissions, noise pollution to Orcas, etc.

Comment Number 183 - Priscilla Martinez

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

We need to take better care of what is left of our environment, our marine life, and our wildlife.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Priscilla Martinez

12704 NE 200th Pl Bothell, WA 98011-7608 priscillamartinez486@yahoo.com

Comment Number 184 - David Scheer

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am EXTREMELY CONCERNED that the intended use of Terminal 46 for more cruise ships is simply "INCOMPATIBLE" with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear THAT we need to adhere to in order to avoid widespread catastrophic climate change! Do we save the climate?! Or do we build and then operate MORE fossil-fuel-run cruise ships?!?

Considering the stakes of this moment, we NEED a rigorous and exhaustive environmental review!!
THEREFORE:

We STRONGLY REQUEST that the Port disclose to us how it intends to "align" any new cruise ship activity with the directive of the IPCC that we REDUCE greenhouse gas emissions by 50% by 2030.....PLUS calculate 'all' emissions that would be attributable to cruise ships using the new terminal, no matter 'where' they were emitted!

We URGE the Port to disclose the "upfront emissions" from the use of concrete at the new terminal, and to AVOID the use of Portland cement!

We urge the Port to ASSESS:

*Greenhouse gas, noise pollution, and equity impacts of additional flights TO Sea-Tac resulting from people traveling to cruises!

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we URGE the Port to require that all qualifiers:

*DISCLOSE any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits! This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*SUBMIT a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years!

*CONDUCT an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA's current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.

- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many THANKS!

Comment Number 185 - Katherine Comtois

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

This is not a necessary industry for Seattle and is not worth the risk!

If this must be considered, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_x, SO_x, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

katherine comtois

6236 27th Ave NE Seattle, WA 98115-7114 publickac@gmail.com

Comment Number 186 - Shelia Gille

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review.

Clearly, the port of Seattle does not need more cruise ship activity.

Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Sheila Gille

16003 2nd Pl NE Duvall, WA 98019-8494

sheilamg@broadstripe.net

Comment Number 187 - Polly Freeman

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

- *Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.
- *Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:
- *Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.
- *Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.
- *Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.
- *Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Cruise ships harm marine life and are fueling climate change. We don't need more of them !

Many thanks.

Sincerely,

Polly Freeman

201 NW 60th St Seattle, WA 98107-2036

polly_freeman@msn.com

Comment Number 188 - Annie Thoe

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

Orca Whales are our human equivalent in the oceans-- Studies show they possess language that surpasses our own. At a time of climate crisis, the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle’s climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks,

Sincerely,

Annie Thoe

2201 NE 120th St Seattle, WA 98125-5254 anniethoe@gmail.com

Comment Number 189 - Steve Lindstrom

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

- *Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.
- *Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:
- *Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.
- *Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.
- *Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.
- *Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships. Please lead the way on these initiatives and show the country how it's done.

Many thanks.

Sincerely,

Steve Lindstrom

4541 S Pine Ave Milwaukee, WI 53207-5210 lindys1265@att.net

Comment Number 190 - Peggy J. Printz

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

The intended use of Terminal 46 for more cruise ships is incompatible with the imperative to avoid widespread catastrophic climate change.

We in Seattle need a rigorous and exhaustive environmental review. Therefore

I urge the Port to disclose how it intends to align any new cruise ship activity with the necessity that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. I urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. I urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

4. Additionally, I urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_x, SO_x, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology - don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

*Conduct an assessment of added vessel traffic impacts on orcas.

*Conduct a study of air dispersion modeling for the Terminal 46.

*Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.

*Commit to 100% use of clean electric shore power.

*Offer proposals consistent with the City of Seattle's climate goals.

*Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.

*Commit, in writing, to progressive hiring/employment practices.

*Offer proposals that can be assessed through the equity lens required for City of Seattle projects.

*Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.

*Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.

*Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Peggy J Printz

7729 57th Ave NE Seattle, WA 98115-6332 peggyjprintz@gmail.com

Comment Number 191 - Denise Henrickson

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

No new cruise ship terminals! I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

- *Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.
- *Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:
- *Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.
- *Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.
- *Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.
- *Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Denise Henrikson

7956 34th Ave SW Seattle, WA 98126-3557 denise.henrikson@gmail.com

Comment Number 192 - Joyce Major

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

We have a limited number of orcas. Once they are gone that's it. If money always trumps nature, we'll live with many cruise ships that have nothing to look at! Stop making cruise ships more important than orcas. I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the "upfront emissions" from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA's current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.

- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.

Many thanks.

Sincerely,

joyce major

1424 Belmont Ave Seattle, WA 98122-3768 joycemajor1@hotmail.com

Comment Number 193 - James Ploger

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

Reduce, don't increase the number of cruise ships in Puget Sound. The Sound is already overly polluted.

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

James Ploger

1909 S Charles St Seattle, WA 98144-2932 jploger@gmail.com

Comment Number 194 - Maradel Gale

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

As a resident of Bainbridge Island, I am aware of the tremendous impact the cruise industry has on our community. At the same time, I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Maradel Gale

239 Parfitt Way SW Bainbridge Island, WA 98110-4900 mkgale@uoregon.edu

Comment Number 195 - Jane Mortell

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

Worldwide many cities are limiting how many cruise ships can dock. The ships use 2,000 times more sulphur oxide than ordinary diesel which is an environmental nightmare. The amount of traffic caused by increasing the number of cruise ships would be detrimental to the survival of the Orca whales. Many European cities are cutting the number of cruise ships that can dock in their respective ports, we should too.

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

- *Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.
- *Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:
 - *Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.
 - *Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.
 - *Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.
 - *Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.
 - *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
 - *Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

JANE MORTELL

3033 NW 69th St Seattle, WA 98117-6219

jane.mortell@gmail.com

Comment Number 196 - Courtney C

Commenter type: Individual

Submission type: Email

Comment: jenny.durkan@seattle.gov, Kshama.Sawant@seattle.gov, Lisa.Herbold@seattle.gov, lorena.gonzalez@seattle.gov, council@seattle.gov, Mike.OBrien@seattle.gov

Subject: NO

?The surrounding infrastructure CANNOT accommodate this - we don't have the road space and the LAST thing Seattle needs is WORSE traffic!!!

Too many damn Ubers/Lyfts/monster tour buses/idiots in rental cars/idiots on bike shares as it is! And you want to add to that????

Plans to build another Seattle cruise ship terminal met with protesters

<https://www.kiro7.com/news/local/plans-to-build-another-seattle-cruise-ship-terminal-met-with-protesters/1005923108>

Sent from my iPhone

Comment Number 197 - Aubrey Pullman

Commenter type: Individual

Submission type: Email

Comment: I'm writing to express my opposition to a new cruise ship terminal.

Cruise ships harm the environment in many ways. As we look for ways to limit our impacts on the ecosystem in order so that our species can survive it makes no sense to support increased demand for this extravagant and wasteful industry.

Transportation is one of the two major sources of greenhouse gas and pollution. The port should focus it's energies on helping to reduce the impacts of shipping and travel.

Thank you,

-Aubrey Pullman

Seattle resident since 1997

Comment Number 198 - Sara Eldridge

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

Your authority can help to create a better life for people and wildlife here in our home. Please take a leadership role on behalf of our long term future with the intended use of Terminal 46 for more cruise ships, which is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Sara Eldridge

1834 NE 96th St Seattle, WA 98115-2350

seeldridge22@gmail.com

Comment Number 199 - Andrew Sang

Commenter type: Individual

Submission type: Email

Comment: Dear Port of Seattle,

This project is not acceptable. Cruise ships often emit more carbon than entire nations, and as such, the construction of this project has unmitigated impacts in that respect by inducing cruise ship traffic. Why does a progressive, environmental, city such as Seattle tolerate that?

I wish to be made a party of record for this project.

Best regards

Andrew Sang

Comment Number 200 - Jenny K.

Commenter type: Individual

Submission type: Email

Comment: Dear Port of Seattle:

I am writing to express concerns about the proposed cruise ship terminal at Terminal 46.

My first concern is that cruise ships docked at the terminal would negatively impact public health by increasing air pollution in Pioneer Square and for patrons at the two sports arenas.

The terminal is close to the southern end of the 99 tunnel and its accompanying tunnel operations building. All of the exhaust from the tunnel is vented, without being scrubbed, from the tunnel's ends, and from the stacks in the tunnel operations buildings.

I believe the Port should engage with the Puget Sound Clean Air Agency (or other appropriate agency) to scope the potential combined impacts of exhaust from the tunnel, the ships, their service vehicles and existing diesel trucks.

Will cruise ships docked at Terminal 46 be required to hook up to shore power? If not, why can't they be compelled to do so?

My second concern is that a cruise ship terminal there would disrupt efforts to return the Duwamish River to health. Cruise ships would potentially impact water quality in the river, and would add to sound pollution there. I urge the Port to scope these impacts as well.

Thank you.

Best,

Jenny K.

Comment Number 201 - Margaret Pihl

Commenter type: Individual

Submission type: Email

Comment: Dear Port of Seattle:

I am writing to express concerns about the proposed cruise ship terminal at Terminal 46.

My first concern is that cruise ships docked at the terminal would negatively impact public health by increasing air pollution in Pioneer Square and for patrons at the two sports arenas.

The terminal is close to the southern end of the 99 tunnel and its accompanying tunnel operations building. All of the exhaust from the tunnel is vented, without being scrubbed, from the tunnel's ends, and from the stacks in the tunnel operations buildings.

I believe the Port should engage with the Puget Sound Clean Air Agency (or other appropriate agency) to scope the potential combined impacts of exhaust from the tunnel, the ships, their service vehicles and existing diesel trucks.

Will cruise ships docked

at Terminal 46 be required to hook up to shore power? If not, why can't they be compelled to do so?

My second concern is that a cruise ship terminal there would disrupt efforts to return the Duwamish River to health. Cruise ships would potentially impact water quality in the river, and would add to sound pollution there. I urge the Port to scope these impacts as well.

Thank you for the opportunity to submit comments past the original deadline. I was notified by Stephanie Jones Stebbins about the extension, which I appreciated. But was the rest of the public notified as well? The POS website still lists the original November 13 deadline:

<https://www.portseattle.org/news/port-terminal-46-cruise-terminal-development-online-open-house-and-public-scoping-meetings>

Thank you for your attention to this matter.

Margaret Pihl

(Nee Margaret Heather McAuliffe)

Comment Number 202 - Emily Knudsen

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is incompatible with the timetable given by the IPCC to ensure we avoid climate disaster and at odds with the health of city residents and our resident orcas.

Considering the stakes of this moment, we need an exhaustive environmental review. Therefore,

We urge the Port to disclose how it will align any new cruise ship activity with reducing GHG emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement. (Concrete with carbon sequestration technology should be prioritized in purchasing.) 3. We urge the Port to assess and quantify:

*GHG, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises. I live in Beacon Hill and the noise is already a constant disruption which has a negative impact not just on quality of life, but also health impacts. This area already suffers from health disparities, this would make it much worse.

Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive LCA report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

*Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

This is a significant proposal and its impacts should be thoroughly assessed and mitigated. Thanks for your time.

Sincerely,

Emily Knudsen

2826 S Columbian Way Seattle, WA 98108-2147 eknudsen07@gmail.com

Comment Number 203 - Julie Whitehorn

Commenter type: Individual

Submission type: Email

Comment: Dear Port of Seattle:

Please reconsider the proposed cruise ship terminal at Terminal 46. The potential for increased air pollution in an area already negatively overburdened makes a strong case against. Further, the proposed terminal could interfere with progress on clean -up of the Duwamish River. We can't afford that outcome.

Incidentally, your website has the old November 13 deadline: <https://www.portseattle.org/.../port-terminal-46-cruise-termi...>

Thank you,

Julie Whitehorn

Comment Number 204 - Kim Schwarzkopf

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I've lived in West Seattle along the Port of Seattle for 23 years and have many concerns. I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the "upfront emissions" from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA's current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_x, SO_x, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Kim Schwarzkopf

3036 SW Avalon Way Seattle, WA 98126-2662 seaweedtoasted@gmail.com

Comment Number 205 - Angie McCullagh

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I'm a resident of Seattle fortunate enough to be able to watch the activity on the Puget Sound from my living room.

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the "upfront emissions" from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA's current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.

- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
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- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Angie McCullagh

2409 NW Blue Ridge Dr Seattle, WA 98177-5431 angiemccullagh@yahoo.com

Comment Number 206 - Tracy Ouellette

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I live an hour from Seat and avoid the city if I can due to extreme and unpredictable traffic, which will worsen with increased tourism development. I am concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

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*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

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- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
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- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Tracy Ouellette

14078 Mactaggart Ave Bow, WA 98232-9246 tracyjouellette@gmail.com

Comment Number 207 - George Keefe

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I respectfully urge you to adopt the most advanced measures to curb the adverse impact of cruise ships. I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
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- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

George Keefe

960 5th Ave S Edmonds, WA 98020-4037

georgewanc@gmail.com

Comment Number 208 - Harriet Cody,Harvey Sadis

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

We are extremely concerned that the Port's plan for more cruise ships at Terminal 46 is completely incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) to avoid widespread catastrophic climate change. We are ESPECIALLY concerned that increased number of cruise ships in Puget Sound will negatively impact our endangered Orca Whales.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle’s climate goals.
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- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
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- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Please keep us on your e-list. Harriett Cody & Harvey Sadis

Sincerely,

Harriett Cody

1721 35th Ave Seattle, WA 98122-3412

codysadis@comcast.net

Comment Number 209 - Kathe Sehmsdorf

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

Please consider the plight of orcas, salmon, and all the other magnificent animals who inhabit the Puget Sound, to whom the waters BELONG, rather than prioritizing the financial interests of cruise line owners at the expense of a non-renewable and very precious resource: our beloved wildlife and the health of the Puget Sound as an ecosystem.

Orcas or cruise ships - only one will survive. Please vote with your heart and conscience rather than your wallet.

Wildlife matters.

Thank you for your time.

Sincerely,

Kathe Sehmsdorf

kayta@comcast.net

Comment Number 210 - Kirk Bentley

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

To whom it may concern,

I am extremely excited about the economic and tax revenue potential a new beautiful cruise ship terminal will bring to the Puget Sound region.

Currently, our cruise ships are parked in areas not central to the downtown core. A new terminal near Pioneer Square would provide amazing opportunities for tourists to experience our beautiful city and spend their money with local businesses.

Please pay no attention to the protesters who disrupted your affairs the other day and who will continue to nay say the whole idea. There are literally millions of us who support the idea.

We are excited to help you win this bid and look forward to a newly landscaped harbor replacing the ugly and polluting shipping terminal.

Thanks for all your efforts and believing in the people of Seattle. The vast majority of us are very happy you're here bringing people the joy of one of the most gorgeous places on earth.

Sincerely,

Kirk Bentley

kirk.bentley@gmail.com

Comment Number 211 - Geoff Cole

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am appalled to learn that the Port is even considering another cruise ship port, given the fragility of Puget Sound. The intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
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- *Commit to 100% use of clean electric shore power.
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- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Geoff Cole

10421 SW Bank Rd Unit 15 Vashon, WA 98070-4666 brgc@seanet.com

Comment Number 212 - Emily Parzybok

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

To Whom It May Concern-

I am a Seattle resident and a lifelong resident of the Puget Sound corridor. I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Emily Parzybok

3947 S Mead St Seattle, WA 98118-2638

emily.c.parzybok@gmail.com

Comment Number 213 - Skylar Casey

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am a new resident to the area. One of the things I value the most about my new home is the presence of amazing wildlife and natural areas. I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Skylar Casey

350 Seneca Ave NW Renton, WA 98057-5129 sky.eli.casey@gmail.com

Comment Number 214 - Stephanie Angelis

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

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- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

We all need to be doing better. Each choice we make is important to the future of puget sound. Please do more. Thanks!

Sincerely,

Stephanie Angelis

2551 NE 203rd St Shoreline, WA 98155-1421 Culturesoldier86@hotmail.com

Comment Number 215 - Diane Marks

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

- *Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.
- *Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:
- *Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.
- *Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.
- *Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.
- *Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Critically endangered species Southern Resident Orcas need to be protected!

Sincerely,

diane marks

Port Angeles, WA 98362

shenyen@wavecable.com

Comment Number 216 - Peter Reagel

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,
Please act now to mitigate climate change, for the good of all people.

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Peter Reagel

5514 21st Ave S Seattle, WA 98108-2908

preagel@gmail.com

Comment Number 217 - Andrea Avni

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

The intended use of Terminal 46 for MORE cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need in order to avoid WORLDWIDE CATASTROPHIC CLIMATE DESTRUCTION. There is NO TIME TO LOSE--The Port of Seattle must take bold immediate action now!

Considering the stakes, we need a rigorous and exhaustive environmental review. Therefore:

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

- *Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.
- *Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:
- *Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.
- *Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.
- *Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.
- *Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Andrea Avni

11515 105th Pl SW Vashon, WA 98070-3019 andrea.avni@gmail.com

Comment Number 218 - Hal Anthony

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

The use of Terminal 46 for additional cruise ships does not comply with NEPA standards. Also, it is not concurrent with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

A proper, legal and thorough Environmental Impact Statement must be prepared, showing at least the following minimum compliance and actions:

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

*Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Thank you.

Sincerely,

Hal Anthony

threepines@centurylink.net

Comment Number 219 - Mark Canright

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am a small farmer and am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

*Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Mark Canright

8 Deboer Farm Ln Asbury, NJ 08802-2106

rebeccagroovypeace@gmail.com

Comment Number 220 - Rebecca Canright

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

As a college student, I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Rebecca Canright

8 Deboer Farm Ln Asbury, NJ 08802-2106

rhorse11@aol.com

Comment Number 221 - Diane Turner

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

The use of Terminal 46 for more cruise ships is exactly opposite of what we need to be doing to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore,

I urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

I urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

I urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, I urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

*Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Sincerely,

Diane Turner

4110 Densmore Ave N Seattle, WA 98103-8217 bridging@comcast.net

Comment Number 222 - Jane Miller

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

With only 78 orcas left in the wild, do you want to be party to their fate as extinction? You know vessel traffic noise pollution is crippling the ability of the critically endangered Southern Residents to hunt salmon, & the pollutants that have bioaccumulated up the food web are damaging their ability to survive and reproduce. Cruise ships are floating cities fueled by filthy heavy fuel oil. Additional toxins and more mega-ship traffic into the Salish Sea will push orcas closer to the brink of extinction, as you're well aware.

Using Terminal 46 for more cruise ships is grossly incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear must be adhered to avoid widespread catastrophic climate change.

With such high stakes, a rigorous & exhaustive environmental review is imperative, to address the following:

Disclosure of how the Port plans to align any new cruise ship activity with the IPCC's directive to reduce greenhouse gas emissions by 50% by 2030, & calculation of all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

Disclosure of the "upfront emissions" from use of concrete at the new terminal, & avoidance of using Portland cement.

Assessment of:

*Greenhouse gas, noise pollution, & equity impacts of additional flights to Sea-Tac from people traveling to cruises.

*Pollution & neighborhood impacts of vehicular traffic to the new terminal 4. Requirement that all qualifiers:

*Disclose any & all violations of criminal federal, state, & local laws & regulations occurring within the last fifteen years, plus any & all civil liabilities & lawsuits, especially for Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws & for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume & types of fuels used & emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of 30 years.

- *Conduct an inventory of current & projected emissions based on the proposed changes at Terminal 5 & Terminal 46, using the EPA's current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_x, SO_x, PM_{2.5}, PM₁₀.
- *Utilize underwater detection technology so orca protection activities are begun prior to sightings.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for 2009-2018, including sewage, greywater, oily bilge water, solid waste & hazardous waste.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes & engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree the law allows & where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, & submit plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, & move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Jane Miller

465 Sandburn Ln Vienna, IL 62995-2026

mannclanjj@gmail.com

Comment Number 223 - Aleks Kosowicz

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

In light of the precarious state of our natural world and all life who call it home, I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Aleks Kosowicz

12876 N Balsam Rd Hayward, WI 54843-4093 guerillawordfare@yahoo.com

Comment Number 224 - Brie Gyncild

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

The IPCC has made clear the dangers of delaying a comprehensive response to the threat of catastrophic climate change. And the Southern Resident Orcas face the threat of extinction due, in part, to cruise ships. Increasing cruise ship traffic via Terminal 46 is incompatible with a livable climate and the survival of the beloved and iconic orcas.

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

- *Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.
- *Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:
 - *Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.
 - *Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.
 - *Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.
 - *Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.
 - *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
 - *Conduct an assessment of added vessel traffic impacts on orcas.
 - *Conduct a study of air dispersion modeling for the Terminal 46.

*Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.

*Commit to 100% use of clean electric shore power.

*Offer proposals consistent with the City of Seattle's climate goals.

*Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.

*Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.

*Offer proposals that can be assessed through the equity lens required for City of Seattle projects.

*Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.

*Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.

*Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Thanks for your careful consideration.

Sincerely,

Brie Gyncild

1407 15th Ave Seattle, WA 98122-4117

briegyncild@gmail.com

Comment Number 225 - Beret Kischner, Michael Kischner

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

Please consider environmental impacts on the natural world when assessing development of Port Terminal 46. We are beyond the time for words of caution. Action to protect the environment, painful as it might be to development, is called for now.

Thank you.

Beret and Michael Kischner

1227 20th Ave E

Seattle, WA 98112

Sincerely,

Beret and Michael Kischner

1227 20th Ave E Seattle, WA 98112-3530

mbkischner@comcast.net

Comment Number 226 - Carlotta Sailer

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I agree with the following statements and urge you to seriously consider them. We can no longer look the other way or business as usual when it comes to climate change. Our children and future generations depend on us to do the right thing. Thank you, Carlotta

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

- *Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.
- *Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:
 - *Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.
 - *Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.
 - *Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.
 - *Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.
 - *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
 - *Conduct an assessment of added vessel traffic impacts on orcas.

- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

carlotta Sailer

1018 Cherry Ln Beulah, ND 58523-6421

Rcsailer@beu.midco.net

Comment Number 227 - Debbie Cantrell

Commenter type: Individual

Submission type: Letter

Comment: Laura Wolfe

Port of Seattle

Pier 69

2711 Alaskan Way

Seattle, WA 98121

November 15, 2019

Regarding Port of Seattle, Pier 46 Expansion for Cruise Ships

SEPA Tracking # 2019-03:

I believe that the Port of Seattle can (and should) find an alternative to the Cruise Ship expansion being considered. Expanding the Port facilities to accommodate additional and much larger cruise ships cannot be considered a sane course of action in light of our global climate crisis. We should not be creating additional infrastructure that relies on and causes increased greenhouse gas emissions, (especially for a non-essential activity like cruising). Humans cannot continue this ever-increasing extraction of fossil fuels and other resources if we want to have any hope of a livable future for our grandchildren. We all need to start thinking about the difference between what we want and we need. Business as usual will take us directly to the brink of environmental collapse on a global scale.

Cruise ships largely burn Heavy Fuel Oil, which is the most toxic (and of course cheapest) available. They justify this by saying that they use scrubbers, which cleans the emissions. The waste water from this process is dumped in the ocean, simply moving the pollutants from the air into the water. Some in the cruise industry considers switching to LNG an acceptable low carbon alternative, which it is not. Fracked gas has been proven to release large amounts of methane during extraction, making its climate impact unacceptable.

Washington's legislature has set a target to reduce emissions at least 25 percent below

1990 levels by 2035, and the Department of Ecology has recommended a more ambitious target of 40 percent below 1990 levels by 2035. How in the world can Washington's largest city be so out of sync with these goals? The Port should find and promote green energy projects that will work at this site.

If the Port insists on proceeding with this plan, the seeping must be extensive and far reaching. Please consider during the seeping process:

Global Co2 and Methane impacts from cruise ships (at port and at sea) and port operations.

- Global CO2 and Methane impacts from increase passenger transportation to and from the pier.
- Impacts to Threatened and Endangered Species in the Puget Sound and along cruise routes.
- Black carbon impacts on glaciers in the Alaska area that the cruise ships visit.
- Increase in pollution from scrubber waste, greywater, sewage and any other items dumped into our oceans throughout the entire cruise routes.

The Port of Seattle has an opportunity to take the lead in reversing business trends that will ultimately doom our planet and our future. Let's not waste this chance/

Sincerely, Debbie Cantrell

1510 Mill Ave

Bellingham, WA 98225

Sources:

Articles (your email address SEPA@portseattle.org bounced, these links would have worked in my email attempt)

*Increased vessel traffic is bad for our and beloved at-risk Orcas.

<https://www.theguardian.com/environment/2016/feb/02/ships-noise-is-serious-problem-for-killer-whales-and-dolphins-report-finds>

*Increased water pollutions from dirty cruise ships

<https://www.miamiherald.com/news/business/tourism-cruises/article229285319.html>

*Alaska Dept. of Environmental Conservation has published reports detailing violations of emissions and water quality standards by cruise ships. Please assume that these violations will happen in Seattle as well. Here is the Air Quality Report

https://dec.alaska.gov/media/12075/2018_cpvec_air_report.pdf

Comment Number 228 - Hannah Plummer

Commenter type: Individual

Submission type: Email

Comment: Hi all,

The Port of Seattle is beginning environmental review on the proposed Terminal 46 Cruise Terminal Development. As part of this review, the Port is seeking comments on the scope of the SEPA EIS that will be developed.

We are reaching out to request comments from your offices on the range of project alternatives and areas of impact that should be scoped for evaluation in the SEPA EIS. This information is described on the project website, here. For your reference, we have included the Determination of Significance documentation, which may help you develop your comments.

Again, the project information is available online at <https://t46cruise.participate.online/>. There is also additional information on the website about the project's background and open house dates.

We are requesting that your team review and provide comments to the Management of Mobility division by Friday, November 8th, 2019. We are planning to submit one set of WSDOT comments to the Port, and we will consolidate all of your comments into a single email, which we will provide as a draft for your review on November 11th. We will submit this email to the Port by November 13th.

When submitting comments:

Use the spreadsheet attached to this email so that we can track your comments. Please don't submit comments on the project website, since we won't be able to track those.

Submit one set of comments per region/mode/office.

Send the spreadsheet to Hannah Plummer (plummeh@wsdot.wa.gov) in the Management of Mobility division.

Comments are due by COB on Friday, November 8th, 2019.

Thank you and please do not hesitate to reach out if you have any questions.

Best,

Hannah

—

Hannah Plummer

Transportation Corridor Planner | Management of Mobility

Washington State Department of Transportation

(206) 464-1275 (w)

(615) 294-7054 (c)

Hi Cheryl,

I'm getting the same message. When I try to bypass it in Chrome, I get a 404 error message. Geri, you may want to check with your comms folks...it looks like the site might be down?

Thanks,

Hannah

—

Hannah Plummer

Transportation Corridor Planner | Management of Mobility

Washington State Department of Transportation

(206) 464-1275 (w)

(615) 294-7054 (c)

From: McNamara, Cheryl <McNamaC@wsdot.wa.gov>

Sent: Tuesday, November 5, 2019 6:41 AM

To: Poor, Geraldine <Poor.G@portseattle.org>; Plummer, Hannah <PlummeH@wsdot.wa.gov>

Cc: Wolfe, Laura <Wolfe.L@portseattle.org>; Sepa <sepa@portseattle.org>

Subject: RE: [EXTERNAL] RE: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

Importance: High

FYI – I'm now getting this message when I click on the official scoping page:

Cheryl

WSDOT Rail, Freight, and Ports Division

360-705-7490

mcnamac@wsdot.wa.gov

From: Poor, Geraldine <Poor.G@portseattle.org>

Sent: Thursday, October 31, 2019 10:57 AM

To: Plummer, Hannah <PlummeH@wsdot.wa.gov>; McNamara, Cheryl <McNamaC@wsdot.wa.gov>

Cc: Wolfe, Laura <Wolfe.L@portseattle.org>; Sepa <sepa@portseattle.org>

Subject: RE: [EXTERNAL] RE: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

Here are two on-line resources.

<https://t46cruise.participate.online/> - this is the official scoping page

<https://www.portseattle.org/projects/new-cruise-terminal> - public info

Thanks for your question. Geri P

From: Plummer, Hannah <PlummeH@wsdot.wa.gov>

Sent: Thursday, October 31, 2019 10:32 AM

To: McNamara, Cheryl <McNamaC@wsdot.wa.gov>

Cc: Poor, Geraldine <Poor.G@portseattle.org>

Subject: [EXTERNAL] RE: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

WARNING: This is an external email. Do not click on links or open attachments unless you recognize the sender and expect the content of this email to be safe.

Hi Cheryl,

I had the same question. I talked briefly with Geri Poor at the Port, and she offered to send me the Determination of Significance document, which I passed along to you and the other reviewers. As far as I know, there isn't any other documentation available beyond what's on the website.

Geri, can you confirm?

Thanks!

Hannah

From: McNamara, Cheryl <McNamaC@wsdot.wa.gov>

Sent: Thursday, October 31, 2019 10:30 AM

To: Plummer, Hannah <PlummeH@wsdot.wa.gov>

Subject: RE: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

Hi Hannah,

I'm wondering if you can help me. I've gone to the webpage to find more information and there isn't much. I clicked on the "Library" tab and found a list of Resources, but it looks like the "Scoping Information Package" is still under development. Have you had any luck finding more detail other than the bullet points on the webpage?

Thanks!

Cheryl

Cheryl McNamara

Rail Project Delivery & Environmental Specialist

WSDOT Rail, Freight and Ports Division

310 Maple Park Ave. SE

PO Box 47407

Olympia, WA 98504-7407

W: 360-705-7490

mcnamac@wsdot.wa.gov

From: Book, Victoria <BookV@wsdot.wa.gov>

Sent: Wednesday, October 30, 2019 4:40 PM

To: McNamara, Cheryl <McNamaC@wsdot.wa.gov>

Cc: Plummer, Hannah <PlummeH@wsdot.wa.gov>

Subject: FW: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

Cheryl, Please coordinate with Hannah if the rail office has any comments. Thanks!

From: White, Megan <WhiteM@wsdot.wa.gov>

Sent: Wednesday, October 30, 2019 4:32 PM

To: Book, Victoria <BookV@wsdot.wa.gov>

Subject: FW: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

Fyi, the Management of Mobility office is taking the lead for a letter from WSDOT....

From: Kucharski, Margaret <KucharM@wsdot.wa.gov>

Sent: Wednesday, October 30, 2019 4:30 PM

To: White, Megan <WhiteM@wsdot.wa.gov>

Cc: Bartoy, Kevin <BartoyK@wsdot.wa.gov>

Subject: Re: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

I forwarded to Ron J but got our office that he is on extended leave. I'm checking w Denise. But yes - I interpreted the below as MoM is planning one letter. Thx - M

Sent from my iPhone

On Oct 30, 2019, at 3:02 PM, White, Megan <WhiteM@wsdot.wa.gov> wrote:

Thanks Margaret – is Ron J coordinating with MOM? – sounds like Ron has an interest in one WSDOT letter (and that would certainly be my recommendation). Let me know if you need any help....mw

From: Kucharski, Margaret <KucharM@wsdot.wa.gov>

Sent: Wednesday, October 30, 2019 12:44 PM

To: Bartoy, Kevin <BartoyK@wsdot.wa.gov>; White, Megan <WhiteM@wsdot.wa.gov>

Subject: FW: SEPA: Determination of Significance (DS) and Request for Comments on Scope of EIS Terminal 46 Cruise Terminal Development

FYI I'm planning to coordinate and submit the AWV comments to her.

Comment Number 229 - Paul Seward

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 to support more cruise ships. Additional ship traffic in the Salish sea is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has provided in order for us to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

I urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. I urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. I urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

4. Additionally, I urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_x, SO_x, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Paul Seward

824 N Grant Ave Tacoma, WA 98403-1052

paulseward65@gmail.com

Comment Number 230 - Jerrilee Geist

Commenter type: Individual

Submission type: Email

Comment: Dear Senior Environmental Manager Specialist Laura Wolfe,

I am writing to let you know that I am really quite concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal 4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

*Utilize underwater detection technology so that they don’t rely on sightings before engaging in orca protection activities.

*Operate below key whale-related decibel frequencies in whale migration or feeding habitats.

- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Sincerely,

Jerrilee Geist

lafillebertin@gmail.com

Comment Number 231 - Jesse Anderson

Commenter type:

Submission type: Web comment

Comment: Given the current emissions in this vicinity and potential increases from single vehicle traffic, I recommend implementing strategies to where this development meets the public realm to provide methods (i.e. tree coverage, green power purchase, etc.) to help offset such emissions, and improve the pedestrian experience for both guests utilizing Cruise ships and local occupants.

Comment Number 232 (form letter) - Anna Humphreys

Commenter type: Individual

Submission type: Website sign-up

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

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*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
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- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 233 (form letter) - Emily Hazelton

Commenter type: Individual

Submission type: Website sign-up

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

4. Additionally, we urge the Port to require that all qualifiers:

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 234 (form letter) - Jordan Van Voast

Commenter type: Individual

Submission type: Website sign-up

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 235 (form letter) - Elana Sulakshana

Commenter type: Individual

Submission type: Website sign-up

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 236 (form letter) - Emily Johnston

Commenter type: Individual

Submission type: Website sign-up

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 237 (form letter) - Dave McCaul

Commenter type: Individual

Submission type: Website sign-up

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 238 (form letter) - Lauren Sewell

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 239 (form letter) - Pia VanHanan

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 240 (form letter) - Summer Montacute

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 241 (form letter) - Brandon Juhl

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 242 (form letter) - Danielle Rowland

Commenter type: Individual

Submission type: Email

Comment:

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*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

4. Additionally, we urge the Port to require that all qualifiers:

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 243 (form letter) - Sarah Shifley

Commenter type: Individual

Submission type: Oral comment

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 244 (form letter) - Holly Brewer

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 245 (form letter) - Steve Rubicz

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 246 (form letter) - Mary Gable

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 247 (form letter) - Carla Carroll

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 248 (form letter) - Karen Davis

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 249 (form letter) - Astha Tada

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 250 (form letter) - Jay Pine

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 251 (form letter) - Valerie Krull

Commenter type: Individual

Submission type: Email

Comment:

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 252 (form letter) - Ixtlan-Wales Isischild

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 253 (form letter) - Stephanie Henry

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 254 (form letter) - Candace Braley

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 255 (form letter) - Markus Boos

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 256 (form letter) - Hillary Sanders

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 257 (form letter) - Bonnie Miller

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 258 (form letter) - Gloria McClintock

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 259 (form letter) - Ameya Majmudar

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 260 (form letter) - Amanda Sorell

Commenter type: Individual

Submission type: Email

Comment:

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- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
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- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 261 (form letter) - Theresa Nuccio

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 262 (form letter) - Cornelia Shearer

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 263 (form letter) - Meghna Shankar

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 264 (form letter) - Joan Christensen

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 265 (form letter) - Erica Everage

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 266 (form letter) - Chris Wyeth

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 267 (form letter) - Barbara Lamb

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 268 (form letter) - Jean Pauley

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 269 (form letter) - Wendy Howard

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 270 (form letter) - Sandra Joos

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_x, SO_x, PM_{2.5}, PM₁₀.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 271 (form letter) - Erika Davis

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 272 (form letter) - Frank Backus

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 273 (form letter) - Matt Stevenson

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 274 (form letter) - Paul Kim

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 275 (form letter) - Mirko Clarke

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 276 (form letter) - Bonnie Swift

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 277 (form letter) - Scott Gibson

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 278 (form letter) - Toni Hanskett-Mills

Commenter type: Individual

Submission type: Email

Comment:

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- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 279 (form letter) - Jade Tabony

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 280 (form letter) - Kimberly Seater

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 281 (form letter) - Pedro Zurbach

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 282 (form letter) - Mindi Tambellini

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 283 (form letter) - Alex Berger

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 284 (form letter) - Alan Kaptanoglu

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 285 (form letter) - Hoa P

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 286 (form letter) - Michael Kmiec

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 287 (form letter) - Sarah Schwab

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 288 (form letter) - Marilyn Nason

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 289 (form letter) - Jeanne Deller

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 290 (form letter) - Brenda Michaels

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 291 (form letter) - Alice Friedman

Commenter type: Individual

Submission type: Email

Comment:

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- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 292 (form letter) - Constance Knudsen

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 293 (form letter) - Jeanne Keckler

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 294 (form letter) - Anna-Lisa Girling

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 295 (form letter) - Don Thomsen

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 296 (form letter) - Cindy Hoyt

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 297 (form letter) - Claire Wang

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 298 (form letter) - Susanne Kiriaty

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 299 (form letter) - Jared Howe

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 300 (form letter) - Ashley Bagley

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 301 (form letter) - Cara Stoddard

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 302 (form letter) - Megan Motley

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 303 (form letter) - Spring Hecht

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 304 (form letter) - ElsaMarie Butler

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 305 (form letter) - Calvin Jones

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 306 (form letter) - Vince Mendieta

Commenter type: Individual

Submission type: Email

Comment:

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

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- *Commit to 100% use of clean electric shore power.
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- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
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- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 307 (form letter) - Janet Hedgepath

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 308 (form letter) - TJ Thompson

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 309 (form letter) - Steven Hoffman

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 310 (form letter) - Katrina Godshalk

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 311 (form letter) - Joseph Poirier

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 312 (form letter) - Andrea Gruszecki

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 313 (form letter) - Teddy Morris-Knower

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 314 (form letter) - Priscilla Lane

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 315 (form letter) - Robin Bodony

Commenter type: Individual

Submission type: Email

Comment:

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*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

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- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 316 (form letter) - Scott Luchessa

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

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Many thanks.

Comment Number 317 (form letter) - Denis Martynowych

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 318 (form letter) - Mary Lou Zeis

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 319 (form letter) - Kevin Hughes

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 320 (form letter) - Michelle Cole

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 321 (form letter) - Patricia Fleetwood

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 322 (form letter) - Kathleen Randall

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 323 (form letter) - Susan MacGregor

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 324 (form letter) - Christopher Marrs

Commenter type: Individual

Submission type: Email

Comment:

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- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 325 (form letter) - Sergey Alekhovich

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

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3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

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*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_x, SO_x, PM_{2.5}, PM₁₀.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 326 (form letter) - Paul Berland

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 327 (form letter) - Michael Conlan

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 328 (form letter) - Sabine Doenninghaus

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 329 (form letter) - Joe Wiederhold

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 330 (form letter) - Selden Prentice

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 331 (form letter) - Mara Modayur

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 332 (form letter) - Mary Kay Voytilla

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 333 (form letter) - Daniel Anson

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 334 (form letter) - Nicole Lee-Faith

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

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3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
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Many thanks.

Comment Number 335 (form letter) - Hailey Dannenbring

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 336 (form letter) - Jean Murphy

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 337 (form letter) - Gloria Peterson

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 338 (form letter) - Gregory Denton

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 339 (form letter) - David Gloger

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 340 (form letter) - Dakota Spear

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 341 (form letter) - Brandy Lomax

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 342 (form letter) - Anthony Albert

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 343 (form letter) - Robert Bulanda

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 344 (form letter) - Anastasia Greeley

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 345 (form letter) - BC Shelby

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 346 (form letter) - Adina Parsley

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 347 (form letter) - Michael Rosen

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 348 (form letter) - Michelle Pavcovich

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 349 (form letter) - Jean Schwinberg

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 350 (form letter) - Michael Deangelis

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 351 (form letter) - Nancy Burger

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 352 (form letter) - Wolfgang Burger

Commenter type: Individual

Submission type: Email

Comment:

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3. We urge the Port to assess:

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*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 353 (form letter) - Rachel Wilson

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 354 (form letter) - Diane Horn

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 355 (form letter) - Marty Jacobs

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 356 (form letter) - Lynda Unterthiner

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 357 (form letter) - Cathy Stegman

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 358 (form letter) - Jeffrey Nosbaum

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 359 (form letter) - Laura Dean

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 360 (form letter) - Brad Jones

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 361 (form letter) - Susan Smith

Commenter type: Individual

Submission type: Email

Comment:

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 362 (form letter) - Isaac Ehrlich

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 363 (form letter) - D Munro

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 364 (form letter) - Leilani Del Rey

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 365 (form letter) - Marisela Garcia

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 366 (form letter) - Gayle Booker

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 367 (form letter) - Michael and Barbara Hill

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 368 (form letter) - Elizabeth Garratt

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 369 (form letter) - Liz Nedeff

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 370 (form letter) - Lori Evans

Commenter type: Individual

Submission type: Email

Comment:

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- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
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- *Commit to 100% use of clean electric shore power.
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- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 371 (form letter) - Janet Young

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 372 (form letter) - Zane Suarez

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 373 (form letter) - Diane Falk

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 374 (form letter) - Alexa Fay

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 375 (form letter) - Sandra Herndon

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 376 (form letter) - Christine Psyk

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 377 (form letter) - Joseph Thomas

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 378 (form letter) - Deborah Parker

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 379 (form letter) - Robin Briggs

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 380 (form letter) - Violet Sunde

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

We urge the Port to disclose how it intends to align any new cruise ship activity with the directive of the IPCC that we reduce greenhouse gas emissions by 50% by 2030, and to calculate all emissions that would be attributable to cruise ships using the new terminal, no matter where they were emitted.

2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

4. Additionally, we urge the Port to require that all qualifiers:

*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 381 (form letter) - Marita Diaz

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

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- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 382 (form letter) - Allison Dillawn

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 383 (form letter) - Phillip Hope

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 384 (form letter) - Lorraine D. Johnson

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 385 (form letter) - Onie Kahn

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 386 (form letter) - Elias Harkins

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 387 (form letter) - Howard Shapiro

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 388 (form letter) - Linda Thompsen

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 389 (form letter) - Tom Craighead

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
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Many thanks.

Comment Number 390 (form letter) - Carolyn Boatsman

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 391 (form letter) - Gianna Macri

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 392 (form letter) - Lynn Smith

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 393 (form letter) - Stephanie Breiding

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 394 (form letter) - Lynn Shoemaker

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 395 (form letter) - Lynda Erickson

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 396 (form letter) - Mary Walker

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 397 (form letter) - Sharon Wilson

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 398 (form letter) - Derek Benedict

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO₂, NO_X, SO_X, PM_{2.5}, PM₁₀.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
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- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 399 (form letter) - Rebecca Moslo

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 400 (form letter) - Joan Bowers

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 401 (form letter) - Leo Kucewicz

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 402 (form letter) - Nicole Southwell

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 403 (form letter) - Julie Andrzejewski

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 404 (form letter) - Ryan Nelson

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 405 (form letter) - Sydney Meade

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 406 (form letter) - Shirley Rogers

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 407 (form letter) - Anne Roda

Commenter type: Individual

Submission type: Email

Comment:

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*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

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- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 408 (form letter) - Liz Campbell

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 409 (form letter) - Marcia Aldrich

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 410 (form letter) - Mona McNeil

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 411 (form letter) - Allison Klein

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 412 (form letter) - Nancy McMahon

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 413 (form letter) - Elena Rumiantseva

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 414 (form letter) - Norman Baker

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 415 (form letter) - Jackson Nott

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 416 (form letter) - Jonathan White

Commenter type: Individual

Submission type: Email

Comment:

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*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
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- *Commit to 100% use of clean electric shore power.
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- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 417 (form letter) - Shary B

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

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*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 418 (form letter) - Beverly Hawkins

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 419 (form letter) - Patricia Joan Hemphill

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 420 (form letter) - Aries Dial

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 421 (form letter) - Anna Brones

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 422 (form letter) - Sue Stoeckel

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 423 (form letter) - Miranda Marti

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 424 (form letter) - John Schleicher

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 425 (form letter) - Jodie Galvan

Commenter type: Individual

Submission type: Email

Comment:

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- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
- *Disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.
- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 426 (form letter) - Wendy Blair

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 427 (form letter) - Russell Dial

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 428 (form letter) - Marian Gillis

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 429 (form letter) - Andrew Lyall

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 430 (form letter) - Jefferson Campbell

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 431 (form letter) - Neave Karger

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 432 (form letter) - Geralyn Leannah

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 433 (form letter) - Nick Engelfried

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 434 (form letter) - Isabel Bennett

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 435 (form letter) - Marie Bouassi

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

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3. We urge the Port to assess:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 436 (form letter) - Susan Montacute

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 437 (form letter) - Emily Crawford

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 438 (form letter) - Carli Jipsen

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 439 (form letter) - Matthew Boguske

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 440 (form letter) - Maria Remick

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 441 (form letter) - Curtis Cawley

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 442 (form letter) - Lisa Downey

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 443 (form letter) - William Golding

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 444 (form letter) - Madison McAlpine

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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2. We urge the Port to disclose the “upfront emissions” from the use of concrete at the new terminal, and to avoid the use of Portland cement.

3. We urge the Port to assess:

*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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*Disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the US v Princess case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
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- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
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- *Commit to 100% use of clean electric shore power.
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Many thanks.

Comment Number 445 (form letter) - Aedan McCall

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 446 (form letter) - Iris Antman

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 447 (form letter) - Megan Tully

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 448 (form letter) - Elliott Bales

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 449 (form letter) - Jennifer Adcock

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
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Many thanks.

Comment Number 450 (form letter) - Lisa Wagner

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 451 (form letter) - Anita Shelton

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 452 (form letter) - Lisa Barnes

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 453 (form letter) - Dahlia Wisner

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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3. We urge the Port to assess:

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*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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- *Commit to 100% use of clean electric shore power.
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- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
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- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 454 (form letter) - Marc Gavin

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 455 (form letter) - Samantha Maykut

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 456 (form letter) - Lorna Walker

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 457 (form letter) - Guy Chan

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 458 (form letter) - Derek Dexheimer

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 459 (form letter) - Lianne Lindeke

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 460 (form letter) - Paul Reddy

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 461 (form letter) - Laura Hanks

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 462 (form letter) - Grace Huang

Commenter type: Individual

Submission type: Email

Comment:

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*Conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA’s current Methodologies and Best Practices for estimating GHG emissions, including but not limited to CO2, NOX, SOX, PM2.5, PM10.

- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
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- *Commit to 100% use of clean electric shore power.
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- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 463 (form letter) - Fred Fall

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 464 (form letter) - Tika Bordelon

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 465 (form letter) - Amelia Brandt

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 466 (form letter) - Sarah Kavage

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 467 (form letter) - Connie Nelson

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 468 (form letter) - Ursula Rothel

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 469 (form letter) - Sammy Low

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 470 (form letter) - Bruce Greeley

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 471 (form letter) - Corine Johnson

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to 100% use of clean electric shore power.
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- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
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- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 472 (form letter) - Daniel Zizza

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 473 (form letter) - Yinghua Zhang

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 474 (form letter) - Jay Humphrey

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 475 (form letter) - Monica Gilman

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 476 (form letter) - Rebecca Deutsch

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 477 (form letter) - Gary Brill

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 478 (form letter) - David Robison

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 479 (form letter) - Makenna Hutchinson

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 480 (form letter) - Bob Cox

Commenter type: Individual

Submission type: Email

Comment:

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- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
- *Conduct an assessment of added vessel traffic impacts on orcas.
- *Conduct a study of air dispersion modeling for the Terminal 46.
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- *Commit to 100% use of clean electric shore power.
- *Offer proposals consistent with the City of Seattle's climate goals.
- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc.— to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 481 (form letter) - Laura Henneghan

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

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*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 482 (form letter) - Jonny Hahn

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 483 (form letter) - Diane Weinstein

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 484 (form letter) - Michael Halloran

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 485 (form letter) - Cathy Englehart

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 486 (form letter) - Mary Shabbott

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 487 (form letter) - James Mulcare

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 488 (form letter) - Greg Hill

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 489 (form letter) - L Adams

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
- *Commit, in writing, to progressive hiring/employment practices – i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. — to the degree that the law allows and where not already included in Port contracting regulations.
- *Offer proposals that can be assessed through the equity lens required for City of Seattle projects.
- *Commit to stopping the use of pollutant-intensive heavy fuel oil across their entire global fleets, and submit their plans for so doing.
- *Commit to switching their current fleets to proven hybrid technologies, and move by 2021 to cleaner marine gas oil with catalyzed diesel particulate filters.
- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 490 (form letter) - Joan Davis

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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*Submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

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- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
- *Operate below key whale-related decibel frequencies in whale migration or feeding habitats.
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Many thanks.

Comment Number 491 (form letter) - Cindy Reiner

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 492 (form letter) - Judith Cohen

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 493 (form letter) - John Lundquist

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 494 (form letter) - Dogan Ozkan

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 495 (form letter) - Dorothy Jordan

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 496 (form letter) - Jennifer Mazuca

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 497 (form letter) - Francie Rutherford

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 498 (form letter) - Anthea Colossio

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 499 (form letter) - Lori Stevens

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

I am extremely concerned that the intended use of Terminal 46 for more cruise ships is simply incompatible with the timetable the Intergovernmental Panel on Climate Change (IPCC) has made clear we need to adhere to in order to avoid widespread catastrophic climate change.

Considering the stakes of this moment, we need a rigorous and exhaustive environmental review. Therefore

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*Greenhouse gas, noise pollution, and equity impacts of additional flights to Sea-Tac resulting from people traveling to cruises.

*Pollution and neighborhood impacts of vehicular traffic to the new terminal

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- *Utilize underwater detection technology so that they don't rely on sightings before engaging in orca protection activities.
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- *Commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) of regional tribes and and engage in government-to-government consultation, including the Duwamish.
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Many thanks.

Comment Number 500 (form letter) - Matt Weatherford

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 501 (form letter) - Barry Oaks

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 502 (form letter) - Jessica Hart

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 503 (form letter) - Henry Kuharic

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 504 (form letter) - Diana Kowalsky

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 505 (form letter) - Lynne Ashton

Commenter type: Individual

Submission type: Email

Comment:

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Many thanks.

Comment Number 506 (form letter) - Amy Hansen

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 507 (form letter) - Kathryn Jacobs

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 508 (form letter) - Blaine Snow

Commenter type: Individual

Submission type: Email

Comment:

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- *Commit to state-of-the-art, low-carbon, zero emissions battery or hydrogen fuel cells propulsion systems in new ships.

Many thanks.

Comment Number 509 (form letter) - Kathleen McHendry

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 510 (form letter) - Marina Ruiz

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 511 (form letter) - Britni Chabot

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Many thanks.

Comment Number 512 (form letter) - Barbara Phinney

Commenter type: Individual

Submission type: Email

Comment:

Dear Senior Environmental Manager Specialist Laura Wolfe,

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Comment Number 513 (form letter) - Jai Boreen

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 514 (form letter) - Benjamin Rivers

Commenter type: Individual

Submission type: Email

Comment:

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Comment Number 515 (form letter) - Anson Wallenfang

Commenter type: Individual

Submission type: Email

Comment:

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ATTACHMENT C

Public Scoping Meeting Presentation

TERMINAL 46

CRUISE TERMINAL DEVELOPMENT

EIS Scoping Public Meeting

Oct. 30, 2019

Port of Seattle®

The logo for the Port of Seattle, featuring three stylized horizontal bars in blue and green above the text "Port of Seattle®".

Agenda for tonight

- Welcome and introductions
- Presentation
- Clarifying Q&A
- Oral scoping comment period
- Open house
- Adjourn

Welcome

- New cruise terminal proposed
- Environmental review process underway; accepting scoping comments through **Nov. 13**
- Working with stakeholders to identify concerns



Proposed Cruise Terminal at Terminal 46

- Proposed cruise terminal would help to meet growing demand in Seattle
- Preferred location at Terminal 46
- New terminal would be part of a flexible marine transportation facility



Cruise Business Development Principles

The Port adopted Cruise Business Development Principles to guide business and operation of existing and future facilities.

- Maximize use of the Port's deep-water facilities and industrial lands.
- Expand economic, cultural, and community benefits.
- Support financial sustainability of the Port.
- Incorporate leading edge environmental stewardship and sustainability practices.
- Facilitate improved transportation mobility of people and goods.
- Provide excellence in customer service.

Port Cruise Operations

- Seattle is responsible for **45%** of Alaska cruise market
- Seattle cruise industry generates **\$893.6 million** & **5,500+** local jobs every season
- Each cruise ship contributes **\$4.2 million** to the local economy
- In 2019, the Port hosted **211** cruise ships & over **1.2 million** passengers



Environmental Review

- The **State Environmental Policy Act (SEPA)** is a state law
- SEPA environmental review process includes an **Environmental Impact Statement (EIS)** for certain projects
- The Port will prepare an EIS to study potential impacts



Environmental Impact Statement

What is an EIS?

- An *environmental impact statement* (EIS) provides an analysis of likely impacts, alternatives, and ways to minimize/avoid impacts
- An *impact* is a change in outcome that results from an activity
- Three major milestones: Scoping, Draft EIS, and Final EIS

Scoping

What is Scoping?

- *Scoping* is the first step in the EIS process
- During scoping, we invite agencies, tribes, and the general public to comment on alternatives and potential impacts
- Comments used to narrow the focus of the EIS and identify alternatives

What Alternatives Will be Considered?

The Port will determine alternatives by assessing different options that could achieve the project objective

What elements will be included in the cruise terminal development?

- Cruise building and parking
- Transportation
- Utilities
- Access to the deep-water berth
- Shorepower
- Street improvements and landscaping
- Pedestrian access and connections

What Will be Analyzed?

- The Port has identified nine environmental elements for analysis
- Will evaluate the likely impacts of the proposed project for each element
- Elements include:
 - Transportation 
 - Air quality/greenhouse gas analysis 
 - Noise 
 - Biological resources 
 - Additional elements

Participate

- Seeking public comments until **Nov. 13**
- Tips for commenting
 - Be clear, concise, and organized
 - Be specific
 - Identify possible solutions
- Comment online: Visit <https://t46cruise.participate.online/>
- Other ways to comment: E-mail SEPA@portseattle.org



Next Steps

- The Port will review all comments and use them to prepare the Draft EIS
- Expect the Draft EIS to be issued in **early 2020**
- Updates will be posted online at:
 - <https://t46cruise.participate.online>
 - <https://www.portseattle.org/projects/new-cruise-terminal>

Q & A

- Clarifying Questions
 - Seek to understand what you heard about the project and the environmental review
 - Port will respond
 - Questions will NOT be part of public comment record

Oral Comment Period

- Share your comments about the scope of the environmental review
- Time limit will be announced
- Port will NOT respond; listening only
- Comments will be recorded by court reporter
- Comments will be part of public comment
- Courteous and respectful comments are welcomed



**Thank You
for Joining Us**