

Seattle Multimodal Terminal at Colman Dock Project

Finding of No Significant Impact



Federal Highway Administration
Federal Transit Administration

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**FEDERAL TRANSIT ADMINISTRATION
Region X
and
FEDERAL HIGHWAY ADMINISTRATION
Washington Division**

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Seattle Multimodal Terminal at Colman Dock (Seattle Ferry Terminal) Project

Washington State Department of Transportation

Seattle, King County, Washington

November 5, 2015

Introduction

This document explains the determination by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) that the Seattle Multimodal Terminal at Colman Dock Project (Seattle Ferry Terminal Project) proposed by the Washington State Department of Transportation (WSDOT) in Seattle, Washington, is not likely to have a significant adverse impact on the environment. This finding is in accordance with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. § 4321 et. seq.).

The Build Alternative analyzed in the Environmental Assessment (April 2014) resulted from extensive planning and public involvement.

More than ten years ago, WSDOT began planning to replace the aging and deteriorating facilities at Colman Dock with an expanded terminal to enhance operational capacity, increase the vehicle holding area, and expand the potential for commercial and retail development at the site. FTA and FHWA issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement in March 2006, and began a scoping process. WSDOT held two public open houses in April 2006, as well as agency and tribal scoping meetings. Additional public and agency outreach continued until the project was put on hold, as described below.

In 2007, in light of growing concern about funding constraints, the Washington State Legislature directed WSDOT and its Ferries Division (Washington State Ferries, or WSF) to keep costs as low as possible while continuously improving the quality and timeliness of service. This legislation informed the

new Ferries Division Long-Range Plan ([LRP]; *Washington State Department of Transportation Ferries Division Final Long-Range Plan, 2009-2030* [June 2009], adopted by the Washington State Transportation Commission as part of the *Washington Transportation Plan 2030* [WTP]; December 2010). The 2006 Colman Dock expansion plans were inconsistent with the new LRP. As a result, WSDOT reconsidered its interest in expanding the terminal at Colman Dock. The federal agencies formally rescinded the NOI on February 10, 2011.

The Long-Range Plan that shaped the current project focuses on preserving existing assets and service levels. It provides a service and capital improvement strategy for the Ferry System that maintains service levels, maximizes existing assets, and improves cost effectiveness. It shows that ridership has decreased since 1999, but forecasts a return to historically high levels by 2030. It expresses WSDOT's commitment to manage that increasing demand through four strategies: a vehicle reservation system, transit enhancements, pricing strategies, and marketing. It recognizes a shortfall in the revenue required for major capital improvements and therefore explicitly rejects a strategy of trying to maintain service levels by adding capacity (i.e., vehicle storage area, larger vessels, more slips). Its preservation program for terminals therefore focuses on identifying the needs for operating at current service levels and maintaining, preserving, and replacing existing capital assets. The Seattle Ferry Terminal Project is consistent with the LRP.

WSDOT followed the direction of the LRP in developing the Seattle Ferry Terminal Project, focusing on preserving existing assets and service levels. WSDOT determined that replacing the site's deteriorated structures was essential to its mission of providing safe, reliable, and efficient marine transportation. WSDOT next assessed options for accommodating retail uses at the terminal. Balancing broader system needs and limited available funding with the preservation scope of the project, WSDOT developed a design that includes space for potential future retail uses. Full buildout of the retail spaces is not funded with the current project, but could occur if funding becomes available in the future.

The Environmental Assessment (EA) for the Seattle Ferry Terminal Project was published on April 14, 2014 and made available for public review and comment pursuant to USDOT regulations implementing NEPA (23 C.F.R. Section 771.119).

Project Description

WSDOT proposes to replace the aging and seismically vulnerable components of the Seattle Ferry Terminal at Colman Dock in order to maintain ferry service in the future. WSDOT operates the Seattle Ferry Terminal. FTA and FHWA are the federal co-lead agencies responsible for reviewing the proposal for compliance with NEPA and related federal authorities.

Colman Dock is located on Pier 52, along the central waterfront of downtown Seattle, Washington. The northern portion of Colman Dock is a timber structure that has deteriorated over time and is both seismically vulnerable and at the end of its service life. Initially constructed in 1938, the timber dock was rebuilt in 1964 and expanded in the northwest corner in 1971; it is still supported in large part by the original 1938 timber piles and structural components. The terminal building and the vehicle and

passenger loading bridges of Slips 2 and 3 were built in 1964, also on independent timber foundations. Due to their age and degraded conditions, these components require regular maintenance, which can cause lane closures and disrupt operations.

King County operates a passenger-only ferry (POF) service from the south side of Colman Dock, under a facility lease arrangement with WSDOT. The proposed project will accommodate continued POF service at a rebuilt POF terminal in about the same location.

Key elements of the Seattle Ferry Terminal Project include:

- Replacing and re-configuring the timber trestle portion of the dock;
- Replacing the main terminal building;
- Reconfiguring the dock layout to provide safer and more efficient operations;
- Replacing the vehicle transfer span and the overhead loading structures of Slip 3;
- Maintaining a connection to the Marion Street pedestrian overpass;
- Replacing the King County-operated POF facility on the southern edge of Colman Dock.

The design relocates the current northern holding lane capacity to the south side of the terminal, leaving much of the northern trestle area as open water after construction. The reconfiguration removes several pedestrian-bicycle-vehicle conflict points, allows more efficient use of holding lanes, increases nearshore habitat, and narrows the facility's frontage along Alaskan Way by 150 feet. The total overwater coverage for the reconfigured terminal, including the rebuilt POF facility, will increase by about 5,200 square feet. To mitigate for the increased overwater coverage, WSDOT will restore equivalent ecological functions by removing an equal or greater amount of square footage from Pier 48, an overwater structure located just south of Colman Dock. Exhibit 1 shows the project as it will look at completion.

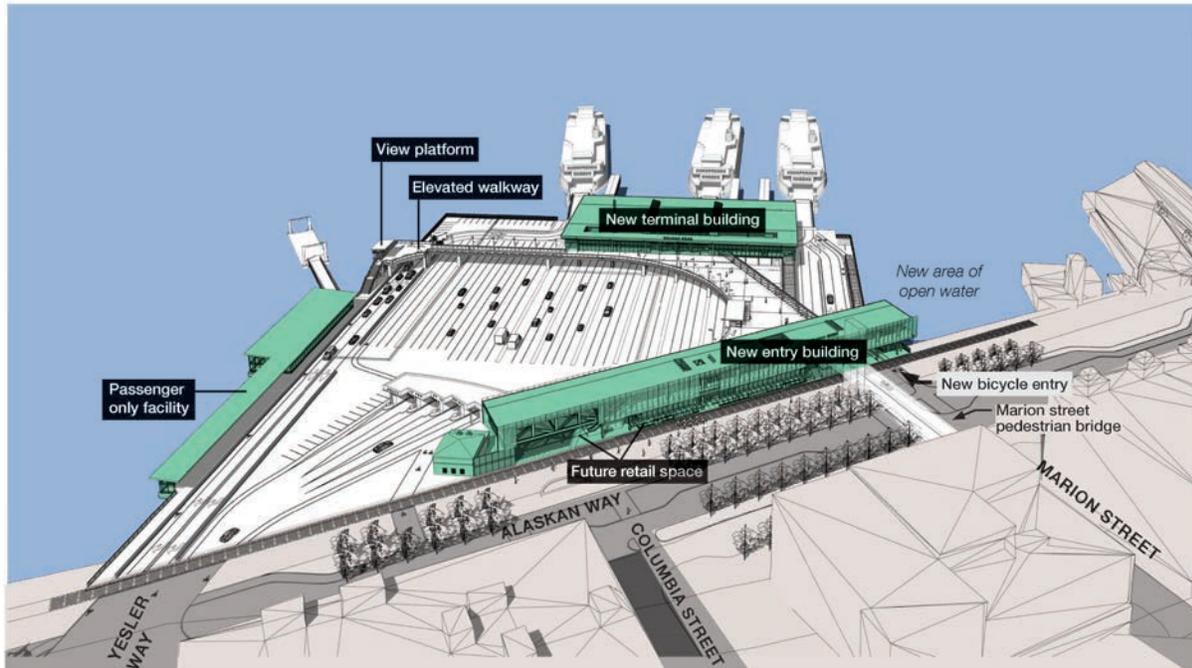


Exhibit 1 Proposed Seattle Ferry Terminal Project at Completion

Coordination and Opportunities to Comment

The public, other government agencies, and interested tribes have been involved throughout development of the project. Public scoping as part of the NEPA EA process occurred in February and March 2012. It included a public scoping meeting on February 16, 2012, onboard outreach on evening peak sailings to Bainbridge Island and Bremerton in February 2012, and an on-line narrated presentation available throughout the scoping period. In addition to the public scoping activities, coordination efforts have included regular updates to the project website (<http://www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal>), email updates to interested stakeholders, project fact sheets and Frequently Asked Questions documents, informational graphics and illustrations, and presentations to groups and organizations. The project team has presented briefings to organizations that include the League of Women Voters, the Waterfront Business Owners, the Downtown Seattle Association, and the Alliance for Pioneer Square.

Interagency and Tribal Coordination

Federal, state, and local government agencies, as well as tribal representatives, participated in an agency and tribal scoping meeting on February 7, 2012. Coordination with two agencies in particular, the City of Seattle and King County, has been extensive. Frequent meetings have been held with the Seattle Department of Transportation (SDOT), including the teams from both the Waterfront Seattle Project and the Elliott Bay Seawall Project; with the Seattle Department of Planning and Development (DPD) staff; and with the Seattle Fire Department. King County Ferry District and King County Metro have been consulted frequently as well.

Project staff have also provided briefings to the United States Fish and Wildlife Service (USFWS); the National Marine Fisheries Service (NMFS); the United States Coast Guard; the United States Army Corps of Engineers; Washington State Departments of Ecology (Ecology), Archaeology and Historic Preservation (DAHP), Natural Resources (DNR), and Fish and Wildlife (WDFW); the Washington State Office of Financial Management (OFM); and the state legislature's Joint Transportation Committee.

Elliott Bay is designated as Salmon Management Area 10A by the Washington State Department of Fish and Wildlife and is co-managed by the Suquamish Tribe and Muckleshoot Indian Tribe. These tribes have federally-adjudicated treaty rights to fish, hunt, and gather in Elliott Bay. The harvest of salmon and shellfish in these waters is a part of these rights. FTA, FHWA, and WSDOT are engaged in government-to-government consultation with both tribes to resolve the project's potential interference with their treaty rights.

To comply with Section 106 of the National Historic Preservation Act (NHPA), FTA, FHWA, and WSDOT have also consulted with the historic preservation programs at King County and the City of Seattle, the Washington Trust for Historic Preservation, Historic Seattle, the Alliance for Pioneer Square, and the non-federally recognized Duwamish Tribe. Also as part of its Section 106 consultation, FTA, FHWA, and WSDOT have consulted with the federally recognized Muckleshoot Indian Tribe, Snoqualmie Tribe, Stillaguamish Tribe of Indians, Suquamish Tribe, Tulalip Tribes, and the Confederated Tribes and Bands of the Yakama Nation.

Agencies and tribes consulted during the course of project development and review include the following:

National Marine Fisheries Service
United States Coast Guard
United States Army Corps of Engineers
United States Environmental Protection Agency
United States Fish and Wildlife Service
Confederated Tribes and Bands of the Yakama Nation
Muckleshoot Indian Tribe
Snoqualmie Tribe
Stillaguamish Tribe of Indians
Suquamish Tribe
Tulalip Tribes
Washington State Office of Financial Management
Washington State Attorney General's Office
Washington State Departments of Archaeology and Historic Preservation, Ecology, Fish and Wildlife, and Natural Resources
Puget Sound Regional Council
Ports of Kingston, Port Townsend, and Seattle
King County Departments of Natural Resources and Parks, and Transportation
King County Ferry District

Kitsap Transit

City of Seattle Departments of Neighborhoods, Planning and Development, and Transportation

City of Seattle Fire Department

City of Seattle Design Review Commission

Corrections and Updates to the EA

The text below makes corrections to several sections of the EA. Also, WSDOT has collected new data and updated its construction schedule since publication of the EA in April 2014. These are also listed below. Finally, the project concept has been revised in response to comments received on the EA; the revised concept is described below. FTA and FHWA have reviewed these corrections and updates, and find that they do not change the analysis of effects in the EA or the conclusions of this FONSI.

- EA, pp. 1-4 and 3-7. In the Executive Summary and Description of Alternatives sections, the EA refers to a six-year construction schedule starting in mid-2015. Figure 3-3 (p. 3-7) shows that schedule, for example. Other sections of the EA (e.g., Noise, Transportation, Land Use) also refer to a six-year schedule beginning in 2015. The EA should refer to the current schedule, which anticipates a five and one-half year construction period, beginning in mid-2017. FTA and FHWA find that a five and one-half year schedule reduces impacts compared to a six-year schedule, and a revised start date does not change the overall significance of construction or long-term impacts.
- EA, pp. 1-5, 4-25 and 4-44. In the Executive Summary, Ecosystems, and Hazardous Materials sections, the EA describes capping of contaminated sediments as a project feature. However, data collected since publication of the EA show that natural recovery is occurring in contaminated sediment areas of the site, and suggest that capping the sediment may not be required. WSDOT will implement appropriate sediment management methods, developed in coordination with regulatory agencies and tribes, which may or may not include capping.
- EA, p. 1-7. The text refers to local funding of approximately \$13 million for the passenger-only-ferry component of the project. King County has secured \$12 million in federal grant dollars to contribute to the POF portion of the project. The remainder of the County's contribution would be with local match dollars.
- EA, p. 4-58. In discussing potential vibration effects to Fire Station No. 5, the EA states that "FTA and WSDOT would avoid any adverse effects" to the fire station by cutting piles rather than vibrating them out. The text should read that "FTA, FHWA, and WSDOT" would avoid any adverse effects.
- EA, pp. 4-111 and 4-112. In the Socioeconomic and Environmental Justice section, the EA references two exhibits incorrectly. On p. 4-111, the reference to Exhibit 4-29 should refer to Exhibit 4-30, and on p. 4-112, the reference to Exhibit 4-30 should refer to Exhibit 4-31. The text clearly indicates which figure is being referred to, and this correction does not change the content of the EA or the conclusions of the FONSI.
- EA, Chapter 5, Cumulative Impacts. The EA discusses several other major projects that will be under construction in Seattle's downtown area at about the same time as the Seattle Ferry Terminal Project. These are the Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Project, the Central Waterfront CSO Reduction Project, and the Central Waterfront

Project (“Waterfront Seattle”). Five smaller transportation-related projects are also discussed. Since publication of the EA, several new projects have been proposed in the project area as well. The Port of Seattle has proposed redevelopment of its nearby Terminal 46, and increasing interest by the private sector in development of residential and mixed-use projects near a revitalized Central Waterfront has led to several new proposals. FTA and FHWA are aware of these new proposals, and find that they do not alter the conclusions of the EA’s analysis of the project’s likely cumulative effects.

- EA, p. 5-2. Exhibit 5-1 shows overlapping anticipated construction schedules for the Seattle Ferry Terminal Project and other nearby projects: the Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Project, and the Waterfront Seattle core projects. As noted above, the Seattle Ferry Terminal Project construction schedule has changed. Construction of the bored tunnel under Alaskan Way and parts of the Waterfront Seattle projects have been delayed as well. The Cumulative Impacts section of the EA notes (p. 5-7) that temporary adverse cumulative effects on transportation could occur if schedules for these major projects change substantially. FTA and FHWA find that potential adverse effects from changes to the construction schedules of these other projects have been disclosed in the EA. No changes to the EA’s conclusions about the significance of impacts are warranted.
- Three modifications to the project design concept have been made since publication of the EA. First, a new north bicycle entry has been added in response to recommendations to improve bicycle access. Second, the design of the entry building has been modified to better align with King County Metro and City of Seattle waterfront planning objectives. Third, the design of the Passenger Only Ferry facility was updated to improve pedestrian access from Alaskan Way. FTA and FHWA have reviewed these revisions and find that they are consistent with the project’s purpose and need, directly address comments received on the EA, and do not substantially change the analysis or conclusions as presented in the EA.

Written Comments and Responses on the EA

The EA was issued on April 14 and comments were accepted until May 12, 2014. The public outreach included a public hearing on April 28, on-board outreach on peak-hour commuter ferry sailings to Bainbridge Island and Bremerton, and information sessions at the terminal buildings (Seattle, Bainbridge, Bremerton, and POF terminals). Approximately 270 people participated in EA outreach activities, and the online narrated PowerPoint presentation about the project and the EA received over 330 views during the comment period.

Ten comment letters were received on the EA from tribes, agencies, and organizations. Appendix A includes the written comment letters received, and responses to those comment letters.

In addition, 53 individuals submitted comments via email and outreach comment forms, or by providing testimony or written material at the public hearing held on April 28. Key comment themes during the comment period included:

- Support for improved bicycle access and amenities (suggestions included adding a separate north entrance and weather-protected north holding lane for bicyclists, and weather protection for the south bicycle holding area)
- Support for covered walkways between the new entry building along Alaskan Way and the new terminal building
- Interest in additional amenities at the terminal building (suggestions included retail space and improved waiting areas)

Most of the comments received from individuals were suggestions to improve the experience of ferry users: for example, better amenities for pedestrians, bicyclists, and other ferry riders, both approaching and inside the terminal building. WSDOT is considering these suggestions. Design work was at the preliminary design level (about 30 percent) for the analysis presented in the Environmental Assessment, and as design refinements are made in the coming months some of these suggestions may be incorporated into the proposal.

Appendix B to this FONSI includes comments received from individuals, and responses to those comments.

Environmental Effects and Mitigation Measures

The EA describes the project, its likely effects, and potential mitigation measures to avoid or reduce those impacts. Appendix C describes the mitigation measures that FTA and FHWA require of WSDOT as conditions of our finding. These mitigation commitments are based on the mitigation measures identified in the EA. FTA and FHWA find that with the accomplishment of these mitigation commitments, WSDOT will have taken all reasonable, prudent, and feasible means to avoid or minimize any potential significant impacts from the proposed action.

The project's long-term adverse impacts will be minimal. It is designed to preserve existing ferry service levels. Beneficial effects will include safety improvements (seismic upgrades, ADA compliance, and elimination of pedestrian-bicycle-vehicle conflict points), access improvements (improved bicycle and pedestrian access and revised and improved transit connections), and environmental improvements

(removal of creosote-treated timber piles and decking, removal of contaminated fill, yearly sampling of sediment during construction followed by appropriate cleanup of contaminated sediment, inclusion of stormwater treatment, and reduction of nearshore overwater cover). The project's adverse effects will arise primarily from construction, and will be temporary. In order to maintain ferry service during construction and comply with restrictions on in-water work during fish migration periods, construction must be phased over a period of about five and one-half years. In-water work will include demolition, removal of old piles and installation of new ones, and construction of over-water decking. Much of the construction will be performed from barges.

The project will add about 5,200 square feet of new overwater coverage, which will be mitigated by removing an equal or greater amount of square footage from Pier 48, located just south of the project site. Appendix D includes the Conceptual Mitigation Plan, and describes the process used to identify Pier 48 as the recommended site for mitigation of the project's new overwater coverage. A more detailed Final Mitigation Plan will be developed with regulatory agencies and tribes.

In addition, WSDOT will use the WSDOT Commitment Tracking System (CTS) to track, monitor and report the status of the environmental commitments identified in this FONSI. FTA and FHWA may revise the program as necessary during the permitting process in order to facilitate implementation of these commitments during final design and construction. Under this program, WSDOT's Environmental Manager will conduct regular audits and reviews for compliance with environmental commitments with corrective actions as may be required.

Determinations and Findings

National Environmental Policy Act (NEPA) Finding

FTA and FHWA are the co-lead agencies for the project under NEPA. WSDOT prepared the EA for FTA and FHWA review in compliance with NEPA, 42 U.S.C. § 4332 *et. seq.*, and with FTA's and FHWA's regulations, 23 C.F.R. Part 771. FTA and FHWA have independently evaluated the adequacy of the EA.

After carefully reviewing the EA and supporting documents, including comments from the public, agencies, and tribes and the responses made to those comments, FTA and FHWA find under 23 C.F.R. § 771.121 that the proposed project, with the mitigation that is required herein, will have no significant adverse impact on the environment. The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

Ecosystems

During operation, the project's long-term effects on ecosystems will be positive. Construction of the project will occur in the near-shore environment of Elliott Bay, and will cause short-term impacts on ecosystems.

Construction noise and vibration, particularly related to demolition and pile removal and installation, may affect fish, marine mammals, seabirds, and other animals that are in the vicinity. In addition, pile removal and installation will suspend sediments that contain contaminants from the creosote-treated

timber piles and from other sources. Overwater coverage will increase by approximately 5,200 square feet as a result of an expanded walkway to provide public access from Alaskan Way to the King County POF, and of stairs and elevators providing access from the POF to the terminal's upper level. Beneficial effects will include removing about 7,400 tons of creosote-contaminated timber piles from the marine environment, opening up 150 linear feet of shoreline, installing a new stormwater treatment system at the facility, and appropriate management of contaminated sediment that will remain following construction.

WSDOT will take specific measures to minimize and mitigate adverse effects. WSDOT will comply with resource-agency-approved in-water work windows to protect fish and marine mammals. Where possible, instead of fully removing piles, they will be cut at or below the mudline to minimize the spread of contaminated sediment. Water quality will be monitored and corrective measures taken to ensure that water quality standards are met. WSDOT will monitor for the presence of marine mammals and protected bird species, and assure that work will be halted when these animals approach within specified distances from the site as required by NMFS and USFWS. Bubble curtains will be used as appropriate to attenuate the in-water noise of impact pile-driving, reducing effects on fish, marine mammals, and protected bird species. Mitigation for increased overwater coverage will include removal of an equal or greater amount of square footage from Pier 48, an overwater structure located just south of Colman Dock. This mitigation is in-kind and located in the same shore zone habitat where new overwater cover is being placed at the project site. While it is not exactly 'on-site' mitigation, it is nearly so, as it is located at the pier immediately south of Colman Dock.

After carefully reviewing the EA and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA and FHWA find that the proposed project, with the mitigation that is required herein, will have no significant adverse ecosystem impacts.

Endangered Species Act Findings

The Endangered Species Act (ESA) establishes a national program for conserving threatened and endangered species of fish, wildlife, plants, and the habitat on which they depend. Section 7(a)(2) of the ESA requires federal agencies to consult with USFWS and NMFS (collectively, the Services) to ensure that their actions are not likely to jeopardize the continued existence of endangered or threatened species or adversely modify or destroy their designated critical habitat. At the conclusion of consultation, the Services must provide an opinion stating how the agencies' actions will affect listed species or their critical habitat.

Federally listed species occur in the vicinity of the project. WSDOT prepared a Biological Assessment analyzing the potential effects of the project's construction and operation on threatened and endangered species or their habitat. FTA and FHWA reviewed the Biological Assessment and consulted with the Services consistent with Section 7 of the ESA. USFWS issued its Biological Opinion for the project on February 18, 2014, and the NMFS Biological Opinion was issued in March 20, 2014. These Biological Opinions are included as appendices in the EA.

USFWS has addressed the project's effects on marbled murrelet and on bull trout and its critical habitat. **USFWS finds, and FTA and FHWA concur, that the project may affect but is not likely to adversely affect marbled murrelet. USFWS finds, and FTA and FHWA concur, that the project is likely to adversely affect, but is not likely to jeopardize the continued existence of, the bull trout, and is not likely to destroy or adversely modify designated bull trout critical habitat.**

NMFS has addressed the project's effects on Puget Sound (PS) Chinook salmon, PS steelhead, Georgia Basin (GB)/PS bocaccio, GB/PS canary rockfish, GB/PS yelloweye rockfish, Southern Resident killer whales (SRKW), and humpback whales. **NMFS finds, and FTA and FHWA concur, that the project is likely to adversely affect these species or their critical habitat, but is not likely to jeopardize the continued existence of the species or likely to destroy or adversely modify their critical habitat.**

The southern distinct population segments (DPS) of green sturgeon and eulachon have been documented in Puget Sound, but are uncommon. Puget Sound has a long history of commercial and recreational fishing and fishery-independent monitoring of other species that use habitats similar to these species, but very few have been observed. NMFS believes it is very unlikely that green sturgeon or eulachon will occur in the action area, and even more improbable that they will be exposed to the effects of this project. Therefore, **NMFS concludes, and FTA and FHWA concur, that the effects to the southern DPS green sturgeon and southern DPS eulachon are discountable.**

Accordingly, with the implementation of the mitigation commitments described in Appendix B, including the project's commitment to meet the terms and conditions required by the Biological Opinions, FTA and FHWA find that the project meets the substantive and procedural requirements of the ESA.

Magnuson-Stevens Act Finding

The Magnuson-Stevens Fishery Conservation and Management Act (MSA) requires federal agencies to consult with NMFS regarding actions or proposed actions that may adversely affect Essential Fish Habitat (EFH) as designated under MSA (16 U.S.C. § 1855 [b][2]). The project action area includes areas designated as EFH for groundfish, coastal pelagic species, and Pacific Coast salmon, but the project does not occur within a Habitat Area of Particular Concern.

NMFS determined that the proposed action will have adverse effects to EFH designated for groundfish, coastal pelagic species, and Pacific Coast salmon, based on information provided in the BA and the analysis of effects presented in the ecosystems portion of the EA. NMFS determined that the proposed action will adversely affect EFH by temporarily increasing the levels of underwater noise from impact pile-driving within 1,657 feet, and by elevating contaminant levels within 150 feet of the terminal, respectively. Long-term EFH will be improved by the removal of 7,400 tons of creosote-treated timber.

NMFS included a list of EFH conservation recommendations in its Biological Opinion (March 20, 2014, pp. 36-37). **The conservation recommendations have been incorporated into the mitigation commitments for this project, and with the implementation of these recommendations FTA and FHWA find that the project satisfies the requirements of MSA.**

Marine Mammal Protection Act Finding

The Marine Mammal Protection Act (MMPA) prohibits, with certain exceptions, the “take” of marine mammals in United States waters (16 USC § 1361 et seq.). “Take” includes harassment and disturbance, whether intentional or not. The project includes a number of avoidance and minimization measures designed to protect marine mammals. Because of its potential impacts to marine mammals, the project will obtain an Incidental Harassment Authorization (IHA) through the MMPA, for each year of in-water work. The project schedule currently anticipates applying for the first IHA in 2016. Additional applications will be made for each year that in-water work takes place. The National Marine Fisheries Service (NMFS) will review the IHA applications for compliance with the MMPA. The IHA must be issued before in-water construction is allowed to begin. Conditions of IHAs typically include marine mammal monitoring during pile removal and pile-driving, water quality BMPs, and other measures similar to the terms and conditions included in the Biological Opinion that has already been issued for the project by NMFS. **FTA and FHWA find that, with project compliance with NMFS MMPA terms and conditions, the project will meet the requirements of the MMPA.**

Water Resources

Increased turbidity will occur during pile removal and installation. This turbidity is expected to spread no further than 25 feet from each pile being removed or driven, and to settle within one hour. Construction activities could also impair water quality in other ways, such as spills or leaks. WSDOT will employ the best management practices required by permitting agencies to avoid impacts to water quality. It will also monitor water quality during construction, and if necessary will take additional measures to ensure that water quality standards are met. Additional measures may include the use of sediment curtains to minimize the movement of suspended sediments.

The project will have long-term benefits to water quality for several reasons. New stormwater vaults below the deck will provide water quality treatment for all new and replaced areas of the terminal. The vaults will collect and hold runoff, allowing suspended solids to settle. WSDOT will periodically clean the vaults and remove the solids to maintain proper functioning. The existing terminal is not equipped with vaults, and provides only limited stormwater treatment. The project will remove creosote-treated timber piles, which can leach contamination into the adjacent sediment and water, resulting in improved water quality. Finally, appropriate management of contaminated sediment based on sampling during and after construction will be done in order to protect the ecosystem and human health. **After carefully reviewing the EA and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA and FHWA find that with implementation of the mitigation measures, the project will have no significant adverse impact on water resources.**

Transportation

Project construction will take place over water, and most deliveries of construction equipment and material will arrive by barge. The primary construction effects on the transportation system will be associated with changes to vehicle holding capacity for ferry loading on the trestle. Construction will occur during four phases over about five and a half years.

The transportation analysis indicates that the first three phases of construction maintain sufficient holding capacity to avoid queuing impacts on Alaskan Way. If not mitigated, Phase 4 of construction would reduce holding capacity from the current 596 vehicles to 498 vehicles, causing queues to increase.

WSDOT will use active lane management to mitigate this impact. On-site attendants will direct vehicles to park closer together, minimizing wasted space. This approach will increase vehicle holding capacity to 584 vehicles during Phase 4, bringing queuing conditions essentially back to existing levels.

Following construction, the terminal will maintain ferry service at existing levels, and no long-term operational effects on the nearby roads will occur.

After carefully reviewing the EA and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA and FHWA find that the proposed project, with the mitigation that is required herein, will have no significant adverse impact on transportation.

Noise and Vibration

All phases of construction will generate noise. Heavy equipment and pile driving will cause the most noise. While not continuous, noise will affect nearby properties over the entire construction period. The City of Seattle limits construction noise based on the type of noise-generating activity, time of day, and property type(s) affected. Project noise will likely exceed City limits and so require a variance, which will specify required measures to reduce noise and limit hours of noisy construction. Vibration effects will also be caused by construction. Vibration impacts will be monitored at the historic Fire Station No. 5, located immediately north of the site, because of its proximity to the demolition of the north trestle. To avoid damage to the fire station from pile driving or extraction, WSDOT will cut piles within 35 feet of the fire station rather than vibrate them out, and will monitor vibration levels when pile removal occurs within 50 feet of the fire station. The damage threshold for the fire station structure is a peak particle velocity of 0.5 inches per second (peak particle velocity, or PPV, is a common measure to describe vibration impacts on buildings). If vibration levels begin to approach 0.5 PPV, vibratory extraction will be halted and the piles will be cut at the mudline instead, reducing vibration levels substantially. There are no noise or vibration impacts anticipated with long-term operation of the Seattle Ferry Terminal Project.

After carefully reviewing the EA and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA and FHWA find that the proposed project, with the mitigation that is required herein, will have no significant adverse noise or vibration impacts.

Hazardous Materials

The project will remove about 1,446 creosote-treated timber piles supporting the northern portion of the trestle and other structures. In some areas, pile removal and installation will disturb contaminated sediment, temporarily suspending it into the water column. Where possible, piles in those areas will be cut at or below the mudline instead of fully removing them in order to minimize the spread of contaminated sediment. Piles that are broken or cut will be covered with sand to protect benthic organisms from exposure to creosote. During pile installation, approximately 3,500 cubic yards of contaminated sediments will be collected from inside the casings as the new piles are driven; this

sediment will be removed from the site and disposed of at an approved upland disposal facility. WSDOT will implement appropriate sediment management methods, developed in coordination with regulatory agencies and tribes, to comply with the state's sediment management standards. Approximately 7,700 cubic yards of contaminated fill now contained behind a retaining wall at the northeast corner of the site will be removed. WSDOT will also implement appropriate best management practices to prevent and control spills of hazardous materials, and to protect the environment when stockpiling, transporting, and disposing of hazardous or contaminated materials.

After carefully reviewing the EA and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA and FHWA find that disturbance of hazardous materials during project construction, with the mitigation that is required herein, will have no significant adverse impact.

National Historic Preservation Act Compliance

To comply with Section 106 of the National Historic Preservation Act (NHPA), the FTA and FHWA must determine if historic properties are located within the project's area of potential effect (APE) and to evaluate the project's effects on these properties. Historic properties are defined as "any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior." Consistent with the NHPA, FTA and FHWA, with support from WSDOT, consulted with consulting parties concerning the area of potential effects and the possibility of impacts to historic properties. Consulting parties included the historic preservation programs at King County and the City of Seattle, the Washington Trust for Historic Preservation, Historic Seattle, the Alliance for Pioneer Square, and the non-federally recognized Duwamish Tribe. FTA, FHWA, and WSDOT also conducted government-to-government consultation with the following federally recognized tribes: Muckleshoot Indian Tribe, Snoqualmie Tribe, Stillaguamish Tribe of Indians, Suquamish Tribe, Tulalip Tribes, and the Confederated Tribes and Bands of the Yakama Nation.

The EA identified two historic structures located within the APE: Fire Station No. 5 and the Washington Street Boat Landing. Fire Station No. 5, a structure that is eligible for listing in the NRHP, is directly adjacent to the areas of proposed ground disturbance. Effects from vibration during construction, primarily during pile removal and demolition of the north timber trestle, will be avoided by cutting piles within 35 feet of the fire station rather than vibrating them out. WSDOT will also monitor the historic building for vibration levels and implement additional protective measures if necessary. The analysis in the EA indicates that these measures will avoid adverse vibration effects on the property. No adverse effects to other historic properties in the APE, including the Washington Street Boat Landing, are expected.

Based on the cultural resources analysis and consultation with the SHPO, Indian tribes, and consulting parties, FTA and FHWA find that the project will have No Adverse Effect on historic properties. FTA and FHWA find that the NHPA coordination and consultation requirements for this project have been fulfilled.

U.S. Department of Transportation Act and Land and Water Conservation Fund Act Compliance

Section 4(f) of the United States Department of Transportation Act of 1966 declares a national policy that a special effort must be made to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and wildfowl refuges, and historic sites.

As described in Section 4.7 of the EA, two historic sites are located within the APE. Fire Station No. 5, located adjacent to the north side of the site, is eligible for listing in the NRHP, and the Washington Street Boat Landing, located about 200 feet south of the site, is a City park and is listed in the NRHP. These are the only two Section 4(f) properties located within the APE. As noted in the discussion of NHPA compliance above, FTA and FHWA conclude that the project will not use or have an adverse effect on either structure.

Section 6(f)(3) of the Land and Water Conservation Fund (LWCF) Act of 1965 contains strong provisions to protect federal investments and the quality of assisted public outdoor recreation resources. It prohibits the conversion of such property to a non-recreational purpose without the approval of the Department of the Interior's National Park Service (NPS). There is no Section 6(f) property in the project study area; no Section 6(f) property will be affected or require conversion.

In accordance with NHPA guidance found in 23 C.F.R. Part 774, FTA and FHWA find that the proposed project will have no adverse effects on historic properties considered under the NHPA. The project will not use any NHPA Section 4(f) properties. Additionally, the proposed project will not convert any LWCF Section 6(f) lands (36 C.F.R. Part 59). The project therefore complies with the requirements of Section 4(f) and Section 6(f).

Environmental Justice (EJ) Finding

Executive Order 12898 provides that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low income populations." The U.S. Department of Transportation (USDOT) Order 5610.2(a): Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (2012) similarly requires FTA and FHWA to explicitly consider human health and environmental effects related to transit projects that may have a disproportionately high and adverse effect on minority and low income populations. The USDOT Order requires FTA and FHWA to consider mitigation and enhancement measures, as well as project benefits, in making determinations regarding disproportionately high and adverse effects on minority and low income populations. The Order also directs FTA and FHWA to implement procedures to provide "meaningful opportunities for public involvement" by members of these populations during project planning and development.

WSDOT analyzed EJ as part of the Seattle Ferry Terminal EA. The analysis shows that in the long term, the proposed project will not have any adverse effects on minority or low-income populations because there will be no changes to the ferry service, and site improvements will increase customer safety, access, and circulation. Any temporary adverse effects on minority and low-income populations from

construction will not be appreciably more severe or greater in magnitude than effects experienced by other populations. **Based on that analysis, FTA and FHWA find that the construction and operation of the Seattle Ferry Terminal Project will not result in disproportionately high and adverse effects on minority or low-income populations, and that meaningful opportunities for public involvement by members of these populations were provided during project planning and development.**

Tribal Treaty Rights and Interests

Two treaty tribes possess adjudicated treaty rights and interests potentially affected by the project, either because their treaty fishing area encompasses the Colman Dock project area or because it would likely be affected by barge or other construction-vessel traffic. These two tribes are the Muckleshoot Indian Tribe and the Suquamish Tribe. The FTA, FHWA, and WSDOT have coordinated with the two tribes closely for more than a year on the potential impacts of the project to treaty rights and interests, and have reached agreements in principle with each tribe to address those impacts. FTA and FHWA find that the terms of these negotiated agreements represent specific commitments by WSDOT that treaty obligations will be satisfied. **Final agreements with the tribes must be executed before construction may begin.**

Air Quality Conformity

In addition to meeting the general NEPA review requirements, projects that are funded, approved, or licensed by federal agencies may need to meet air quality conformity requirements. Conformity refers to the need for federal actions to be in conformance with State Implementation Plans (SIPs) to attain or maintain compliance with National Ambient Air Quality Standards as required under the federal Clean Air Act (CAA) (42 U.S.C. § 7401 et seq.).

A project-level conformity determination is not required for this project. The project is exempt from project level conformity analysis (40 C.F.R. 93.126, Table 2); it falls under the exemption for Reconstruction or Renovation of Transit Buildings and Structures. These types of projects are considered air-quality neutral by the U.S. Environmental Protection Agency.

As a “regionally significant” project, the Seattle Ferry Terminal Project is included in the current regional transportation plan (RTP), as well as in the *Central Puget Sound Regional 2013-2017 Transportation Improvement Program (TIP)*, which lists all current transportation projects. The RTP and the TIP meet the conformity requirements identified by federal and state regulations for carbon monoxide. **FTA and FHWA find that the project meets all applicable requirements of the Clean Air Act.**

Indirect and Cumulative Effects

FTA and FHWA reviewed the potential indirect and cumulative effects for each element of the environment and did not identify any significant indirect effects on any resource. Several new projects have been proposed since publication of the EA. These include proposed improvements at Terminal 46 by the Port of Seattle, and increasing interest in private-sector development of residential and mixed use projects seeking to take advantage of a redeveloped Central Waterfront.

The Terminal 46 project anticipates improvements to the terminal and to arterial streets connecting the terminal to SR 99, enhancing freight mobility and safety. Large-scale in-water demolition is not anticipated for this project, and FTA and FHWA find that this project does not alter the conclusions presented in the EA.

Similarly, increasing development of residential and mixed-use structures along Seattle's Central Waterfront would occur only if consistent with Seattle's comprehensive planning and zoning requirements, and would not change the conclusions in the EA.

FTA and FHWA evaluated the potential incremental effect of direct effects associated with the project, and found that the project would have a negligible contribution to the cumulative effects of past, present, and future actions. **Thus, the project will have no significant impact related to indirect or cumulative effects. Additional detail may be found in Chapter 5 of the EA.**

Environmental Finding

The EA is hereby incorporated by reference in this Finding of No Significant Impact (FONSI). In addition, the following documents are attached and incorporated by reference as part of this FONSI :

Appendix A : Tribal, Agency, and Organization Comments and Responses

Appendix B : Comments from Individuals and Responses

Appendix C : Mitigation Commitments

Appendix D : Conceptual Mitigation Plan

Appendix E : FONSI Distribution List

Appendix F : Notice of Adoption of EA for SEPA Compliance

Seattle Ferry Terminal Project

Having carefully reviewed the analysis and conclusions in the EA and its associated supporting documents, FTA and FHWA find pursuant to 23 C.F.R. § 771.121 that there are no likely significant adverse impacts on the environment associated with the development and operation of the proposed Seattle Multimodal Terminal at Colman Dock Project.



R.F. Krochalis

Regional Administrator

Federal Transit Administration, Region X

11/5/15

Date



Daniel M. Mathis, P.E.

Division Administrator

Federal Highway Administration, Washington Division

11/05/2015

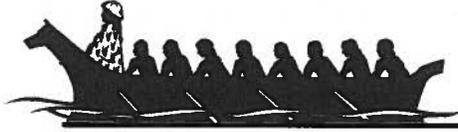
Date

Appendix A

Tribal, Agency, and Organization Comments

The following tribes, agencies, and organizations commented on the EA:

1. Suquamish Tribe
2. U.S. Environmental Protection Agency
3. Port of Seattle
4. King County Department of Transportation, Marine Division
5. City of Seattle Department of Transportation, Office of the Waterfront
6. City of Seattle, Freight Advisory Board
7. Squeaky Wheels
8. Cascade Bicycle Club
9. Bicycle Alliance of Washington
10. West Sound Cycling Club



PHONE (360) 598-3311
Fax (360) 598-6295
<http://www.suquamish.nsn.us>

THE SUQUAMISH TRIBE

PO Box 498 Suquamish, WA 98392-0498

May 16, 2014

ATTN: Marsha Tolon
WSDOT
Seattle Ferry Terminal Project
MS TB-83
2901 3rd Ave., Suite 500
Seattle, WA 98121

Subject: Seattle Multimodal Terminal at Colman Dock Environmental Assessment

Dear Ms. Tolon:

This letter transmits comments from the Suquamish Tribe ("Suquamish") on the Environmental Assessment (EA) for the Washington Department of Transportation (WSDOT)-proposed Seattle Multimodal Terminal at Colman Dock Project (Colman Dock Project).

The proposed Colman Dock Project occurs within the Suquamish Tribe's Usual and Accustomed (U&A) fishing area as reserved in the 1855 Treaty of Point Elliott, and adjudicated by the courts.

Suquamish Tribal members continue to harvest salmon and shellfish in Elliott Bay and in close proximity to the Seattle waterfront. The Colman Dock Project has the potential to negatively affect tribal fishing and fisheries resources within Elliott Bay.

PROJECT DESCRIPTION

As described in the EA, WSDOT proposes (Build Alternative) to replace aging and seismically vulnerable components of the Seattle Ferry Terminal at Colman Dock in order to maintain future ferry service. The main elements of the Colman Dock Project include: Replacing and reconfiguring of the timber trestle portion of the dock (north end); replacement of the main terminal building; reconfiguring of the dock layout for safer and more efficient operations; replacing the vehicle transfer span and overhead loading structures of slip 3; maintaining connection to the Marion Street pedestrian overpass; and replacing the King County-operated passenger-only-ferry (POF) facility on the south end of Colman Dock. The project involves removal of 1,446 creosote-treated piles, removal of approximately 7,700 cy of contaminated sediment and fill, placement of a new sediment cap, and providing stormwater treatment for all pollutant-generating impervious surfaces. New steel and concrete piles will be installed using both vibratory and impact hammer techniques. The project is planned to take six years to construct, including five in-water work seasons taking place between August 1 and February 15.

Reconfiguration would open up about 180 ft of nearshore habitat adjacent to the Elliott Bay Seawall/Alaskan Way at the north end of the project (a loss of about 30 ft of similar habitat would occur at the south end of the project). Net overwater coverage would increase by about 5,200 sf along the south end of the project associated with the POF. Proposed mitigation for this net increase in overwater coverage would include restoration of equivalent ecological functions in Elliott Bay or elsewhere in Puget Sound.

SUQUAMISH COMMENTS

Alternatives

The proposed reconfiguration of Colman Dock (Build Alternative) would result in a net increase of 5,200 sf of overwater coverage. To minimize or eliminate this overwater coverage, WSDOT should consider an elevated parking structure that would serve (at minimum) WSDOT employee and concessions/businesses employee vehicle parking.

Compensatory Mitigation

If overwater coverage of 5,200 sf cannot be eliminated (see above in "Alternatives"), Suquamish prefers that compensatory mitigation include removal of overwater structure and/or fill along Seattle's waterfront of equal or greater surface area and affecting similar nearshore habitats as impacted by the project. In addition to the added surface area of overwater coverage, WSDOT needs to consider the temporary impacts (up to 4 years) of constructing overwater coverage along the south end of the project site prior to removal of the overwater coverage along the north end of the site. We request that WSDOT consult with Suquamish in its consideration of different mitigation options.

Barge Traffic

As stated in the EA, most construction activities and deliveries would be conducted from barges, resulting in increased vessel traffic in Elliott Bay for up to 72 months (6 years). This barge traffic and mooring could have negative impacts on tribal fishing activities in the bay. Suquamish requests that WSDOT develop a communications protocol with the Tribe to avoid and minimize potential conflicts between tribal fishing and barge traffic.

Suquamish appreciates the opportunity to review and provide comments on the Environmental Assessment. The proposed action potentially affects Suquamish resources and treaty-reserved fishing rights. Please include Suquamish in future meetings and site visits to discuss Colman Dock Project updates and design changes.

If you have any questions regarding these comments, please contact me at 360-394-8667, stodd@suquamish.nsn.us. For cultural and archaeological resources, including Section 106 consultation, please contact Dennis Lewarch, Tribal Historic Preservation Officer, at 360-394-8529, dlewarch@suquamish.nsn.us.

Ms. Marsha Tolon

May 16, 2014

Page 3

Sincerely,

A handwritten signature in black ink that reads "Steve Todd". The signature is written in a cursive style with a large, stylized "S" and "T".

Steve Todd

Ecologist

e-cc:

Phillip Narte, Washington Department of Transportation
Glen St. Amant, Muckleshoot Indian Tribe

RESPONSES TO COMMENT LETTER 1: SUQUAMISH TRIBE

FTA, FHWA, and WSDOT appreciate the interest the Suquamish Tribe has taken in the Seattle Ferry Terminal Project and the comments it has provided on the EA. FTA, FHWA, and WSDOT have reached agreement on the appropriate measures to offset environmental effects caused by the project, as well as an agreement in principle to address potential project impacts to the treaty rights and interests of the Suquamish Tribe. A final agreement with the tribe must be executed before construction may begin.

In the sections that follow, we provide additional information in response to the Suquamish Tribe's questions and suggestions regarding the project.

Alternatives

We appreciate the suggestion of an elevated parking structure to minimize or eliminate overwater coverage. When we considered this option early in the project, we learned that site conditions make it infeasible. Challenging soil conditions would increase costs dramatically, as it would require much larger and stronger structural foundations on soils that are already challenging. Further, the space required to move vehicles from the trestle to a second story for parking is insufficient. Additionally, while the City of Seattle Shoreline Master Program (SSMP) permits replacement of existing pier elements, the SSMP would prohibit a new second-story expansion for parked vehicles because it would block existing view corridors. Finally, if an upper-level parking deck were to be used for vehicles planning to use the ferry as well as for WSDOT and concession employees in order to further reduce overwater coverage, loading and unloading from a second deck would need to be considered. The WSF vessel fleet is not designed to load/unload from a two-story parking structure, and WSF would need to replace its fleet to make use of such a structure. Rather than include an elevated parking structure, the project design minimizes its overwater footprint to the extent feasible. In particular, the design reduces the amount of overwater coverage in the important near-shore habitat zones. Please refer to the Conceptual Mitigation Plan (Appendix D) for more information.

Compensatory Mitigation

Before starting project construction, WSDOT plans to remove at least 5,200 square feet from the western edge of Pier 48 to compensate for permanent overwater coverage of approximately 5,200 square feet. The Conceptual Mitigation Plan explains why Pier 48 is the best opportunity to offset unavoidable impacts to marine aquatic species and satisfy local, state, and federal laws. The Conceptual Mitigation Plan is included as Appendix D of this FONSI. As detailed design development occurs, WSDOT will continue to pursue solutions that minimize the amount of overwater coverage required for the project.

Regarding temporary overwater coverage during construction, FTA, FHWA, and WSDOT have reached an agreement in principle with the Suquamish Tribe on the appropriate measures to offset potential temporary environmental effects caused by the project.

Barge Traffic

A communication protocol between WSDOT and the Suquamish Tribe to minimize potential tribal fishing and barge traffic conflicts during project construction will be a useful tool. FTA, FHWA, and WSDOT look forward to concluding development of that protocol prior to the start of construction.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10

1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
ECOSYSTEMS, TRIBAL AND
PUBLIC AFFAIRS

May 12, 2014

Mr. Daniel Drais
Federal Transit Administration, Region 10
915 2nd Avenue, Room 3142
Seattle, Washington 98174

Ms. Marsha Tolon
Washington State Department of Transportation
Seattle Ferry Terminal Project, MS TB-83
2901 3rd Avenue, Suite 500
Seattle, Washington 98121

Re: Seattle Multimodal Terminal at Colman Dock Project Environmental Assessment
EPA Region 10 Project Number 06-012-FHW

Dear Mr. Drais and Ms. Tolon:

The U.S. Environmental Protection Agency has reviewed the Seattle Multimodal Terminal at Colman Dock Project Environmental Assessment. We are submitting comments in accordance with our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act. We commend your efforts in preparing the EA and appreciate the opportunity to review it.

Our comments pertain to the management of sediments and contamination in the project area, and mitigation for aquatic habitats and species.

Sediment Quality and Management

The EA provides general information characterizing the contaminants known to exist in the project area, states that best management practices will be used to manage contaminated sediments and hazardous materials, and indicates that coordination with Ecology is occurring. We appreciate that the Hazardous Materials Discipline Report (Appendix G) provides specific information regarding historic sampling results in the project area and recommendations for management of contaminated sediments based on the historic sampling screen and similar previous experience. The Discipline Report recommendations for additional sampling and the diagram of the location of the existing and new proposed sediment caps are also helpful. While the EA indicates coordination with Ecology is occurring, it will still be necessary to coordinate with the Dredged Materials Management Program (DMMP) agencies to ensure that adequate sampling and analyses are conducted, and to refine the hazardous materials and sediment management plan.

Recommendation: Ensure coordination and consultation with the full DMMP. Provide them the information requested in the EPA scoping letter of March 15, 2012 and any additional information requested by the DMMP.

Aquatic habitat mitigation

The EA (p. 3-4) states that mitigation options for increased overwater cover due to the Passenger Only Ferry terminal include removal of some overwater cover at Pier 48 (owned by WSDOT), or participation in King County's In Lieu Fee Mitigation Program. We would appreciate any additional specific information regarding these or other potential mitigation options.

Noise and disturbance to marine species

The project would result in long term (six years) noise impacts from pile driving and other construction activities that would impact marine life and that would not be fully mitigated by the use of bubble curtains (although we do support and encourage the use of bubble curtains to full advantage). We agree that timing restrictions and monitoring for the presence of birds and marine mammals in the project area would help to reduce impacts of pile driving noise on aquatic species (p. 4-23). WSDOT agrees to monitor for the presence of marine mammals and marbled murrelets during construction per the requirements of the BA and MMPA (p. 4-27), yet there are other marine birds listed as Special Status Species (Exhibit 4-3, p. 4-14) that should receive this mitigation.

Recommendation: Include this proposed mitigation among the project commitments, and any other effective means to mitigate noise impacts on marine species that may become available. Consult with the federal and state fish and wildlife agencies to refine implementation of these measures and consider applying them for additional Special Status Species of marine birds.

Thank you for involving us in the NEPA review for the Colman Dock Project. If you have questions or would like further information, please contact me at (206) 553-1601 or via electronic mail at reichgott.christine@epa.gov, or contact Elaine Somers of my staff at (206) 553-2966 or via electronic mail at somers.elaine@epa.gov.

Sincerely,



Christine B. Reichgott, Manager
Environmental Review and Sediment Management Unit

RESPONSES TO COMMENT LETTER 2: UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA)

Dredged Materials Management Program

Upland disposal of contaminated sediments is currently proposed for the project. The project as proposed will not be subject to the Dredged Materials Management Program (DMMP), which deals with in-water disposal. However, should project circumstances change and in-water disposal of contaminated sediments become a consideration, WSDOT would coordinate with the Ecology DMMP per EPA recommendation. Copies of studies and design plans related to contaminated sediments and sediment management will be shared with EPA as they are prepared. WSDOT will also share permit application material prepared for Corps of Engineers and Ecology approvals, and will invite EPA to pre-application meetings with those agencies.

Aquatic Habitat Mitigation

Please refer to the Conceptual Mitigation Plan, included as Appendix D of this FONSI, for a discussion of the process used to identify Pier 48 as the appropriate location for mitigation of overwater coverage impacts from the project.

Noise and Disturbance to Marine Species (Construction Impacts)

Timing restrictions and monitoring requirements will be included during construction, as identified in the EA.

Contaminated Sediment Management

The Sediment Sampling and Analysis Plan (SAP) for the project was prepared in April 2014, and has been provided to EPA under separate cover. The SAP describes sample collection and analysis procedures for sediment characterization, to assure sampling occurs in compliance with appropriate laws and regulations. The final report on sampling results will be provided to EPA when available. Further elements for the management of contaminated sediment during construction are described in the EA, pages 4-44 through 4-46.

WSDOT prepared a Treated Creosote Timber Removal and Disposal Plan for the project in August 2014. The plan requires that the construction contractor submit a demolition plan for approval before in-water work begins. The demolition plan will include provisions to minimize turbidity and the spread of contamination during construction. The Treated Creosote Timber Removal and Disposal Plan is attached to this response.

In addition, copies of studies and design plans related to contaminated sediments and sediment management will be shared with EPA as they are prepared. WSDOT will also share permit application material prepared for Corps of Engineers and Washington Department of Ecology approvals, and will invite EPA to pre-application meetings with those agencies.



Memorandum

August 11, 2014

**TO: Seattle N. Trestle and Terminal Building Replacement Project File
TB 83**

THRU: Genevieve Rucki, PE

**FROM: Rick Huey
205-515-3721**

**SUBJECT: Seattle N. Trestle and Terminal Building Replacement, XL 3474
Treated Creosote Timber Removal and Disposal Plan
(Supersedes July 30, 2014 memo)**

This Memorandum documents the plan for treated creosote timber removal and disposal for the Seattle N. Trestle and Terminal Building Replacement project. The elements of this plan will be entered into the project's commitment tracking database for contractor action.

The contractor will be required to submit a demolition plan for approval before in-water work begins. The plan will include BMPs to minimize turbidity and the spread of contamination. BMPs include:

- Turbidity and chemical water quality standards shall be met at the 150-foot point of compliance surrounding each pile to be removed.
- Pile removal shall be done at a slow and controlled pace to minimize turbidity and the spread of contamination.
- A silt curtain may be used to limit the spread of turbidity and contaminants.
- The contractor shall not 'wash' sediments adhered to piling in surface waters. Adhered sediment will be properly disposed of along with the timber piling.
- Removed piles associated sediments shall be contained on a barge. If piles are placed directly on the barge and not in a container, the storage area shall consist of a row of hay or straw bales, filter fabric, or similar BMP placed around the perimeter of the barge.
- A containment boom surrounding the work area will be used during creosote-treated pile removal to contain and collect any floating debris and sheen, provided the boom does not interfere with vessel operations. The boom will remain in place until all oily material and floating debris have been collected and all sheens have

dissipated. The contractor will retrieve any debris generated during construction, which will be properly disposed of at an approved upland location.

- The Contractor shall dispose of all creosoted timber, creosote piling and associated debris (including adhered sediments) as shown in the Plans in accordance with current federal, state, and local regulations and provisions, and following Best Management Practices. Disposal shall be made in a landfill, which meets the liner and leachate standards of the Minimum Functional Standards, Chapter 173-304 WAC. The Contractor shall provide receipts from the disposal facility to the Project Engineer. If the material is transported to a transfer station, the Contractor shall obtain documentation indicating that final disposal will comply with the standards referenced above.
- Timber piles may be cut at or below the mudline to minimize disturbance to sediments.
- Piling that break or are already broken below the waterline may be removed with a clamshell bucket. To minimize disturbance to bottom sediments and splintering of piling, the contractor will use the minimum size bucket required to pull out piling based on pile depth and substrate. The clamshell bucket will be emptied of piling and debris on a contained barge before it is lowered into the water.

Monitoring

- Turbidity and chemical water quality monitoring will be implemented during timber pile removal and dredging. Results will be provided to FTA, FHWA, US EPA, NMFS, USFW, and WSDOE.
- Sediment sampling will be implemented at the end of each year of in-water construction to determine if pile removal/installation and dredging is affecting sediment quality. Results will be provided to FTA, FHWA, US EPA, NMFS, USFW, and WSDOE.
- A copy of the 2014 Baseline Sampling and Analysis Plan (Herrera 2014) is attached.

MT

Attachment: 2014 Baseline Sampling and Analysis Plan (Herrera 2014)

cc: John Callahan, PE, TB-83



May 12, 2014

Via e-mail: SMITHT@wsdot.wa.gov
ColmanDockEA@wsdot.wa.gov

Seattle Multimodal Terminal at Colman Dock Project
Mr. Tim Smith; Terminal Engineering
WSDOT Ferries Division
2901 3rd Ave, Suite 500
Seattle, WA 98121

Re: Port of Seattle—Comments on the Seattle Multimodal Terminal at Colman Dock Project EA

Dear Mr. Smith:

Thank you for the opportunity to comment on the Environmental Assessment (EA) for the Seattle Multimodal Terminal at Colman Dock Project (Project), and for meeting with Port staff to discuss results. We support the rehabilitation of Colman Dock to mitigate the risk of seismic failure, ensure that the facility can continue to function as a regional multimodal transportation hub, while improving safety and reducing operational inefficiencies between vehicles, bicycles and pedestrians. We have comments in two areas today, with respect to traffic flow during construction and also regarding opportunities for habitat restoration.

- We appreciate the team's effort to work with partner agencies, including the Port of Seattle, to minimize construction impacts and maintain traffic flow in front of Colman Dock both during construction and after the project is completed.
- The environmental assessment documents note that the Colman Dock Project will require off-site actions as compensation for a net increase in over-water coverage at the project site. The port would be pleased to assist WSDOT, if appropriate, in identifying opportunities for fish and wildlife habitat restoration in south Elliott Bay and the Duwamish Waterway.

The EA makes it clear that Alaskan Way is likely to incur significant operational deficiencies during various construction phases as well as in the long term, related to intersection capacity constraints at and near the terminal's primary access points. These issues are related to the cumulative impacts of the City's Waterfront project as well as growth in ferry terminal traffic. We acknowledge that the issues would occur with or without the Colman Dock Project. However, the EA highlights the need for the partner agencies to continue working together to refine the design of these access points and optimize signal operations along Alaskan Way to assure that this corridor—the only surface arterial through the downtown core that freight can use—serves its intended function as a link between south downtown and northwest Seattle. We look forward to continuing to work with the project team and other agency partners towards this goal.

Final configuration

Traffic

Our major concern continues to be potential congestion on Alaskan Way emanating from the terminal's access points, since it would delay through traffic on Alaskan Way and has the potential to queue back



and affect access at Terminal 46. Operational deficiencies are expected during all Project phases and in the end state, when both Colman Dock and the new Alaskan Way on the central waterfront are completed.

The projected traffic back-ups south of S Jackson, and to a somewhat lesser extent north of Madison, Street are of great concern to the Port. In final configuration north-bound traffic is expected to back up an average of 930 feet south of S Jackson Street, well beyond our entrance to T-46 on King Street, potentially even backing up the new north-bound SR-99 off-ramp at Dearborn St. Because the analysis is based on average pm peak volumes there will be many weekdays, not just Fridays during the busiest summer months, when conditions will be worse than described. That condition will be exacerbated on the more than 70 weekdays with larger events at Safeco and Century Link Fields. An additional factor is related to the transit mode split that is assumed in the analysis, as most recently highlighted by FTA's April 23, 2014 letter to PSRC regarding uncertainty of transit funding. What would traffic look like if the transit service that is assumed to support the projected level of transit use does not materialize? As stated above, we are particularly concerned about back-ups south of Jackson because they may prevent labor from accessing the terminal during shift change, and thus have the potential to affect terminal operations.

The traffic analysis describes an average pm peak that comprises the end state for the Project, which is combined with the completion of the SR-99 tunnel, tunnel tolls, and the new Alaskan Way. We agree that, based on the EA's assumption that there will be no change to ferry schedules or capacity, the Project will likely generate little additional traffic when compared to the No Build condition. However, Colman Dock operations will still generate a significant portion of future traffic on the corridor, and its driveways would be the highest-volume conflict points for through traffic on Alaskan Way. We understand that you have been in discussions with staff from the City's Central Waterfront as well as WSDOT's Alaskan Way team to attempt to address issues related to the projected back-ups. As a public agency with a significant stake in the functionality of the corridor, we ask you to pro-actively include our staff in any future discussions with SDOT or WSDOT. From our point of view, the potential impacts to our facilities require our active participation in the process, so that we can work jointly to evaluate options for mitigating and balancing these impacts. We will also convey our request to SDOT and WSDOT's AWW team.

Vessel and on-dock vehicle storage demand exceeding capacity

We understand that the vehicle storage needs described in the EA are based on current schedules and vessel capacity, and we agree that there will be many days when vehicle demand will not exceed vessel and/or storage capacity. However, our experience as a neighbor to the South indicates that there will be a significant number of weekdays when vehicle demand for specific sailings will exceed vessel and storage capacity. The Project provides an opportunity for addressing this issue, and we would like to know to what extent it was considered as part of the EA analysis. If this issue has not been addressed, we would like to encourage you to consider doing so before a final decision is made. Can Pier 48 uplands, which will be used for employee parking during Phase 4 of construction, serve this function after completion of the Project?

We would also like to better understand the potential benefits and disadvantages of the planned appointment system, which is alluded to in the EA. While it may alleviate some of the storage issues, we are concerned that customers with an appointment may try to arrive in a shorter window of time, which could also create on-street queuing if they cannot be processed onto the terminal fast enough.

Construction

Traffic

We appreciate that much of the construction work will be accomplished and supported from the water side. This reduces the construction traffic impacts significantly. However, the EA acknowledges that there will be substantial impacts to traffic on Alaskan Way, especially during Phase 4 of construction:

The EA notes that during Phase 4, ferry traffic making a left-turn from north-bound Alaskan Way would be restricted to a single lane, causing long delays and queues. What is preventing you from maintaining two turn lanes during this Phase? What would it take to provide two lanes? Is there an alternate point of ingress or travel route that could be considered during this phase to ameliorate this congestion?

In addition, the EA indicates that spill backs at both Madison and S Jackson Streets are caused by “delay at adjacent intersections.” Is there a way to reduce these delays by prohibiting some vehicular and/or pedestrian movements?

We would like to discuss opportunities for mitigation of these significant cumulative impacts with you, SDOT and WSDOT’s AWW team before a final project decision is made.

Reduced on-dock vehicle storage capacity

The EA indicates that on-dock vehicle storage capacity will be impacted during Phases 2-4. Both Phase 2 (with storage for 542 vehicles) and Phase 4 (498 vehicles) significantly reduce on-dock storage capacity, yet the EA appears to indicate that mitigation is planned only during Phase 4, when employee parking will be moved to Pier 48 uplands. Will/can Pier 48 be used for employee parking during Phase 2 as well?

A significant project construction impact is due to the fact that vehicle demand exceeds storage capacity, especially during Phase 4 of the Project. We would like to understand what options for mitigation have been explored, and why they are not included in the Project mitigation plan. Again, the impacts appear compounded by cumulative impacts of the changes to traffic due to the new roadway configuration and the tolled tunnel. This is also an issue we would like to discuss with you, SDOT and WSDOT’s AWW team.

Thank you again for the opportunity to participate in this project and comment on this EA. We look forward to continuing work on both traffic flow and, if you would like, on habitat restoration locations. Please do not hesitate to contact either me at 787-3778, Christine Wolf at 787-3458, or George Blomberg at 787-3194, if you need additional information or any explanation of the above.

Sincerely,



Geraldine Poor

Cc: WSDOT Ferries Division: Marsha Tolon
City: Jared Smith, Angie Brady, Layzer, Van De Kamp
WSDOT/AWVSRP: Matt Preedy, Alec Williamson
County: O’Clare
POS: Merritt, Styrk, Wolf

RESPONSES TO COMMENT LETTER 3: PORT OF SEATTLE

Congestion on Alaskan Way

The Seattle Ferry Terminal Project preserves existing capacity on Colman Dock while addressing seismic deficiencies, deteriorated trestle conditions, ADA compliance, and pedestrian/bicycle/vehicle conflicts. The project will not add capacity and will not contribute to further congestion on Alaskan Way; the Port of Seattle letter correctly notes that that congestion will occur with or without the project. Similarly, the queues near the Colman Dock access points, as mitigated, will be the same with or without the project.

The comment letter incorrectly states that the EA predicts substantial impacts to traffic on Alaskan Way, especially during Phase 4 of construction. The EA actually finds that as mitigated the project will have minimal impact to traffic on Alaskan Way during construction. Please refer to the EA, Section 4.8 (pages 4-59 through 4-76) for more information.

WSDOT acknowledges the significant stake the Port of Seattle shares with WSDOT in a well-functioning Alaskan Way corridor, and looks forward to continued coordination with the Port and the City of Seattle on ways to optimize traffic flow along Alaskan Way, both during construction of the Seattle Ferry Terminal Project and through implementation of the Waterfront Seattle redevelopment of Alaskan Way.

Vessel and On-Dock Vehicle Storage, During Construction and Long Term; Consider Pier 48 and Reservation System

Colman Dock currently has capacity to hold 596 vehicles, and the completed project will have a capacity of 611 vehicles. During the last phase of construction, capacity on the dock will be reduced to as little as 498 vehicles, as described in the EA. WSDOT will actively manage vehicle entry and queueing on the dock during these periods by using on-site attendants. As described in the EA, the project will be able to maintain capacity at levels very close to existing conditions through this approach. Thus, project construction will not contribute substantially to queues along Alaskan Way.

WSDOT did not consider adding to the holding area capacity during its development of the proposed project, for several reasons. Consistent with the intent of the WSF Long Range Plan and its funding authorization, the project will preserve existing capacity on Colman Dock while addressing seismic deficiencies, deteriorated trestle conditions, ADA compliance, and pedestrian/bicycle/vehicle conflicts. It will not add capacity, either in space on the dock dedicated to holding lanes or in the number or capacity of the terminal's three vessel slips. WSDOT also determined at the start of its planning for the project that it would minimize additional overwater coverage to the extent practicable, due to concerns about habitat impacts. Additional holding area capacity was not consistent with these planning constraints.

WSDOT will continue to explore the feasibility of using Pier 48 uplands for employee parking during construction. Long-term plans for Pier 48 following completion of the SR 99 Tunnel are under discussion within WSDOT.

Implementing a reservation system is not part of the Seattle Ferry Terminal Project, but is proceeding as a separate action. The Legislature has directed WSF to pursue reservations as a primary demand

management strategy to avoid the need for larger vehicle holding areas. Planning and implementation of a Seattle reservation system will be considered following successful implementation of the Reservation System Phase 2 in the San Juan Islands (more information can be found at <http://www.wsdot.wa.gov/ferries/planning/vehiclereservations.htm>). At the time a reservation-based system at Colman Dock is being developed, WSDOT expects to work closely with partner agencies, including the Port of Seattle, to mitigate any potential impacts.

Fish and Wildlife Habitat

WSDOT appreciates the Port of Seattle's suggestion to collaborate in identifying opportunities for fish and wildlife habitat restoration in south Elliott Bay and the Duwamish River. During development of the Conceptual Mitigation Plan (Appendix D), these areas were considered in the screening process to identify an appropriate site for mitigating the project's additional overwater coverage impacts. Pier 48, just south of Colman Dock, was identified as the best location for that mitigation.



King County

Department of Transportation

Marine Division

M.S. KSC-TR-0816

201 South Jackson Street

Seattle, WA 98104-3856

May 9, 2014

Marsha Tolon

Project Environmental Lead

WSDOT Ferries Division

2901 Third Avenue, Suite 500, MS TB-83

Seattle, WA 98121

Dear Ms. Tolon:

Thank you for the opportunity to comment on the Environmental Assessment (EA) for the proposed Seattle Multimodal Terminal at Colman Dock Project (Seattle Ferry Terminal Project). As stated in the EA, the King County Marine Division (KCMD) currently operates the passenger only ferry (POF) on the south side of Colman Dock, thus we are directly affected by rebuilding the existing ferry terminal. WSF and KCMD are currently collaborating on the 30% design for the POF. KCMD was also invited to comment on sections of the Preliminary Draft NEPA EA and we appreciate that many of the comments we provided for the draft EA were incorporated in the final EA.

We support WSF's efforts to make the Colman Dock terminal multimodal and accessible. Listing "Replacing the King County-operated passenger-only ferry facility on the southern edge of Colman Dock" as a key project component (page 1-1) and adding new bicycle lanes are prime examples of how multiple transportation modes can be integrated effectively. We encourage the project to further leverage these investments by including related infrastructure such as providing adequately sized, secure bicycle parking and storage and by accommodating the needs of local bikeshare and vanshare programs that reduce the automobile dependence of ferry passengers. Vansharing and proximate parking for vehicles has proven instrumental in driving walk-on ridership growth, as noted by its success at the Fauntleroy dock. In addition, access for senior and disabled ferry passengers should be improved through dedicated drop/load areas, upgrading the wheelchair accessibility of the Marion Street pedestrian walkway, and by prioritizing wayfinding strategies to assist connections to transit.

Our review of the EA identified consistency issues in capturing our draft EA comments in different sections of the document as well as other needed corrections, several of which we would like to clarify below for the Finding of No Significant Impact (FONSI):

1. Section 1.3.1 of the EA attributes all 5,200 square feet of net increase in over water coverage "as a result of an expanded walkway to provide public access from Alaskan Way to the King County POF, and from stairs and elevators providing access to the POF". While this square footage may be additional to the area of the project as originally scoped before the POF was included at the behest of the state legislature (RCW 47.60.662), the POF is now classified as a key element of the project so attributing this net increase to one particular component of the project seems

inaccurate. In addition, the square footage is evolving during the design process and overwater coverage may be less when the design is finalized (See page 1-4).

2. The EA states King County has committed to paying for \$13 million. However, funding negotiations with WSDOT are ongoing and the sources of funding are still being determined (See pages 1-5, 2-7, and 2-12).
3. The walkway proposed between Alaskan Way and the POF that connects to the terminal's upper level is required by Seattle for public access for both WSF and King County (See page 3-4).
4. When the POF was proposed to be eliminated from the project, the Washington State Legislature directed WSDOT to ensure modifications to the terminal would not preclude future operations of a POF. This is inconsistent with the EA which states WSDOT must only provide access for POF (See page 3-5).
5. The use of light-penetrating surfaces on the walkway that connects from Alaskan Way to the POF has not been determined at this time (See pages 3-8 and 4-26).
6. Metro's transit service has changed since the description contained in Section 4.8.3.4 of the EA was written. Since then, Metro's routes 16, 66 and 99 were relocated to 1st Avenue so they no longer stop or layover in the project area. It is unknown at this time whether or not comparable bus routes and bus stops and layover facilities return to the project area once the various major construction projects are completed in the future. As the EA documents, the growing number of walk-on ferry passengers will increase the need for safe, accessible and convenient transit connections in the future, thus the design of Colman Dock should accommodate ways to incorporate the needs of possible future transit service (See page 4-65).
7. The Cumulative Impacts analysis (Chapter 5) may not sufficiently address the impacts of tunnel excavation delay on future projects, especially the Waterfront Seattle Project. If the central waterfront construction is delayed, its later construction period could coincide with phase 4 of the Colman Dock project when vehicle holding is most constrained, resulting in more severe traffic impacts (See pages 5-1 through 5-3).

We look forward to collaborating further with WSF in the design of the future Seattle Multimodal Passenger Only Ferry Terminal at Colman Dock.

Sincerely,



Paul H. Brodeur
Division Director
King County Marine Division

cc: Harold S. Taniguchi, Director, King County Department of Transportation (KCDOT)
Laurie Brown, Deputy Director, KCDOT

Marsha Tolon
May 9, 2014
Page 3

Joe McDermott, Chair, King County Ferry District
Chris Arkills, Transportation Policy Advisor, King County Executive Office
Kevin Desmond, General Manager, King County Metro Transit, KCDOT
Peter Heffernan, Government Relations Administrator, KCDOT
Michelle Allison, Government Relations Liaison, KCDOT
Peter Hahn, Director, Seattle Department of Transportation
Marshall Foster, Director of Planning, Seattle Department of Planning and Development
Richard F. Krochalis, Regional Administrator, FTA Region X
Charles Howard, Director of Transportation Planning, Puget Sound Regional Council

RESPONSES TO COMMENT LETTER 4: KING COUNTY DEPARTMENT OF TRANSPORTATION, MARINE DIVISION

Passenger-Only Ferry (POF) Issues: Overwater Coverage, Public Access Requirements, and Cost Responsibilities

Regarding the accuracy of the language in the EA about new overwater coverage at Colman Dock being attributed to the POF, modifications to the preliminary design to assure that the project maintain access to POF service increased the overwater footprint of the dock.

On page 1-7 of the EA, the discussion of an estimated \$13 million in local funding was intended to be flexible, in recognition of the ongoing discussions at that time between WSDOT and King County about the relative cost and funding obligations of the project. King County has now secured \$12 million in federal grant dollars to contribute to the POF portion of the project.

The comment letter states that the walkway proposed between Alaskan Way and the POF, connecting to the POF waiting area and to the terminal's upper level, is required by Seattle for public access for both WSF and King County. The Seattle Ferry Terminal Project incorporates very strong public access elements, independent of the walkway to the POF pier, that are intended to fully comply with the SSMP. The walkway, which requires overwater coverage at the south end of Colman Dock to separate it from traffic exit lanes, is incorporated into the design to allow direct access for POF passengers between the POF pier and Alaskan Way. However, once incorporated into the design, the public access to the POF pier and to the upper level of the terminal from the POF facility may be credited jointly to the POF and Seattle Terminal projects. Seattle will make its determinations on public access requirements as part of its review of the WSDOT application for a Master Use Permit. The application will be submitted following issuance of the FONSI.

Regarding the accuracy of the reference in the EA that WSDOT must provide "access" for the POF, the source of the language was a proviso adopted by the state legislature. The Washington State Legislature adopted the proviso in 2012 directing WSDOT to ensure that multimodal access, including passenger-only ferries, is maintained at Colman Dock. The specific language of the legislative proviso is as follows:

Consistent with RCW 47.60.662 that requires the Washington State ferry system to collaborate with passenger only ferry providers to provide service at existing terminals, the department shall ensure that multimodal access, including passenger-only ferries, is maintained at the Seattle terminal and included in any future modifications at the terminal.

The EA also notes (p. 3-5) that "WSDOT worked closely with King County and other potential POF operators to develop the plan for POF service at Colman Dock, both during project construction and after its completion, and to avoid precluding potential future expansion. King County Ferry District's water taxi service to West Seattle and Vashon Island is the only POF service currently using Pier 50. However, Kitsap Transit and other transit agencies have either operated POF service to Seattle in the past or have actively considered doing so. The project team coordinated with five such agencies, although King County played the largest role."

The comment letter correctly notes that as design proceeds, the actual square footage of additional overwater coverage may be less than the EA's estimate of 5,200 square feet.

Use of Light Penetrating Surfaces

One of the conservation measures recommended in the Biological Opinion prepared for the project by the NMFS is that light-penetrating surfaces be used along the walkway from the POF to Alaskan Way. WSDOT has accepted and will implement this recommendation as part of the project.

Future Transit Needs

Colman Dock, as a large multimodal terminal, will function as both a destination and transfer point for a variety of transportation users. As part of the planning process for the future waterfront, WSDOT is working with the Seattle Department of Transportation (SDOT) and King County Metro to ensure that its passengers will be able to easily connect with transit options at Colman Dock. A key element of this plan is King County Metro's proposal to turn Columbia Street into a transit hub, providing bus connections between the central waterfront and downtown Seattle, directly across from Colman Dock. The project will improve prospects for safe, accessible, and convenient transit connections in the future.

However, FTA, FHWA, and WSDOT acknowledge the uncertainty of bus service and bus stops at or near the Seattle Ferry Terminal.

Cumulative Impacts of Tunnel Delays

As the EA makes clear, coordinating the various construction projects along the waterfront over the next several years will be critical to assuring that traffic impacts are minimized. Delays caused by tunnel boring machine repairs, funding uncertainties, or other unforeseen circumstances are all possible. Establishing clear communication channels between the various project proponents, coordination of work phases, and strong communication outreach to the affected community will play an important part in this effort.



May 19, 2014

Washington State Ferries
Attention: Marsha Tolon
2901 3rd Avenue, Suite 500
Seattle, WA 98121

SUBJECT: City of Seattle Comments on the Environmental Assessment for
Seattle Multimodal Terminal at Colman Dock Project

Dear Ms. Tolon:

Thank you for the opportunity to provide comments on the NEPA Environmental Assessment (EA) for the Seattle Multimodal Terminal at Colman Dock Project.

Colman Dock is a key element in the new Seattle waterfront and the region's transportation system. As Washington State Ferries invests in preservation of the Colman Dock terminal it is important that this key transportation hub be designed to meet future riders' needs in a way that is consistent with the emerging vision for the Central Waterfront as a vibrant, pedestrian friendly place. The City and Washington State Ferries (WSF) need to continue to work closely together over the next several years to ensure that the dock makes a positive contribution to the urban design and pedestrian qualities of the new waterfront and functions well as part of an enhanced multimodal transportation hub, allowing easy and convenient transitions to a variety of transportation modes and services for ferry users.

The City appreciates WSF working constructively with the City and King County to include the King County Passenger-Only Ferry facility in the project and in agreeing to a design solution that provides good pedestrian access to the POF dock from the north and east, and strongly ties the POF dock to the main terminal, allowing for higher visibility, accessibility and access to Terminal Building amenities, restrooms and weather protection.

The City also recognizes the Ferry System's willingness to advance the Colman Dock project in a manner that would allow subsequent future development of additional public access elements and additional buildings fronting on Alaskan Way, providing space for retail and cultural uses. Based on previous discussions the City was under the impression that any necessary structural changes to areas of new dock structure needed to support the long-term vision would be included in this current Environmental Assessment and the related permitting. We request that it be added.



Construction Coordination

Construction of the Seattle Multimodal Terminal at Colman Dock Project will significantly overlap with the ongoing construction of the Elliott Bay Seawall Project and the future Waterfront Seattle Project. With the delays being caused by the SR99 Bored Tunnel Project, there needs to be even greater coordination between projects to allow all the planned improvements along the waterfront to be built while minimizing construction impacts and inconveniences for the public. During the review of your 30 percent design plans, City staff identified several conflicts with respect to these projects that will need to be resolved through continued coordination between our agencies.

The primary elements of concern include the removal of the timber trestle; temporary and permanent entry and exit driveway widths and locations, including relocation of the Yesler Way driveway; signal coordination and driver informational signage; location of existing and proposed utility services; the location of the temporary walkway and its foundation; and the permanent alignment and elevation of the Marion Street Bridge. The City has submitted 30 percent design comments to Washington State Ferries under separate mailing and requests a response that describes how each comment will be addressed. Our comments are attached to this letter as reference.

Shoreline Permit/DPD Review

As is stated in the document, a Shoreline Substantial Development Permit would be required for Seattle Multimodal Terminal at Colman Dock project and the project will need to be consistent with all applicable use and development standards in the Shoreline Master Program (SMP), either the existing or new code, depending on when the new code is implemented. The City, through its Department of Planning and Development (DPD), will review the project in depth for consistency once an application has been submitted; comments within this letter, or lack thereof, do not indicate project consistency or that a formal review is being conducted at this time. While there is a statement on page 4-82 of the EA that states "The project would be consistent with the proposed changes" to the SMP, this statement has not been verified by DPD.

DPD agrees that the project will need to meet all applicable development standards in the SMP. These standards include, but are not limited to, lot coverage, height, public access, land use, and avoidance and minimization of impacts to the shoreline environment. While the EA addresses short and long term impacts and proposed mitigation measures, the adequacy of those measures for consistency with the SMP has not been determined. In addition, Washington State Ferries has not identified how it will mitigate for the proposed net 5,200 square-foot increase in overwater coverage (section 4.2.5 on page 4-26). The City encourages Washington State Ferries to look at options for reducing the net increase in overwater coverage as a result of its project.

Further, while the project will remove nearshore overwater coverage north of Marion Street, approximately 700 linear feet of shallow water habitat will remain covered by the existing and expanded dock. The City has invested a significant amount of money in providing the Light Penetrating Surface adjacent to the dock as a part of the seawall project. The benefit of this investment could be enhanced by inclusion of similar habitat improvement features on Colman Dock to allow additional light to penetrate the dock to support the habitat.

Public Access

In 2012 the City, WSF and King County agreed on a design for Colman Dock that provided for passenger only ferries and public access to the shoreline. Public access is an important requirement of the Shoreline Master Program (SMP) and provision of public access similar to the design, as outlined below, would be required to meet the code. It is critical that public access be discussed as part of the baseline project. Components of the public access system include the pedestrian bridge from the entry building to the passenger terminal building, the passenger terminal building, a minimum 16' wide pedestrian bridge from the passenger terminal to the POF terminal, an elevated view deck of at least 3000 sf in area above or adjacent to the POF terminal, and an at-grade walkway from the POF terminal along the south edge of the dock connecting to Alaskan Way that is at least 10' in width, exclusive of any areas specifically dedicated for passenger ferry queuing. The document needs to be clear about the elements of the public access system, and discuss any associated environmental benefits and impacts.

Entry Building

The proposed project includes an entry building fronting on Alaskan Way that provides a strong and legible entrance to the dock, includes retail and restaurant uses serving ferry users, activates a long stretch of the new Alaskan Way promenade that will be built by the Waterfront Seattle project, and screens vehicle parking from the waterfront promenade. However the document notes that this element is not funded. This entry building is a critical part of the design and was a major area of focus in the recent 30% design review of the project by the Seattle Design Commission. The entry building should be included if the project is to be successful and should be included going forward as part of the funding plan.

Transportation

The following comments/questions are on the Transportation Chapter of the EA (4.8). Answers to all or some of the questions/comments may be in the Transportation Discipline Report; if so, they should be brought forward into the Transportation Chapter.

Page 4-64, Exhibit 4-15: Do the queues in this table reflect the changed detour patterns described in the last paragraph on page 4-63? If not, how will queues change with the changed detour plan?

Page 4-66: The last sentence notes that delay at Alaskan/Madison is caused by spillback from southbound traffic at the intersection of Alaskan/Marion. Alaskan/Marion is projected to operate at LOS B; why would an intersection operating at LOS B generate such a large southbound queue? (Also see comment below.)

Page 4-66, first paragraph: The sentence, "More volumes were assumed for Alaskan Way," is unclear; is it meant to tie to the previous sentence, indicating that demolition of the Viaduct and construction of the bored tunnel will lead to greater volumes on Alaskan Way? Wouldn't this be a result of the modeling, and not an assumption?

Page 4-67, Exhibit 4-17: It would be helpful if this table presented 2020 No Build results, so comparisons between Build and No Build can be made more easily.

Pages 4-67 and 4-74: The last sentence on each page indicates that southbound queue lengths at Alaskan/Marion are caused by signal delay for southbound left turns. Could queues be reduced through signal retiming?

Page 4-76: The traffic mitigation plan should indicate proposed locations of construction worker parking.

Again, I appreciate the opportunity to provide comments on the Environmental Assessment for the Seattle Multimodal Terminal at Colman Dock Project, and look forward to continuing to work in partnership with WSF to improve Colman Dock as part of a revitalized waterfront.

Sincerely,



Jared Smith, Director
City of Seattle Office of the Waterfront

Attachments

RESPONSES TO COMMENT LETTER 5: SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)

Introduction: Design Elements (Public Access, Retail, and Cultural Space)

WSF has coordinated with SDOT, Seattle's Office of the Waterfront, and the Department of Planning and Development (DPD) on project design and integration with the emerging elements of the Waterfront Seattle planning effort. WSF and Seattle continue to coordinate on design issues, and the project currently includes opportunities for public access (such as open space, future retail, and cultural space) to help activate Alaskan Way.

The comment letter requests that "necessary structural changes to areas of new dock structure needed to support the long term vision" be added to the EA analysis and related permitting. The foundation design accommodates changes to the revised entry building developed in coordination with the City and illustrated in Exhibit 2; the revised entry building concept is consistent with the City's preferred option, and is aligned with WSDOT goal of better coordination with local transit service along Alaskan Way. However, WSDOT is not authorized to fund environmental analysis of non-WSDOT project elements. If a larger entry building or other revisions not required by the WSDOT project require additional structural changes, environmental review of those modifications would need to be prepared by others.

Coordination of Construction Impacts

FTA and FHWA have received SDOT's comments on the Seattle Ferry Terminal 30 percent design plans, which are being considered by the WSF design team. As the City comment letter indicates, coordination between projects is critical as the Seattle Ferry Terminal Project, the Elliott Bay Seawall Project, the SR 99 Bored Tunnel Project, and the Waterfront Seattle Project all have the potential to overlap to some degree.

Compliance with the SSMP

WSF anticipates submitting a Master Use Permit (MUP) application following issuance of the FONSI, and DPD will review the consistency of the application with provisions of the SSMP. As part of that review, DPD will review the project's proposal to offset additional overwater coverage by removing an equivalent or greater amount of overwater coverage at Pier 48, located just south of Colman Dock. The Conceptual Mitigation Plan is included as Appendix D of this FONSI.

Light-Penetrating Surfaces

One of the conservation recommendations in the Biological Opinion prepared for the project by NMFS is that light-penetrating surfaces be used along the walkway from the POF to Alaskan Way. WSDOT has accepted and will implement this recommendation as part of the project.

Public Access

As noted in the EA, the Build Alternative has been designed to be consistent with the regulated public access and view corridor provisions of the SSMP (EA, p. 4-82). The comment letter correctly notes that

the project's compliance with the SSMP, including its public access provisions, will be determined during DPD review of the MUP application. As proposed, the project incorporates a robust public access plan. FTA and FHWA also note that constraints related to the operation of a water-dependent use and compliance with Homeland Security requirements are acknowledged in the SSMP. FTA and FHWA anticipate that discussions between DPD and WSF will address any final design details and reconcile code requirements with the project's Homeland Security, public safety, and funding constraints prior to issuance of a MUP.

Entry Building

As noted earlier in the FONSI (p. 2) and in the EA (p. 2-6), in developing the project WSDOT balanced broader system needs and limited available funding with the preservation scope of the project. The preliminary design for the project includes an entry building; the shell of the entry building is included in the project cost. Funding for buildout of retail or concession uses in the building is not identified at this time. Additional state funding, funding from other public agencies, private funds, or potentially a public-private partnership could allow the retail space to be built out.

Clarifications of EA Text in Transportation Section

- Exhibit 4-15: SDOT has asked whether the queues in this table from the EA reflect changed detour patterns implemented in summer 2014?
 - Yes, the 2014 detour patterns are reflected in the table.
- P. 4-66: Regarding the spillback from southbound traffic at Alaskan Way/Marion, SDOT has asked why, if the Alaskan Way/Marion Street intersection operates at Level of Service (LOS) B, that intersection would cause such queueing on southbound Alaskan Way?
 - The results are due to the reporting conventions employed by the VISSIM traffic model. The traffic analysis in the EA used the VISSIM model to determine intersection levels of service and delays. In VISSIM, the delay and queues for an intersection are only reported back to the adjacent intersection. If queues and delays from an intersection extend beyond the adjacent upstream intersection, those queues will be reported at the adjacent upstream intersection, rather than the intersection that is actually causing the delay.
 - The VISSIM approach to reporting intersection LOS is similar to how Simtraffic and other simulation software works. The reported LOS B at Marion is for the overall intersection LOS. The southbound approach at Marion has a LOS of C. The southbound approach at Madison is a LOS F. For southbound Marion results, the delay only captures the delay in traveling between Madison and Marion; upstream delay beyond that that gets captured/reported at Madison.
- P. 4-66: SDOT requests that the basis for future volumes along Alaskan Way as discussed in the EA on page 4-66 be clarified.

- Additional traffic was predicted to use Alaskan Way in assessing future conditions, based on modeling results of the removal of the Alaskan Way Viaduct and the operation of a new bored tunnel.
- Exhibit 4-17: SDOT has asked if this table from the EA, which shows PM Peak Hour LOS during 2020 Construction Conditions, could include a new column showing 2020 No Build Conditions, to more easily compare results with 2020 Construction Conditions. Exhibit 4-21 of the EA shows 2020 No Build conditions, and Exhibit 4-22 shows 2020 Conditions with Mitigation. Information from the three tables is consolidated below. (Note that delay is shown in seconds. As noted in the EA, delays of ten seconds or less indicate LOS A, while more than 80 seconds of delay, such as shown for the Alaskan Way/Madison Street intersection, indicate LOS F.)

PM Peak Hour Level Of Service – 2020 No Build and Construction Conditions

Street	Cross Street	2020 No Build	2020 Construction	2020 Construction, With Mitigation
		LOS/Ave Delay (seconds)	LOS/Ave Delay (seconds)	LOS/Ave Delay (seconds)
Alaskan Way S.	S. Jackson St	D/50	E/71	D/51
Alaskan Way S.	S. Main St	A/10	B/12	A/10
Alaskan Way S.	S. Washington St	A/8	A/10	A/8
Alaskan Way S.	Yesler Way	C/21	C/23	C/22
Alaskan Way	Columbia St	B/15	B/17	B/17
Alaskan Way	Marion St	B/19	B/20	B/20
Alaskan Way	Madison St	F/149	F/156	F/166

- Pages 4-67 and 4-74: SDOT has asked whether southbound queues at Alaskan Way/Marion could be reduced through signal timing.
 - The southbound delays at Marion and Alaskan Way are caused by having a shared through/left-turn lane that is opposed by a heavy northbound Alaskan Way volume. Signal timing alone will not solve the problem. A change in configuration that includes a southbound left-turn lane and a left-turn phase would be helpful in reducing the southbound queue.
- Page 4-76: SDOT requests that locations for construction worker parking be identified.

- Construction workers who are not able to park within the construction zone may seek available long-term parking in the area, first pursuing on-street spaces and then looking for pay lots. WSDOT will explore the potential to use the Pier 48 uplands area for construction worker parking.



City of Seattle

Ed Murray, Mayor

Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Terry Finn

Timothy Hillis

Mike Sheehan

Robert Smith

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

May 12, 2014

Via e-mail: ColmanDockEA@wsdot.wa.gov

Seattle Multimodal Terminal at Colman Dock Project
c/o Ms. Marsha Tolon
WSDOT Ferries Division
2901 3rd Ave, Suite 500
Seattle, WA 98121

Re: Seattle Freight Advisory Board Comments on the Seattle Multimodal Terminal at Colman Dock Project Environmental Assessment (EA)

Dear Ms. Tolon:

Thank you for the opportunity to comment on the EA for the Seattle Multimodal Terminal at Colman Dock Project. You may not know about us, Seattle's Freight Advisory Board (SFAB), so we would like to introduce ourselves briefly: The purpose of the board is to "advise the City Council, Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment."

Although the Colman Dock project is a WSF project, the terminal's operations affect one of the most critical freight corridors within the City of Seattle: the only non-freeway connection between the City's two Manufacturing Industrial Centers. The EA makes it clear that the corridor will experience significant congestion due to the interplay of Colman Dock operations, overall traffic demand, and the way the corridor will be managed in the future, which is in the City's purview. You are working closely with the City's Central Waterfront team to address these issues. It is in this context that we submit the following comments. It is also the reason we ask you to come, jointly with your City partners, and talk with us before any final decisions are made. Since we meet monthly we could not have that conversation between the time the EA was published and the comment period ends.

The Freight Board supports the rehabilitation of Colman Dock. We understand that you must mitigate the risk of seismic failure presented by the old wooden pilings. We want you to ensure that the facility can serve as a regional multimodal transportation hub. We care about safety and support your efforts to reduce conflicts between vehicles, bicycles and pedestrians while improving on-dock operations.

However, the EA makes it clear that Alaskan Way is likely to be congested during various construction phases, as well as in the long term, especially during the pm peak. The congestion appears due to the cumulative impacts of the City's Waterfront project, the tolled tunnel and

ferry terminal traffic. We understand that in the long term, congestion would occur with or without the Colman Dock Project. We understand that Colman Dock is not the only contributor to the projected congestion, and that conditions are not impacted in a significant way by the project itself. However, the EA makes it clear that terminal operations contribute significantly to the congestion. We urge you to continue to work with the City's Central Waterfront team to improve the design of the interface between Colman Dock and Alaskan Way to reduce congestion and impacts on freight mobility along Alaskan Way. There is an urgent need to optimize the signal operations along the corridor to ensure that freight needs are served. We need to make sure that this corridor—the only surface arterial through downtown that freight can use—can serve as a functional link between the two Seattle Manufacturing Industrial Centers.

SFAB is concerned about the long queues and deteriorated intersection levels of service in both directions at S Jackson and Madison Streets. We worry about the congestion that appears to be due to conflicts between left turns onto the dock and through-movement. These concerns apply both during construction and in the final configuration. The EA evaluated average pm peak volumes. That means there will be many weekdays, in addition to Fridays in the summer, when congestion will be worse. Congestion will be even worse on many weekdays with larger events at Safeco and Century Link Fields. Are there ways the intersections at and near Colman Dock can be managed differently to reduce the impact on freight moving through the corridor? Are there additional strategies for managing the traffic demand for access to Colman Dock and the associated congestion?

We are also concerned about back-ups caused by insufficient vehicle storage capacity on the dock, especially during, but also after construction. The EA assumes that vehicle storage needs will not exceed ferry boat capacity and schedules and further indicates that that demand will be accommodated in the final configuration. We agree that there will be many days when that will be true. However, our members regularly use the corridor to move freight between the two Manufacturing Industrial Centers. Their experience tells us that there will be weekdays when there will be more cars trying to get on afternoon sailings than can be accommodated by the boats and by on-dock storage. We appreciate that the issue is in part addressed during construction, when Pier 48 will be used for employee parking, increasing space for passenger cars. Can the pier serve this function after construction? WSDOT also owns the WOSCA site. Portions of it will not be needed once the tunnel has opened and the surface connections at the south portal are complete. Is there a way to use some of that land for ferry staging? We encourage you to explore the options to manage the spillover of ferry traffic onto Alaskan Way – to keep it from impacting freight movements through the corridor.

Thank you for the opportunity to comment on the EA. We have asked our staff to coordinate with you and are looking forward to a productive discussion with you and your SDOT partners during one of our next board meetings. We hope that you will be able to answer our questions at that time. In the meantime, please do not hesitate to call on the Board if you have any questions of your own.

Sincerely,



Warren Aakervik, Chair

RESPONSES TO COMMENT LETTER 6: CITY OF SEATTLE FREIGHT ADVISORY BOARD (SFAB)

Consult with SFAB

FTA and FHWA appreciate the perspective of SFAB, and will rely on WSDOT to coordinate with the relevant offices, departments, and boards of the City of Seattle as design proceeds and final decisions are made. WSDOT looks forward to future direct discussions with SFAB and other City partners on the project and traffic on Alaskan Way.

Improve the Interface Between Colman Dock and Alaskan Way

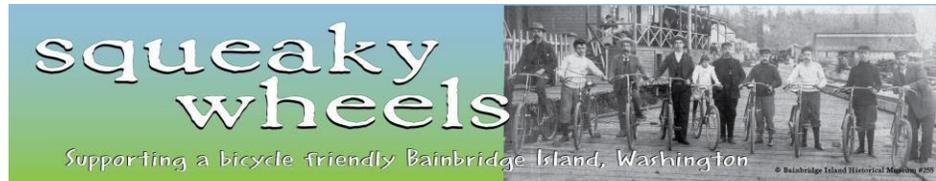
WSF relies on signal timing at Alaskan Way to offload its ferries as they arrive at Colman Dock. Signal coordination with vessel arrivals is critical for WSF and for its passengers; without it, offloading would be delayed, and all ferry sailing schedules would be jeopardized.

Optimize Signal Timing Along the Alaskan Way Corridor

WSDOT recognizes that there are competing needs for prioritization of signal timing along Alaskan Way, and will continue to coordinate with SDOT to explore effective ways to optimize signal timing as the redevelopment of Alaskan Way and implementation of the Waterfront Seattle plan proceed. SDOT controls the signal timing along Alaskan Way.

Alternative Locations for Vehicle Storage

WSDOT will continue to explore the potential to use the Pier 48 uplands area for employee parking during construction. WSDOT is still considering future long term use of Pier 48. Regarding the suggested use of the WOSCA site for employee parking, that location would present some efficiency challenges for WSF terminal operations, both during project construction and long-term.



May 12, 2014

Marsha Tolon
Environmental Lead for the Seattle Ferry Terminal Project
Washington State Ferries
2901 3rd Avenue, Suite 500
Seattle, WA 98121

Re: Reconstruction of Seattle Multimodal Terminal at Colman Dock - Comments on Environmental Assessment and 30% Design

Dear Ms. Tolon:

This letter submits the comments of Squeaky Wheels, a non-profit bike advocacy organization based on Bainbridge Island, regarding the project to reconstruct the Seattle Multimodal Terminal at Colman Dock and the associated Environmental Assessment published on April 14, 2014.

Colman Dock is a critical transportation link between downtown Seattle and the communities of Kitsap County. The Bainbridge-Seattle ferry route is the most heavily-used route in the WSF system, with a large number of regular commuters to and from Seattle. It also has the largest number of cyclists and largest percentage of passengers who travel by bicycle, and the mode share for cycling on the Bainbridge-Seattle route is expected to grow significantly over the next twenty years. From the perspective of non-motorized transportation, the reconstruction of Colman Dock represents a unique opportunity to provide a facility that is a model for the nation in terms of facilitating growth in bicycle mode share.

There seems to be little question that the reconstruction project is needed, in order to preserve and maintain this critical transportation link. The construction should be managed and staged to minimize disruption as much as possible, but disruption will be part of the process. Since we have little choice but to move forward with the retrofit and reconstruction of Colman Dock, these comments focus primarily on the design of the reconstructed dock facility and the shortcomings of the 30% design.

The proposed 30% design essentially maintains the status quo and fails to reflect significant shifts in how people get to and from the ferries. More specifically, the proposed design fails to create a facility that will be safe, convenient, and attractive for cyclists. The design remains oriented toward motor vehicles in spite of the bike infrastructure investments being made on both sides of Elliott Bay and the rapidly increasing numbers of commuters who are choosing to get to and from the ferries by bicycle. We believe the 30% design should be modified to reflect the importance of cycling as a transportation mode and to enhance the safety and efficiency of the facility by **separating vehicles and bicycles**. The dock should have separate automated

entry gates, travel lanes and holding areas for bicycles in order to minimize mode conflicts and create an enjoyable experience for customers using this low-impact and beneficial transportation mode.

Inadequate Attention to Bicycles as a Transportation Mode

Squeaky Wheels believes the needs of bicyclists are not adequately addressed in the Environmental Assessment or the current proposed design, and that this omission represents both a significant missed opportunity and a failure to follow governing directives. The EA fails to recognize or address in any significant way the bicycle component of “multimodal” transportation. Legislative direction and the Washington Transportation Plan require consideration of all major modes of transportation. State law refers to the WTP as “a statewide multimodal transportation plan” (RCW 47.06.040) and specifies that each modal plan should emphasize “the improvement and integration of all transportation modes to create a seamless intermodal transportation system for people and goods” (RCW 47.06.040).”

The Transportation section of the Environmental Assessment (Section 4.8) is grossly inadequate in its treatment of the changing dynamics of transportation mode choices for customers on the Bainbridge-Seattle ferry run. Traffic volume forecasts were based on WSDOT’s Alaskan Way Viaduct Replacement Project’s EIS; here “traffic volume” appears to mean volume of cars – bicycles are not even considered. The analysis suggests that the project will have no meaningful impact on traffic volumes, and it makes no reference to the potential for mode shift from cars to bicycles. If properly designed, the facility could catalyze continuing mode shift from cars to bikes, thereby reducing space requirements and benefitting all users. Section 4.8.3 (Mode Impacts in 2015) contains subsections relating to pedestrians, transit service, and event traffic, but not bicycles, in spite of the growing importance of bicycles as a transportation option for ferry riders.

The EA document scarcely mentions bicycles and the environmental benefits of mode shift from cars to bikes, in spite of Governor Inslee’s commitment to reducing carbon emissions. Section 4.11.5.2 of the EA suggests that because the project is not changing dock capacity, no effects would be expected on carbon emissions. This observation reflects a failure to consider the potential beneficial effects of design elements that help encourage mode shifts to non-motorized transportation options. Given Governor Inslee’s recent Executive Order and initiative focused on reducing carbon emissions, this aspect of the EA requires further analysis and revision. Especially at Colman Dock, mode shift to bicycles represents a major opportunity to reduce carbon emissions.

Inconsistency with Core Goals and Strategies in the Washington Transportation Plan

The current WSF proposed design for Colman Dock appears inconsistent with the Washington Transportation Plan 2030 (WTP) in failing to adequately provide for safe, efficient and attractive facilities for bicycle transportation.

The 2030 WTP is based on six transportation policy goals established by the Legislature:

- **Economic Vitality** – *To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;*
- **Preservation** – *To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;*
- **Safety** – *To provide for and improve the safety and security of transportation customers and the transportation system;*
- **Mobility** – *To improve the predictable movement of goods and people throughout Washington state;*
- **Environment** – *To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and*
- **Stewardship** – *To continuously improve the quality, effectiveness, and efficiency of the transportation system.*

Bicycle facility improvements are a relatively low-cost, high-impact way to address nearly all of these priorities, including Economic Vitality, Safety, Mobility, Environment, and Efficiency. The WTP 2030 Vision specifically highlights strategies to encourage biking and walking, including improved infrastructure, in its discussion of the Safety, Mobility and Environment policy goals. There is a major disconnect between the stated objectives of the WTP and the current plan for Colman Dock, especially given the unique opportunities presented by this facility.

Colman Dock is Unique in its Potential to Support Growth in Non-Motorized Transportation

The WSF Long-Range Plan recognizes the importance of connecting seamlessly with other modes of transportation (including bicycles), as well as the potential for strategies that shift ferry traffic from single-occupancy vehicles to other modes of transportation, though the plan focuses primarily on enhancing connections with transit. However, state law also requires WSF planning to recognize that **each travel shed is unique** in reviewing its operational strategies. Colman Dock and the Bainbridge-Seattle ferry run are indeed unique in terms of the opportunity they present to enhance non-motorized transportation, for the reasons described below.

- Given the proximity of Bainbridge Island to downtown Seattle, the Bainbridge-Seattle run is used by a large number of daily commuters, many of whom work within a few miles of Colman Dock.
- For many commuters on the Bainbridge-Seattle ferry, biking is a more attractive option than driving even in the absence of high-quality bike infrastructure, due to the time savings and avoidance of fare expense and parking fees.
- Infrastructure improvements are being made on both sides of Elliott Bay that will make biking safer and more attractive to a wider range of riders – examples include:
 - Waterfront Seattle redesign will incorporate two-way protected bike lanes (cycle tracks) all along the waterfront

- Protected bike lanes are planned for 2nd and 4th avenues downtown
- Bike infrastructure improvements are being made at Olympic Drive on Bainbridge Island (funded by a WSDOT bike-ped program grant) to improve safety and efficiency of the ferry off-loading process
- The recently updated Seattle Bike Master Plan envisions biking becoming a far more important transportation option for area residents in future years – a stated goal of the BMP is to increase bike ridership in Seattle by at least 300% over the next twenty years.
- For these reasons and others, infrastructure planning for Colman Dock should assume that bike commuting on the Bainbridge-Seattle route will increase significantly over the next two decades over its current levels.
- The Bainbridge-Seattle ferry already represents one of the largest concentrations of bike commuters in the U.S., and growth of just 33% would have bikes outnumbering cars on peak commuter runs.

Benefits to WSF and Customers of Mode Shift to Bicycles

Space for cars is limited and finite both on the dock and in queuing lanes on Alaskan Way, so transferring mode share to bikes will benefit WSF and ferry users. The WSF Long-Range Plan includes Non-Motorized Enhancements as an adaptive management strategy that merits further consideration (LRP Appendix I, p. I-6). These enhancements include "Strategies to improve ease with which customers can walk-on or ride bicycles in lieu of driving on, including improved pedestrian and bike connections and facilities." LRP, p.57, and Appendix I. Given the unique context of Colman Dock and the opportunities presented to enhance bicycle mode share at this facility, failure to give adequate consideration to non-motorized enhancements at the dock is a major oversight.

The Legislative Direction that underlies the WSF Long-Range Plan requires that WSF consider "Ways to shift vehicle traffic to other modes." The LRP states that adaptive strategies to encourage mode shift are an essential aspect of maintaining appropriate service levels and minimizing off-site vehicle queuing in the future. It states that "[w]ithout strategies to encourage mode shift and manage growing vehicle volume at terminals, the ferry system would need to expand its terminals...or allow service degradation and vehicle queuing that translates into significant costs for local communities." LRP, p. 59. Optimizing the dock design to attract more cyclists is a relatively low-cost and potentially highly effective way to achieve the beneficial mode shift to bicycles.

In addition to helping WSF achieve important goals of the WTP and the LRP, investment in safer bike infrastructure also increases equity by enabling a wider range of users to get where they need to go under their own power. In communities with high-quality bike infrastructure and high bike mode share for transportation (mostly in Europe at this point in time) the percentage of male and female cyclists is essentially equal, unlike the current situation in the Puget Sound region which is heavily dominated by males. Studies show that women tend to have a higher concern for safety and are more reluctant to ride in places having infrastructure they do not perceive as safe.

Use of Limited Dock Space for Employee Parking

The legislative direction and stated WSF strategies also include the objective of using dock space to minimize vehicle queuing outside the terminal and to minimize use of dock space for employee parking. The current 30% design does not seem consistent with this direction (presumably due to current collective bargaining commitments) – the large amount of space allocated to on-dock employee parking could provide substantial additional holding space for vehicles and bicycles. This aspect of the design appears to reflect a glaring failure to follow legislative direction, and it should be remedied as soon as possible.

Specific Problems with the 30% Design and Potential Solutions

Facilities for Bainbridge-bound cyclists shown in the 30% design for Colman Dock are inadequate, because they essentially maintain the status quo and fail to address the following major issues:

- A single automated gate for Bainbridge-bound cyclists will not provide an adequate level of service as the number of bike commuters on peak runs continues to increase.
- The automated bicycle gate at the south end of the facility is immediately adjacent to car and truck traffic and does not provide adequate separation between bikes and cars.
- The design does not provide separated entry, travel lanes, and holding areas for cyclists – improving safety by reducing conflicts between modes - though that would be relatively easy to do. The current and WSF-proposed configurations for bicycle ingress have several conflict points between people riding bicycles, autos, motorcycle riders and pedestrians.
- The proposed bicycle holding area would be situated between lanes for cars and trucks just as it is now, maintaining the current conflicts between modes in reaching the holding lanes, and the practice of routing cars through the bike holding lanes during ferry loading would likely continue.
- In the current design WSF is providing stairs and an elevator for pedestrians blocked by the off-loading ferry traffic at Marion Street, but bicycle riders trying to reach the south toll booths will be blocked by the egress traffic. Immediately south of Marion bicycle commuters will encounter significant pedestrian cross traffic between the dock and Alaskan Way from loading and unloading of the boat and transfer to and from ground transportation.

These shortcomings of the current and proposed configurations should be addressed before the project proceeds further. The objective of minimizing mode conflict can be achieved with relatively low capital cost. Adding an automated bicycle entry gate, bike lane, and holding area at the far north end of the facility would address the above issues and provide the following benefits:

- Mode conflict with cars and trucks would be completely eliminated for cyclists using this gate.

- The bike holding area would be immediately adjacent to the entry to slip #3, reducing the time required for bike loading.
- Cyclists approaching Colman Dock from the north (the majority of Bainbridge-bound cyclists) could avoid potential conflicts with the large number of pedestrians crossing from west to east in front of the terminal building to and from the transit hub, as well as the need to wait for off-loading cars at Marion Street.

Surveillance of the north entry gate could be provided using video cameras, as is currently done with the automated passenger re-entry gates in the same location. Technical solutions are available to provide security and minimize fare evasion, which providing an adequate level of service. Using automated ticketing systems such as completely automated gates with surveillance equipment will provide more efficient and convenient transactions for people riding bicycles. Cyclists will remain open to visual inspection in the holding areas after entry.

Cyclist holding areas at the south (Bremerton-bound) and north (Bainbridge-bound) ends of the dock could be covered with translucent canopies similar to those planned for the Waterfront Seattle transit facilities, creating an attractive holding area, maintaining views, and providing continuity with the adjacent waterfront facilities.

Conclusion

The stated purpose of the Colman Dock reconstruction project is to “preserve the Seattle Ferry Terminal as a regional multimodal transportation hub, providing safe, reliable, and effective service for transit, general and commercial purpose transportation, high occupancy vehicles (vanpools/carpools), pedestrians, **and bicyclists.**” That is a valid and commendable goal, but the current design and environmental assessment fail to adequately achieve this goal with respect to bicycling.

We hope WSDOT and WSF will address the issues discussed in this letter in a revised environment assessment and design a facility that will work well for all users and catalyze the continuing growth in bicycling by users of Colman Dock.

Respectfully submitted,

Demi Allen
Secretary, Squeaky Wheels

May 12, 2014

Marsha Tolon
Environmental Lead for the Seattle Ferry Terminal Project
Washington State Ferries
2901 3rd Avenue, Suite 500
Seattle, WA 98121

Dear Ms. Tolon:

On behalf of the Cascade Bicycle Club and our 16,000 members and 867 supporters who live on Bainbridge Island, I provide comments on the Environmental Assessment of the “Seattle Multimodal Terminal at Colman Dock Project.” In its assessment of the ferry terminal design, we urge the Washington State Ferries to evaluate the negative impact the current proposed design will have on promoting an increase in bicycling, and the related negative impacts relating to increased congestion, pollution, and public health costs, as well as reduced fare revenue.

The Seattle Multimodal Terminal at Colman Dock Project is a significant opportunity to promote bicycling as a form of commuting, recreation, and tourism. The project comes right when Seattle and Bainbridge Island are undergoing a revolution for bicycling.

According to the U.S. Census Bureau, Seattle’s mode share for bicycling increased by 78 percent from 2005 to 2012, making bicycling the fastest growing way to get around. This trend will continue as Seattle expects to triple bike ridership over the next twenty years.

Seattle and the region are making big investments in bicycling to make sure not only bike ridership climbs, but that bicycling is safe and comfortable for people of all ages and abilities to ride.

- The recently adopted Seattle Bicycle Master Plan calls for hundreds of miles of protected bike lanes and neighborhood greenways that are designed to be comfortable for everybody from eight to eighty year olds to get around by bike.
- The City of Seattle is designing protected bike lanes downtown, and piloting a protected bike lane on 2nd Avenue this year.
- The Central Waterfront Project will build a 12-to-14-foot-wide protected bike lane along the waterfront.
- The City of Bainbridge Island is building a safer bikeway up Olympic View Drive from the Bainbridge Ferry Terminal to Winslow Way.
- The City of Bainbridge Island recently applied to the Puget Sound Regional Council for a highway grant that would extend the Sound to Olympics Trail to improve the Bainbridge residents’ access to and from the Bainbridge Ferry Terminal.

With so much investment in infrastructure to encourage comfortable bicycling in Seattle and Bainbridge, let’s make sure that Colman Dock does not become the chokepoint for increasing the number of bicyclists who take the ferry between Bainbridge and Seattle.

Peak commuter ferries between Seattle to Bainbridge now regularly have more than 150 bicyclists per boat. Space for cars is finite both on the ferry and queuing lanes on the dock. If bicyclists drove single-occupancy cars instead of biked, the ferries would not have the space to handle the traffic volume. In order to handle increased boat ridership in peak hours, the ferries only have room for more bicyclists and pedestrians.

To make sure the design of Colman Dock will not have a latent negative impact on the number of bicyclists who ride the ferry, the Cascade Bicycle Club believes the following design elements should be considered:

1. Create a second, automated north-end entrance for bicyclists from the future Waterfront protected bike lane onto Colman Dock with a dedicated north-end bike lane on the dock to a holding area for the Bainbridge ferry.
2. Cover bicyclist holding areas with translucent canopies to protect bicyclists from the rain.

These two improvements would greatly improve the comfort of bicycling to and from the ferry, increasing the number of people who choose to bicycle rather than drive onto the ferry. In addition, having a second bike entrance and nicer holding areas would better manage the increasing number of bicyclists who will ride the ferry.

If Washington State Ferries does not improve the conditions for bicyclists, it is probable that ferry ridership by bicyclists will be lower. The Environmental Assessment needs to evaluate the negative impacts this dampening effect.

In addition, the Environmental Assessment contains additional flaws:

- The Transportation section (Section 4.8) uses the traffic volume forecast from WSDOT's Alaskan Way Viaduct Replacement Project's Environmental Impact Statement (EIS). The EIS did not forecast bicycle ridership, only car volumes. In addition, in contradiction to the EIS's forecasts, actual vehicle traffic volumes have substantially declined on the Alaskan Way Viaduct. Because the EIS's traffic volume forecast is inaccurate and does not include a bicycle ridership forecast, a different forecast should be used in assessing the Colman Dock Project's environmental impacts.
- Section 4.8.3 (Mode Impacts in 2015) fails to contain an analysis of impacts to bicyclists, despite analyzing impacts to pedestrians, transit service, and event traffic.
- The Environmental Assessment fails to evaluate how alternative dock designs could result in mode shifts toward bicycling, thereby reducing future environmental impacts such as air pollution, greenhouse gas emissions, and toxic runoff from leaky car engines.
- Despite Section 3.2.5.1's statement that the current design "would avoid the weaving and missing of bicycles and vehicles that occurs now, and provide a safer travel path to vessel loading," the current design does not adequately achieve this outcome. Alternative designs with north-end entrance would better reduce conflict.

There is very little room on the docks or ferries to grow ferry ridership by motor vehicles. Bicycling is both a source for new ferry ridership. Bicycling also is a way to reduce Colman Dock's environmental impacts by encouraging more people to bicycle instead of drive. Given the context of increasing bicycle ridership in Seattle and Bainbridge Island, the current design's failure to substantially improve existing conditions would create a chokepoint, dampening potential bike+ferry ridership.

We urge the Washington State Ferries to improve its assessment of the Project's impact to bicyclists and to consider alternative dock designs that will better encourage bicyclists to use the ferry.

Sincerely,

Thomas Goldstein
Policy & Government Affairs Director
Cascade Bicycle Club

Brock Howell
Policy & Government Affairs Manager
Cascade Bicycle Club

May 12, 2014

Marsha Tolon
Environmental Lead
Seattle Ferry Terminal Project
2901 3rd Avenue, Ste 500
Seattle, WA 98121

Re: Seattle Multimodal Terminal at Colman Dock Project EA Comments - Washington Bikes

Dear Ms. Tolon-

This month for the seventh year in a row, Washington state was named by the League of American Bicyclists as the most bicycle friendly state in the nation. This designation reflects on the policies, legislation, encouragement, investments and planning that states take to ensure the transportation system is multimodal. As many like to note, Washington State Ferries (WSF) is a multimodal system that serves as a critical backbone of state's transportation network.

Washington Bikes represents thousands of members and supporters statewide and is encouraged to hear that the Colman Dock project takes this to heart and uses the term "multimodal" in the project title. Washington Bikes' comments to the Environmental Assessment (EA) takes this to heart and urges WSF to take advantage of the incredible opportunities that the reconstruction of the Colman Dock Terminal offers to make WSF a national and international leader in facilitating non-motorized travel.

Several national, state, and local trends and actions reflect this need for WSF to take advantage of the opportunities inherent in improving accessibility and mobility for all users, particularly bicycles:

- Bicycle ridership growth is occurring nationally, statewide, and in Seattle/Bainbridge – all while vehicle miles travelled have stagnated nationwide since 2005.
- The Bainbridge-Seattle route now routinely sees up to 130 bikes during peak commute hours – a trend that, if growth continues, could begin to eclipse the number of motor vehicles on certain ferry runs.
- Governor Inslee's Results Washington calls for increasing the mode share of "alternative commute transportation methods" to 33% by 2015.
- Seattle has just passed a Bicycle Master Plan update that calls for making its transportation network safe for bicyclists of "all ages and abilities."
- Governor Inslee's Executive Order 14-04 calls for increased efforts in planning the transportation system to move our state in the direction of a multimodal, coordinated, cost effective, safe, and low carbon transportation system.

With these trends and actions moving forward, the current 30% design for the Colman Dock reconstruction still has a chance to shift to catch up to improve safety, convenience and attractiveness of cycling on at Colman Dock Terminal.

The primary facility improvements sought are:

- An automated bicycle entrance at the north end of the dock north of Marion St, in addition to the existing south entrance;
- A covered bicycle holding area along the north rail of the reconstructed dock.

If the design is modified to attract cyclists rather than simply accommodate them, the Bainbridge-Seattle ferry run offers an opportunity for WSDOT/WSF to create a regional and national model for multi-modal transportation, which fosters all ages and abilities bicycle riding, supports bicycle travel and tourism by bike, and more efficiently moves passengers.

An added automated north entry gate (near where the automated pedestrian re-entry gates are) and cyclist holding area at the north end of the dock would:

- Increase safety and convenience for cyclists coming from the north (the majority of Bainbridge-bound cyclists), by avoiding the wait for exiting cars and minimizing conflicts with pedestrians in front of the terminal building;
- Improve through-put and reduce congestion by providing a second entry gate for Bainbridge-bound cyclists, essential for maintaining adequate multimodal levels of service;
- Improve safety by completely eliminating any potential on-dock conflicts with motor vehicles for cyclists using the proposed north entrance;
- Improve the comfort and attractiveness by providing a waterside holding area offering better air quality and a viewshed to the bay and shore.

Specific comments with the Environmental Assessment (EA) and the 30% Design for Colman Dock include:

The Transportation section of the Environmental Assessment (Section 4.8) is grossly inadequate in its treatment of the changing dynamics of transportation mode choices for customers on the Bainbridge-Seattle ferry run.

- Traffic volume forecast were based on WSDOT's Alaskan Way Viaduct Replacement Project's EIS; here "traffic volume" appears to mean volume of cars – bicycles are not even considered. The analysis suggests that the project will have no meaningful impact on traffic volumes, and it makes no reference to the potential for mode shift from cars to bicycles.
- Section 4.8 fails to incorporate any multimodal level of service standards in its analysis and instead relies on a standard motor vehicle level of service that fails to address many of the needs of the varied modal users at Colman Dock
- If properly designed, the facility could catalyze continuing mode shift from cars to bikes, thereby reducing space requirements and benefitting all users. Section 4.8.3 (Mode Impacts in 2015) contains subsections relating to pedestrians, transit service, and event traffic, but not bicycles, in spite of the growing importance of bicycles as a transportation option for ferry riders.

The EA document scarcely mentions bicycles and the environmental benefits of mode shift from cars to bikes, in spite of Governor Inslee's commitment to reducing carbon emissions.

Section 4.11.5.2 of the EA suggests that because the project is not changing dock capacity, no effects would be expected on carbon emissions. This observation reflects a failure to consider the potential

beneficial effects of design elements that help encourage mode shifts to non-motorized transportation options.

The 30% design for Colman Dock is essentially a “status quo” design that prioritizes operational convenience for WSF staff over the customer/rider experience; it is designed primarily to accommodate automobiles and trucks, in spite of the fact that bicycles may outnumber cars on peak commuter runs in the relatively near future. Section 3.2.5.1 asserts that the 30% design “would avoid the weaving and mixing of bicycles and vehicles that occurs now, and provide a safer travel path to vessel loading.” While that is a highly-desirable goal, the proposed design does not fully achieve it. It is necessary that the design facilitates bicycle travel for users of “all ages and abilities.”

Facilities for Bainbridge-bound cyclists shown in the 30% design are inadequate for the following reasons:

- The single automated gate at the south end of the facility, immediately adjacent to car and truck traffic, will not provide an adequate multimodal level of service as the number of bike commuters on peak runs continues to increase.
- The design does not provide separated entry, travel lanes, and holding areas for cyclists – improving safety by reducing conflicts between modes - though that would be relatively easy to do.
- The bicycle holding area would be situated between lanes for cars and trucks, maintaining the current conflicts between modes in reaching the holding lanes, and the practice of routing cars through the bike holding lanes during ferry loading would likely continue.

Design Objectives for Colman Dock Reconstruction:

- Washington Bikes strongly support the WSF objectives of safe and efficient loading and offloading of ferries.
- The Colman Dock redesign must recognize and accommodate bikes as a primary (preferred) transportation option that will continue to become more prevalent in the future.
- Separation of bikes and cars, minimizing conflicts between these transportation modes, is the best way to achieve these objectives.
- Bikes should have separate entrances and holding areas from cars, in order to minimize conflict.
- At least two automated bike entrances for Bainbridge-bound cyclists will be necessary to maintain adequate levels of service in the future.
- The bike entrance/exits should be designed to connect efficiently with the Seattle Waterfront’s planned protected bike lanes.
- A separate entrance and separated holding area for cyclists at the northern edge of the dock would enhance convenience for south-bound cyclists, provide complete separation from cars, and minimize on-street conflicts with pedestrians in front of the terminal building
- A translucent cover for bicycle holding areas would be attractive and functional.

Summary

The reconstruction of Colman Dock provides an excellent opportunity to update the facility to create an attractive gateway, meet the changing needs of customers and facilitate beneficial shifts in

modes of transportation occurring locally and nationwide. There seems to be little question that the project is needed, in order to preserve and maintain this critical transportation link between downtown Seattle and the cities of west Puget Sound.

Washington Bikes looks forward to collaborating and supporting WSF as it improves on the initial design to create a 21st Century multimodal terminal that meets the needs of all users, not just a few.

Sincerely,

A handwritten signature in blue ink, appearing to read "Blake Trask".

Blake Trask
State policy director
blake@wabikes.org

WEST SOUND CYCLING CLUB

westsoundcycling.com

West Sound Cycling
Club

POBox 1579

Silverdale, WA 98383

May 7, 2014

Coleman Dock Project
Washington Ferry System

Dear Ms Riucci, Ms. Tolon and Staff,

Thank you for allowing us to express our thoughts and ideas regarding the bicycle aspects early in the Coleman Dock Project. To a large degree, Squeaky Wheels (SW) bike club represents bike commuters, primarily centered around Bainbridge Island. West Sound Cycling Club (WSCC) works with SW and other interested, related parties including those located in Bremerton, and Poulsbo plus unincorporated Kitsap, Mason and Jefferson Counties. Our membership reflects many and varied types of riders. I mention this because DOT's decision making impacting the bicycle transportation is historically not so good, and costly. Projects have been put in place, then input is requested, sometimes literally as the celebratory ribbon and cake is cut. So thank you again for early access.

WSCC supports SW's suggestions in general and we have a couple of our own. I understand the BI bike waiting lane is under cover at the edge of the building overhang. We believe it should be a bit more undercover, to add additional shelter. Wind protection of some kind is necessary. This is particularly true for the Bremerton side with the prevailing wind from the south, but the wind blows straight across the open waiting area. As-Needed-Overhead-Heat in both waiting areas should be in place. Motorcyclists dress in warm clothes suitable for a passive ride in cold and inclement conditions. The nature of bicycle commuting means we generate some of our own warmth and perspire as we do so. When we stop, there is no self generation of body heat. Perspiration turns cold and clammy in short order. This installation also improves the working environment for Ferry Ramp Personnel which we feel is important to all of us.

An additional toll pad -access from the north- would be very beneficial during the afternoon commute. We recognize the reasoning for what appears is a consolidated revenue collection area. We feel concern regarding foot, cab, homeless and bike traffic crossing patterns as clusters form directly in front of the pier. Sometimes people are clueless and sometimes less than courteous (yes, including bicyclists, hard as that is to believe). This extra pad/access prevents some of this risk. A second reason for adding a pad at this point is redundancy. Pads do fail and while there is the toll booth, having a north pad usable as a "back up" would prevent unneeded merging of bikes and motorized traffic at the booths during those inevitable occasions. it's sort of like having an extra ferry slip, but would be used more and a lot less expensive. Bike commuter and tour traffic continues to increase

for a variety of reasons. it only makes good long term economic sense to provide and plan for this eventuality, as opposed to a retrofit. While we are discussing toll pads and revenue areas, WSCC requests planners and supervisory persons please make sure these pad areas are available to pannier laden and non traditional bicycles like recumbents, tandems and trikes. These are usually ridden by folks with balance or other disability related problems and are increasingly popular).

WSCC has already written and published a general article about riding safety, specifically anticipating construction related issues during Coleman Dock, Sea Wall and other infrastructure projects. We will add alter and upgrade as changes are warranted. One of WSCC's concerns is temporary road plate. We suggest a two minute application of orange paint upon the appropriate edge of the plate. This alerts riders to the potentially slick surface and also warns about the sudden, sharp edge about to eat their front tire and wheel.

Another concern is reliance on the painted bike lane. A month of studded tires and paint is a memory. The WSCC article reiterates motorists exiting toll booths will not be as aware of bicycle traffic as is prudent. Tired bike commuters will not always be as sharp as we all wish. Both groups will be in a hurry at times. There is no question bicycle and motorized traffic will cross and mix, despite everything we may plan and suppose. WSCC supports having signage to effectively point out bicycles are traffic. *Riders have rights and responsibilities as vehicles and motorists must respect this. Please use courtesy, communication, and common sense as you proceed and load.* Construction mandates regular and frequent changes in holding areas and loading routines. Habits are easily formed so when a change in these routines takes place, WSCC suggests a sturdy and temporary sign, like an A-Frame, be placed in a strategic and visible place at the location where the change has been affected. This a safety issue for us and relieves construction and ramp personnel of unnecessary interruptions, however short term the change.

If you have questions or we can be of further assistance please write email or call us at the places listed below.

Sincerely,



Jay Spady, President 360.981.0117 Jayspady@yahoo.com
Roberta Beery, VP Beeryra@gmail.com
Tom Baker, Secretary Tombaker070@gmail.com
JS/wa:↘

RESPONSES TO COMMENT LETTERS 7, 8, 9, AND 10: SQUEAKY WHEELS, CASCADE BICYCLE CLUB, WASHINGTON BIKES, AND WEST SOUND CYCLING CLUB

Traffic Analysis Shortcomings and Impacts to Bicyclists

The analysis included in the EA demonstrated that traffic conditions along Alaskan Way would operate at similar levels of service with or without the Seattle Ferry Terminal Project, both at 2015 conditions and at the anticipated year of opening following construction. Automobile volumes entering and exiting Colman Dock at peak hour were assumed to be the same in 2020 as today, because the peak hour conditions for vehicles are currently at capacity. Since the facility would continue to operate at capacity in 2020, a growth in bicycle use would not change these planning assumptions for vehicle operations.

Bicycle traffic and operations on the dock and at the entries/exits are a more appropriate focus for the EA than is bicycle traffic along Alaskan Way. The project's impacts to bicyclists will be positive, as indicated in the EA. The reconfiguration of the dock will eliminate the key conflict point between bicycles and cars that currently exists. The inclusion of new bicycle facilities (dedicated entry, separate holding area, new access and egress bicycle lanes) will provide a safer commute through the facility by reducing conflicts with other modes.

Design Consistency with the Washington Transportation Plan 2030 (WTP)

FTA, FHWA, and WSDOT appreciate the commenters' position that an increased attention to bicycle facilities would better address the priorities of the WTP. However, WSDOT's proposed design represents what it considers a reasonable balance among the needs of the various transportation modes it serves at the Seattle Terminal – cars, carpools and vanpools, commercial traffic and freight, pedestrians, and bicyclists. The proposed project is consistent with the six transportation goals of the WTP: economic vitality, preservation, safety, mobility, environment, and stewardship.

Design Changes Could Encourage Bicycling

Recognizing the growing bicycle ridership using Colman Dock, particularly on the Bainbridge route, WSDOT engaged in extensive design coordination with the bicycle community between the summer of 2013 and the summer of 2014. As a result of this coordination, the new facility will include a bicycle entry and dedicated staging area north of the Marion exit lanes for Bainbridge-bound customers in addition to the existing south bicycle entry at Yesler. Design refinements of the dock layout allowed this additional feature to be included without compromising traffic patterns and holding capacity for other modes. This solution will support WSDOT's Alternate Security Plan to comply with Department of Homeland Security requirements and WSDOT's fare control needs, and will not increase overwater coverage. Other design features will include new marked bicycle lanes from the toll plaza to the bicycle staging area north of the Marion Street exit lanes and a new marked bicycle exit lane at the Marion Street exit. As project design is only at the 30 percent level, WSDOT will also continue to refine other parts of the design using the latest bike infrastructure design standards and will coordinate with the City of Seattle to ensure compatibility of the Seattle Terminal design within the larger urban context.

Minimize Employee Parking

The comment letters are correct in noting that employee parking is related to collective bargaining agreement commitments. However, the current design proposal reduces employee parking on the dock from 73 spaces to 65.

Cover Bicycle Waiting Areas, Provide Wind Protection and Overhead Heating

Suggestions to cover the bicycle waiting areas, and to provide wind protection and heating will be considered as design refinements are made beyond the 30 percent design level.

Provide Adequate Signage and Safety Warnings During Construction

Suggestions to provide adequate signage for bicycle safety during construction, including warnings to automobile traffic about changes in holding areas and loading routines and warnings to cyclists about temporary road plates and other dangerous surface conditions, will be considered carefully as WSDOT works with its contractors and stakeholders to assure safe operating conditions during construction.

Appendix B

Comments From Individuals and Responses

The following individuals commented on the EA:

1. Val Tollefson
2. Trevor Reed
3. Christopher Pence
4. Anthony Medina
5. Howard Sewell
6. Bill Abbey
7. Nedra Albrecht
8. B. Sue Johnson
9. Douglas G. Lemon
10. Tamma Farra
11. Glen Wyatt
12. Jenny Conaty
13. Jenny Conaty
14. Ryan Christman
15. Douglas A. Rauh
16. Adam Brockus
17. Bruce Bachen
18. Adam Williams
19. Alan Futterman
20. Anonymous
21. Anonymous
22. Hans Griesser
23. Mimi Stewart
24. Anonymous
25. Anonymous
26. M. Kondracke
27. Anonymous
28. Rick Haupman
29. Eric Terry
30. Jim Rock
31. Anonymous
32. Mike
33. Coleen Whalen
34. Anonymous
35. Anonymous
36. Jerry Yunt
37. Jason Corns
38. Keith Walberg
39. Mike Droke
40. Don Willott
41. Christopher Kern
42. Anonymous
43. Anonymous
44. Melissa Dingman
45. David Cinamon
46. Neil Conaty
47. Greg Hepp
48. D. Smith
49. Robert Hollyer
50. Nick Beerman
51. Alyse Nelson
52. Fred Conlman
53. Richard LaBot

Summary Table of Comments Received From Individuals, and Responses

The following table contains the names of individuals providing comments on the EA, the form in which they submitted comments, the date received, the substantive comment(s) received, and the associated responses. The comments are organized as follows: first are comments received via email, then comments from outreach comment forms, and finally a written submittal received at the Public Hearing (April 28, 2014).

No.	Date Received	Comment Type	Commenter Name	Comment	Response
1.	4/25/2014	Received via email	Val Tollefson	<p>I will miss your April 28 meeting regarding Coleman Dock because it conflicts with our City Council meeting. However, as a member of the Bainbridge Island City Council, liaison to its Non-Motorized Transportation Advisory Committee, and of the Transportation Policy Committee of the Kitsap Regional Coordinating Council, I am aware of the many exciting developments both in Seattle and on Bainbridge Island, many aimed at improvement of bicycle commuting infrastructure.</p> <p>Please rethink your Coleman Dock plans to incorporate the constructive comments of Squeaky Wheels and others with real, hands-on bicycle commuting and bicycle infrastructure design experience. Don't miss this opportunity to get it right.</p>	<p>Thank you for your comments and for your service on the Bainbridge Island City Council.</p> <p>The project's impacts to bicyclists will be positive, as indicated in the EA. The reconfiguration of the dock will eliminate the key conflict point between bicycles and cars that currently exists. Whereas currently bicycles must weave directly across oncoming traffic bound for the north holding lanes for Bainbridge Island in order to reach the bicycle holding lanes, the reconfiguration of the dock as proposed would route bicycles along the outside (right) edge of the vehicle lanes until reaching the bicycle holding lanes, without requiring a crossing of any vehicle lanes. A dedicated bicycle entry lane, designed to current bicycle design standards, will provide a consistent and predictable location for bicycle travel. For offloading, the reconfiguration locates the exit lanes at the outside periphery of the dock. A marked bicycle exit lane will be provided from the exit lane to Marion Street.</p> <p>In addition, WSDOT has carefully considered design suggestions to include an automated north entry and separate north staging area to serve pre-ticketed bicycle customers bound for Bainbridge Island, and has engaged in extensive design coordination with the bicycle community. As a result of this coordination, the new facility will include a bicycle entry and dedicated staging area north of the Marion exit lanes for Bainbridge-bound customers in addition to the existing south bicycle entry at Yesler. Design refinements of the</p>



No.	Date Received	Comment Type	Commenter Name	Comment	Response
					<p>dock layout allowed this additional feature to be included without compromising traffic patterns and holding capacity for other modes. This solution must support WSDOT's Alternate Security Plan that complies with Department of Homeland Security requirements and WSDOT's fare control needs. The project team will continue to refine the design as it proceeds beyond the 30% design level.</p> <p>Please also refer to the responses to the Squeaky Wheels comment letter for more information.</p>
2.	4/25/2014	Received via email	Trevor Reed	<p>More should be done to develop above the dock and integrate into the surrounding waterfront. Dedicating two lanes of Alaskan Way to overflow is largely a result of lack of vision regarding ferry queues. Specifically why is there 1) no reservation system in place 2) differentiated pricing for priority boarding. Such measures would reduce the space needed for waiting cars and give the public a better return on the asset that is Coleman Dock.</p> <p>Better integration with mass transit and passengers would further mitigate the need for car queue space.</p>	<p>Implementing a reservation system is not part of the Seattle Ferry Terminal Project, but is proceeding as a separate action. The Legislature has directed WSF to pursue reservations as a primary demand management strategy to avoid the need for larger vehicle holding areas. Planning and implementation of a Seattle reservation system will be considered following successful implementation of Reservation System Phase 2 in the San Juan Islands. Refer to: http://www.wsdot.wa.gov/ferries/planning/vehiclereservations.htm for more information.</p> <p>Colman Dock, as a large multimodal terminal, will function as both a destination and transfer point for a variety of transportation users. As part of the planning process for the future waterfront, WSF is working with Seattle Department of Transportation (SDOT) and King County Metro to ensure that its passengers will be able to easily connect with transit options at Colman Dock. A key element of this plan is King County Metro's proposal to turn Columbia Street into a transit hub, providing bus connections between the central waterfront and downtown Seattle, directly across from Colman Dock.</p>



No.	Date Received	Comment Type	Commenter Name	Comment	Response
3.	4/26/2014	Received via email	Christopher Pence	<p>With other bicyclists I urge that the new Coleman terminal include these elements to accommodate the growing bike commuters:</p> <ol style="list-style-type: none"> 1. Create two separate, automated bike entrances -- north and south entrances -- and holding areas with separated bike lanes to minimize conflict with motorized vehicles and pedestrians and maintain adequate levels of service in the future. 2. Connect the bike entrances seamlessly with the new waterfront protected bike lanes. 3. Build a translucent overhead canopy for a north-side bicyclist holding area on Colman Dock. 4. Utilize the most current design best practices for urban bike infrastructure. 	Please refer to the response to Individual Comment No. 1 above regarding design suggestions.
4.	4/28/2014	Received via email	Anthony Medina	<p>The Jumbo Mark II's have an official capacity of 202 vehicles and 2500 passengers. Over the next 20-30 years it is feasible that 8% of passengers could be using bicycles.</p> <p>Examining the rate of growth of passengers with bicycles since the year 2000 shows consistent growth year over year. I don't know what that number exactly is, but can anyone deny the existence of a consistent year over year growth rate? Extrapolating that rate of growth over the next 30 years means that it is entirely feasible that passengers with bicycles will outnumber passengers with vehicles. The Colman Dock design needs to plan for passengers with bicycles numbering over 200 per sailing.</p>	<p>The proposed project will preserve existing capacity on Colman Dock while addressing seismic deficiencies, deteriorated trestle conditions, ADA compliance, and pedestrian/bicycle/vehicle conflicts.</p> <p>The current proposal would be able to accommodate growth in bicycle ridership, by dedicating additional lanes if needed for bicycle holding. Please refer to the response to Individual Comment No. 1 above for more information on bicycle holding.</p> <p>Please also refer to the responses to the Squeaky Wheels comment letter (Appendix A) for more information.</p>
5.	4/28/2014	Received via email	Howard Sewell	<p>I am not a regular commuter but nonetheless ride the ferry on my bike regularly, and I'm very concerned that the new design won't reflect the growing numbers of bicycling commuters and cyclists in general. At the very least, it would be ideal if there were a separate entrance/tollbooth (automated, perhaps?) for cyclists only. Queueing up at the tollbooth with cars can be intimidating at best, downright dangerous at worst. Thanks for your consideration!</p>	<p>Please refer to the response to Individual Comment No. 1 above regarding design suggestions.</p> <p>Please also refer to the responses to the Squeaky Wheels comment letter for more information.</p>



No.	Date Received	Comment Type	Commenter Name	Comment	Response
6.	5/1/2014	Received via email	Bill Abbey	<p>Good Morning WSCC Board Members and interested parties - commuters like John, Joyce, Laurie, and Andy;</p> <p>I understand Squeaky Wheels, the Bainbridge bike club and a leader regarding bicycle commuters, needs a Received via surface mail of support regarding "Bicycle Safety" issues for a meeting this monday. Obviously it involves Coleman Dock and environs and many West Sounders use the facility on a regular, if not daily, basis. This meeting is at the BI Terminal this monday from 4-7. We need to add our support if not input or attendance.</p> <p>My experience is: 1. engineering Wash.DOT decisions are made, then 2. community support is requested. 3. Something is overlooked during construction and then 4. fixes are eventuated with costs in time, money, (and injury) plus dental work from the gnashing of teeth from all parties. I understand why it occurs, there is a lot going on. The engineers and construction guys have a big picture. The community is only a piece of this picture and we are one small part of the user community.</p> <p>On a personal basis, between the Coleman Dock rebuild (I believe it's the fifth I can remember) and the Seawall Project, bicycle ingress and exiting the Facility will be in flux for the next several years. I would very much appreciate having a clearly marked, usable, bike ride route during construction. Bicyclists on tour, and those using the Dock irregularly will need signage suitable for the uninitiated. DOT could engage someone like John Whitlow or Andy Lapins, perhaps Robin Randals from Cascade Bike Club for a quick ride through as each permutation evolves. DOT projects history shows a critical eye wielded by an end-user might save us all some time and money.</p> <p>Suggestions by me: Abrupt and sharp edges destroy front wheel control and tires. When a front wheel blows or is destroyed, physics and gravity initiate rider launch sequence. Steel road plates have to be used, we all know it. If they are</p>	<p>Thank you for your suggestions about a clearly marked, usable, and safe bike route during the construction period for the Seattle Terminal. The project is at the 30% design level currently, and the project team will continue to refine the design; your input will be considered as the design work proceeds. The safety of all passengers is a top priority of WSF.</p> <p>Contacts for further information are listed in the project's Environmental Assessment. They are:</p> <p>Daniel Drais Environmental Protection Specialist Federal Transit Administration, Region 10 915 2nd Avenue, Room 3142 Seattle, WA 98174;</p> <p>Marsha Tolon WSDOT Environmental Lead Seattle Ferry Terminal Project MS TB-83 2901 3rd Avenue, Suite 500 Seattle, WA 98121</p> <p>An additional contact is the project's project manager:</p> <p>Genevieve Rucki, PE Washington State Ferries 2901 3rd Ave, Suite 500 Seattle, WA 98121</p>



No.	Date Received	Comment Type	Commenter Name	Comment	Response
				<p>going to be for any time at all, can the edge be eased with a bit of cold patch asphalt? Maybe orange traffic paint to mark and warn? Tired and end of day riders get distracted with merging traffic and a myriad of ferry things. Wet tires and steel have a very low coefficient of friction. Five seconds with a can of safety paint, perhaps an A Frame sign helps. A "head injury response" can destroy ferry-on-time data.</p> <p>WSCC and similar organizations should remind members and other riders about safe riding practices in construction areas and the dock areas in particular. It is a part of the Bike Ed curriculum but frequently overlooked in the short seminars, talks and classes we present. If the WSCC Board wishes, I can write a quick safety reminder for our Freewheeler.</p> <p>The Coleman Dock Project is slated to begin next year and go on for 5 years. By the way, there is no advisory person/contact listed for the largest ferry facility in the Washington State Ferry system</p> <p>Sincerely, http://www.wsdot.wa.gov/NR/rdonlyres/FOA1A35D-EB55-4CEF-B544-C1E11FBB342C/95609/2013_0909_ColmanDock_FactSheet1.pdf http://www.wsdot.wa.gov/ferries/schedule/bulletin.aspx</p>	
7.	5/5/2014	Received via email	Nedra Albrecht	<p>I am very interested in improving bicycle access while loading/unloading from the ferry. I am a yearround bicycle commuter (but only starting commuting 6 months ago), and I am shocked at how many times I have been nearly hit, threatened by vehicles, and generally felt extremely unsafe. It is imperative that there be a safe way for bicycle to load and unload (on both sides) from the ferry where we are not competing with pedestrians and vehicle traffic. Often people are very angry with bicyclists, but many times its due to the poor integration of bicycle traffic with other types of traffic that causes the problem. I strongly feel that the future terminal improvements must include the following:</p>	<p>Please refer to the response to Individual Comment No. 1 above regarding design suggestions to better accommodate bicycle commuters.</p> <p>WSF is disappointed to learn of complaints about WSF staff treating bicycle passengers with animosity or disregard. The ferry system makes every effort to treat each passenger with courtesy and respect, and to assist the process of loading and unloading its vessels safely and efficiently.</p> <p>WSF has directed its Customer Service group to work directly with you to resolve your concerns.</p>



No.	Date Received	Comment Type	Commenter Name	Comment	Response
				<ol style="list-style-type: none"> 1. Two separate, automated bike entrances -- north and south entrances – with separated bike lanes <ul style="list-style-type: none"> • and holding areas to minimize conflict with motorized vehicles and pedestrians, and to maintain • adequate levels of service in the future. 2. Connect the bike entrances seamlessly with the new waterfront protected bike lanes. 3. Build translucent overhead canopies for bicyclist holding areas at the edges of Coleman Dock. 4. Utilize the most current design best practices for urban bike infrastructure. <p>I have been commuting via the ferries overall for about 7 years, including by car, as a walk-on passenger, and then for the first time as a bicyclist for the last 6 months. I am appalled at the level of animosity and disregard many of the ferry workers display towards bicyclists. I never experienced that until I started biking. Much of the animosity could likely be alleviated by improving the loading/unloading/parking on and off the ferry situations for bicycles. I often feel like we bicyclists are set up to fail (and thus make others angry), when in reality, changes should be made to integrate bicycle traffic appropriately.</p>	



No.	Date Received	Comment Type	Commenter Name	Comment	Response
8.	5/7/2014	Received via email	B. Sue Johnson	<p>Please recognize the environmental and economic value, present and future, of promoting cyclists' use of the ferry system for commuting and recreation. A seamless, bicycle-friendly connection from the ferries to the Seattle waterfront will not only promote bicycle commuting but also bicycle tourism.</p> <p>It would be unfortunate if the opportunity presented by the redesign of the Coleman Ferry Terminal to view access from the perspective of non-motorized travelers, pedestrians and cyclists, went unrecognized or unconsidered. The ferry system also has an opportunity here to transform its traditional autocentric bias to a recognition and celebration of the unique ferry commuting cyclist community and the potential positive impact it could have on the ferry system's public image.</p> <p>Thank you for considering these comments.</p>	<p>FTA, FHWA, and WSDOT appreciate the commenter's position that an increased attention to bicycle facilities would improve the project design and promote bicycle commuting. WSDOT's proposed design represents what it considers a reasonable balance among the needs of the various transportation modes it serves at the Seattle Terminal – cars, carpools and vanpools, commercial traffic and freight, pedestrians, and bicyclists. Please refer to the response to Individual Comment No. 1 above for more information on a new north bicycle entry gate.</p>
9.	5/8/2014	Received via email	Douglas G Lemon	<p>ALL PEDESTRIAN WALKWAYS SHOULD BE COVERED AND ENCLOSED. Seattle's weather is cold & wet often enough that it is important for pedestrians that walkways be covered AND ENCLOSED. My experience with the Wash Ferry Terminals is that walkways often become defacto "waiting areas". Fortunately, most of the present walkways are enclosed. However, they are not totally weather tight, with gaps in their glass sidewalls. This allows the cold winter winds to blow through, carrying some rain, making it very unpleasant for walking and waiting passengers. Please fix this in the new design by TOTALLY ENCLOSING THE WALKWAYS.</p> <p>Also, make the seating in the waiting areas, at least as comfortable as the seats on the ferries themselves.</p> <p>Thanks, A ferry user!</p>	<p>FTA, FHWA, and WSDOT appreciate the suggestion to cover and enclose all pedestrian pathways, and to make the waiting area seating comfortable. The design is only at the 30% level at this time, and these suggestions will be considered as design work proceeds.</p>
10.	5/8/2014	Received via email	Tamma Farra	<p>I was unable to attend the meetings and just read about the proposal in the Thursday edition of Kitsap Sun. Several comments. Are we going to lose queuing spots on the dock? The paper said it would be 600. Is that what the maximum is now?</p>	<p>The current capacity for vehicle holding at Colman Dock is 596 vehicles. After project completion, the capacity will be 611 vehicles. The intent is to preserve existing capacity on Colman Dock while addressing seismic deficiencies, deteriorated trestle conditions, ADA</p>



No.	Date Received	Comment Type	Commenter Name	Comment	Response
				<p>I am curious about the downsizing of the interior waiting room. Especially on days when there are games in town, the waiting room is packed! And having to stand in line outside, especially if there are no roofs overhead, could be a miserable experience should it be incimate weather- rain, wind, cold.</p> <p>Will the entry into the proposed building be accessed with stairs only? That part was unclear.</p> <p>Will the Marion ST. walkway still be available? That carries a lot of people.</p> <p>What is the reasoning for not having as many vendors inside. Will there still be some? How do the vendors feel about that? It is nice to have those options right there, especially if you miss a boat, the boat was cancelled, etc. You don't have to leave the building to get something to eat while you are waiting.</p> <p>I ride the Bremerton boat and missing a boat means a long wait. I also enjoy having the walkway to the ferry from the terminal being covered. We are usually on Slip 1. It really helps in bad weather.</p> <p>30 years on the Vashon run and 4 years on the Bremerton run.</p>	<p>compliance, and pedestrian/bicycle/vehicle conflicts.</p> <p>As noted in the EA (p. 3-5), the new terminal building was sized to accommodate projected 2030 passenger volumes while maintaining today's operational levels of service. Areas for waiting, queuing, processing, and support were sized according to industry standards, including WSF Terminal Design Standards.</p> <p>Several comments have requested overhead weather protection for pedestrians. The project is currently at the 30% design level; those comments will be considered as design work proceeds.</p> <p>From Alaskan Way, passengers will be able to reach the new terminal building via stairways, an escalator, or elevators. The Marion Street overhead walkway will remain, although the City of Seattle will be replacing it as part of the redevelopment of Alaskan Way following removal of the viaduct.</p> <p>Project funding is limited to preservation of existing assets and service levels. However, construction of the exterior shell for retail space at the terminal is included in the project budget. The 30% design evaluated in the EA anticipates that up to 14,000 square feet of retail space would be located both along the upper walkway between the terminal building and the Marion Street Overpass, and along Alaskan Way at street level. Build-out of those retail spaces would be phased based on funding availability. Additional state funding, funding from other public agencies, or private funding may be used.</p>
11.	5/8/2014	Received via email	Glen Wyatt	<p>I read the article in the Kitsap Sun this morning regarding the Colman Dock renovation. I'd strongly support the addition of covered walkways between the new terminal and Marion Street overpass, primarily to reduce potential slips/falls during wet weather and keep people dry. I've noticed in 27+ years of</p>	<p>Thank you for your comments on overhead weather protection, HVAC, processing passengers, and overhead signage elements of the new design. These suggestions will be considered as design work proceeds.</p>



No.	Date Received	Comment Type	Commenter Name	Comment	Response
				<p>using the ferry to commute between Bainbridge and Seattle that the terminal has very poor air circulation, especially in the warm months. I'd suggest installing a HVAC system that can adapt to daily weather conditions and increase air transfer in the terminal.</p> <p>Finally, the number and placement of turnstiles need to be modified to handle more passengers that are disabled, have strollers, or are toting baggage. The overhead signs do not provide enough information showing the location of the single turnstile at Slip 3 that is generally available for such use.</p>	<p>The number of paddle gate turnstiles, which are Americans with Disabilities Act (ADA) accessible and easier to maneuver luggage though, will be increased in the new terminal building to three (3) per destination, as opposed to the one (1) provided today. As we are early in the design process, the exact location of the turnstiles has not been finalized. Key factors WSF is considering in determining the placement of turnstiles are to minimize the need for duplication of facilities such as restrooms, ensure efficient, timely processing of passengers, minimize congestion, and avoid delaying the vessels.</p>
12.	4/28/2014	Hearing Transcript	Jenny Conaty	<p>I'm a Bainbridge Island resident and have been a bicycle ferry commuter since 2005. I have seen the plan design for accommodation of bikes and don't feel that it is optimized for cyclists. I think we have one opportunity in this redesign to make it the best that it can be, an environmentally good use of resources, and that cycling should be encouraged. Right now we're tucked in next to a truck lane. My experience as a cyclist now about having us lined up waiting at the back, the ferry attendants direct cars through that lane, so often bicyclists are asked to kind of split and move out of the way. And it looks to me like that's being recreated in the new design. So I very strongly feel that a north access gate and north side separated bicycle entrance and holding is crucial for safety, and again for optimizing cycling, to make it an attractive alternative because it's an environmentally sound alternative.</p>	<p>Thank you for attending the public hearing and for providing comments to the court reporter that evening.</p> <p>The proposed Seattle Ferry Terminal Project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the response to Individual Comment No. 1 above, as well as to the responses to the comment letter from the Squeaky Wheels group, for more information.</p>



No.	Date Received	Comment Type	Commenter Name	Comment	Response
13.	5/9/2014	Received via email	Jenny Conaty	<p>The EA design does not meet what should be an important design priority: make bicycling on the ferries a safe and attractive mode of travel. In terms of safety, putting the bike holding lane in between two motor vehicle lanes (trucks to one side, cars to the other) is unacceptable safety-wise to me as a cyclist. The loading process involves cars moving at angles--with speeds rising the further back a car is coming from--that are unsafe to bicycles. There are times I have felt like a sitting duck (especially if it is an off-hour ferry and I don't have a crowd of bikes around me), vulnerable to any texting/impaired/inattentive/plain-old-bad driver. Even assuming you put a stop to the extremely unsafe practice of loading cars through the bike lane, I still firmly believe that the bikes should not be vulnerable to the loading cars. Please give us a separate area.</p> <p>In terms of making the cycling option more attractive: this should be a high priority. Environmentally, it is ludicrous that you have the opportunity to optimize cycling on the boats and are choosing not to do it. Please give us a north entrance. Please give us a separated holding area along the north railing. These are the ways that you can encourage cycling--make it safe and make it attractive. It feels like you have come up with a status quo design (which incorporates a loss of service that occurred when you closed the north gate) that has no intention of promoting cycling. We are already experiencing insufficient service--on high volume commutes if the boat is a little bit late the bikes are overflowing their holding lane and are forced out into the traffic lane. Please give us a separated holding area that is longer and can accommodate the current high volume as well as anticipated growth. Please give us a north entrance--this convenience would be used by the majority of cyclists coming to the ferries in the afternoon. You have one chance to do this right, please take that chance.</p>	<p>The proposed Seattle Ferry Terminal Project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the response to Individual Comment No. 1 above, as well as to the responses to the comment letter from the Squeaky Wheels group, for more information.</p> <p>FTA, FHWA, and WSDOT appreciate the commenter's position that an increased attention to bicycle facilities would improve the project design and promote bicycle commuting. WSDOT's proposed design represents what it considers a reasonable balance among the needs of the various transportation modes it serves at the Seattle Terminal – cars, carpools and vanpools, commercial traffic and freight, pedestrians, and bicyclists. Please refer to the response to Individual Comment No. 1 above for more information on a new north bicycle entry gate.</p>



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14.	5/10/2014	Received via email	Ryan Christman	Please include concessionary space in the initial construction. Concession space will help activate the dock, encouraging a more positive customer experience and generating revenue for the State of Washington.	Project funding is limited to preservation of existing assets and service levels. However, construction of the exterior shell for retail space at the terminal is included in the project budget. The design evaluated in the EA anticipates that up to 14,000 square feet of retail space would be located both along the upper walkway between the terminal building and the Marion Street Overpass, and along Alaskan Way at street level. Build-out of those retail spaces would be phased based on funding availability.
15.	5/12/2014	Received via email	Douglas A. Rauh	<p>What is the contingency plan if WSF closed the Bremerton route and started running three ferries to Bainbridge.</p> <p>How would ferries, passengers and vehicles be handled at Coleman dock? How would Coleman Dock accommodate multiple passenger only ferries from the West Sound? Slip 3 (Bainbridge) is getting \$48,000,000 in infrastructure. Slip 1 (Bremerton) is getting what?</p> <p>King County is paying \$13,000,000 for passenger only slip. Is Kitsap County getting any access rights to the passenger only slip?</p> <p>How will ticketing of the Kitsap Transit Regional Passenger Only Ferry be handled? Will the tickets be sold at both the WSF ticketing booth and the King County Passenger Only Ferry ticketing booth.</p> <p>There needs to be a bus transfer facility next to the terminal.</p> <p>Turnstiles need to be wide enough for luggage to go through. Turnstiles need a light or someway to identify the ticket being used (senior, youth, full fare). Turnstiles should be placed where the ticket sellers can monitor them. Turnstiles need to be placed far enough from the access doors to allow pre-processing of passengers.</p>	<p>No contingency plans are in place to close the Bremerton-Seattle route and begin running three ferries to Bainbridge Island from Colman Dock.</p> <p>Slip 3 was identified as a priority for replacement as it is one of the oldest in the WSF system, but also one of the busiest, serving the highest number of walk-on passengers in our system. Originally built in 1964, the structural components of the slip are seismically deficient and need to be upgraded. Slip 1 is a much newer slip, originally constructed in 1993-1994, and therefore not in need of replacement at this time.</p> <p>The future passenger-only facility at Pier 50 will be owned and operated by King County. The facility will be constructed to include two (2) slips, but would allow for expansion in the future, if needed. Should Kitsap County implement a passenger-only ferry in the future, coordination with King County would be needed to integrate any new passenger-only ferry service at Pier 50. WSF is currently working with King County to develop the design of the new passenger-only facility and to ensure integration between the WSF ferry terminal and the passenger-only terminal. The location of ticketing booths for the passenger-only ferry will be determined later in the design process.</p> <p>Colman Dock, as a large multimodal terminal, will</p>



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				<p>The current system could have 2,000 passengers waiting to pass thru the turnstiles in the 10 minutes allowed to load passengers.</p> <p>The passenger seats in the waiting area should vary in size and height to accommodate tall, normal and short individuals. The passenger waiting area should have a place for young kids to wait similar to what SeaTac has in the main terminal.</p> <p>The passenger waiting area should have a greater view of the water.</p> <p>The passenger waiting area should have a balcony for ticketed passengers thus allowing them to get fresh air and observe the beauty of the Seattle waterfront.</p> <p>The vehicle holding area needs to be larger than the current vehicle holding area or a reservation system to reduce congestion at the holding area?</p> <p>Vehicle ticket booth monitor needs to be placed where the drive can see the monitor and ticket agent at the same time. Vehicle ticketing should accept online tickets for seniors and/or pre-vetted drivers with Washington Enhanced Driver's License.</p> <p>Plenty signage on how to get to Coleman Dock from I-5, SR-99 and from downtown streets. WSF information mobile app in multiple languages to assist the non-English speaking customers.</p> <p>WSF information mobile app in sign language to assist the non-hearing customers. Large information monitors throughout the terminal area to communicate WSF information to passengers (like arrival times). Large information monitors in the vehicle holding area to communicate WSF information to vehicle drivers. Need extensive use of web cams for passenger and vehicle driver planning.</p>	<p>function as both a destination and transfer point for a variety of transportation users. As part of the planning process for the future waterfront, WSF is working with SDOT and King County Metro to ensure that its passengers will be able to easily connect with transit options at Colman Dock. A key element of this plan is King County Metro's proposal to turn Columbia Street into a transit hub, providing bus connections between the central waterfront and downtown Seattle, directly across from Colman Dock.</p> <p>The number of paddle gate turnstiles, which are Americans with Disabilities Act (ADA) accessible and easier to maneuver luggage though, will be increased in the new terminal building to three (3) per destination, as opposed to the one (1) provided today. As WSF is early in the design process, the exact location of the turnstiles has not been finalized. Key factors WSF is considering in determining the placement of turnstiles are to minimize the need for duplication of facilities such as restrooms, ensure efficient, timely processing of passengers, and minimize congestion and avoid any increases in vessel dwell times.</p> <p>WSF will also consider your suggestion regarding seats in the waiting area and programming of the space as we move forward with project design.</p> <p>The entire passenger level is being designed to maximize opportunities for the public to enjoy views year-round and in all weather conditions. A key feature of the future terminal design is that it will be oriented in a north-south direction, as opposed to the current east-west orientation, providing for improved views of the waterfront and Elliott Bay. The general public will also be able to access much of the terminal without the need to purchase a ticket, so the opportunity to enjoy these views year-round will not be limited to just ferry</p>



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				<p>The terminal roof should be a public park used for viewing of the water front. This would encourage more use of the ferries.</p> <p>Off-loading vehicle ferry passengers should have the option to pass thru the terminal to buses, cabs, town cars without being exposed to the weather. WSF unloads the passengers on the North Side only of SR-305 on Bainbridge Island. WSF asked WSDOT to put a pedestrian stop light West of the ticket booths. Now during the unload pedestrians cross SR-305 by pushing a button that stop vehicle traffic from the ferry. This immediately stops the unloading of vehicles.</p> <p>To accommodate increasing traffic to Coleman Dock from Bainbridge and keep the ferries on schedule without lengthening the unload time. Will WSF provide the option to unload passengers to the South side of SR-305. The ferry is docked at the very end of SR-305 thus allowing passengers to unload either to the North or South.</p> <p>Eliminating the pedestrian crossing in front of the ticket booths on Bainbridge Island WSF would decrease the unload time and increase pedestrian safety while maintaining the ferry schedule to Coleman Dock. The current ferries will wear out and probably be replace with three standard WSF 144 ferries.</p> <p>How will Coleman Dock accommodate three 144 ferries from Bainbridge Island? There is no rental car service either at Coleman Dock or Bainbridge Island. This service would allow more of WSF customers to be walk-on passengers instead of vehicle drivers. Seattle’s policy of not encouraging more cars from WSF wouldn’t it be great if WSF passengers could rent vehicles or pickup vehicles at WSF terminals like Coleman Dock and Bainbridge Island.</p> <p>I would like to see more technology included in the design. Example: Traffic signals could be used to signal drivers which lanes are to load. Blinking (airport taxiway lights) could be used to identify where the vehicles are expected to go.</p>	<p>passengers. The new pedestrian bridge to the passenger-only facility will provide a new public view point allowing for enjoyment of the ferries and working waterfront to the south.</p> <p>Implementing a reservation system is not part of the Seattle Ferry Terminal Project, but is proceeding as a separate action. The Legislature has directed WSF to pursue reservations as a primary demand management strategy to avoid the need for larger vehicle holding areas. Planning and implementation of a Seattle reservation system will be considered following successful implementation of Reservation System Phase 2 in the San Juan Islands. Refer to: http://www.wsdot.wa.gov/ferries/planning/vehiclereervations.htm for additional information.</p> <p>Any changes in how fares are processed and collected will be evaluated as WSF develops the point of sale system for the new facility.</p> <p>Regarding signage, Colman Dock is an important regional transportation hub. WSF will continue to coordinate with SDOT and other agencies to ensure adequate signage is provided so that its customers find it easy and convenient to get to the terminal. Signage is one key issue being coordinated with SDOT, particularly as the City develops the design of the future waterfront.</p> <p>The use of mobile apps, information monitors and web cams, and other technologies are being considered as part of the design process.</p> <p>FTA, FHWA, and WSF appreciate the appeal of a public park on top of the new terminal building. However, challenging soil conditions make this a very expensive design element, as it would require much larger and</p>



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				<p>A control tower could monitor the load/unload process for safety and best use of holding real estate.</p> <p>A loud speaker system could be used to alert vehicle drivers as to where they should move their vehicle and when.</p> <p>Example: The British Columbia Ferry System uses speakers at Swartz Bay on Vancouver Island.</p>	<p>stronger structural foundations. Although the concept of a rooftop park is beyond the critical safety purpose and available funding of the project, WSF is committed to designing a new facility that will positively contribute to the future Waterfront urban environment.</p> <p>Suggestions for changes to loading and off-loading of vehicles and other operations on the dock will be evaluated as design of the project proceeds beyond the current 30% level.</p> <p>FTA, FHWA, and WSDOT appreciate the suggestion to consider locating a rental car service at its terminals to encourage walk-on passengers. The purpose of the proposed project is to preserve existing capacity on Colman Dock while addressing seismic deficiencies, deteriorated trestle conditions, ADA compliance, and pedestrian/bicycle/vehicle conflicts. Provision of rental car facilities is beyond the mandate of the project.</p> <p>As noted above, the use of mobile apps, information monitors and web cams, and other technologies are being considered as part of the design process.</p>
16.	5/12/2014	Received via email	Adam Brockus	<p>Project lacks required increase to capacity of the Passenger Ferry Dock. Passenger Ferries improve the environment by getting users out of the automobile and thus decreasing pollution. Positive mitigation of environmental effects of the project should be pursued by increasing capacity of Passenger Ferries.</p> <p>More should be done to encourage use of passenger modes at this intermodal terminal. Seamless integration to modes of transit such as busses and light rail would decrease the effects of pollution to the environment. A Bus Transit terminal should be designed as close to the passenger entrance on Alaska Way as possible. Additionally, a direct connection to the light rail should be made. Connections to passenger transit modes would positively mitigate the effects of pollution made by the project.</p>	<p>The future passenger-only facility at Pier 50 will be owned and operated by King County. The facility will be constructed to accommodate two vessels, and would allow for expansion in the future, if needed.</p> <p>Colman Dock, as a large multimodal terminal, will function as both a destination and transfer point for a variety of transportation users. As part of the planning process for the future waterfront, WSF is working with SDOT and King County Metro to ensure that its passengers will be able to easily connect with transit options at Colman Dock.</p>



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17.	5/12/2014	Received via email	Bruce Bachen	I would like to see an additional access point established for bicycles at the north end of Colman Dock. Traffic flow and holding areas need to be designed for safety and to meet the goal of encouraging more bicycle use on ferries. The current design is not adequate for bicycles. I support the input that you have received from Squeaky Wheels and encourage you to continue to work with them to come up with a solution to how bicycle facilities will be built into the new design.	The proposed Seattle Ferry Terminal Project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the response to Individual Comment No. 1 above, as well as to the responses to the comment letter from the Squeaky Wheels group, for more information. The project team will continue to refine the design, and will consider other suggestions as design proceeds.
18.	4/24/2014	Outreach Comment Form	Adam Williams	We would appreciate a 10:00 PM sailing from Bremerton. We commute from Seattle to the Bremerton Symphony and have to drive around the sound 2-4 times a week.	Thank you for this suggestion, which FTA and FHWA have passed along to WSF for consideration. The proposed project will preserve existing capacity on Colman Dock while addressing seismic deficiencies, deteriorated trestle conditions, ADA compliance, and pedestrian/bicycle/vehicle conflicts. Changes to sailing schedules would be separate from the proposal under review in this EA.
19.	4/24/2014	Outreach Comment Form	Alan Futterman	I would like to suggest canceling the mid-day sailing and just have a 10:00 PM sailing in both directions. At present, those of us who work the late shift are stuck until 11:40 PM. This is for weekdays only. On weekends the mid-day sailing is preferable.	Please refer to the response to Comment 18 above.
20.	5/1/2014	Outreach Comment Form	Anonymous	Signal synchronization/timing. Covered walkway.	WSDOT will continue to coordinate with SDOT on signal timing and prioritization along Alaskan Way. Covered walkways will be considered as design proceeds beyond the current 30% level.
21.	5/1/2014	Outreach Comment Form	Anonymous	This is Seattle, covered walkways should be an absolute priority. They don't have to be fancy but they must be provided.	Covered walkways will be considered as the project team continues to refine the design.
22.	5/6/2014	Outreach Comment Form	Anonymous	I like the walkway between terminal building and at grade walkway on south side of deck. This is a neat feature. (Paraphrased by staff.)	Thank you for your comment.
23.	5/6/2014	Outreach Comment Form	Mike	Suggestions included: covered walkways; the addition of a ferry route arriving in Seattle from Bremerton by 4:15 PM; and maintaining sailing schedules as a top priority. Paraphrased by staff.)	Thank you for your comments. Covered walkways will be considered as the project team makes design refinements. Suggestions for ferry operations are noted.
24.	5/6/2014	Outreach Comment Form	Coleen Whalen	The antique public clock gets vandalized. Can it be moved inside? (Paraphrased by staff.)	Comment noted and passed along to WSF for design consideration.



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25.	5/6/2014	Outreach Comment Form	Anonymous	Need to have a covered walkway between the entry building and the terminal building.	Covered walkways will be considered as the project team makes design refinements.
26.	5/6/2014	Outreach Comment Form	Anonymous	Provide covered access from entry to passenger building. Put passenger only on north side so it is better integrated with the passenger building.	Covered walkways will be considered as the project team makes design refinements. WSDOT considered locating the Passenger-Only Ferry (POF) facility on the north side of Colman Dock, but determined that navigation safety, as well as conflicts with both WSF ferries and the fire boats operating out of Fire Station No. 5 immediately north of the site, made a north side location for the POF infeasible.
27.	5/5/2014	Outreach Comment Form	Hans Griesser	Does the beep (audible signal at the bike toll both) need to be right by the bicyclists if it is just for the attendant to hear and be so loud? In the materials need to provide more emphasis on bicycles – too car and pedestrian centric.	Your suggestions will be considered as the project team makes design refinements.
28.	5/5/2014	Outreach Comment Form	Mimi Stewart	I have been bike commuting from Bainbridge Island to Seattle for 20 years and have seen bike traffic increase 3 fold in that time (during rush hour). Having passengers leave the boat at ground level will create some problems with biker/walker interaction, so bike lanes and tollgate should be in a spot that does not cause accidents and/or bottlenecks. The bike commuting option is unique to BI and should be facilitated and encouraged.	Comment noted. Please refer to the response to Individual Comment No. 1 above for more information on how the design responds to bicycle issues.
29.	5/5/2014	Outreach Comment Form	Anonymous	Musicians on the boats. (consider the clearance)	Thank you for the suggestion, which has been passed along to WSF.
30.	5/5/2014	Outreach Comment Form	Anonymous	Bicycle reader: consider ways to save children without tickets (ticket machine to avoid going to toll booth) Better signage.	Your suggestions will be considered as the project team makes design refinements.
31.	5/5/2014	Outreach Comment Form	M. Kondracke	Elevator should exit inside the terminal.	Your suggestions will be considered as the project team makes design refinements.
32.	5/5/2014	Outreach Comment Form	Anonymous	Why have 2 buildings that will require heat, light and personnel, as well as a foundation, instead of revamping and building upon the existing footprint. It appears it will be more disruptive to build as well.	Your suggestions will be considered as the project team makes design refinements.



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33.	5/5/2014	Outreach Comment Form	Rick Haupman	Please, Squeaky Wheels plan.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.
34.	5/5/2014	Outreach Comment Form	Eric Terry	Reopen Marion entry to bikes in addition to existing entry, and (2) bike entry. Bike commuter 20t tens(?) Bi to Seattle.	Please refer to the response to Individual Comment No. 1 above regarding design suggestions. Please also refer to the responses to the Squeaky Wheels comment letter for more information.
35.	5/5/2014	Outreach Comment Form	Jim Rock	Support Squeaky Wheels north bike entry.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information about a new north entry gate for bicycles.
36.	5/5/2014	Outreach Comment Form	Jerry Yunt	I support designs to help load and hold bicycles, particularly moving Bainbridge bicycle holding to the north of the exit lanes. It's both safer/convenient for bikes and less impactful to auto loading.	Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information
37.	5/5/2014	Outreach Comment Form	Jason Corns	Overall, removal of that much creosote is a great thing. Great job with that and starting this project. I think the redesigned (prelim) misses a huge opportunity to create a safer, less intrusive entrance for cyclists—a dedicated gate, north of car regress, and dedicated holding area. Squeaky Wheels' plan seems viable for consideration.	Comment noted. Please refer to the response to Individual Comment No. 1 above regarding design suggestions. Please also refer to the responses to the Squeaky Wheels comment letter for more information.
38.	5/5/2014	Outreach Comment Form	Keith Walberg 785-608-3711	Please make new terminal more bicycle friendly with lanes and multiple check in readers.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.
39.	5/5/2014	Outreach Comment Form	Mike Droke	1) Inconsistent mid-loads of bikes are difficult - the ridership increases yearly and it is difficult to wait in the cold and rain. 2) Second bike entrance would enhance safety for those riding from north and mostly have to go through traffic and pedestrians. 3) Very difficult to get safely across Alaskan Way while construction is underway.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information about a new north entry gate for bicycles. WSDOT will continue to coordinate its planning with SDOT to assure that safety for all travelers is maintained during construction.

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40.	5/5/2014	Outreach Comment Form	Don Willott	<p>It is important to prioritize improved facilities for cyclists, including families with children, seniors, women, and new riders, i.e. new demographics. More trips by bicycle per ferry reduces greenhouse gas and diesel particulate emission per trip, even if the same per boat crossing.</p> <p>Please design to accommodate families traveling with children to safely and intuitively pass through the Coleman Dock area. NHTP expects this demographic to increase significantly with the promenade cycle track in Seattle and new STO projects on Bainbridge.</p>	<p>The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.</p> <p>Colman Dock, as a large multimodal terminal, will function as both a destination and transfer point for a variety of transportation users. As part of the planning process for the future waterfront, WSF is working with SDOT and King County Metro to ensure that its passengers will be able to easily pass through the Colman Dock area, connect with transit options at Colman Dock, or continue their journey on foot, by bicycle, or by car. Your suggestions to accommodate families traveling with children will be considered as design proceeds beyond the current 30% level.</p>
41.	5/5/2014	Outreach Comment Form	Christopher Kern	As a year-round bicycle commuter, I find the current placement of bicycle holding area (lane 37) very undesirable. Its location next to vehicle and motorcycle lanes raises comfort and health concerns (breathing fumes). Please relocate bicycle lanes, e.g. as proposal by Squeaky Wheels.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.
42.		Outreach Comment Form	Anonymous	The road going into the ferry terminal to wait in line for cars, needs to be better planned. For example, when a taxi or private car are dropping passengers off, it causes a big backup on that road, also backup on Alaskan Road because of it. So an area for drop or pickup away from this road will help.	Your comments will be considered as the project team makes design refinements and as WSDOT continues to coordinate with SDOT about the rebuilding of Alaskan Way.
43.	5/5/2014	Outreach Comment Form	Anonymous	Add a north entrance for bikes. You must accommodate the exponential growth in bicycle use.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information on a north bicycle entry and other bicycle issues.
44.	5/5/2014	Outreach Comment Form	Melissa Dingman	<p>The new plan only benefits walk-on and car passengers.</p> <p>We need multiple bicycle entrances (north and south) for safety.</p>	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.



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45.	5/5/2014	Outreach Comment Form	David Cinamon	Key features poster mentions nothing about bicycles whatsoever. Curious, given our growing numbers. Please include bicyclists (heavily) in your plans.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.
46.	5/5/2014	Outreach Comment Form	Neil Conty	Please pay attention to bikes and enact policies that encourage bicycling. If it is easy to ride on, more people will do it, fewer cars, less congestion. North gate entrance, covered comfortable, waiting area, make a big difference.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.
47.	5/5/2014	Outreach Comment Form	Greg Hepp	Show bicycle access on your plans avoid bicycle/car conflicting paths provide north access gate for bicycles.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.
48.	5/5/2014	Outreach Comment Form	D. Smith	In order to accommodate bicycle traffic and avoid conflicts, have a north and south bike gate with a bike signs at north side of ramp. Put some forethought and planning into how bicycles are loaded and unloaded and need adequate space.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.
49.	5/5/2014	Outreach Comment Form	Robert Hollyer	Please arrange the protected bike lane to discourage pedestrian use. Also, reconsider a north entrance for bikes. This greatly reduces the crossing conflicts with cars for southbound cyclists.	Your suggestion regarding discouraging pedestrian use will be considered as the project team refines the design. The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.
50.	5/5/2014	Outreach Comment Form	Nick Beerman	Reopen Marion St. entry gate in addition to existing gate for bicycles. Squeaky Wheels plan.	The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.

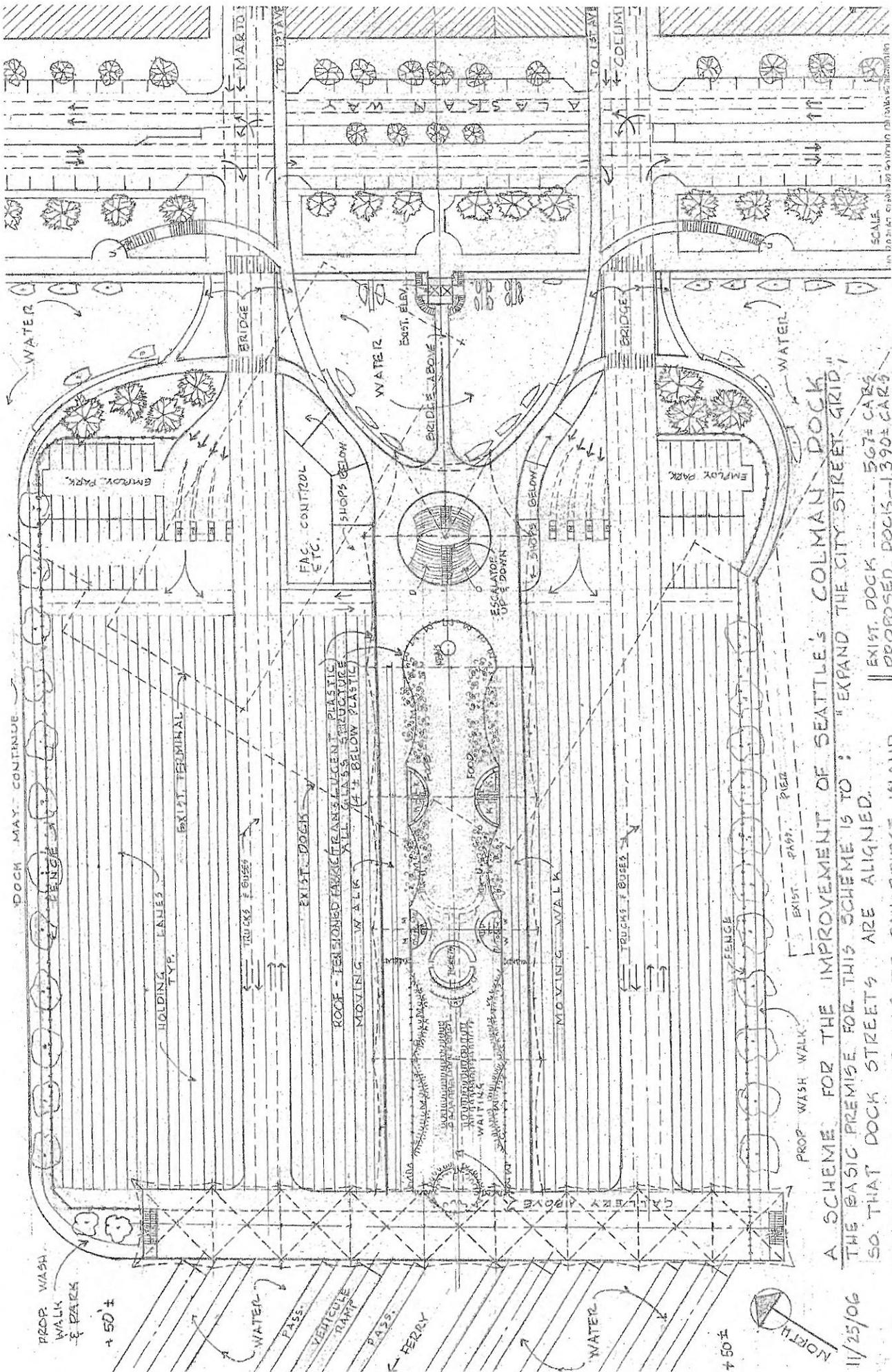


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51.	5/5/2014	Outreach Comment Form	Alyse Nelson	<p>Make sure the plan considers all types of riders—young, old, commuters and recreational riders. Also, please consider a larger area for pedestrians! We feel like cattle on the overhead walkway. We should make cycling more comfortable for everyone so more people choose to ride vs. drive or walk on. This would also reduce overall feeling of congestion.</p> <p>Review Squeaky Wheels plan for ability to add elements. Add a bike lane for riders heading south – maybe connecting to the southern lane that goes to Yesler. Link to the city's' cycle network. Add secure bike parking for riders wanting to enjoy retail stores.</p>	<p>As noted in the EA (p. 3-5), the new terminal building was sized to accommodate projected 2030 passenger volumes while maintaining today's operational levels of service. Areas for waiting, queuing, processing, and support were sized according to industry standards, including WSF Terminal Design Standards.</p> <p>The project's impacts to bicyclists will be positive, as indicated in the EA. Please refer to the responses to Individual Comment No. 1 and to the Squeaky Wheels comment letter for more information.</p>
52.	5/5/2014	Outreach Comment Form	Fred Conlman	<p>Cover the walkway between the 2 buildings for foot traffic. Covered and warm waiting areas for bikes.</p>	<p>Your suggestions about covered walkways and covered and warm waiting areas for bikes will be considered as the project team makes design refinements.</p>



No.	Date Received	Comment Type	Commenter Name	Comment	Response
53.	4/28/2014	Written submittal at Public Hearing (copy of comment and design drawings follow this page)	Richard LaBotz	<p>Many of Colman Dock's existing design flaws are not addressed with the proposed design. Circulation on Colman Dock and Alaskan Way causes lines of cars and trucks to wait on Alaskan Way. I have enclosed designs prepared in 2006 showing revised entries aligned with both Columbia Street and Marion Street. This would allow two entries to the dock at peak times and improve the operation of the Alaskan Way intersection. The intent is to have the intersections merge into the "fabric" of the City.</p>	<p>As noted in the comment letter, the design suggestions illustrated in the submitted drawings were prepared in 2006, when a substantially different project was being considered by WSDOT. Since that time, the project has been revised to meet legislative direction (EA, p. 2-6), and the approved project budget has been developed to match the revised project's scope and scale (FONSI, p. 2). Suggestions to increase Colman Dock vehicle storage from the existing 596 spaces to 1,390 spaces, to install several bridges from Colman Dock to First Avenue along both Marion and Columbia Streets, and to reconfigure the dock as recommended in the comment letter would be difficult to accommodate under the current project's budget, and would potentially require additional overwater coverage.</p> <p>Allowing two driveway entries at peak times to allow quicker entry to the site would not appreciably address existing queues along Alaskan Way, since the dock space is already fully occupied at peak hours. While the project is not intended or designed to solve all existing problems on Alaskan Way and on the dock, the Seattle Ferry Terminal Project will preserve existing capacity on Colman Dock while addressing seismic deficiencies, deteriorated trestle conditions, ADA compliance, and pedestrian/bicycle/vehicle conflicts.</p>

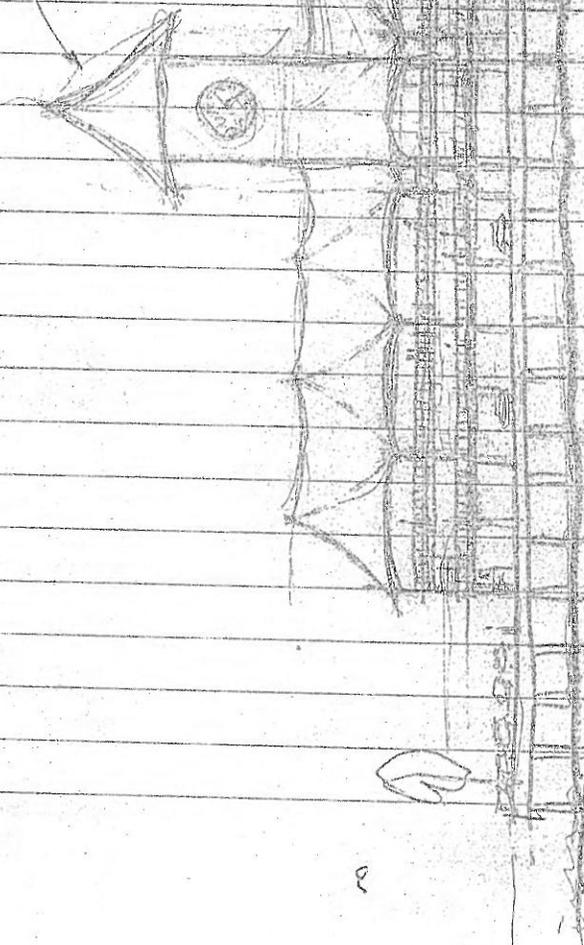




A SCHEME FOR THE IMPROVEMENT OF SEATTLE'S COLMAN DOCK
 THE BASIC PREMISE FOR THIS SCHEME IS TO: "EXPAND THE CITY STREET GRID"
 SO THAT DOCK STREETS ARE ALIGNED.
 DESIGNED: GIGUARDI ARCHITECTS BAINBRIDGE ISLAND. || EXIST. DOCK --- 567± CARS
 || PROPOSED DOCKS --- 1,390± CARS

11/25/06

30. REBRACE OLD COLMAN
DOCK TOWER DESTROYED BY FIRE



LOOKS LIKE THE
CITY'S FRONT PORCH

WEST ELEV.
VIEW FROM ARRIVING FERRY

20
16/10

Appendix C

Mitigation Commitments

This attachment identifies commitments to mitigate temporary construction effects or permanent long-term effects. These commitments include many of the potential mitigation measures that were described in Chapter 4 of the EA. These commitments are part of the FTA/FHWA final decision on the proposed project. They are listed to assist with agency planning and decision-making and to aid an agency's compliance with NEPA when no Environmental Impact Statement is necessary, consistent with 40 C.F.R. 1501.3(b) and 1508.9(a)(2).

Ecosystems

WSDOT will mitigate for any increase in overwater cover created by the project by removing an equal or greater amount of overwater cover (OWC) at Pier 48 within Elliott Bay.

If turbidity standards are exceeded, WSDOT will immediately take measures to comply with permit conditions. Best Management Practices (BMPs) will be updated or additional BMPs implemented to prevent a recurrence of the exceedance.

WSDOT will use vibratory methods for pile removal and installation to the extent possible.

WSDOT will monitor water quality during construction and will take adaptive measures as necessary to ensure compliance with Washington State water quality standards.

WSDOT will deploy a noise attenuation device such as a bubble curtain during impact pile driving of steel piles.

If noise levels exceed those anticipated in the BA, WSDOT will stop work and consult with NMFS and USFWS to improve existing BMPs or implement additional BMPs to minimize noise impacts.

If marine mammals or marbled murrelets enter the injury zones during pile driving, WSDOT will stop work until the animals have left the zones. In addition, if Southern Resident killer whale enter the harassment zones during pile driving or removal, WSDOT will stop work until the animals have left the zones.

Noise and Vibration

WSDOT will incorporate noise minimization measures including the following into construction plans, specifications, and variance requirements:

- Crush and recycle concrete off site. If recycled on site, require an operations plan to define the locations and hours of operation.
- Construct temporary noise barriers or curtains around stationary equipment and long-term work areas located close to residences.
- Prohibit pile driving after 5:00 p.m. and before 8:00 a.m. on weekdays (after 5:00 p.m. and before 9:00 a.m. on weekends and holidays).

- Limit the use of other impact equipment or equipment making impactful sounds to the hours between 8:00 a.m. and 5:00 p.m. (between 9:00 a.m. and 5:00 p.m. on weekends and holidays), or as otherwise authorized by a noise variance issued by the City of Seattle.
- Limit the noisiest construction activities to the hours between 7:00 a.m. and 10:00 p.m. on weekdays and between 9:00 a.m. and 10:00 p.m. on weekends and holidays.
- Use noise mitigation shields when generators and compressors are needed between the hours of 10:00 p.m. and 7:00 a.m. Monday through Friday and between 10:00 p.m. and 9:00 a.m. Saturday, Sunday, and holidays, unless otherwise allowed by the city.
- Require adequate mufflers, intake silencers, and engine enclosures on construction equipment.
- Use the quietest equipment reasonably available.
- Minimize idling, and turn off construction equipment during prolonged periods of non-use.
- Properly maintain all equipment.
- Train equipment operators on methods for noise reduction.
- Where possible, locate stationary equipment away from sensitive receiving properties.
- Develop and implement public outreach, information, and complaint response procedures for the duration of construction. These procedures will include a 24-hour noise complaint line with clear lines of communication and authority for inspecting complaints and implementing other measures to reduce or mitigate the noise causing the complaint.
- Notify nearby residents and businesses prior to periods of intense nighttime construction.
- Use broadband, ambient-sensitive, or strobe backup warning devices or use backup observers in lieu of backup warning devices for all equipment except dump trucks. Backup observers and broadband or strobe backup warning devices must be used for dump trucks between 10:00 p.m. and 7:00 a.m. Monday through Friday, and between 10:00 p.m. and 9:00 a.m. on Saturday, Sunday, and holidays.
- Trucks performing export hauling must use rubber bed liners between 10:00 p.m. and 7:00 a.m. Sunday night through Friday, and between 10:00 p.m. and 9:00 a.m. from Friday night through Sunday morning.
- During pavement removal, material spilled on the roadway will be removed by hand or by sweeping, avoiding the use of scraping equipment.
- Monitor for vibration levels for sensitive receivers when construction takes place within 200 feet of those sites (for example, cast iron pipes or brick sewers). Monitor vibration levels to ensure that ground vibration levels do not exceed the damage risk criteria for historic and non-historic buildings and sensitive utilities. If vibration levels approach the damage risk criteria, WSDOT will stop work and consult with the appropriate regulatory agencies to improve existing BMPs or implement additional BMPs to minimize impacts.
- Cut piles at the mudline within 35 feet of Fire Station No. 5.

- Monitor vibration levels for pile removal within 50 feet of Fire Station No. 5, and cut piles at the mudline if vibration levels approach the 0.5 PPV damage threshold.

Water Resources

WSDOT will implement turbidity control measures to contain sediments in the near shore areas for activities such as pile driving and removal, removal of fill material behind the retaining wall at the northeast corner of the site, and for overwater work. WSDOT may employ sediment curtains and possibly other BMPs if turbidity monitoring indicates that water quality standards are being exceeded.

WSDOT will implement an Ecology-approved Construction Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will serve as the overall stormwater mitigation plan and will include: Temporary Erosion and Sediment Control Plan; Spill Prevention, Control, and Countermeasures Plan; Concrete Containment and Disposal Plan; and Fugitive Dust Plan.

WSDOT will comply with Washington State Hydraulic Code requirements (WAC 220-110-060) and WSF guidance for minimizing adverse effects associated with dock demolition and pier removal.

WSDOT will contain soils and slurry associated with pile removal and installation to minimize turbidity.

WSDOT will retrieve any floating debris generated during construction activities using a containment system, and dispose of collected debris onshore in an appropriate manner.

WSDOT will contain dredged sediments on a barge. The barge storage area shall consist of filter material and an edge to effectively serve as a curb or lip around the perimeter of the barge.

WSDOT will employ oil-absorbent materials to contain and clean up any oil sheen observed. Used absorbent material will be disposed of in a landfill that meets the liner and leachate standards of the state's minimum functional standards (WAC 173-304).

WSDOT will use a floating containment boom surrounding in-water work areas.

WSDOT will select and use construction equipment and techniques to minimize disturbance to or transport of bottom sediments.

WSDOT will select and implement BMPs to properly prevent pollutants from entering the water during construction activities and pile removal.

WSDOT will monitor and use adaptive management strategies if problems are identified.

WSDOT will comply with terms of a Hydraulic Project Approval (HPA), required from the Washington State Department of Fish and Wildlife. Work will be limited by the HPA to selected work windows specifying the time of year when in-water construction activities may occur.

Hazardous Materials

WSDOT will implement appropriate contaminated sediment management practices, consistent with a design developed in consultation with the Washington State Department of Ecology. WSDOT will implement standard mitigation measures designed to prevent and control spills of hazardous materials

and to protect the environment when stockpiling, transporting, and disposing of contaminated materials.

Project-specific BMPs will include:

- Complying with in-water work windows;
- Monitoring water quality and implementing appropriate modifications in response to negative data;
- Using a floating containment boom surrounding in-water work areas;
- Installing protection, such as sediment curtains, to minimize the movement of suspended sediment when removing and installing piles and during other in-water work that creates turbidity. Where possible, instead of fully removing piles, they will be cut at or below the mudline in order to minimize the spread of contaminated sediment.

Historic, Cultural, and Archaeological Resources

Though FTA and FHWA find the project will have No Adverse Effect on historic properties, WSDOT will cut piles within 35 feet of Fire Station No. 5 to avoid any unanticipated vibratory effect. WSDOT will implement BMPs and monitor vibrations within 50 feet of Fire Station No. 5, and respond appropriately to protect the building from any damage during Phase 4 of construction. WSDOT will prepare an Inadvertent Discovery Plan that specifies procedures to follow in the event that a historic, cultural, or archaeological resource is encountered during construction.

Transportation

WSDOT will actively manage the vehicle holding area during construction Phase 4 by using staff to closely stack waiting vehicles to increase vehicle holding capacity.

WSDOT will continue ongoing coordination with the Alaskan Way Viaduct Replacement Project (AWVRP) and the Elliott Bay Seawall Project to ensure that detour plans developed as part of these projects are consistent with other construction activities and provide adequate access to Colman Dock.

In coordination with SDOT, WSDOT will develop strategies to accommodate ferry queuing during special events.

WSDOT will coordinate with the AWVRP and the Elliott Bay Seawall Project to create a signing and wayfinding strategy, consistent with other construction activities, to help travelers access Colman Dock.

WSDOT will update the management plan developed as part of the AWVRP to increase on-dock vehicle storage to help reduce queuing on Alaskan Way.

WSDOT will identify and incorporate the needs of pedestrians and bicycles, including mitigation for sidewalk closures and requirements related to the ADA.

WSDOT will develop procedures for coordinating with stakeholders regarding road and lane closures.

WSDOT will provide for incident and emergency response.

WSDOT will develop methods and frequency of inspection and maintenance of all traffic control throughout the project area.

WSDOT will establish a 24-hour primary point of contact for traffic management issues. This individual shall have the authority to make decisions and take actions to ensure that issues are addressed in a timely and appropriate manner.

WSDOT will develop procedures for incorporating the needs of event traffic, including coordination with Seattle Center, Safeco Field, and Century Link Field.

WSDOT will develop procedures for communicating with public information personnel and the public regarding traffic management.

Land Use

WSDOT will prepare and implement a construction traffic management plan requiring the contractor to post signs showing detour routes during any required road or lane closures.

WSDOT will coordinate with property owners and businesses within the study area, including the Port of Seattle and King County Metro, and provide advance notice prior to construction activities, any required utility disruptions, and any required detours.

Visual Quality

WSDOT will consider visual resources during the process to locate staging areas, and provide screening where practicable. Construction screening may include attractive design elements, including artwork and windows to attractive views to help reduce its visual impact.

Air Quality

WSDOT will coordinate deliveries from the surface streets with other ongoing construction projects to minimize roadway congestion.

WSDOT will conserve energy and reduce air emissions by limiting idling equipment, encouraging construction workers to carpool, and locating staging areas near work sites.

WSDOT will promptly clean up spills of transported material on public roads.

WSDOT will schedule hauling and other work tasks to minimize congestion of existing vehicle traffic.

WSDOT will locate construction equipment and truck staging areas away from residences as practical, and in consideration of potential effects on other resources.

WSDOT will cover dirt, gravel, and debris piles, as needed, to reduce dust and wind-blown debris.

WSDOT will minimize on-site odors by covering loads of hot asphalt.

WSDOT will maintain construction equipment in good mechanical condition to help minimize exhaust emissions.

WSDOT will minimize greenhouse gas emissions by using detours or nighttime construction to reduce traffic backups and delays.

WSDOT will establish equipment staging areas and material transfer sites to reduce the amount of time the engines of heavy equipment are running while waiting, thus reducing fuel usage and emissions.

WSDOT will reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.

WSDOT will recycle or salvage non-hazardous construction and demolition debris.

Navigable Waterways

WSDOT will coordinate with the U.S. Coast Guard, City of Seattle Fire Department, and tribes as needed.

WSDOT will coordinate with the appropriate U.S. Coast Guard authorities and City of Seattle Fire Department as construction plans and scheduling develop.

WSDOT will allow construction barges to be moored only within WSDOT-controlled right-of-way.

WSDOT will follow Seattle Water and Boating Regulations for operating work vessels or barges along the downtown Seattle waterfront, including coordination with the Port of Seattle and other vessel operators as needed.

WSDOT will coordinate closely with other construction projects in the vicinity.

As part of government-to-government consultation with the Muckleshoot and Suquamish Tribes, WSDOT will develop a Communication Protocol to facilitate coordination with the tribes during tribal fishing harvest seasons. The Communication Protocol will be in place for the duration of project construction.

WSDOT will keep Washington State Patrol's Vessel and Terminal Security personnel informed of construction staging, and develop procedures for construction worker access to Colman Dock.

WSDOT will coordinate with King County to ensure that changes to pedestrian access during reconstruction of the POF facilities are communicated to King County Water Taxi riders.

Socioeconomics and Environmental Justice

After further review of the EJ analysis, FTA, FHWA, and WSDOT have concluded that the project, if not mitigated, could have an EJ impact on tribes with treaty-protected fishing rights. FTA, FHWA, and WSDOT government-to-government consultations with two tribes whose treaty-protected fishing rights would be affected by the project have helped identify mitigation measures, and FTA, FHWA, and WSDOT have executed agreements with the Suquamish Tribe and the Muckleshoot Indian Tribe committing to these measures. FTA, FHWA, and WSDOT will continue to coordinate with the two signatory tribes and to implement mitigation measures agreed upon during consultation.

WSDOT will coordinate with the U.S. Coast Guard, City of Seattle Fire Department, and tribes as needed to avoid any navigational conflicts.

WSDOT will continue to work with business owners to transition lease terms from the existing terminal.

WSDOT will continue to provide adequate public notice of construction activities.

WSDOT will continue to conduct briefings on project construction to social service agencies that work with low-income or minority populations in neighborhoods within the study area to ensure that information is reaching all ferry users.

Appendix D

Conceptual Mitigation Plan



Washington State Ferries

Seattle Multimodal Terminal at Colman Dock Project

Revised Final Conceptual Mitigation Plan

Prepared for
Washington State Department of Transportation
Federal Highway Administration
Federal Transit Administration

Lead Authors
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June 2014

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Attachments

Attachment A. Mitigation Site Screening Results

1 Acronyms and Abbreviations

BA	Biological Assessment
BMP	Best management practice
CSL	Cleanup screening levels
DR	Discipline report
EA	Environmental Assessment
ESA	Endangered Species Act
ILF	In-lieu fee
LPS	Light-penetrating structures
MHHW	Mean higher high water
MLLW	Mean lower low water
MMPA	Marine Mammal Protection Act
MSA	Magnuson Stevens Act
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
NTU	Nephelometric turbidity units
OHL	Overhead loading
OHW	Ordinary high water
OWC	Overwater coverage
PAH	Polycyclic aromatic hydrocarbon
PCB	Polychlorinated biphenyl
PAR	Photosynthetically active radiation
PHS	Priority habitats and species
POF	Passenger-only ferry
RCW	Revised Code of Washington
SMS	Sediment management standards
SQS	Sediment quality standards
TSS	Total suspended solids
USC	United States Code
USFWS	U.S. Fish and Wildlife Service
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation
WSF	Washington State Ferries

Introduction

The Washington State Department of Transportation, Ferries Division (or Washington State Ferries [WSF]) proposes to replace the aging and seismically vulnerable components of the Seattle Ferry Terminal at Colman Dock in order to maintain ferry service in the future. The Seattle Ferry Terminal serves as the mainland terminus of the Seattle-Bremerton and Seattle-Bainbridge Island ferry routes. The purpose of the project is to make the Colman Dock facility safe for transit, general and commercial purpose transportation, high occupancy vehicles (vanpools/carpools), pedestrians, and bicyclists. In addition, the project aims to improve the reliability and efficiency of ferry service at the terminal.

The proposed project would result in unavoidable impacts to marine aquatic species and habitats within the project area. This mitigation plan describes the proposed project and the aquatic resources within the study area; discusses measures to avoid and minimize potential impacts; describes and quantifies the remaining aquatic impacts; and compares potential compensatory mitigation options that could offset unavoidable aquatic impacts and satisfy local, state and federal laws.

Project Description

Project Location

The Seattle Ferry Terminal Project is located at Colman Dock on Piers 50 and 52 along the central waterfront of downtown Seattle, Washington (Exhibit 1). The terminal is a transportation facility of the state highway system. The terminal is the western terminus of SR 519 and the eastern terminus of SR 305. The Elliott Bay Seawall and Alaskan Way border the site on the east. Immediately north of the site is the Seattle Fire Station No. 5 at Pier 53, while 200 feet south of the site are the Washington Street Boat Landing and the WSDOT-owned Pier 48.

Project Overview

Key elements of the Seattle Ferry Terminal Project include:

- Replacing and re-configuring the timber trestle portion of the dock;
- Replacing the main terminal building;
- Reconfiguring the dock layout to provide safer and more efficient operations;
- Replacing the vehicle transfer span and the overhead loading structures of Slip 3;
- Maintaining a connection to the Marion Street pedestrian overpass;
- Replacing the passenger-only ferry (POF) facility on the southern edge of Colman Dock.

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Legend

 Project footprint

 0 0.075 0.15 0.3 Miles

 N

 **Washington State
Department of Transportation**

SOURCE: WSDOT, 2011

WSF SR519 Colman Dock .120069

Exhibit 1
Project Vicinity
Seattle, Washington

The project would reconfigure the dock while maintaining approximately the same vehicle holding capacity as current conditions. The reconfiguration would increase total permanent overwater coverage (OWC) by about 5,200 square feet (SF) (about 1.7% more than existing overwater coverage at the site), due to the new walkway from the King County POF facility to Alaskan Way and new stairways and elevators from the POF to the upper level of the terminal.

The following text briefly discusses those key project elements that have a potential to effect aquatic resources in the project area. For more detail on these and other project elements, refer to the project Environmental Assessment and Ecosystems Discipline Report (WSDOT 2014a,b), and the project Biological Assessment (WSDOT 2013b).

Trestles

The existing north (timber) trestle is an overwater structure that includes the timber piles, pile caps, and deck. This trestle extends from the south edge of the terminal building to the north edge of the facility, adjacent to the fire station (Exhibit 2). The timber structure has deteriorated over time and is both seismically vulnerable and at the end of its service life. Initially constructed in 1938, the timber dock was rebuilt in 1964 and expanded in the northwest corner in 1971. It is still supported in large part by many of the original 1938 timber piles and structural components.

The proposed project would remove the northern timber trestle and replace a portion of it with a new concrete trestle (Exhibit 3). The area from Marion Street to the north edge of the property would not be rebuilt and would become, after demolition, a new area of open water. A section of fill contained behind a bulkhead underneath the northeast section of the dock would also be removed. WSF would construct a new steel and concrete trestle from Columbia Street northward to Marion Street. The footprint of the reconfigured dock along the shoreline would be narrower after construction: 180 linear feet of waterfront and nearshore habitat would be opened at the north end of the site, while 30 feet of new trestle would be constructed along the south shoreline. The design would result in a net reduction of 150 linear feet of OWC along the Alaskan Way shoreline.

Terminal Building and Entrance

The project includes demolition of the existing terminal building and construction of a new terminal building. The new terminal building would be located along the west edge of the dock, spanning all three slips to handle passenger traffic more efficiently, and would be connected to the Marion Street Overpass by an elevated deck. WSF sized the new building and entryways to accommodate projected 2030 passenger volumes while maintaining today's operational level of service.

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SOURCE: WSDOT, 2011

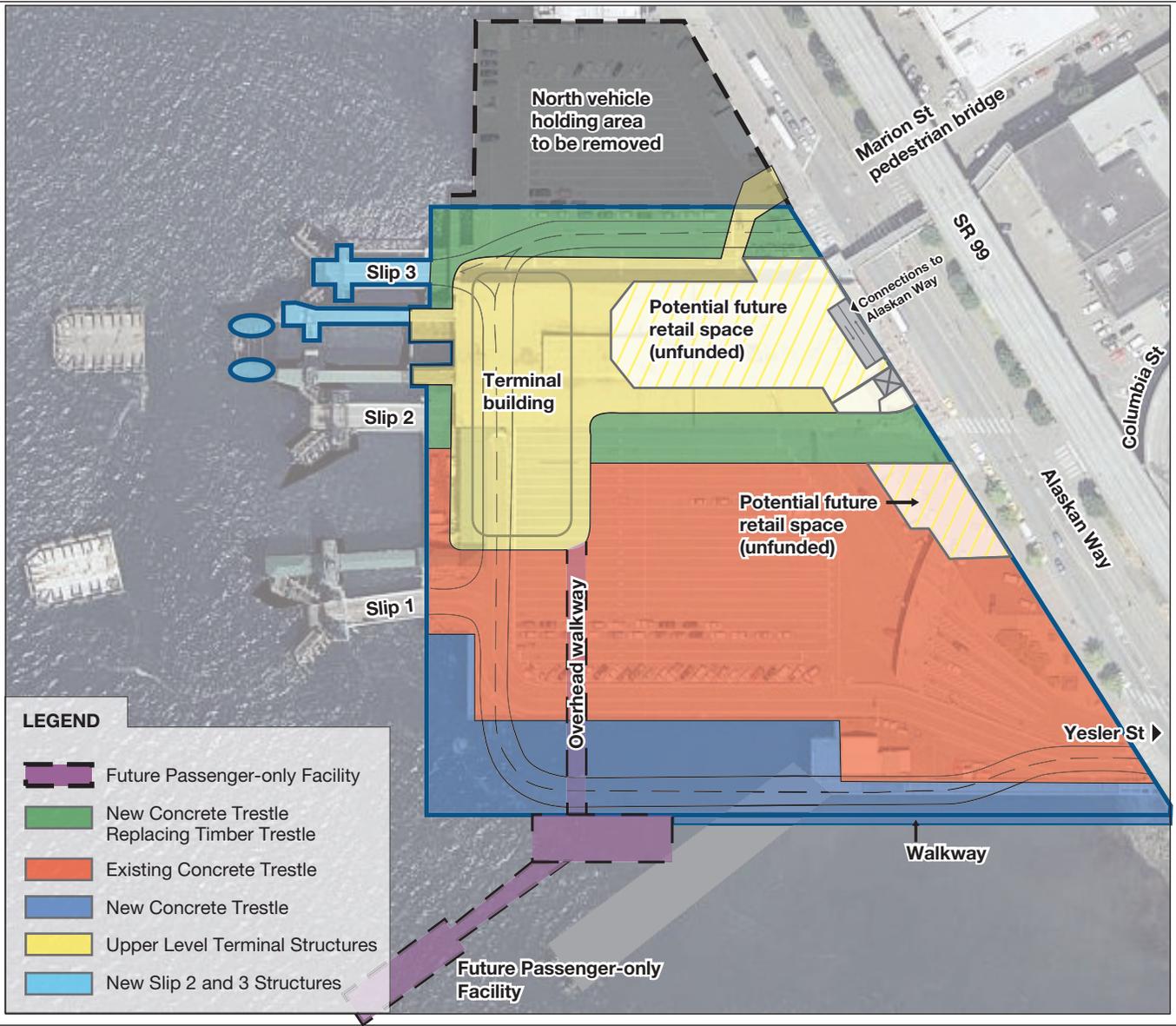


NOT TO SCALE

WSF SR519 Coleman Dock .120069

Exhibit 2
Existing Project Site
Seattle, Washington

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NOT TO SCALE

SOURCE: WSDOT, 2011; ESA, 2011

WSF SR519 Coleman Dock .120069

Exhibit 3
Project Components
Seattle, Washington

Slip 3

The project includes reconstruction of the vehicle transfer span and the passenger overhead loading (OHL) structures of Slip 3, including new hydraulic systems. The new OHL would be wider than the existing OHL, to accommodate the increased walk-on passenger volumes projected for the year 2030 by the Long-Range Plan. Replacement of two timber berthing structures at Slips 2 and 3 with steel dolphins is also proposed.

Passenger-Only Ferry Facility

The project would maintain the current POF functions on site, and address safety concerns related to pedestrian/vehicle conflicts at Yesler Street. A new covered pier, sized to accommodate POF passenger waiting and connected by a new overhead pedestrian bridge to the terminal building and the Marion Street Overpass, would be constructed along the southern edge of Colman Dock.

Other Features of the Build Alternative

In addition to the four main elements of the Build Alternative described above, the project also includes improved access, egress, and dock operations; new pedestrian and bicycle features; a sediment cap; and improved stormwater treatment. The sediment cap and stormwater features of the project will affect aquatic resources; these are described in more detail below.

Sediment Cap

Sediment beneath the terminal has been contaminated by the creosote-treated piles and other chemicals discharged to the environment over the years. A sediment cap was installed to cover contaminated sediment on the south half of the site prior to trestle expansion in 1990. WSF proposes to place a new sediment cap during construction of the project to contain existing contamination. WSF is working with the Washington Department of Ecology on final design of the sediment cap. Areas of the existing sediment cap disturbed during construction of the south portion of the project would be repaired.

Stormwater Treatment

WSDOT would install stormwater vaults below the deck to provide water quality treatment for all new and replaced areas of the terminal. The vaults would collect and hold runoff, allowing suspended solids to settle. WSF would periodically clean the vaults to remove the solids. The existing terminal is not equipped with vaults, and provides only limited stormwater treatment. Simple oil-water separators collect runoff on the southern (concrete) portion of the dock, while stormwater is not treated on the north (timber) trestle before it enters Elliott Bay.

As it collects and drains off road pavement, stormwater typically picks up pollutants that cars and trucks deposit. These pollutants include copper, zinc, and other suspended solids. Allowing the solids to settle in vaults before the stormwater is released removes much of the pollution. More discussion of this issue can be found in the Ecosystems and Water Resources Discipline Reports (WSDOT 2014b, c).

Existing Conditions and Aquatic Resources

The construction and operation of the Seattle Ferry Terminal project will affect aquatic species and habitats. The key aquatic resources that could be permanently impacted by the project are discussed briefly below. This information was extracted from the more detailed Environmental Assessment (WSDOT 2014a) and Biological Assessment (WSDOT 2013) documents prepared for the project.

Shoreline Conditions

The Elliott Bay seawall structure, which extends for 2,184 meters (7,166 linear feet) from Pier 48 in the south to Olympic Sculpture Park in the north (S. Washington to Broad streets), is the dominant shoreline feature in the vicinity of the project. The seawall is a vertical structure comprised of concrete, steel sheet pile, and treated timber. In addition, there are 12 overwater pier structures in the vicinity of Colman Dock: Seattle Fire Station No. 5, Pier 54, Pier 55, Pier 56, Pier 57, Waterfront Park, Seattle Aquarium (Piers 59 and 60), Pier 62/63, Pier 66, Pier 67, Pier 69, and Pier 70. Cumulatively, the pier structures listed above account for 60 percent of the linear length of the seawall and represent substantial OWC and shading within the project vicinity. The historic construction of these piers and the placement of fill to facilitate development and use of the waterfront for commerce and industry eliminated the natural shoreline. There is no natural shoreline in the project area.

The uplands of the project area are almost completely covered in impervious surface. Urban development and infrastructure have eliminated most of the terrestrial and riparian vegetation in the project area. The only vegetation present is street trees and some planter boxes and potted plants on piers.

Substrate

A 2010 habitat mapping survey conducted for the seawall project documented riprap at the base of the seawall on either side of the terminal, with some areas of gravel and cobble. Sand/shell hash/silt is the primary substrate in deeper water; this material covers most of the area in the vicinity of the seawall (Anchor QEA 2011). The area underneath the Seattle Ferry Terminal was not mapped as part of this survey; however this is the same area that was capped in 1989 (CH2M Hill 2005).

Fine sediments, found in the deeper areas of Elliott Bay where currents are low, include dead and decaying plankton and other deposited organic material that tends to settle in marine waters. Silts and organic materials are mixed with sands in many parts of the project vicinity (Anchor QEA 2012). Sandy bottoms are shaped by natural hydrologic characteristics and vessel currents that move sand throughout the environment. Sediment input from bluffs is currently very limited in this area due to the lack of feeder bluffs in the project vicinity (Anchor QEA 2004).

Gravel is the natural substrate of the nearshore in many areas of Puget Sound due to the underlying geology and hydrologic/hydraulic processes. Cobble is similar to gravel in that it is a natural substrate of the nearshore environment. Cobble provides suitable substrate for a variety of macroalgae, invertebrates, and salmonid prey species.

There are no known natural rock outcrops or deposits near the terminal; the seawall is constructed of quarried stone. Rock provides a sturdy substrate for bull kelp (*Nereocystis luetkeana*) and other macroalgae to fasten to, substrate for various invertebrates, and refuge for a variety of invertebrates and fish. Natural large wood does not occur in the vicinity due to active removal of wood as a navigation hazard, and the lack of recruitment from the nearshore riparian zone, which no longer exists in the project area.

Macroalgae and Eelgrass

Sea lettuce (*Ulva lactuca*) and sugar kelp (*Saccharina latissima*) were the most commonly observed macroalgae in the 2010 habitat mapping survey. Sugar kelp and bull kelp were documented on the north and northwest sides of the trestle. Sea lettuce, sugar kelp, bull kelp and red algae (*Rhodophyta*) were found in the area south of the trestle. Moderate to dense patches of algae were found in areas with adequate light and appropriate substrates. Dark areas under piers had little algal growth. Sea lettuce was the predominant species in shallower areas, and sugar kelp was present in deeper subtidal areas. A small patch of bull kelp was found west of the northern portion of the trestle, and a few bull kelp stipes were observed south of the Seattle Terminal (Anchor QEA 2011). Numerous species of invertebrates and fish were observed in these habitats, although no eelgrass has been detected in the project site (Anchor QEA 2011).

Invertebrates and Fish

Twenty-eight species of invertebrates were observed during seawall surveys including annelids (tubeworms), arthropods (crustaceans), cnidarians (jellyfish and anemones), echinoderms (starfish), poriferans (sponges), mollusks (cephalopods, gastropods, bivalves), and tunicates (Anchor QEA 2011). Over 21 species of fish were documented during snorkel surveys, including Chinook salmon (*Oncorhynchus tshawytscha*) and forage fish such as Pacific herring (*Clupea pallasii*), Pacific sand lance (*Ammodytes hexapterus*), and surf smelt (*Hypomesus pretiosus*). Shiner perch (*Cymatogaster aggregata*) were the most common fish observed, followed by forage fish and tubesnout (*Aulorhynchus flavidus*) (Anchor QEA 2012).

Shoreline development has reduced the availability of forage fish spawning habitat in the project vicinity, although Pacific sand lance may spawn along the Alki and Magnolia shorelines and surf smelt have been documented spawning just outside of Elliott Bay, west of Duwamish Head and near West Point (WDFW 2004). Anchor QEA (2011) observed large numbers of surf smelt and Pacific sand lance along the seawall in the project footprint in July 2011 (Anchor QEA 2011).

Nearshore Habitat

To assess existing habitat conditions, WSF evaluated the functions of the intertidal and subtidal habitats affected by the project. The value of the nearshore to support critical life history functions of many fish species varies depending on water depth: habitat zones in shallow water have greater ecological value and productivity compared to deeper water habitat zones. To assess project effects on aquatic organisms and the ecological functions that support these organisms, it is thus useful to divide the project into biologically relevant zones.

There are four different nearshore zones, extending waterward from the upland, based on the biological functions each zone provides: 1) the riparian zone, 2) the upper shore zone, 3) the lower shore zone, and 4) the deeper subtidal zone. Exhibit 4 shows an approximate profile of the nearshore zones.

The riparian zone includes the upland area, from ordinary high water (OHW) to a point approximately 50 feet inland. In an undisturbed setting, this area functions to provide vegetative cover, to improve water quality, and to support natural geological processes (e.g., sediment from feeder bluffs).

The upper shore zone consists of the intertidal area from OHW to an elevation of +5 feet above mean lower low water (MLLW). The boundaries of this zone were established to approximate the area available to forage fish spawning (Pentilla 2007) and the upper extent of eelgrass growth in an undisturbed system.

The lower shore zone encompasses the intertidal and subtidal areas from +5 feet MLLW to the lowest elevation of macroalgal growth. For the project area, this lower elevation is estimated to be approximately -35 feet MLLW, which includes the vast majority of the macroalgae detected during surveys (WSDOT 2014a). The lower shore zone is where eelgrass growth can be present in an undisturbed setting. This zone is extremely important as both a source of primary production and macroinvertebrates, and as habitat for feeding, rearing, and migrating fish, including many salmonids such as Chinook salmon.

The deeper subtidal zone extends waterward from the edge of the lower shore zone (-35 feet MLLW) to about -100 feet MLLW. This area also roughly corresponds to the photic zone of Puget Sound. Although these areas do provide rearing, feeding, and migration habitats for a variety of fish and aquatic organisms, primary productivity is substantially more limited than in the shallower nearshore zones. In addition, some species, such as out-migrating juvenile Chinook salmon, do not use this zone as a migration corridor, as it provides less cover and refuge compared to shallow-water nearshore habitat.

As noted above, previous modifications have entirely removed the riparian zone in the project area; impervious surfaces, buildings, and other structures have replaced the riparian zone. Similarly, the existing seawall has eliminated the majority of intertidal habitat in the upper shore zone and replaced it with artificial structures and fill. The majority of the existing OWC at the project site (about 85%) is over the lower shore zone. Table 1 shows existing overwater cover at the project site by nearshore zone.

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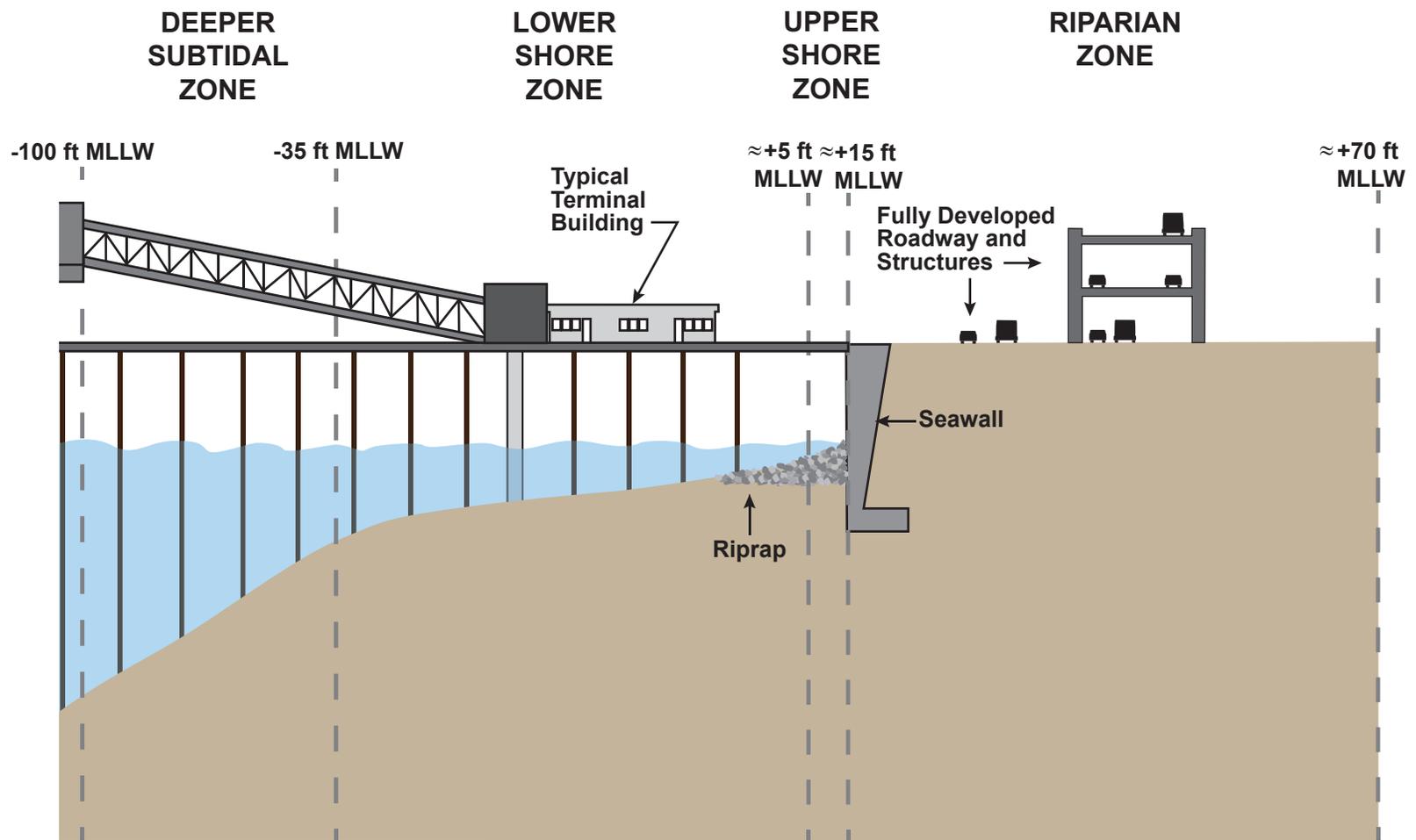


Figure not to scale. Bathymetry provided for illustrative purposes only.

Table 1 Existing Overwater Coverage at Project Site, by Nearshore Zone

Zone	Existing Condition (SF*)
Upper Shoreline to +5 feet MLLW	13,000
Lower +5 MLLW feet to -35 feet MLLW	250,100
Deep -35 feet to -100 feet MLLW	30,600
TOTAL OWC	293,700

*Square footage estimates are approximate, and rounded to the nearest 100 sq.ft.

Project Effects

Impacts to marine resources and habitats from the proposed project were identified using:

- site specific survey information,
- data from site visits,
- published and unpublished literature,
- best professional judgment, and
- local, state, and federal laws.

Construction of the project will cause both short-term and long-term temporary effects on aquatic species and habitats. In addition, operation of the project will have permanent impacts on the aquatic environment. The project includes measures to avoid and minimize impacts and to compensate for unavoidable impacts, consistent with federal, state and local law. Further detail on both construction and operation effects is provided in the text below.

Temporary Construction Impacts

WSF has incorporated multiple features into the project design to minimize construction impacts to aquatic resources in the project area. Specific design features to avoid and minimize effects on aquatic habitat are listed in the 2013 Ecosystems Discipline Report (WSDOT 2013b). The application of avoidance and minimization measures, as discussed below, will reduce or eliminate the effects of the project on aquatic species and habitats within the project area. As long as a project incorporates such measures, compensatory mitigation is generally not required for in-water construction impacts such as project-generated noise, vibration, and turbidity.

In-water construction activities could result in degraded water quality. Therefore, WSF will monitor water quality during in-water construction. In the event of a water quality exceedance, work will stop and existing BMPs will be upgraded or new BMPs implemented to ensure compliance with Washington State Department of Ecology water quality standards. During removal of the fill prism under the north trestle, the sheet pile wall containing the fill will be left in place until removal is complete to prevent sediments in the dredge prism from drifting into the bay. The Elliott Bay Seawall acts as the eastern (Alaskan Way side) containment wall of this fill; WSF is also coordinating with the Seattle Department of Transportation (SDOT) to assure that sediments from this fill are not released during replacement of the Elliott Bay Seawall.

Other in-water work, particularly pile removal, could also temporarily degrade water quality. Implementation of BMPs would minimize those impacts; BMPs include the use of vibratory methods for pile removal (where possible), restrictions on removal methods, and debris containment and disposal requirements.

Pile driving during construction could cause elevated noise levels that would disturb or injure aquatic species. To minimize pile driving noise, the project will remove and install piles using vibratory methods to the extent possible. WSDOT would limit in-water work to resource agency-approved in-water work windows to protect fish and marine mammals. WSDOT would monitor for the presence of marine mammals and protected bird species, and assure that work would be halted when these animals approach within specified distances from the site. Bubble curtains would be used as appropriate to attenuate the in-water noise of impact pile-driving, reducing effects on fish and marine mammals.

Longer-Term Temporary Construction Effects

Increases in OWC could temporarily affect primary productivity, fish habitat, and fish migration. The project will also result in a four-year temporary increase in OWC. This temporary increase is due to construction phasing. The extension of the southern part of the trestle will temporarily cover approximately 39,000 SF of what is currently open water, before WSF removes the northern trestle. This delay between south trestle construction and north trestle removal is necessary in order to keep the terminal operational during construction.

Effects to aquatic functions or habitats from a temporary increase in OWC during project construction will be offset by long term net reductions in OWC in the nearshore zones (Table 2). The project will reduce OWC in both biologically important nearshore zones (upper and lower shore zones). The project will have a positive effect on the upper shore zone through the removal of 2,500 SF of OWC (see Table 2). This represents a reduction in OWC in an intertidal zone that is highly utilized by juvenile fish species for migration and that could potentially support forage fish spawning. The project will also have a positive effect in the lower shore zone, from the net reduction of about 7,100 SF of OWC. This zone has been documented to have substantial fish use, including forage fish and juvenile salmonid use (WSDOT 2013, 2014a,b).

More than half of the temporary increase in OWC will occur in the less biologically significant deeper shore zone. Light penetrating surfaces will be built into the passenger-only ferry walkway and decking to help offset this impact. Based on the discussion above, the temporary increase in OWC will have a relatively minor negative effect on primary productivity and fish migration, and will be fully offset by the reduction in OWC in the biologically significant nearshore zones.

Table 2 Changes in Permanent Overwater Coverage from the Project, by Nearshore Zone

Zone	Existing Condition (SF*)	Condition with Project (SF*)	Change in OWC (SF*)
Upper Shoreline to +5 feet MLLW	13,000	10,500	-2,500
Lower +5 MLLW to -35 feet MLLW	250,100	243,000	-7,100
Deep -35 to -100 feet MLLW	30,600	45,400	14,800
TOTAL OWC	293,700	298,900	5,200

*Square footage estimates are approximate, based on preliminary design.

Long-Term Permanent Impacts

The primary unavoidable impact to aquatic species and habitats is the permanent increase in OWC of 5,200 SF resulting from the trestle extension and pier installation on the south side of the project site. In general, effects of increased OWC to aquatic organisms are related to: 1) decreases in primary productivity and invertebrate production, and 2) changes in behavior and habitat occupation. Shading impacts from the OWC also could alter juvenile salmon migration patterns or timing, or influence the distribution of salmonid predators or forage species within the project area.

The response of fish to overwater structures is complex; individuals of some species readily pass under OWC, some pause and go around, schools may disband upon encountering OWC, and some schools pause and eventually go under OWC en masse (Nightingale and Simenstad 2001). Observations discussed by Southard et al. (2006) demonstrate that the shading caused by overwater structures can deter or delay juvenile salmonid movement, although this effect may be decreased at low tides when ambient light can better filter beneath the terminal structure. The movement of migrating juvenile salmonids may be affected by dark-edge and light-edge over-water structures, such as docks and piers (Southard et al. 2006). Overwater coverage, such as piers, bridges, and temporary work trestles, may directly affect production of macroalgae. As several species of kelp and algae have been documented near the terminal and macroalgae at the southern edge of the terminal, the extension of the trestle to the south could cause increased macroalgal shading.

Prior to mitigation, the project would result in a net increase of approximately 5,200 SF of OWC. Most of the new overwater coverage associated with the project is located in deeper benthic habitats, as opposed to the more productive and valuable shallow water habitat used by migrating juvenile salmonids and other species (Table 2). The net change to the upper and lower shore zones is a reduction in OWC by about 9,600 SF, while net OWC is increased in the deeper subtidal zone by about 14,000 SF.

Beneficial Effects

The project would also result in several beneficial effects to aquatic resources. To minimize the spread of contaminated sediments, a sediment cap will be installed post-construction. The sediment cap will likely consist of a layer of clean sand and an armoring layer of gravel, also called 'habitat mix.' The cap would be similar to what was previously installed underneath the southern concrete trestle. The sediment cap will function to contain potential contaminants and reduce or eliminate the exposure of aquatic organisms to contaminants.

Construction would remove nearly 2,200 creosote-treated timbers and piles, reducing the potential for harmful chemical compounds found in creosote to leach into the environment. The project would also remove a section of fill underneath the northern portion of the trestle once the trestle is demolished, increasing benthic and nearshore habitat and offsetting the extension of the trestle to the south. Approximately 14,500 SF (7,700 cubic yards) of fill will be removed, and the area restored to match the bathymetry on either side of the fill prism. Removing the fill would increase benthic habitat in the project area by about 12,650 SF, allowing macroalgae and benthic organisms to recolonize the area. The fill removal, in combination with the project's net reduction of OWC along 150 linear feet of shoreline, would provide a better migration corridor along the shoreline for juvenile salmonids.

The project would install oil-water separators and stormwater vaults below the deck to provide water quality treatment for all new and replaced areas of the terminal. Pollutant loads discharged to Elliott Bay from the project site would be reduced substantially as a result.

Mitigation Plan

Prior to construction, the project will require a number of permits, approvals, and other authorizations related to the natural environment from federal, state and local agencies, as listed below.

Federal

- U.S. Army Corps of Engineers
 - Rivers and Harbors Act: Section 10 Permit
 - Clean Water Act: Individual Section 404 Permit
- U.S. Fish and Wildlife Service
 - Endangered Species Act (ESA): Section 7 Consultation
- National Marine Fisheries Service
 - Endangered Species Act (ESA): Section 7 Consultation
 - Magnuson-Stevens Act: Essential Fish Habitat Determination
 - Marine Mammal Protection Act: Incidental Harassment Authorization

State

- Washington Department of Ecology
 - Clean Water Act Section 401: Water Quality Certification
 - Coastal Zone Management Act (CZMA): Consistency Determination
 - National Pollution Discharge Elimination System (NPDES): Construction Stormwater General Permit
- Washington Department of Fish and Wildlife
 - Washington Hydraulic Code: Hydraulic Project Approval (HPA)
- Washington Department of Natural Resources
 - Aquatic Lands Act: Aquatic Land Use Authorization

Local Government

- City of Seattle
 - Shoreline Master Program: Master Use Permit (MUP) for Shoreline Substantial Development

To comply with these permits, the project includes measures to mitigate adverse impacts on aquatic functions. The overall goal of the mitigation measures is to achieve no net loss of habitat functions and values. WSF will implement mitigation in the following sequential order:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action, and restoring temporary impacts.
- Compensating for the impacts that cannot be avoided by replacing or providing substitute resources or environments.

The project includes numerous and substantial avoidance and minimization measures. These measures are discussed in detail in the *Project Effects* section of this document.

Compensatory Mitigation

Unavoidable impacts caused by the project will be offset through compensatory mitigation. Compensatory mitigation measures will be carried out in accordance with current regulatory policies and permit conditions. The following agencies have authority to require compensatory mitigation for aquatic impacts that cannot be fully avoided or minimized:

- United States Army Corps of Engineers (USACE)
- Washington State Department of Fish and Wildlife (WDFW)
- City of Seattle

USACE

The USACE guidance *Compensatory Mitigation for Losses of Aquatic Resources* (Federal Register 33 CFR Parts 325 and 332) establishes a preference hierarchy for USACE compensatory mitigation options. The hierarchy, in preferred order, is:

1. mitigation banks,
2. in-lieu fee programs (ILF), and
3. permittee-responsible mitigation.

The USACE bases its preference for mitigation banks over in-lieu fee programs on administrative, not ecological, considerations. In addition, USACE district engineers have the discretion to modify the hierarchy in order to approve the use of other environmentally beneficial compensatory mitigation, in cases where a permittee has a proven track record and access to appropriate scientific expertise and proposes a high-value mitigation project (even if credits from an approved in-lieu fee program or mitigation bank are available).

WDFW

The WDFW policy “Requiring or Recommending Mitigation,” POL-M5002, has stated goals to “...achieve no loss of habitat functions and values” and “to maintain the functions and values of fish and wildlife habitat in the state.” The following WDFW policy language applies to infrastructure projects:

“WDFW may not limit mitigation to on-site, in-kind mitigation when making decisions on hydraulic project approvals for infrastructure development projects. The State Legislature has declared that it is the policy of the state to authorize innovative mitigation measures by requiring

state regulatory agencies to consider mitigation proposals for infrastructure projects that are timed, designed, and located in a manner to provide equal or better biological functions and values compared to traditional on-site, in-kind mitigation proposals. For these types of projects, WDFW may not limit the scope of options in a mitigation plan to areas on or near the project site, or to habitat types of the same type as contained on a project site. When making a permit decision, WDFW shall consider whether the mitigation plan provides equal or better biological functions and values, compared to the existing conditions, for the target resources or species identified in the mitigation plan..."

In addition, the policy states WDFW priorities for mitigation location and type, as follows:

- On-site, in-kind.
- Off-site, in-kind.
- On-site, out-of-kind.
- Off-site, out-of-kind.

For off-site mitigation to be accepted by WDFW, a project proponent must demonstrate to WDFW's satisfaction that greater habitat function and value can be achieved off-site than on-site.

City of Seattle

The City of Seattle has a policy goal similar to WDFW's on maintaining habitat functions and values. Policy SMC 25.09.200, Section B.3.b pertains to over-water structures and states that:

"Mitigation is provided for all impacts to the ecological functions of fish habitat on the parcel resulting from any permitted increase in or alteration of existing over-water coverage."

Seattle has also updated its Shoreline Master Program. For the Urban Harborfront (UH) shoreline designation, new provisions state that additional overwater coverage would be permitted only if an equivalent amount of overwater coverage is permanently removed from another site within the UH environment (SMP 23.60A.448; not yet approved by Ecology).

Aquatic Mitigation Framework

The aquatic mitigation framework for the Seattle Ferry Terminal project will be commensurate with the mitigation policies of these agencies. However, the policies of the different agencies are not in complete alignment, especially with respect to off-site and/or ILF mitigation. As noted above, the Corps of Engineers' policy favors banks and ILF programs, yet WDFW and the City of Seattle prioritize on-site mitigation. Table 3 summarizes the various regulatory agency mitigation preferences as discussed above. Compliance with agency guidelines will be achieved by identifying a mitigation option or options that fully replaces the functions affected by the project and results in a net gain in aquatic resources in the project vicinity.

Table 3 Comparison of Compensatory Mitigation Preferences of Regulatory Agencies

Agency	Mitigation Type Preference	Mitigation Ratio	Mitigation Location Preference
Army Corps of Engineers	1) Mitigation Bank, 2) In-lieu fee program	No net loss of functions and values	Within service area of mitigation bank or in-lieu fee program
WDFW	In-kind - project proponent sponsored	No net loss of functions (generally 1:1 or greater)	On-site
City of Seattle	In-kind - project proponent sponsored	No net loss of functions (generally 1:1 or greater)	On-site

Unlike the mitigation process for vegetated freshwater wetlands, there are no prescribed mitigation replacement formulae or calculation metrics for other types of aquatic habitats, including open water nearshore marine habitats. Impacts on individual fish or populations of fish resulting from habitat alterations are generally mitigated by increasing the quality and quantity of habitat for the species of interest. As a result, the type and amount of compensatory mitigation that must be provided to meet policy objectives for these resources is typically negotiated on a project-by-project basis.

In addition to meeting local, state, and federal agency compensatory mitigation requirements, the project will need to address concerns about potential effects on tribal fisheries. The site lies within fishing area 10, which is within the Usual and Accustomed fishing areas for both the Muckleshoot Indian Tribe and the Suquamish Tribe. Mitigation measures are being developed through government-to-government consultations with the consulting tribes to address impacts on resources important to Native Americans. Potential interference with tribal treaty rights is being addressed through government-to-government agreements.

Mitigation Needs

The need for compensatory mitigation for the proposed project is directly related to a permanent increase in OWC of 5,200 square feet. As discussed in the *Project Effects* section above, the permanent OWC impact has the potential to negatively affect primary productivity, including macroalgal growth, marine benthic invertebrates, as well as the potential for forage fish spawning, eelgrass growth, and nearshore migration of marine fishes, including anadromous salmonids. All potential options for compensatory mitigation should directly or indirectly improve the ecological functions and habitat conditions that will contribute to improvements for these species.

Mitigation Options

Based on the above discussion, there are two compensatory mitigation options that could offset impacts from the increase in total OWC: 1) the use of an approved in-lieu fee (ILF) program, and/or 2) project proponent (WSF)-sponsored mitigation (also known as permittee-responsible mitigation). These options encompass a range of off-site, in-kind, and out-of-kind mitigation actions as described below. A third option, use of an approved mitigation bank, is not feasible as the project is not located within the service area of any active and approved mitigation bank.

In-Lieu Fee

The use of a certified ILF program is an appropriate, and in some cases preferred, option to compensate for unavoidable impacts to aquatic areas. ILF programs involve the restoration, establishment, enhancement, and/or preservation of aquatic resources through funds paid to a governmental or non-profit natural resources management entity to satisfy compensatory mitigation requirements. An in-lieu fee program sells compensatory mitigation credits to permittees, whose obligation to provide compensatory mitigation is then transferred to the in-lieu program sponsor. By purchasing credits, the applicant satisfies its compensatory mitigation requirements and has no further involvement in the mitigation implementation (including mitigation, permitting, construction, monitoring, maintenance, and reporting).

The USACE guidance document, *Compensatory Mitigation for Losses of Aquatic Resources*, explains the preference for in-lieu fee programs as follows:

“Properly organized in-lieu fee programs which comply with the new requirements established by today’s rule should actively support a watershed approach to compensatory mitigation, and will help advance goals for protecting and restoring aquatic resources within watersheds, especially in areas where there are no mitigation banks.”

The project is located within the service area of a single ILF program, the King County Mitigation Reserves Program (MRP). King County, a government agency with demonstrated competence in natural resource management, operates the MRP, which was certified for operation by USACE, the United States Environmental Protection Agency (EPA), and the Washington Department of Ecology (Ecology), on March 12, 2012.

The basic steps for use of the King County ILF program are:

1. Applicant works with regulatory agencies and tribes to identify ways to avoid and minimize environmental impacts (completed).
2. Applicant and regulatory agencies determine preferred options for compensating for unavoidable impacts.
3. If the applicant chooses to use ILF mitigation (and the regulatory agencies and King County agree), the applicant buys credits to offset the debits associated with the impact. By purchasing credits, the applicant satisfies its compensatory mitigation requirements and has no further involvement in the mitigation implementation.
4. King County plans, implements, monitors and maintains projects at chosen sites that will achieve ecological “lift.” On balance, completed projects must result in a number of credits equal to or greater than the number of debits associated with the original impacts.

The King County ILF program was originally designed to provide mitigation for freshwater wetland impacts, and although the program can be used to mitigate impacts to other types of resources (including marine/nearshore habitats), doing so can be more complicated because the procedures and tools for selecting and implementing non-wetland ILF mitigation are less well defined.

The King County ILF program can be used by project proponents working within incorporated cities if the local jurisdiction allows it. Seattle allows the use of an ILF program, although an agreement would need to be formed between the City and King County, if one does not currently exist.

At multiple points in the process outlined above, an Interagency Review Team (IRT) must review and approve project proposals. The IRT is co-chaired by USACE and Ecology; other members will include representatives of state and federal regulatory agencies, tribes, and local governments. The IRT reviews the mitigation proposal and ensures that it generates appropriate types and amounts of ecological uplift. However, since the exact nature of the mitigation action, including location, extent, and type of mitigation, is unknown at the time of credit purchase, a full evaluation of these attributes cannot be provided up-front.

The Seattle Ferry Terminal project is within the Central Puget Sound Service Area of the King County MRP. However, the program may not have appropriate aquatic mitigation credits for sale within the timeframe required for this project. King County may be reluctant to sell credits to a permittee without having a suitable mitigation site/project identified and available, because the County is obligated to implement the mitigation within three years of the credit sale. The lead time required to identify and secure a site and develop an appropriate plan could be quite long. In addition, for impacts to the marine environment from overwater structures, there is no standard method for determining credit fees. The lack of a readily available credit/debit currency would require substantial coordination between WSF, the regulatory agencies, and the IRT.

Project Proponent-Sponsored Mitigation

WSF could decide to implement its own mitigation for the project through one or more actions. In general, the project area provides rearing, feeding, and migration habitat (albeit of poor quality) for juvenile and adult fish, as well as substrate that supports macroalgae and aquatic invertebrates. Specific shoreline habitat functions that would be needed to offset project impacts include providing open migration corridors, protection from predators, sufficient water quality, and adequate food sources. WSF could create these habitat functions where none currently exist, or improve the habitat functions in areas where existing function is low.

However, the opportunities for on-site mitigation (within the project footprint) are limited or absent due to restrictions on WSDOT spending and property use. Compensatory mitigation sites must be maintained as such in perpetuity. However, the Colman Dock property is classified for use as a transportation facility; compensatory mitigation actions conducted on the site could potentially be removed or altered as part of future improvements of the facility. Because of these constraints, on-site mitigation at Colman Dock is not considered feasible.

Off-site project proponent sponsored mitigation, however, may be feasible. One or more of the following mitigation actions would likely be appropriate to offset impacts and/or improve habitats within the project area:

In-kind Mitigation Actions

- Removal or modification of overwater structures, such as docks, piers, overwater walkways floating debris, etc.

Out-of-kind Mitigation Actions

- Removal or modification of vertical shoreline features such as bulkheads, piers, and restoration of affected area to a gently sloped beach (<15% slope); and/or
- Creation or enhancement of in-water substrate, including removal of rip-rap, angular cobble, and concrete debris and replacement/supplementation of shoreline substrate with suitable fish-friendly substrate (sand, gravel, and cobble); and/or
- Creation or enhancement of mudflat habitat in the marine or estuarine areas.

Aquatic Mitigation Site Screening

A search of potential mitigation sites where one or more of the above actions could occur was conducted using GIS. The search focused on sites that are owned by public agencies and that border the marine/estuarine shoreline. The initial search was limited to publicly owned parcels, especially those designated as vacant/unoccupied, because these were assumed to be more readily available for mitigation through purchase or establishment of an agreement or conservation easement. These parcels were also assumed to have lower acquisition cost, and potentially greater construction and maintenance access.

The study area for the search (Exhibits 5a through 5c) was confined to Water Resources Inventory Area (WRIA) 9, the Duwamish/Green River watershed. The study area included the marine nearshore areas of Elliott Bay (between the northernmost point of West Seattle on the south side of the bay and Smith Cove Park on the north side of the bay) and the estuarine shoreline of the Duwamish River (from the mouth to river mile (RM) 5.8, including the East and West Waterways). These geographic limits encompass the area where project impacts will occur, while also including the majority of the anadromous fish stocks that would use the project area.

Applying a screening process using GIS-based mapping tools, one hundred seventy-six (176) sites were identified within the study area that met the criteria above. One hundred twenty two (122) of these sites were located within the confines of the City of Seattle, while 48 were located in the City of Tukwila and four were within unincorporated King County. The cities of Seattle and Tukwila owned the most parcels (76 parcels total), followed by the State of Washington (36 parcels), King County (25 parcels), the Port of Seattle (17 parcels), and federal agencies (2 parcels). Table 4 provides greater detail on parcel ownership for all 176 parcels.

Analysis of Screening Results

Although publicly owned, many of the parcels are already developed with buildings and other public infrastructure. Many had active industrial or commercial uses, including marine and maritime uses (See Appendix A). Eight-five of the parcels have appraised values in excess of \$1,000,000. Because it is impractical to analyze all 176 parcels individually for restoration potential, the following discussion focuses on sites from a land ownership perspective, and includes WSF/WSDOT properties (only those WSDOT sites without constraints on permanent

use for mitigation), publicly owned property where the existing site is undeveloped (Seattle Parks and Recreation), and properties with existing overwater structure (Port of Seattle).

Table 4 Location of Parcels Passing Aquatic Mitigation Site Paring Exercise

Government Owner	Number of Shoreline Parcels in Study Area
Washington State DNR (all but six parcels are tideland)	39
City of Tukwila	31
City of Seattle Parks and Recreation	23
City of Seattle - Other Departments	22
Port of Seattle	17
State of Washington (not DNR/WSDOT)	13
King County Other	21
King County Parks	4
WSDOT	3
Federal	2
Washington State Ferries	1
Total Parcels	176

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SOURCE: ESA, 2014

Service Layer Credits: Copyright: ©2013 Esri, DeLorme, NAVTEQ

WSF SR519 Coleman Dock . 120069

Exhibit 5a
Mitigation Screening Study Area and Identified Parcels
Seattle, Washington

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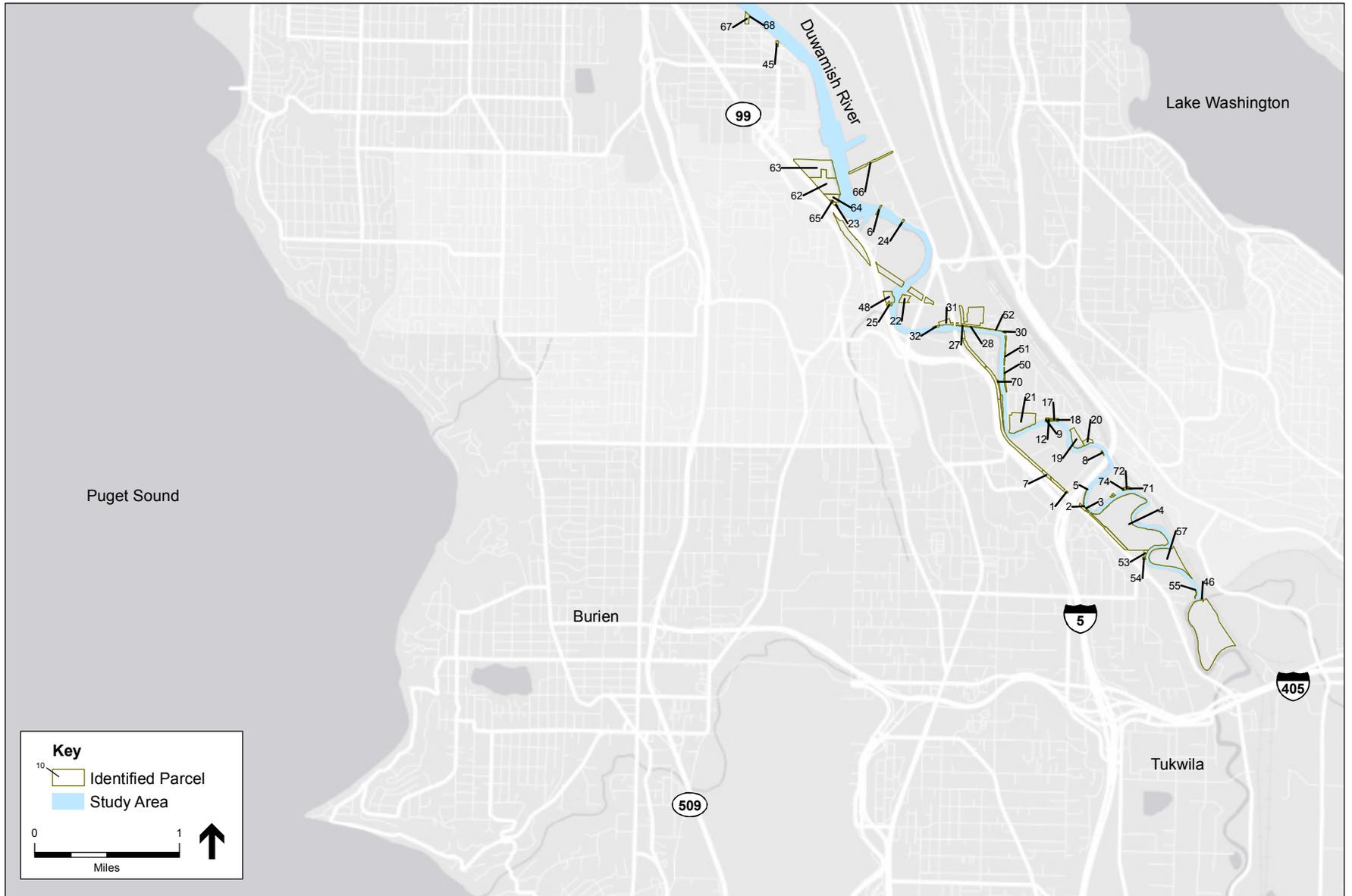


SOURCE: ESA, 2014
Service Layer Credits: Copyright: ©2013 Esri,
DeLorme, NAVTEQ

WSF SR519 Coleman Dock . 120069

Exhibit 5b
Mitigation Screening Study Area and Identified
Parcels
Seattle, Washington

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SOURCE: ESA, 2014

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WSF SR519 Coleman Dock . 120069

Exhibit 5c
Mitigation Screening Study Area and Identified Parcels
Seattle, Washington

WSF/WSDOT Properties

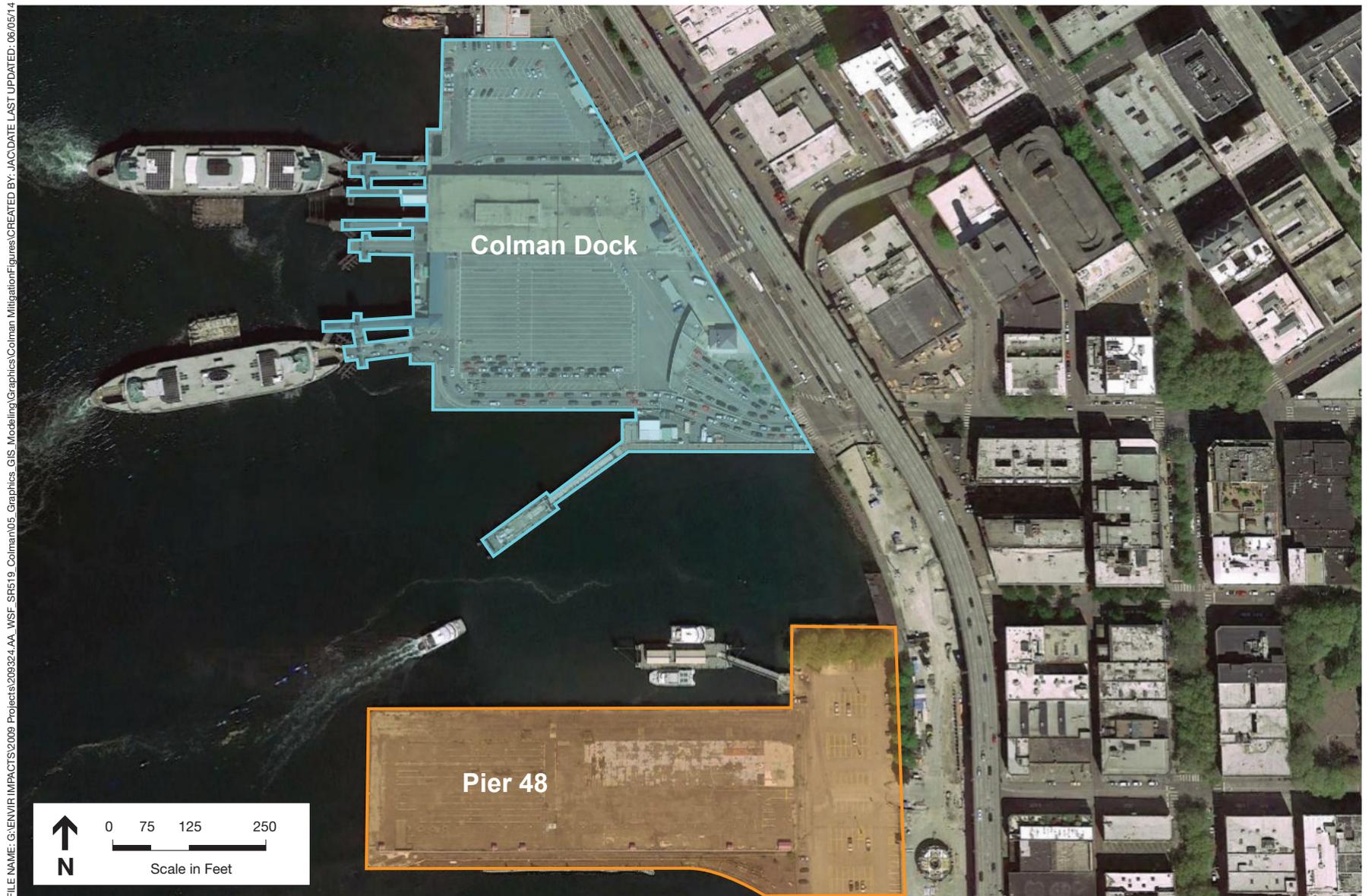
Four properties passing the screening exercise were owned by WSF/WSDOT, including the Colman Dock parcel. Colman Dock was not considered a viable mitigation site, because of the use restrictions noted above. Of the remaining parcels, one appears to provide the best opportunity to compensate for the project impacts (the remaining parcels have existing/proposed uses that would conflict with a mitigation project). The potentially suitable site (Parcel # 766620-2632) is 3.9 acres in size and contains Pier 48. The Pier is located approximately 225 feet due south of the Seattle Ferry Terminal Project site. Exhibit 6 shows the Colman Dock and Pier 48 parcels.

The overwater structure at Pier 48 is approximately 865 feet in length (Exhibit 6). The eastern portion of the pier is approximately 475 feet wide, and the longer western portion of the pier is approximately 260 feet long. WSDOT purchased the pier from the Port of Seattle in 2008 for construction staging of the Alaskan Way Viaduct Program, and for potential future mitigation associated with WSDOT projects. Due to safety concerns and the expense of maintaining the buildings on the pier, which is supported by degraded pilings, WSDOT demolished the 120,000 SF warehouse on the pier in July 2010.

A sampling and analysis report prepared for the Pier 48 redevelopment analysis (Anchor Environmental LLC 2005) showed concentrations of hazardous materials in the sediment that exceeded the Cleanup Screening Level (CSL) criteria for the metals mercury and silver. At some sample locations there were also concentrations of polycyclic aromatic hydrocarbons (PAHs) and polychlorinated biphenyls (PCBs) exceeding Sediment Quality Standards (SQS). Sediment bioassays were also conducted, with all sediments undergoing amphipod and juvenile polychaete bioassays passing evaluation criteria and no SQS or CSL failures. Several of the sediment samples for the larval bioassay tests, however, exceeded SQS or CSL limits. A map in the report indicating the approximate extent of sediments exceeding CSL criteria includes the majority of the area under and adjacent to Pier 48, although the westernmost end of the pier (70 to 100 feet) is not included in the area exceeding CSL criteria.

Pier 48 is constructed on bents that run north to south. Each bent is approximately 240 feet long. The distance between bent varies between approximately 10 feet at the westernmost bent, to approximately 13 feet for the remaining bents. Thus, the amount of OWC between bents ranges from about 2,400 feet to 3,100 feet. Removal of the westernmost two bents would remove about 5,500 square feet of OWC. This action would also result in water quality improvements, as about 80 to 100 creosote-treated piles would be removed.

Removal of overwater structure at Pier 48 would represent in-kind mitigation for OWC impacts of the Seattle Ferry Terminal project. Furthermore, although Pier 48 is not part of the Colman Dock site, it would essentially serve as on-site mitigation because it is approximately 225 feet due south of the impacted parcel. Because the site is immediately adjacent to the proposed project, project construction and mitigation construction could occur either concurrently or consecutively and could benefit from logistical and cost efficiencies. In addition, SDOT is considering constructing a habitat beach along the nearshore, immediately north of Pier 48. This reasonably foreseeable action would add additional value to the removal of a portion of Pier 48, as multiple habitat improvements could have additive and/or synergistic benefits to aquatic species.



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SOURCE: ESA, 2014.

WSF SR519 Colman Dock .120069

Exhibit 6
Colman Dock and Pier 48 Parcels
Seattle, Washington

Seattle City Parks

Twenty-three parcels owned by the City of Seattle Department of Parks and Recreation passed the screening exercise. These park sites were previously analyzed and prioritized for ecological restoration by Seattle Parks in 2003 (Anchor Environmental LLC 2003). Seattle Parks assessed each site to identify opportunities for salmonid habitat restoration and conservation. The assessment approach led to a ranking of restoration opportunities that explicitly considered current park uses. The assessment included sites along Puget Sound/Elliott Bay, but did not include sites along the Duwamish River.

This analysis concluded that none of the Seattle Parks Department sites within Elliott Bay or along the lower Duwamish were very high or high priority restoration sites. In most cases (e.g., Myrtle Edwards Park), ecological restoration at these sites was considered to be incompatible with current uses.

A portion of Seacrest Park was rated as a medium restoration priority, although much of the existing habitat is considered high quality, limiting restoration opportunities, and the City completed some shoreline improvements as a mitigation project in 1998. Although Pier 62/63 represents a large overwater structure, relatively close to the Seattle Ferry Terminal Project site, Seattle Parks has no immediate plans for removing this structure. In general, city parks within the project area offer limited opportunities for removal of overwater structure. Although some opportunities may exist to remove short sections of hardened shoreline and potentially create small pocket beaches, use conflicts would likely limit these opportunities. No mitigation options on City of Seattle Parks and Recreation property are considered readily available to serve as compensatory mitigation for the project.

Port of Seattle

The Port of Seattle prepared a river habitat restoration plan for the lower Duwamish, including an inventory of Port properties (Port of Seattle 2009). The primary intent of the plan was to develop a habitat restoration framework, demonstrating compatibility with existing and future marine industrial uses and activities in the lower Duwamish River. This document serves as a planning document, and a remediation (cleanup) plan for the Duwamish Waterway is still being developed. It is expected that the Duwamish Waterway cleanup will generally adhere to the preferred sequence of remediation followed by restoration.

Most of the opportunities presented in the plan are focused on shoreline armoring and bulkhead removal, shoreline regrading to create or expand intertidal habitat, and riparian enhancements. Only one listed opportunity includes the removal of OWC. The opportunity, listed as Project 8 – Southwest Terminal 115, West Bank line at RM 2.0, includes removal of existing in-water and overwater structures to re-expose approximately 320 linear feet of intertidal and shallow subtidal aquatic area and creation of intertidal substrate suitable for emergent vegetation (elevation +10 feet to +12 feet MLLW). WSDOT has constructed a separate, nearby fish and wildlife habitat restoration channel at the south landfall of the First Avenue South Bridge, which connects to an emergent vegetation area. There is potential for additional restoration at the Port of Seattle site to include an intertidal channel connection to the interior of the existing WSDOT aquatic habitat restoration area. The installation of a 300- to 400- foot long intertidal channel connection between the proposed restoration site and the existing WSDOT site could benefit both areas.

The restoration prioritization for WRIA 9 (Anchor and Grette, 2005) identified a single project within Elliott Bay that may provide a potential mitigation opportunity for the Seattle Ferry Terminal Project. Project Number NS 72 would involve potential softening of 4,500 feet of riprapped shoreline on a Port of Seattle-owned parcel. However, this project was not rated for prioritization, as the mitigation action was insufficiently developed (Anchor and Grette 2005). Although such a project would represent out-of-kind mitigation, these nearshore habitat improvements would be beneficial to habitat functions in the biologically relevant upper and lower shore zones, thus benefitting aquatic organisms including fish and invertebrates.

Although multiple compensatory mitigation opportunities exist within Port of Seattle property on the lower Duwamish River, the majority of these opportunities would represent out-of-kind mitigation. In addition, the lower Duwamish is known to have extensive contamination problems, many of which are currently undergoing a legal remediation process involving the EPA and Ecology. It is extremely likely that many of the sites listed in the plan have hazardous materials issues that would require extensive testing and remediation, potentially involving complicated and time-consuming inter-governmental legal agreements between WSDOT, the Port of Seattle, and the appropriate state and federal regulatory agencies. Coupled with the high probability of potential impacts to important cultural resource sites along the lower Duwamish, these conditions decrease the likelihood of completing the mitigation action prior to construction of the proposed Seattle Ferry Terminal project.

Preliminary Comparison of Mitigation Options and Next Steps

In order to compare the potential benefits and risks of the mitigation options discussed above, Table 5 lists evaluation criteria relevant to developing compensatory mitigation for the project. The various mitigation options were assessed using mitigation site and type criteria, based on currently available information and the requirements and preferences of the regulatory agencies.

Summary and Conclusions

Compensatory mitigation is required for the permanent increase of approximately 5,200 square feet of OWC associated with construction and operation of the WSF Seattle Ferry Terminal at Colman Dock project, in compliance with local, state, and federal laws. Based on a comparison of the two available compensatory mitigation pathways, ILF and project proponent-sponsored mitigation, the uncertainties currently associated with ILF mitigation at a marine site indicate that proponent-sponsored mitigation is currently a better option. Onsite mitigation at the Colman Dock facility is not a viable option due to its restricted use as a transportation facility. Therefore, WSF conducted a screening analysis to identify and evaluate other potential project sponsored mitigation sites that are publicly owned by WSDOT/WSF and other local or state agencies. The vast majority of the sites included in the screening were found to have potential conflicts for use as project mitigation within the timeframe required by the project (e.g., designated site uses, need for an inter-agency agreement, and site contamination).

The WSDOT-owned Pier 48 parcel (Parcel # 766620-2632) presents the best opportunity to compensate for the OWC impacts of the Seattle Ferry Terminal project. By removing a portion of the pier superstructure, WSDOT would reduce the amount of OWC immediately adjacent to the impact site by at least 5,200 SF, resulting in no net increase in overwater structure in the project vicinity (Table 5). In addition, the mitigation would remove an additional 80 to 100 creosote-treated piles from Elliott Bay, improving water quality and benthic habitat. The location of the Pier 48 trestle is within the deeper habitat zone of Elliott Bay, as is the additional 5,200 feet of OWC at Colman Dock (Table 6). Therefore, the removal of a portion of Pier 48 provides in-kind mitigation, and directly benefits the same habitats and species potentially affected by the project.

Removal of sections of Pier 48 would occur from the outermost (western) bent of timber piles, and then proceed toward the shoreline with removal of additional bents and associated decking, until a minimum of 5,200 feet of OWC is removed. Barge-mounted equipment could be used to remove the creosote-treated timber piles and pier decking.

The demolition process would likely entail first removing the timber decking and timber stringers spanning between adjacent bents. If feasible, a containment tarp could be placed under the decking prior to removal, to minimize or eliminate the potential for debris to enter Elliott Bay. Once the decking is removed, the timber pile caps would be removed. It is likely that some timber bracing connecting between bents would also require removal, as would any battered piles encountered.

Pile removal could consist of pulling the piles (depending on pile integrity and potential site contamination), breaking the piles, removing the piles with a clamshell bucket, or saw cutting the piles either at the mudline, or slightly above the mudline, to avoid spreading contamination that may be present at depth and to avoid turbidity. Once removed, the decking and piles would be loaded onto a barge for disposal at an appropriate licensed facility. Depending on the location of the existing bracing, installing new bracing and/or battered piles may be necessary to assure structural stability of the remaining pier. Removal of piles could also include an application of clean sediments, likely sand, around the base of each pile subsequent to pile removal, to further isolate and contain any contaminated sediments that may be present.

Table 5 Preliminary Comparison of Mitigation Options¹

Mitigation Option	In-Kind or Out-of Kind Mitigation	Offsite or Onsite Mitigation	Current WSDOT Ownership	Conflicting Site Uses	Potential for Onsite Cultural Resources	Onsite Contaminated Materials	Approximate Construction Cost	Approximate Total Cost
King County MRP ²	N/A	N/A (Likely off-site)	No	N/A	N/A	N/A	N/A	Unknown
Pier 48 OWC Removal	In-kind	Essentially On-site	Yes	No	Yes	Yes	separate estimate ¹	separate estimate ¹
Port of Seattle Property Restoration	Likely In-kind	Off-site	No	Potential	Yes	Likely yes	Unknown	Unknown
City of Seattle Park Property Restoration	Likely Out-of kind	Off-site	No	Yes	Yes	Unknown	Unknown	Unknown

¹ Assessment of the criteria listed in Table 3 was based on best professional judgment. Cost estimates for Pier 48 OWC removal have been prepared under separate cover by the design team.

² Responsibility for selecting and implementing specific mitigation actions under the ILF program is transferred to the King County MRP; therefore, an assessment of specific site or project features is not possible or required (denoted by N/A – not applicable in table).

Table 6 Net Change in Overwater Coverage with Pier 48 Removal

Zone	Post-Project Condition (SF)	Pier 48 Mitigation (SF)	Change in OWC, Post-Mitigation (SF)
Upper Shoreline to +5 feet MLLW	-2,500	0	-2,500
Lower +5 to -35 feet MLLW	-7,100	0	-7,100
Deep -35 to -100 feet MLLW	14,800	-5,200*	9,600
NET CHANGE IN OWC	5,200	-5,200*	0

* Mitigation at Pier 48 will result in the removal of at least 5,200 square feet of OWC, although the exact amount of OWC removed will be determined in the mitigation design phase.

In summary, removal of at least 5,200 square feet of Pier 48 is recommend as the preferred option to advance for further design and analysis. This recommendation is based on the following considerations:

Ecological Considerations

- Removal of approximately 5,200 square feet of Pier 48 will ensure no net increase of total OWC in Elliott Bay would result from the project.
- Mitigation would essentially occur on-site (directly adjacent to the impact area in a similar setting).
- Mitigation will benefit the same fish stocks and aquatic species, and aquatic habitat types similar to those impacted at the Colman Dock project site.
- With this mitigation, the project results in no net increase in total OWC, and a reduction of about 10,000 square feet of OWC in the ecologically productive upper and lower shore zones.

Regulatory Considerations

- Removal of OWC at Pier 48 is in-kind and on-site, the highest mitigation priority for WDFW and the City of Seattle.
- The Army Corps of Engineers considers proponent-sponsored mitigation the lowest priority of three general approaches to mitigation. The preferred approaches are mitigation banking and in-lieu fee programs. However, mitigation banks are not yet available for OWC impacts in the project vicinity, and the in-lieu-fee program does not have appropriate mitigation credits available within the required project timeframe.
- Removal of OWC at Pier 48 will meet the provisions of a proposed development standard of the City of Seattle Shoreline Master Program that requires mitigation for overwater impacts in the Urban Harborfront shoreline designation to be located in that same area.

Other Considerations

- WSDOT is the sole owner of the Pier 48 structure.
- The Pier 48 site lies within fishing area 10, which is within the Usual and Accustomed Fishing Areas for both the Muckleshoot Indian Tribe and the Suquamish Tribe.
- Construction activities for removal of OWC at Pier 48 may be phased to occur during the first construction season for the Colman Dock project, creating mitigation in advance of or at the time of project impacts.
- Existing sediment characterization data at Pier 48 indicate that sediments under areas proposed for removal do not generally exceed Cleanup Screening Level (CSL) criteria.

Next Steps

Based on the information presented in the memorandum, the following next steps are likely warranted.

- Define and develop performance standards and monitoring plans to ensure the proposed mitigation action meets project goals and objectives.
- Assess potential onsite cultural resources and evaluate requirements for cultural resource analysis and documentation.
- Develop more detailed plans for construction methods and construction timing, including appropriate sediment control BMPs.

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- WSDOT, 2014c. in prep. Draft Water Resources Discipline Report: Seattle Multimodal Terminal at Colman Dock January 2014. In prep.

Attachment A - Mitigation Site Screening Results

Table A-1. Public Properties within Mitigation Study Area

Map Site Number	Property Identification Number	Site Address	Site City	Taxpayer Name	Ownership Type	PRESENT_USE	Appraisal Land Value	Appraisal Improvement Value	Total Appraisal Value	Current Zoning	Lot Size (SF)	Parcel Area (SF)
1	3000032	13510 INTERURBAN AVE S	TUKWILA	SEATTLE CITY OF SCL	CITY	Utility, Public	1,942,800	0	1,942,800	C/LI	242,862	240,472
2	3000039	13600 INTERURBAN AVE S	TUKWILA	KING COUNTY-PARKS	COUNTY	Vacant(Commercial)	81,800	0	81,800	C/LI	10,225	9,848
3	3000044	13400 INTERURBAN AVE S	TUKWILA	WA STATE DOT	STATE	Vacant(Industrial)	1,000	0	1,000	C/LI	260	463
4	3000049		TUKWILA	TUKWILA CITY OF	CITY	Golf Course	1,584,300	3,720,300	5,304,600	LDR	2,640,607	2,630,658
5	3000053	13200 INTERURBAN AVE S	TUKWILA	WA STATE DOT	STATE	Vacant(Commercial)	1,000	0	1,000	C/LI	7,444	7,651
6	3400019		TUKWILA	STATE OF WASHINGTON - DNR	STATE	Right of Way/Utility, Road	1,000	0	1,000	MIC/H	19,165	19,165
7	4800002	12642 INTERURBAN AVE S	TUKWILA	SEATTLE CITY OF SCL	CITY	Right of Way/Utility, Road	7,115,000	0	7,115,000	C/LI	355,750	355,087
8	4800016	13000 48TH AVE S	TUKWILA	TUKWILA CITY OF	CITY	Vacant(Industrial)	73,500	0	73,500	C/LI	5,250	5,222
9	179002740		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	1,000	0	1,000	LDR	4,700	5,364
10	179002745		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	1,000	0	1,000	LDR	4,000	4,907
11	179002750		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	1,000	0	1,000	LDR	3,800	4,961
12	179002755		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	1,000	0	1,000	LDR	3,200	4,132
13	179002760		TUKWILA	TUKWILA CITY OF	CITY	Park, Public(Zoo/Arbor)	1,000	0	1,000	LDR	2,760	4,348
14	179002762		TUKWILA	TUKWILA CITY OF	CITY	River/Creek/Stream	1,000	0	1,000	LDR	2,600	4,377
15	179002764		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	1,000	0	1,000	LDR	2,200	4,294
16	179002766		TUKWILA	TUKWILA CITY OF	CITY	River/Creek/Stream	1,000	0	1,000	LDR	1,600	3,825
17	179002795		TUKWILA	KING COUNTY-PROPERTY SVCS	COUNTY	Vacant(Single-family)	1,000	0	1,000	LDR	700	3,477
18	179002800		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	7,000	0	7,000	LDR	12,020	12,838
19	179002950		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	222,000	0	222,000	LDR	140,401	206,469
20	179002952		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	60,000	0	60,000	LDR	50,965	61,615
21	179003239		TUKWILA	TUKWILA CITY OF	CITY	Park, Public(Zoo/Arbor)	6,690,800	7,805,200	14,496,000	LDR	557,568	555,333
22	423049118	11025 TUKWILA INTERNATIONAL BLVD	TUKWILA	KING COUNTY-WLRD	COUNTY	Service Building	1,399,700	0	1,399,700	MIC/H	87,486	87,486
23	423049130		KING COUNTY	SEATTLE CITY OF SCL	CITY	Vacant(Single-family)	191,000	0	191,000	R6	822,899	822,899
24	423049195		TUKWILA	STATE OF WASHINGTON - DNR	STATE	Right of Way/Utility, Road	1,000	0	1,000	MIC/H	16,925	16,928
25	923049278	11050 27TH AVE S	TUKWILA	KING COUNTY-PARKS	COUNTY	Vacant(Industrial)	194,600	0	194,600	MIC/H	12,163	12,088
26	1023049002	11200 EAST MARGINAL WAY S	TUKWILA	CITY OF TUKWILA	CITY	Vacant(Commercial)	1,000	0	1,000	MIC/H	6,655	6,844
27	1023049009		TUKWILA	SEATTLE CITY OF SCL	CITY	Right of Way/Utility, Road	2,174,500	0	2,174,500	MIC/H	135,907	349,062
28	1023049057	11215 EAST MARGINAL WAY S	TUKWILA	TUKWILA CITY OF	CITY	Vacant(Industrial)	900,000	0	900,000	LDR	375,092	395,840
29	1023049063	S 115TH ST	TUKWILA	CITY OF TUKWILA	CITY	Vacant(Commercial)	1,000	0	1,000	MIC/L	2,000	2,281
30	1023049064		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	1,000	0	1,000	LDR	4,000	3,068
31	1023049071	11269 EAST MARGINAL WAY S	TUKWILA	TUKWILA CITY OF	CITY	Vacant(Industrial)	1,227,100	5,000	1,232,100	MIC/H	76,699	76,271
32	1023049083		TUKWILA	DEPT OF NATURAL RESOURCES	STATE	Tideland, 2nd Class	118,100	0	118,100	MIC/H	14,773	14,959
33	1824049094	4537 WEST MARGINAL WAY SW	SEATTLE	SEATTLE CITY OF DPR	CITY	Tideland, 1st Class	296,500	0	296,500	IG1 U/85	32,947	32,842
34	1924049002	5801 EAST MARGINAL WAY S	SEATTLE	KING COUNTY-PROPERTY SVCS	COUNTY	Warehouse	11,835,400	1,316,000	13,151,400	IG1 U/85	381,790	374,731



Map Site Number	Property Identification Number	Site Address	Site City	Taxpayer Name	Ownership Type	PRESENT_USE	Appraisal Land Value	Appraisal Improvement Value	Total Appraisal Value	Current Zoning	Lot Size (SF)	Parcel Area (SF)
35	1924049041	5209 EAST MARGINAL WAY S	SEATTLE	KING COUNTY-PROPERTY SVCS	COUNTY	Office Building	4,309,100	1,169,100	5,478,200	IG1 U/85	139,004	143,450
36	1924049043	5427 OHIO AVE S	SEATTLE	KING COUNTY-PROPERTY SVCS	COUNTY	Industrial(Heavy)	4,560,100	589,500	5,149,600	IG1 U/85	147,103	145,603
37	1924049051	5409 OHIO AVE S	SEATTLE	KING COUNTY-PROPERTY SVCS	COUNTY	Terminal(Marine/Comm Fish)	6,304,600	1,006,400	7,311,000	IG1 U/85	203,375	203,658
38	1924049052		SEATTLE	KING COUNTY-PROPERTY SVCS	COUNTY	Industrial(Heavy)	2,915,900	0	2,915,900	IG1 U/85	94,063	92,391
39	1924049067	5225 EAST MARGINAL WAY S	SEATTLE	KING COUNTY-PROPERTY SVCS	COUNTY	Vacant(Industrial)	1,376,500	0	1,376,500	IG1 U/85	44,404	176,828
40	1924049070		SEATTLE	KING COUNTY-PROPERTY SVCS	COUNTY	Industrial(Gen Purpose)	6,241,000	437,600	6,678,600	IG1 U/85	201,324	202,722
41	1924049104	5428 WEST MARGINAL WAY SW	SEATTLE	SEATTLE CITY OF DPR	CITY	Vacant(Industrial)	3,154,500	0	3,154,500	IG1 U/85	350,503	345,563
42	2136200666	7551 8TH AVE S	SEATTLE	SEATTLE CITY OF DPR	CITY	Utility, Public	221,300	1,000	222,300	IG1 U/85	11,652	11,717
43	2172000225	13302 57TH AVE S	TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	73,000	0	73,000	LDR	6,500	6,386
44	2172000232	13306 57TH AVE S	TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	72,000	0	72,000	LDR	6,564	6,555
45	2185000895		KING COUNTY	KING COUNTY-ROADS	COUNTY	Single Family(C/I Zone)	384,000	1,000	385,000	RB	19,500	19,123
46	2323049001		TUKWILA	TUKWILA CITY OF	CITY	Sport Facility	4,483,100	16,409,300	20,892,400	LDR	2,241,597	2,242,171
47	2840201095	4700 12TH AVE SW	SEATTLE	SEATTLE CITY OF DPR	CITY	Vacant(Industrial)	19,000	0	19,000	IG1 U/85	2,066	2,066
48	2843800005		TUKWILA	KING COUNTY-PARKS	COUNTY	Vacant(Single-family)	487,000	0	487,000	MIC/H	115,135	129,590
49	2924049110		SEATTLE	SEATTLE CITY OF SPU-DWU	CITY	River/Creek/Stream	1,609,100	0	1,609,100	IG1 U/85	169,384	169,456
50	3347401505		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	4,000	0	4,000	LDR	50,094	57,856
51	3347401605		TUKWILA	KING COUNTY-PROPERTY SVCS	COUNTY	Vacant(Single-family)	3,000	0	3,000	LDR	5,520	5,683
52	3351401040		TUKWILA	TUKWILA CITY OF	CITY	River/Creek/Stream	1,000	0	1,000	LDR	12,300	13,269
53	3365900975	5830 S 140TH ST	TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	132,000	0	132,000	LDR	31,838	22,382
54	3365901016		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Commercial)	75,400	0	75,400	LDR	9,433	8,775
55	3365901791		TUKWILA	KING COUNTY-PARKS	COUNTY	Vacant(Commercial)	7,000	0	7,000	C/LI	7,110	6,550
56	3573200975	4645 EAST MARGINAL WAY S	SEATTLE	PORTFOLIO MANAGEMENT DIV	FEDERAL	Warehouse	44,548,300	7,737,700	52,286,000	IG1 U/85	1,437,044	1,525,892
57	3779200255	13500 INTERURBAN AVE S	TUKWILA	TUKWILA CITY OF	CITY	Golf Course	434,900	0	434,900	LDR	724,996	692,779
58	5367202510		SEATTLE	SEATTLE CITY OF SDOT	CITY	Right of Way/Utility, Road	148,000	0	148,000	IG1 U/85	10,572	11,042
59	5367202512		SEATTLE	STATE OF WASHINGTON	STATE	Governmental Service	72,300	0	72,300	IG1 U/85	5,166	6,934
60	5367202518		SEATTLE	SEATTLE CITY OF SDOT	CITY	Park, Public(Zoo/Arbor)	44,000	0	44,000	IG1 U/85	3,458	3,460
61	5367204210	101 S RIVER ST	SEATTLE	SEATTLE CITY OF SDOT	CITY	Right of Way/Utility, Road	238,700	0	238,700	IG1 U/85	19,663	19,663
62	5624200930	10000 W MARGINAL PL S	KING COUNTY	SEATTLE CITY OF SCL	CITY	Utility, Public	7,370,200	83,600	7,453,800	I	526,443	530,361
63	5624200931		KING COUNTY	SEATTLE CITY OF SCL	CITY	Vacant(Industrial)	7,167,400	0	7,167,400	I	716,740	727,868
64	5624200950		KING COUNTY	SEATTLE CITY OF SCL	CITY	Vacant(Industrial)	1,637,400	0	1,637,400	I	116,960	114,369
65	5624200951		KING COUNTY	SEATTLE CITY OF SCL	CITY	Vacant(Industrial)	126,000	0	126,000	I	9,000	9,332
66	5624200992	9401 EAST MARGINAL WAY S	TUKWILA	SEATTLE CITY OF SCL	CITY	Right of Way/Utility, Road	2,321,300	0	2,321,300	MIC/H	122,177	120,820
67	7327901195	7900 10TH AVE S	SEATTLE	KING COUNTY-PROPERTY SVCS	COUNTY	Park, Public(Zoo/Arbor)	989,000	0	989,000	IB U/45	54,947	54,874

Map Site Number	Property Identification Number	Site Address	Site City	Taxpayer Name	Ownership Type	PRESENT_USE	Appraisal Land Value	Appraisal Improvement Value	Total Appraisal Value	Current Zoning	Lot Size (SF)	Parcel Area (SF)
68	7327902355	1022 S MONROE ST	SEATTLE	SEATTLE CITY OF DPR	CITY	Vacant(Industrial)	95,800	0	95,800	IB U/45	5,325	5,411
69	7327904049		SEATTLE	KING COUNTY-WASTE WATER	COUNTY	Utility, Public	15,900	3,600	19,500	IG1 U/65	887	927
70	7340601080		TUKWILA	SEATTLE CITY OF SCL	CITY	Vacant(Single-family)	2,000	0	2,000	LDR	35,960	62,964
71	7344000060		TUKWILA	CITY OF TUKWILA	CITY	Vacant(Single-family)	85,000	0	85,000	LDR	9,800	9,789
72	7344000070		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	71,000	0	71,000	LDR	6,700	6,701
73	7344000080		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	10,000	0	10,000	LDR	6,435	6,488
74	7344000090		TUKWILA	TUKWILA CITY OF	CITY	Vacant(Single-family)	10,000	0	10,000	LDR	6,048	6,060
75	7666201149		SEATTLE	SEATTLE CITY OF DPR	CITY	Tideland, 1st Class	9,205,600	0	9,205,600	IG1 U/45	613,712	611,500
76	7666201934	1101 ALASKAN WAY W	SEATTLE	SEATTLE CITY OF SDOT	CITY	Vacant(Industrial)	1,285,000	0	1,285,000	IC-45	25,700	25,872
77	7666201937	1200 ALASKAN WAY W	SEATTLE	STATE OF WASHINGTON	STATE	Tideland, 1st Class	1,143,400	0	1,143,400	IC-45	32,670	24,497
78	7666202125		SEATTLE	SEATTLE CITY OF FAS	CITY	Vacant(Commercial)	6,105,000	0	6,105,000	IC-45	122,100	123,534
79	7666202250		SEATTLE	SEATTLE CITY OF DPR	CITY	Park, Public(Zoo/Arbor)	10,599,000	0	10,599,000	IC-45	211,980	209,824
80	7666202251		SEATTLE	KING COUNTY-WASTE WATER	COUNTY	Utility, Public	408,000	1,000	409,000	IC-45	8,160	8,512
81	7666202257	3033 ALASKAN WAY	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	934,300	0	934,300	DH1/45	186,872	188,086
82	7666202268	2851 ALASKAN WAY	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	1,481,200	0	1,481,200	DH1/45	37,030	35,899
83	7666202270	2801 ALASKAN WAY	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	581,200	0	581,200	DH1/45	14,530	14,129
84	7666202312	2411 ALASKAN WAY	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Hotel/Motel	1,724,900	0	1,724,900	DH1/45	43,124	43,428
85	7666202315	2411 ALASKAN WAY	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Hotel/Motel	163,300	0	163,300	DH1/45	4,083	2,661
86	7666202317	2411 ALASKAN WAY	SEATTLE	STATE OF WASHINGTON	STATE	Hotel/Motel	3,780,000	39,276,000	43,056,000	DH1/45	94,500	94,579
87	7666202327		SEATTLE	STATE OF WASHINGTON	STATE	Governmental Service	12,391,200	0	12,391,200	DH1/45	309,780	312,906
88	7666202342	2000 ALASKAN WAY	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Terminal(Marine/Comm Fish)	6,272,000	0	6,272,000	DH1/45	156,800	157,566
89	7666202360	1901 ALASKAN WAY	SEATTLE	SEATTLE CITY OF DPR	CITY	Park, Public(Zoo/Arbor)	21,500	0	21,500	DH1/45	538	394
90	7666202362	1901 ALASKAN WAY	SEATTLE	SEATTLE CITY OF DPR	CITY	Governmental Service	1,561,600	0	1,561,600	DH1/45	39,040	38,434
91	7666202363		SEATTLE	SEATTLE CITY OF DPR	CITY	Governmental Service	1,860,000	0	1,860,000	DH1/45	46,500	49,437
92	7666202365	1515 ALASKAN WAY	SEATTLE	SEATTLE CITY OF DPR	CITY	Park, Public(Zoo/Arbor)	21,500	48,300	69,800	DH1/45	538	443
93	7666202367	1515 ALASKAN WAY	SEATTLE	SEATTLE CITY OF DPR	CITY	Park, Public(Zoo/Arbor)	4,270,000	1,188,500	5,458,500	DH1/45	106,750	104,410
94	7666202368	1501 ALASKAN WAY	SEATTLE	SEATTLE CITY OF DPR	CITY	Park, Public(Zoo/Arbor)	1,472,000	2,023,200	3,495,200	DH1/45	36,800	36,452
95	7666202420	1421 ALASKAN WAY	SEATTLE	SEATTLE CITY OF DPR	CITY	Park, Public(Zoo/Arbor)	172,000	14,438,900	14,610,900	DH1/45	4,300	3,916
96	7666202422		SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Park, Public(Zoo/Arbor)	2,539,000	0	2,539,000	DH1/45	63,475	62,430
97	7666202427	1421 ALASKAN WAY	SEATTLE	SEATTLE CITY OF DPR	CITY	Park, Public(Zoo/Arbor)	2,565,000	0	2,565,000	DH1/45	64,125	64,208
98	7666202430	1421 ALASKAN WAY	SEATTLE	SEATTLE CITY OF DPR	CITY	Park, Public(Zoo/Arbor)	1,346,000	0	1,346,000	DH1/45	30,927	30,646
99	7666202433		SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Governmental Service	3,564,000	1,309,900	4,873,900	DH1/45	89,100	91,077
100	7666202434		SEATTLE	STATE OF WASHINGTON - DNR	STATE	Vacant(Commercial)	1,000	0	1,000	DH1/45	1,160	1,160
101	7666202500	929 ALASKAN WAY	SEATTLE	SEATTLE CITY OF FAS	CITY	Governmental Service	1,461,600	799,800	2,261,400	DH1/45	36,540	37,192
102	7666202501	929 ALASKAN WAY	SEATTLE	SEATTLE CITY OF FAS	CITY	Governmental Service	1,810,000	0	1,810,000	DH1/45	45,250	46,455
103	7666202612	801 ALASKAN WAY S	SEATTLE	STATE OF WASHINGTON DOT	STATE	Governmental Service	2,072,400	0	2,072,400	DH1/45	51,810	67,018

Map Site Number	Property Identification Number	Site Address	Site City	Taxpayer Name	Ownership Type	PRESENT_USE	Appraisal Land Value	Appraisal Improvement Value	Total Appraisal Value	Current Zoning	Lot Size (SF)	Parcel Area (SF)
104	7666202620	801 ALASKAN WAY S	SEATTLE	WASHINGTON STATE FERRIES	STATE	Governmental Service	6,270,000	10,972,000	17,242,000	DH1/45	156,752	150,383
105	7666202625	601 ALASKAN WAY S	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Governmental Service	9,287,000	0	9,287,000	DH1/45	232,175	227,634
106	7666202630		SEATTLE	STATE OF WASHINGTON	STATE	Vacant(Commercial)	11,827,200	0	11,827,200	DH1/45	295,680	295,680
107	7666202632	101 ALASKAN WAY S	SEATTLE	STATE OF WASHINGTON	STATE	Vacant(Commercial)	6,760,000	0	6,760,000	DH1/45	169,000	112,203
108	7666207696	501 ALASKAN WAY S	SEATTLE	STATE OF WASHINGTON	STATE	Terminal(Marine/Comm Fish)	3,780,000	0	3,780,000	IG1 U/85	94,500	54,105
109	7666207698	501 ALASKAN WAY S	SEATTLE	STATE OF WASHINGTON	STATE	Terminal(Marine/Comm Fish)	2,140,000	0	2,140,000	IG1 U/85	53,500	31,584
110	7666207699	501 ALASKAN WAY S	SEATTLE	STATE OF WASHINGTON	STATE	Terminal(Marine/Comm Fish)	5,700,000	0	5,700,000	IG1 U/85	142,500	98,574
111	7666207786	17 S MASSACHUSETTS ST	SEATTLE	UNITED STATES USCG FIN CTR	FEDERAL	Governmental Service	8,931,400	19,732,200	28,663,600	IG1 U/85	223,285	220,667
112	7666207787	17 S MASSACHUSETTS ST	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Governmental Service	1,632,400	379,400	2,011,800	IG1 U/85	40,811	41,107
113	7666701030	1000 SW SPOKANE ST	SEATTLE	SEATTLE CITY OF SDOT	CITY	Vacant(Industrial)	287,400	0	287,400	IG1 U/85	28,743	27,717
114	7666701276		SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	259,500	500,000	759,500	IG2 U/45	34,608	34,429
115	7666702851	1801 16TH AVE SW	SEATTLE	STATE OF WASHINGTON - DNR	STATE	Industrial(Heavy)	653,000	342,500	995,500	IG1 U/85	77,149	77,148
116	7666702852		SEATTLE	STATE OF WASHINGTON	STATE	Industrial(Heavy)	3,153,000	645,000	3,798,000	IG1 U/85	351,744	351,744
117	7666702901		SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	132,300	0	132,300	IG1 U/85	17,653	18,253
118	7666703000	SW KLICKITAT AVE	SEATTLE	SEATTLE CITY OF SDOT	CITY	Tideland, 1st Class	263,100	0	263,100	IG1 U/85	35,088	29,565
119	7666703017	2929 16TH AVE SW	SEATTLE	KING COUNTY-SOLID WASTE	COUNTY	Industrial(Heavy)	238,000	0	238,000	IG1 U/85	21,213	18,314
120	7666703020	3235 16TH AVE SW	SEATTLE	KING COUNTY-SOLID WASTE	COUNTY	Warehouse	4,598,200	2,772,900	7,371,100	IG1 U/85	306,549	391,980
121	7666703025	3235 16TH AVE SW	SEATTLE	KING COUNTY-SOLID WASTE	COUNTY	Industrial(Heavy)	238,000	70,400	308,400	IG1 U/85	21,213	21,886
122	7666703030	3235 16TH AVE SW	SEATTLE	KING COUNTY-SOLID WASTE	COUNTY	Industrial(Heavy)	477,300	106,900	584,200	IG1 U/85	31,820	32,884
123	7666703035	3235 16TH AVE SW	SEATTLE	KING COUNTY-SOLID WASTE	COUNTY	Industrial(Heavy)	401,400	102,700	504,100	IG1 U/85	26,764	26,981
124	7666703040	3235 16TH AVE SW	SEATTLE	KING COUNTY-SOLID WASTE	COUNTY	Industrial(Heavy)	483,700	113,900	597,600	IG1 U/85	32,250	36,780
125	7666703050	3441 SW KLICKITAT AVE	SEATTLE	KING COUNTY-SOLID WASTE	COUNTY	Parking(Assoc)	753,000	0	753,000	IG1 U/85	55,657	71,171
126	7666703051		SEATTLE	SEATTLE CITY OF SDOT	CITY	Vacant(Industrial)	340,400	0	340,400	IG1 U/85	24,317	24,417
127	7666703096		SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Vacant(Industrial)	153,000	65,000	218,000	IG1 U/85	16,211	16,215
128	7666703291		SEATTLE	STATE OF WASHINGTON-DNR	STATE	Industrial(Heavy)	414,600	0	414,600	IG1 U/85	42,320	42,320
129	7666703295		SEATTLE	SEATTLE CITY OF SDOT	CITY	Right of Way/Utility, Road	133,900	0	133,900	IG1 U/85	10,304	8,629
130	7666703670		SEATTLE	SEATTLE CITY OF DPR	CITY	Vacant(Industrial)	5,149,100	1,000	5,150,100	IG1 U/85	286,064	283,751
131	7666703700	4542 WEST MARGINAL WAY SW	SEATTLE	SEATTLE CITY OF DPR	CITY	Vacant(Industrial)	5,000	0	5,000	IG1 U/85	560	466
132	7666705204	2330 SW FLORIDA ST	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	2,760,800	0	2,760,800	IG1 U/85	359,209	359,209
133	7666705205		SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	1,444,900	0	1,444,900	IG1 U/85	192,665	193,286
134	7666705206	2330 SW FLORIDA ST	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	1,235,600	0	1,235,600	IG1 U/85	166,718	166,718
135	7666705208	2330 SW FLORIDA ST	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	48,500	0	48,500	IG1 U/85	6,472	6,473
136	7666705210		SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	68,600	0	68,600	IG1 U/85	9,148	9,034
137	7666705252	2130 HARBOR AVE SW	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	2,400,000	0	2,400,000	IG2 U/85	287,433	287,433
138	7666705342	SW FLORIDA ST	SEATTLE	STATE OF WASHINGTON	STATE	Tideland, 1st Class	1,496,200	0	1,496,200	IG1 U/85	200,225	200,225

Map Site Number	Property Identification Number	Site Address	Site City	Taxpayer Name	Ownership Type	PRESENT_USE	Appraisal Land Value	Appraisal Improvement Value	Total Appraisal Value	Current Zoning	Lot Size (SF)	Parcel Area (SF)
139	7666705382	2800 SW FLORIDA ST	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	699,100	0	699,100	IG1 U/85	92,724	92,725
140	7666705384	2800 SW FLORIDA ST	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Industrial(Heavy)	2,582,400	0	2,582,400	IG1 U/85	220,424	220,424
141	7666705432	2330 SW FLORIDA ST	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	2,822,700	0	2,822,700	IG1 U/85	128,513	128,513
142	7666706617	HARBOR AVE SW	SEATTLE	STATE OF WASHINGTON - DNR	STATE	Tideland, 1st Class	63,700	0	63,700	C1-40	9,100	9,330
143	7666706730	1660 HARBOR AVE SW	SEATTLE	SEATTLE CITY OF DPR	CITY	Marina	39,853,100	1,248,200	41,101,300	NC2-65	273,481	273,481
144	7666706732	HARBOR AVE SW	SEATTLE	SEATTLE CITY OF DPR	CITY	Tideland, 1st Class	2,817,500	0	2,817,500	NC2-65	402,380	402,380
145	7666706733	HARBOR AVE SW	SEATTLE	SEATTLE CITY OF DPR	CITY	Tideland, 1st Class	201,200	0	201,200	NC2-65	28,750	28,414
146	7666706804	HARBOR AVE SW	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	656,000	0	656,000	NC2-65	97,553	97,553
147	7666706862	HARBOR AVE SW	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	402,500	300,000	702,500	NC2-65	57,500	61,315
148	7666706872	HARBOR AVE SW	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	201,200	0	201,200	NC2-65	28,750	29,076
149	7666706874	HARBOR AVE SW	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	201,200	0	201,200	NC2-65	28,750	29,066
150	7666706943	1200 HARBOR AVE SW	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	46,000	0	46,000	MR	46,052	46,053
151	7666706950	ALKI AVE SW	SEATTLE	SEATTLE CITY OF DPR	CITY	Park, Public(Zoo/Arbor)	37,730,000	5,678,900	43,408,900	LR2	6,138,315	6,138,315
152	7666706952	1200 HARBOR AVE SW	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	130,900	0	130,900	MR	130,932	130,932
153	7666706994		SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	500	0	500	MR	599	599
154	7666706999		SEATTLE	SEATTLE CITY OF DPR	CITY	Tideland, 1st Class	500	0	500	MR	601	601
155	7666707035		SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	3,000	0	3,000	MR	511,373	511,373
156	7671800249	1711 13TH AVE SW	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	1,349,800	776,400	2,126,200	IG1 U/85	179,980	178,279
157	7671800254	1801 16TH AVE SW	SEATTLE	STATE OF WASHINGTON	STATE	Industrial(Heavy)	1,146,700	0	1,146,700	IG1 U/85	152,900	155,446
158	7671800552	13TH AVE SW	SEATTLE	DEPT OF NATURAL RESOURCES	STATE	Tideland, 1st Class	621,000	0	621,000	IG1 U/85	82,811	82,811
159	7671800577	13TH AVE SW	SEATTLE	STATE OF WASHINGTON	STATE	Tideland, 1st Class	741,600	0	741,600	IG1 U/85	98,880	97,747



Table A-2. Port of Seattle Properties within Mitigation Study Area

Map Site Number	Property ID Number	Property Name	Site Address	Site Zip	Site City	Quarter Section	Section	Township	Range	Appraisal Value Improvements	Appraisal Value Land	Appraisal Value Total	Area (acres)	COMMENTS
1001	7666201146	PORT OF SEATTLE - PIER 90	2001 W GARFIELD ST	98119	SEATTLE	SE	23	25	3	40,638,000	7,524,900	48,162,900	83.8	PORT OF SEATTLE, NO ADMITTANCE
1002	7666201153									0	0	0	14.6	
1003	7666201516	PORT OF SEATTLE-LEASEHOLD	2001 W GARFIELD ST	98119	SEATTLE	SE	23	25	3	1,000	15,744,100	15,745,100	83.8	PORT OF SEATTLE, NO ADMITTANCE
1004	7666201530	PORT OF SEATTLE - TANK FARM	1201 W GARFIELD ST	98199		NE	26	25	3	41,747,400	1,000	41,748,400	28.9	PORT OF SEATTLE, NO ADMITTANCE
1005	7666202055	GRAIN TERMINAL	1201 AMGEN CT W	98119	SEATTLE	SE	25	25	3	56,609,400	1,000	56,610,400	26.0	AMGEN CO, RESTRICTED, NO PHOTOS
1006	7666202120	PORT OF SEATTLE - UPLANDS				NW	25	25	3	5,095,300	0	5,095,300	2.3	
1007	7666202295	PIER 69	2727 ALASKAN WAY	98121	SEATTLE	NW	31	25	4	1,129,800	34,638,400	35,768,200	0.7	
1008	7666202297	PIER 69				NW	31	25	4	7,200,000	0	7,200,000	3.6	
1009	7666207695	PORT TERMINALS 37,42 & 46	1519 ALASKAN WAY S	98134	SEATTLE	NE	6	24	4	179,636,800	13,682,000	193,318,800	103.1	US COAST GUARD at pier 36
1010	7666207800	PORT OF SEATTLE container yard				NE	7	24	4	13,601,800	1,000	13,602,800	7.8	
1011	7666207810	PORT OF SEATTLE/JACK PERRY PARK				NE	7	24	4	4,153,200	1,000	4,154,200	2.3	
1012	7666207830	PORT-TERMINAL 30-Passenger Terminal	3225 E MARGINAL WAY S	98134	SEATTLE	NE	7	24	4	59,062,100	23,918,800	82,980,900	33.9	MATSON NAVIGATION AUTO LOT. Terminal 25
1013	7666207905	TERMINAL 25	3501 E MARGINAL WAY S	98134	SEATTLE	SE	7	24	4	63,684,700	110,300	63,795,000	36.7	
1014	7666701356	PORT TERMINAL 18	2530 11TH AVE SW	98134	SEATTLE	NW	18	24	4	75,088,700	70,374,200	145,462,900	117.8	
1015	7666702950	Port of Seattle	2761 16TH AVE SW	98134		SE	12	24	3	9,075,900	1,264,000	10,339,900	13.9	
1016	7666702960	WA State DNR formerly leased by Lockheed				SE	12	24	3	2,406,100	0	2,406,100	3.8	
1017	7666705565	PORT TERM 5 - A.P.L. -WEST	2701 26TH AVE SW	98106		SW	12	24	3	71,152,600	86,800,500	157,953,100	97.3	Gated, part of terminal 5

Appendix E

FONSI Distribution List

Recipient Summary

Federal Agencies	<ul style="list-style-type: none"> Federal Highway Administration Federal Transit Administration US Army Corps of Engineers US Coast Guard USDOT Federal Maritime Administration USDOT Federal Rail Administration US Fish and Wildlife Service NOAA National Marine Fisheries National Park Service US Housing and Urban Development US Environmental Protection Agency
Native American Tribes	Muckleshoot Tribe
<i>Federally Recognized</i>	Snoqualmie Tribe
	Stillaguamish Tribe of Indians
	Suquamish Tribe
	Tulalip Tribes
<i>Non Federally Recognized</i>	Yakama Nation
	Duwamish Tribe
Washington State Agencies	<ul style="list-style-type: none"> Fish and Wildlife Natural Resources Ecology Archaeology and Historic Preservation State Office of Homeland Security Attorney General Office
Local and Regional Agencies	<ul style="list-style-type: none"> City of Bainbridge Island City of Bremerton City of Port Townsend City of Seattle Council, Transportation Chair City of Seattle, Department of Neighborhoods City of Seattle, Department of Neighborhoods, Landmarks Preservation Board City of Seattle, Department of Neighborhoods, Pioneer Square City of Seattle, Department of Planning and Development City of Seattle, Department of Transportation City of Seattle, Fire Department City of Seattle, Police Department City of Seattle, Public Utilities Island County, Island Transit Jefferson County, Jefferson County Transit Authority King County Council King County, Department of Development and Environmental Services King County, Department of Transportation King County, Department of Transportation, Metro King County, Historic Preservation Program King County, Marine Division King County, Wastewater Treatment Division Kitsap County, Department of Community Development Kitsap County, Department of Public Works Kitsap County Transit

Port of Bremerton
Port of Kingston
Port of Port Townsend
Port of Seattle
Puget Sound Clean Air Agency
Puget Sound Partnership
Puget Sound Regional Council
Sound Transit

Libraries

Seattle Public Libraries, White Center Branch
Seattle Public Libraries, Central Library
Kitsap Regional Library, Downtown Bremerton Branch
Kitsap Regional Library, Bainbridge Branch
WSDOT HQ Library
US Army Corps of Engineers, Seattle District Library
UW - Suzzallo and Allen Libraries
UW Department of Engineering - Library
Washington State Department of Ecology Library
Washington State Library

**Legislators and
Congressional Delegates**

US Senator Maria Cantwell
US Senator Patty Murray
US Representative Derek Kilmer
US Representative Jim McDermott
US Representative Jaimie Herrera Beutler
Sen. Sharon Nelson (34th District)
Rep. Eileen Cody (34th District)
Rep. Joe Fitzgibbon (34th District)
Sen. Christine Rolfes (23rd District)
Rep. Sherry Appleton (23rd District)
Rep. Drew Hansen (23rd District)
Sen. Jan Angel (26th District)
Rep. Jesse Young (26th District)
Rep. Larry Seaquist (26th District)
Rep. Judy Cliborn (41st District)
Rep. Brady Walkinshaw (43rd District)
Rep. Frank Chopp (43rd District)
Rep. Jamie Pedersen (43rd District)

**Community and Special
Interest Groups**

Bread of Life Mission
Compass Housing Alliance (formerly Compass Center)
OK Hotel Apartments
Real Change
The Seattle/King County Coalition for the Homeless
Washington Adult Day Services
Alliance for Pioneer Square
Historic Seattle
Washington Trust for Historic Preservation
Seattle Mariners
People For Puget Sound
Washington State Major League Baseball Stadium Public Facilities District
Cascadia Center for Regional Development
David Goebel (Citizen)

Appendix F

Notice of Adoption of EA for SEPA Compliance

**ADOPTION OF ENVIRONMENTAL DOCUMENT
AND
DETERMINATION OF NON-SIGNIFICANCE (DNS)
WAC 197-11-965 AND 970**

Description of proposal:

The Washington State Department of Transportation (WSDOT) Ferries Division (WSF) proposes to replace the aging and seismically vulnerable components of the Seattle Ferry Terminal at Colman Dock in order to maintain ferry service in the future. Key elements of the Seattle Ferry Terminal Project include:

- Replacing and re-configuring the timber trestle portion of the dock;
- Replacing the main terminal building;
- Reconfiguring the dock layout to provide safer and more efficient operations;
- Replacing the vehicle transfer span and the overhead loading structures of Slip 3;
- Maintaining a connection to the Marion Street pedestrian overpass;
- Replacing the King County-operated passenger-only ferry (POF) facility on the southern edge of Colman Dock.

Much of the northern trestle area would be left as open water after construction; the design replaces the northern holding lane capacity on the south side of the terminal. The reconfiguration increases nearshore habitat and narrows the facility's frontage along Alaskan Way by 150 feet. The total overwater coverage for the reconfigured terminal, including the POF facility, would increase by approximately 5,200 square feet. Mitigation for the increased overwater coverage would include removal of equivalent overwater coverage in Elliott Bay .

Proponent: Washington State Ferries

Location of proposal: King County, Section 06, Township 24N, Range 04E, WIRA 08 MARI
Seattle Ferry Terminal (Colman Dock), Pier 50/52
801 Alaskan Way
Seattle, WA 98104-1410

Lead agency: Washington State Department of Transportation

Title Description of document being adopted: Seattle Ferry Terminal, NEPA Environmental Assessment, (April 14, 2014). The Environmental Assessment contains the results of the environmental analysis used to identify potential environmental impacts from the project, and the document is used to convey the project information to the public and project decision-makers so that well-informed decisions can be made. This Environmental Assessment was prepared in accordance with the National Environmental Policy Act (NEPA).

The document is available to be read at:

The NEPA Environmental Assessment and supporting documents can be found online at:
www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal

Copies are also available for review at the following libraries:

- Seattle Public Library, Central Library Branch
- King County Library, White Center Branch
- Kitsap Regional Library, Downtown Bremerton and Bainbridge Island Branches
- University of Washington, Suzzallo and Allen, and the Engineering Libraries

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed NEPA environmental assessment referenced above and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date below, on which the notice was signed.

Comments must be submitted by April 28, 2014

We have identified and adopted this document as being appropriate for the proposal after independent review. The document meets our environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Name of agency adopting the document:

Washington State Department of Transportation

Contact person, if other than responsible official: Marsha Tolon

Phone: 206-805-2866

Email: ColmanDockEA@wsdot.wa.gov

Responsible Official: Kojo Fordjour, AICP

Position/Title: Washington State Ferries Environmental Permitting Manager

Phone: 206-515-3650

Address: 2901 Third Avenue, Suite 500, Seattle, WA 98121

Date: April 14, 2014

Signature: _____

