



Washington State Ferries

# Seattle Multimodal Terminal at Colman Dock Project

# Welcome

Please share your comments with us.

**In-person:** Fill out a comment form or speak with a court reporter.

**Online:** [www.wsdot.wa.gov/projects/ferries/  
colmanmultimodalterminal](http://www.wsdot.wa.gov/projects/ferries/colmanmultimodalterminal)

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**Comments will be accepted between April 14 - May 12, 2014.**



# Seattle Multimodal Terminal at Colman Dock Project

## Why is Colman Dock important?

- The Seattle Ferry Terminal at Colman Dock provides a critical transportation link between downtown Seattle and communities in King County, Kitsap County and the Olympic Peninsula.
- The terminal is the largest terminal in the Washington State Ferries (WSF) system.
- In 2013, Colman Dock served over 8.5 million riders, including 4.4 million foot passengers.





# Seattle Multimodal Terminal at Colman Dock Project

## Why is this project needed?

- Key components of Colman Dock are aging and seismically deficient, with some portions of the existing dock originally constructed in 1938.
- The layout of today's facility creates safety concerns and operational inefficiencies due to conflicts between vehicles, bicycles, and pedestrian traffic.



*Timber pile from Colman Dock that has been removed and replaced due to deterioration.*



*The project will reduce conflicts between vehicles, bicyclists and pedestrians.*



# Seattle Multimodal Terminal at Colman Dock Project

## How will this project improve safety and mobility?

**Significant work is needed to ensure safe and reliable ferry service in the future, including:**

- Replacing the timber portion of the dock with a new and reconfigured steel and concrete dock.
- Replacing the main terminal building.
- Replacing the vehicle transfer span and overhead loading structures of Slip 3.
- Replacing the passenger-only facility with funding from King County.
- Improving pedestrian connections to transit.
- Improving accessibility by constructing the facility to meet current standards for serving people with disabilities.



*View of Colman Dock looking east.*

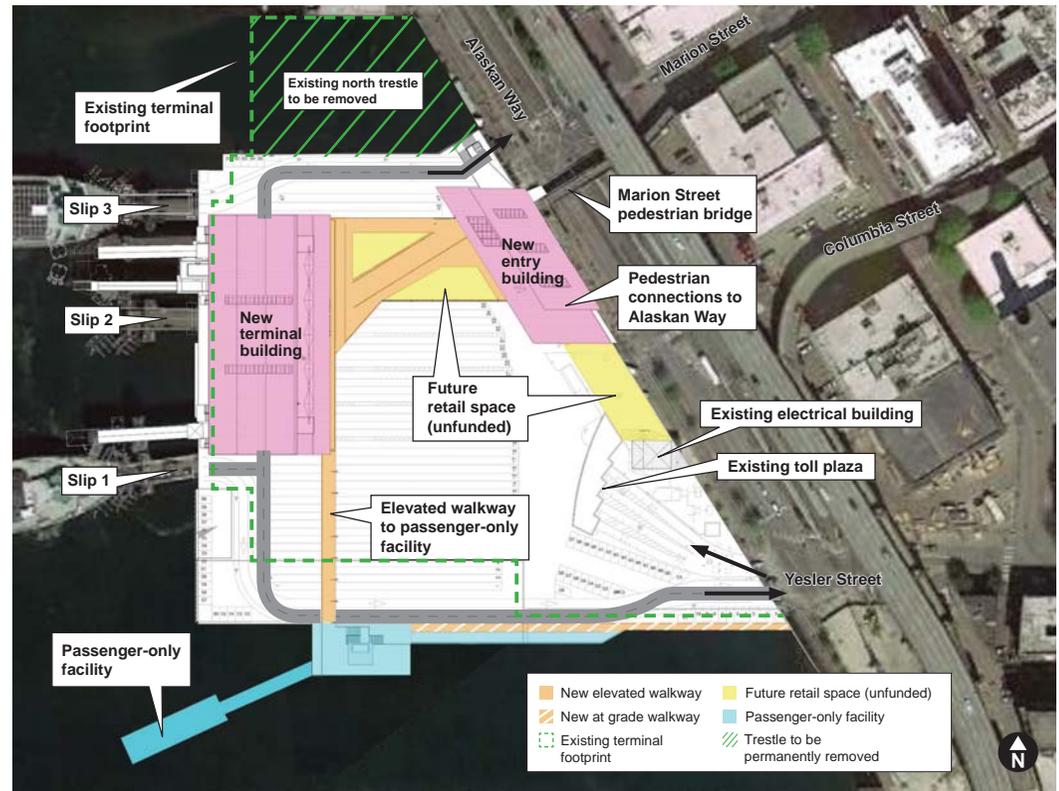


# Seattle Multimodal Terminal at Colman Dock Project

## How will Colman Dock change?



Existing facility

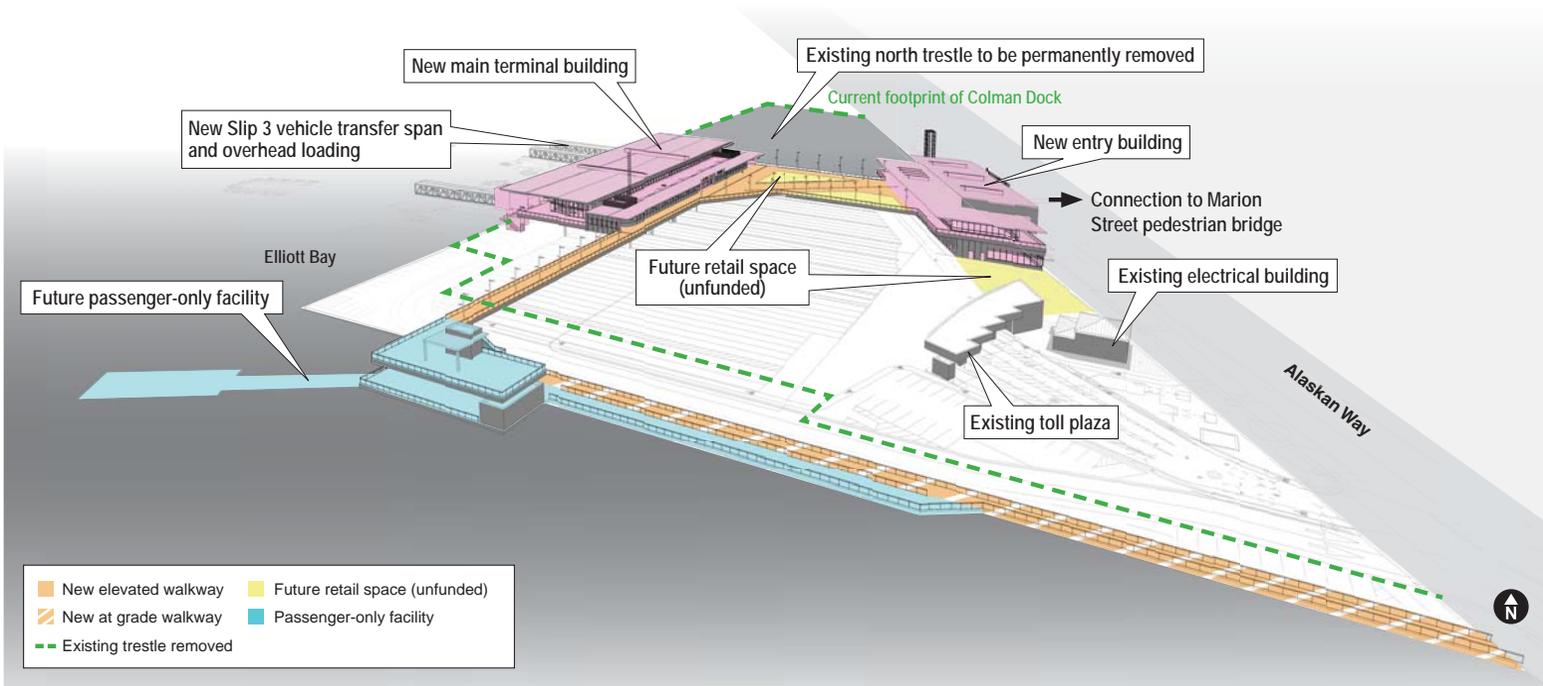


Proposed facility



# Seattle Multimodal Terminal at Colman Dock Project

## Preliminary design concept: View looking north



Note: In-water pilings not shown



# Seattle Multimodal Terminal at Colman Dock Project

## What are some key design features of the proposed upper level of the Colman Dock facility?

- New main terminal building oriented in north-south direction
  - Faster loading times for walk-on customers
  - More efficient passenger circulation through terminal
  - Expanded public views of the water
- Entry building located adjacent to Alaskan Way
  - Separates ticket processing and waiting area functions
  - Integrates with City of Seattle's plans for the future waterfront
- Main terminal building designed to meet LEED silver standards
- Walkways designed to improve pedestrian connections and circulation



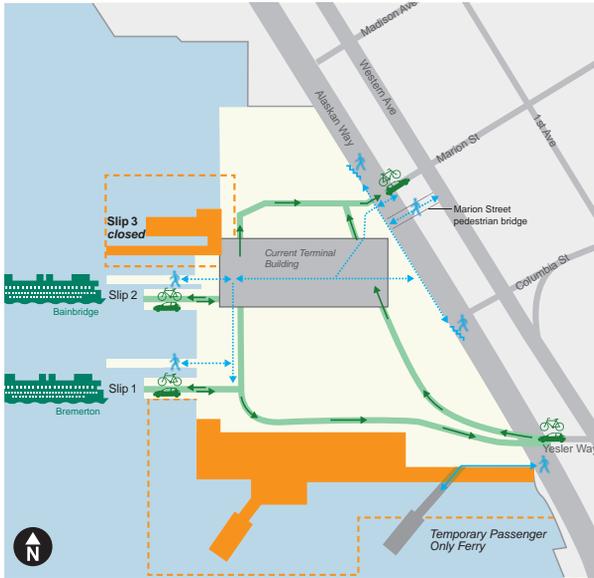


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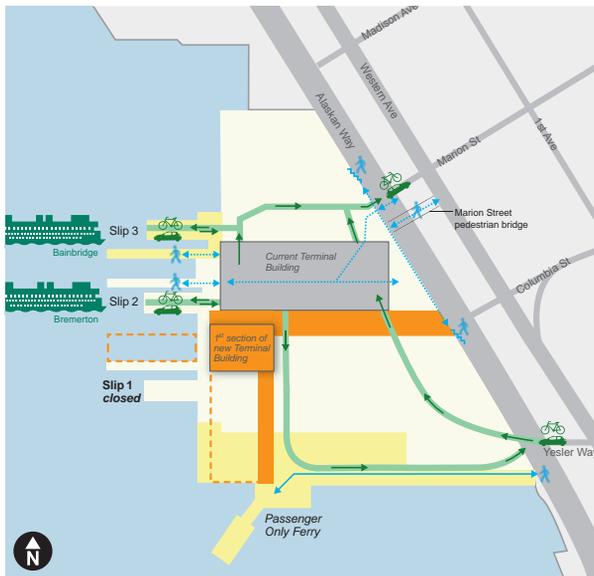
## Construction phasing approach

### Construction sequence: Phase 1 and 2



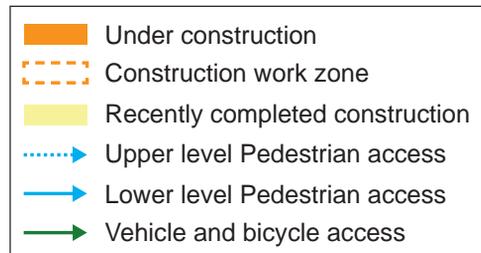
#### Phase 1 activities:

- Construction begins on new southern trestle requiring temporary relocation of passenger-only facility.
- Construction begins on new permanent passenger only facility.
- Construction begins on replacement of Slip 3.



#### Phase 2 activities:

- Construction of new terminal building begins.
- Construction of new elevated walkway to passenger-only ferry facility begins.



**Note:** WSF is evaluating combining phases 1 and 2 to shorten the overall construction duration.

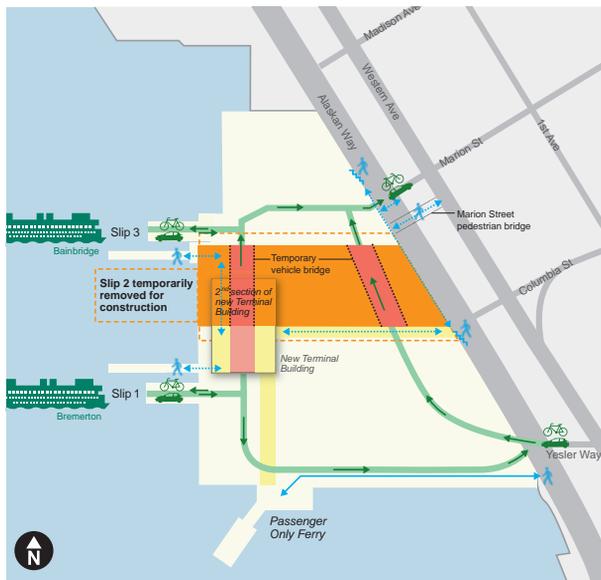


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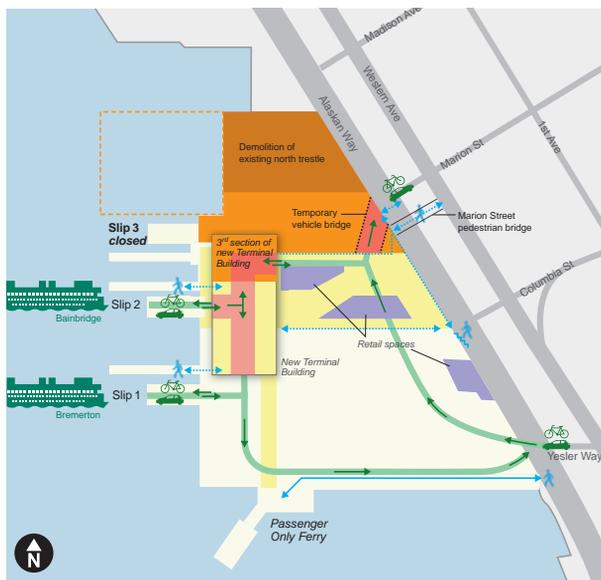
## Construction phasing approach

### Construction sequence: Phase 3 and 4



#### Phase 3 activities:

- Demolition of existing terminal building and lower timber trestle begins.
- Construction of new terminal building and lower level trestle continues.



#### Phase 4 activities:

- Demolition of existing northern timber trestle.
- Construction of northern portion of new terminal building and lower level trestle continues, including platform for future retail space.

	Under construction
	Construction work zone
	Recently completed construction
	Upper level Pedestrian access
	Lower level Pedestrian access
	Vehicle and bicycle access
	Lower level access
	Temporary vehicle bridge



# Seattle Multimodal Terminal at Colman Dock Project

## What is the project timeline?

Task	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Environmental process and preliminary design	█										
Permitting and design				█							
Procurement of construction materials						█					
On-site construction							█				

*Phasing construction allows ferry service to remain open throughout the construction duration.*

## How much will the project cost?

The total project budget is \$268 million divided into three main components:

**1 Terminal Building and North Trestle Replacement:**  
\$207 million

**2 Slip 3 Overhead Loading and Transfer Span Replacement:**  
\$48 million

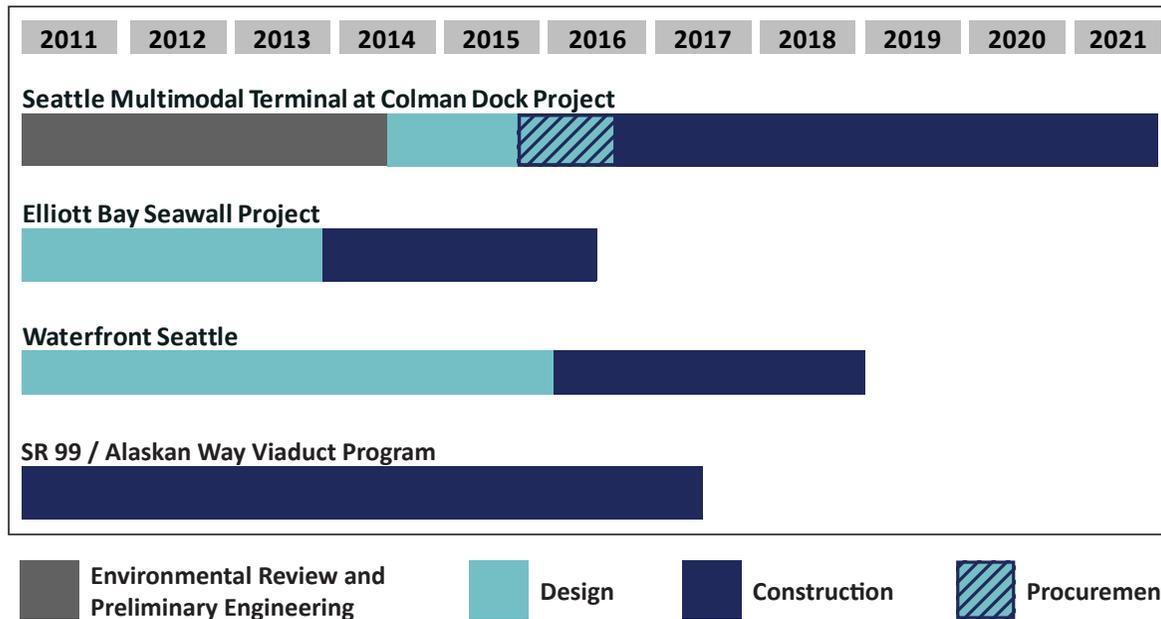
**3 Passenger-Only Ferry Facility Replacement:**  
\$13 million  
(funding provided by King County)



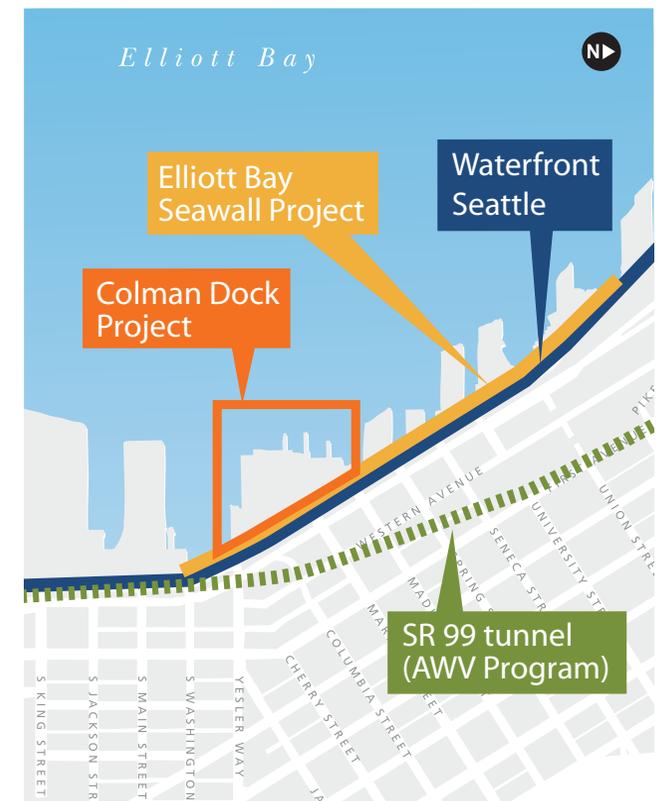
# Seattle Multimodal Terminal at Colman Dock Project

## Seattle waterfront project coordination

WSDOT, the City of Seattle and King County are working together to coordinate multiple Seattle waterfront projects. Topics include coordinating project designs and construction plans.



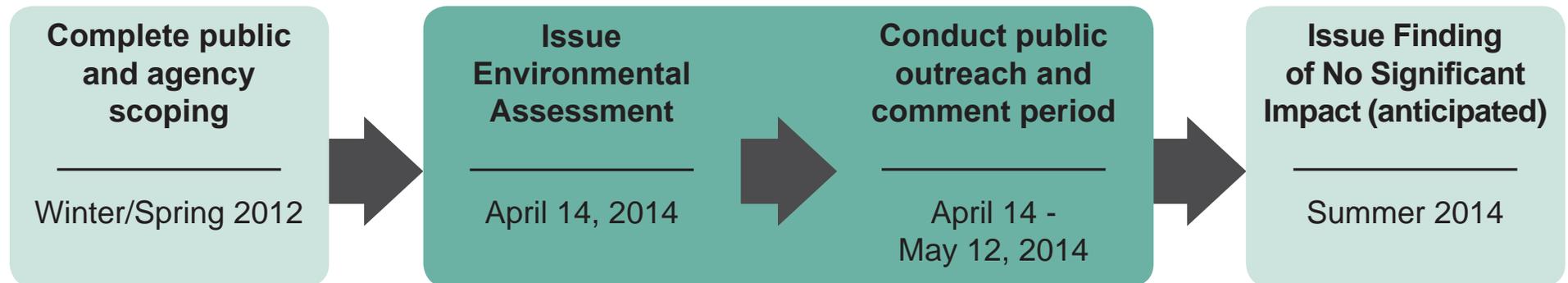
### Major Seattle Waterfront projects





# Seattle Multimodal Terminal at Colman Dock Project

What are the key steps in the environmental review process?





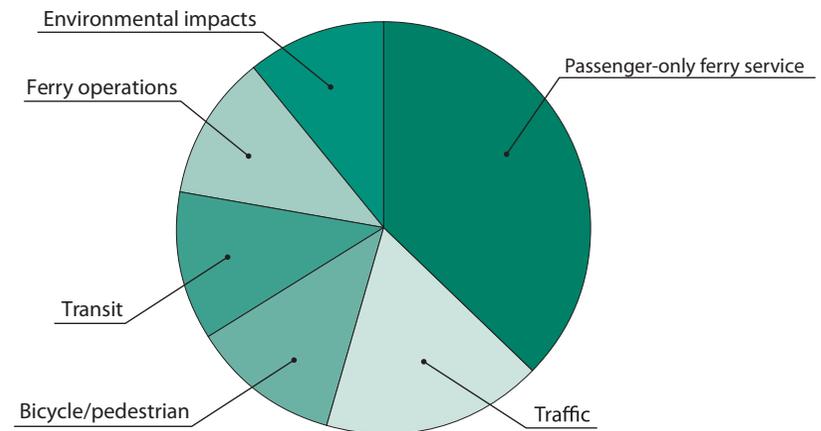
# Seattle Multimodal Terminal at Colman Dock Project

## What did we hear during the project's scoping phase?



*A formal scoping comment period ran from February 8 through March 15, 2012.*

- A total of 196 comments were received during the scoping comment period, in early 2012.
- Most comments related to maintaining operations of the passenger-only ferry at Colman Dock.
- In response, the project scope was modified to include the passenger-only ferry.
- Key comment themes were:



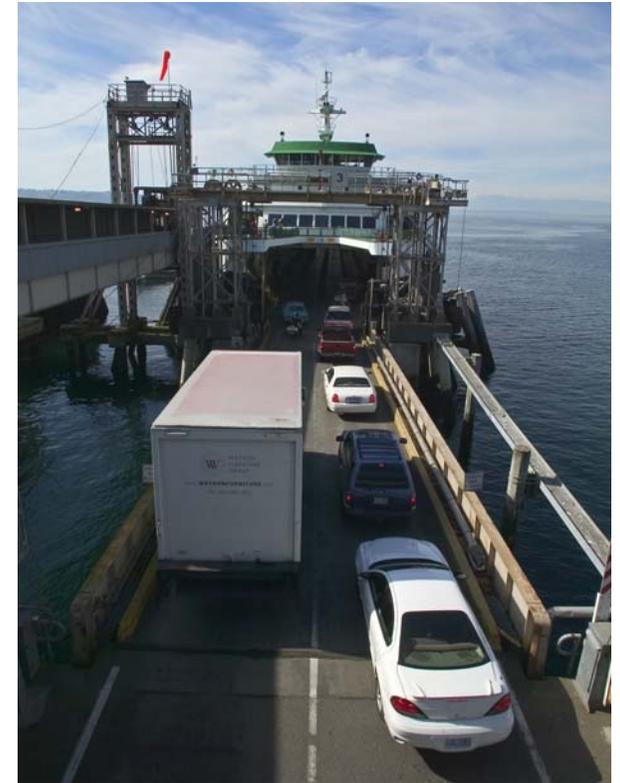


# Seattle Multimodal Terminal at Colman Dock Project

## What is an Environmental Assessment?

As part of the National Environmental Policy Act (NEPA), the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA) and WSF prepared an Environmental Assessment (EA) to analyze potential environmental effects of this project and determine their significance.

The EA was issued for review and comment on April 14, 2014.



*Passengers bound for Bainbridge Island.*



# Seattle Multimodal Terminal at Colman Dock Project

## What did the Environmental Assessment analysis show?

Customer benefits	Environmental benefits	Adverse effects
<ul style="list-style-type: none"> <li>• Upgrades the facility to current seismic standards to ensure this critical transportation link can continue into the future.</li> <li>• Eliminates pedestrian-vehicle conflict points and improves safety.</li> <li>• Upgrades pedestrian spaces, including compliance with the Americans with Disabilities Act, and provides for improved mobility.</li> </ul>	<ul style="list-style-type: none"> <li>• Removes 7,400 tons of toxic material.</li> <li>• Opens up an area of shoreline.</li> <li>• Provides opportunities to remediate contaminated sediments.</li> <li>• Treats stormwater for all new and replaced areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Project construction will last up to five years.               <ul style="list-style-type: none"> <li>• WSF will maintain ferry service during construction.</li> <li>• Environmental regulations limit when in-water construction can take place.</li> </ul> </li> <li>• The project will result in approximately 5,200 square feet of new overwater coverage.               <ul style="list-style-type: none"> <li>• Mitigation would include restoring equivalent ecological functions.</li> </ul> </li> </ul>



# Seattle Multimodal Terminal at Colman Dock Project

## What topics were analyzed in the Environmental Assessment?

- Ecosystems
- Noise and vibration
- Water resources
- Hazardous materials
- Geology and soils
- Historic and cultural resources
- Transportation
- Land use
- Visual quality
- Air quality
- Navigation
- Social elements and environmental justice
- Energy and greenhouse gas



# Seattle Multimodal Terminal at Colman Dock Project

## Ecosystems

### Construction effects

- In-water work (especially pile removal and installation) would mobilize sediments, temporarily degrading water quality.
- Disturbing sediments beneath and near the trestle could spread known contamination.
- Pile installation would also generate noise levels that could disturb or harm aquatic species.

### Construction mitigation

- Limiting in-water work to agency-approved periods to avoid fish impacts.
- Monitoring presence of marine mammals and protected bird species; halting work when these animals approach specified distances.
- Placing bubble curtains to minimize in-water noise impacts.
- Implementing sediment containment best management practices (BMPs).



*Colman Dock in 1976.*



# Seattle Multimodal Terminal at Colman Dock Project

## Ecosystems

Long-term effects and mitigation	Long-term project benefits
<ul style="list-style-type: none"><li>• Overwater coverage would increase by approximately 5,200 square feet.</li><li>• Replacement of equivalent aquatic and ecological function in WRIA 9, Elliott Bay or saline-influenced portions of the lower Duwamish River.</li><li>• Options include removal of overwater cover at Pier 48, participation in King County's In Lieu Fee (ILF) Mitigation Program, or habitat improvements at other sites.</li></ul>	<ul style="list-style-type: none"><li>• Removing about 7,400 tons of creosote treated pilings and about 3,500 cubic yards of contaminated sediment.</li><li>• Installing a new sediment cap, preventing migration of contaminants.</li><li>• Providing stormwater treatment for all new and replaced sections of trestle.</li><li>• Removing overwater coverage from approximately 150 feet of shoreline.</li></ul>



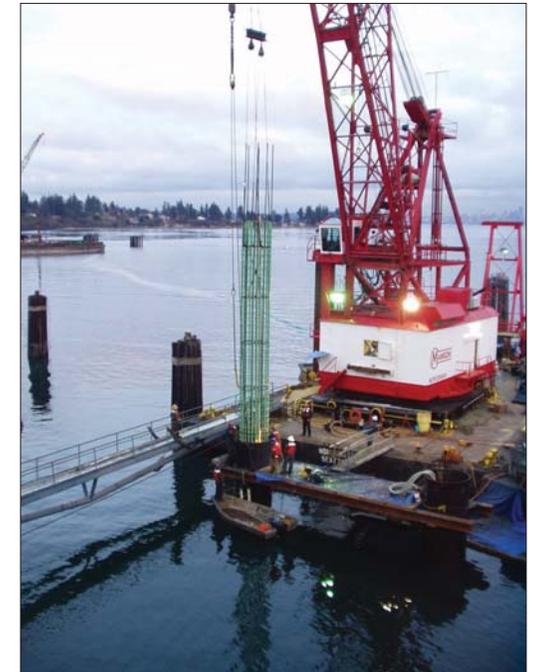
*Ferry crossing Elliott Bay - Port of Seattle in the background.*



# Seattle Multimodal Terminal at Colman Dock Project

## Noise and vibration

Construction effects	Construction mitigation	Long-term project benefits
<ul style="list-style-type: none"><li>• Construction activities would cause noise during the 6-year construction period. Pile driving and removal would cause the greatest noise and vibration impacts.</li></ul>	<ul style="list-style-type: none"><li>• Potential adverse vibration effects to Fire Station No. 5 would be mitigated by cutting piles within 35 feet of the fire station rather than vibrating them out, and monitoring vibration levels during demolition and construction. If monitoring data show vibration levels approaching the damage threshold, WSDOT will halt vibratory extraction of piles and cut them at the mudline until the vibration levels do not approach the damage threshold of 0.5 PPV.</li></ul>	<ul style="list-style-type: none"><li>• Removing the timber trestle would shift terminal operations approximately 165 feet to the south, further away from Fire Station No. 5.</li></ul>



*Example of in-water construction.*



# Seattle Multimodal Terminal at Colman Dock Project

## Water resources

Construction effects	Construction mitigation	Long-term project benefits
<ul style="list-style-type: none"> <li>• The removal and installation of piles would cause turbidity and stir up contaminants and sediment. Turbidity would be monitored during construction.</li> <li>• Dust from exposed surfaces and construction materials and debris containing contaminants may blow into the water, reducing water quality.</li> <li>• Construction equipment used in the water could leak small amounts of fuel and engine fluids into Elliott Bay.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement a Construction Stormwater Pollution Prevention Plan addressing erosion, spills, concrete and dust.</li> </ul>	<ul style="list-style-type: none"> <li>• Adding new stormwater vaults below the deck to collect runoff and provide water quality treatment.</li> <li>• Removing approximately 7,400 tons of creosote-treated timber piles, preventing contamination from the adjacent sediment and water.</li> <li>• Removing approximately 3,500 cubic yards of contaminated fill.</li> <li>• Placing a clean sediment cap to prevent migration of contaminants.</li> </ul>



*The project will remove 7,400 tons of creosote-treated timber piles from Elliott Bay.*



# Seattle Multimodal Terminal at Colman Dock Project

## Hazardous materials

Construction effects	Construction mitigation	Long-term project benefits
<ul style="list-style-type: none"> <li>• The removal of creosote piles would disturb contaminated sediment, suspending it into the water column. Short-term impacts from contaminated materials and disturbed contaminated sediments would be localized.</li> <li>• Chemically-treated wood adjacent to piles also may be brought to the surface during pile removal.</li> <li>• Portions of piles may remain buried in sediment if broken during the removal process.</li> </ul>	<ul style="list-style-type: none"> <li>• Use of standard BMPs such as booms in the water and on-site monitoring.</li> </ul>	<ul style="list-style-type: none"> <li>• New stormwater treatment facilities would reduce pollutant loadings to the bay.</li> <li>• Removing about 7,400 tons of creosote-treated pilings and about 3,500 cubic yards of contaminated fill.</li> <li>• Placing a clean sediment cap to prevent migration of contaminants.</li> <li>• Demolition of buildings would remove hazardous materials, primarily asbestos.</li> </ul>



*A timber pile that has been removed due to deterioration.*

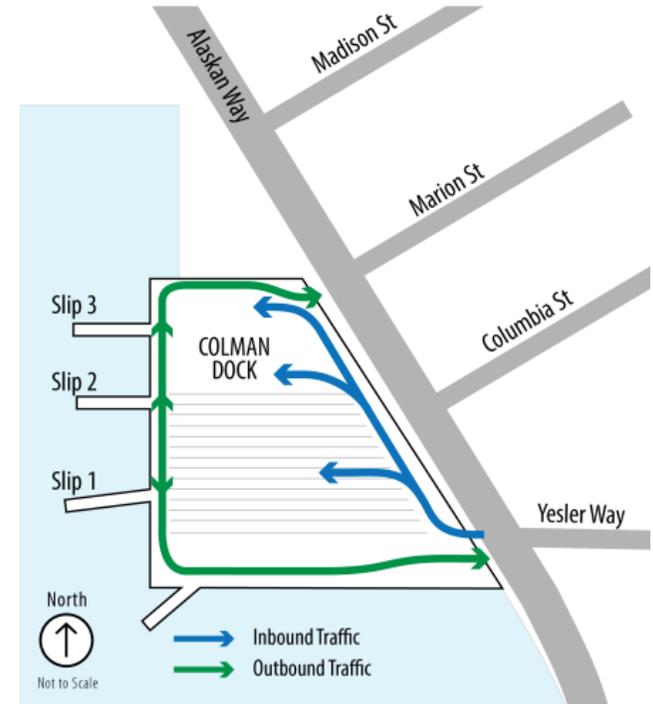


# Seattle Multimodal Terminal at Colman Dock Project

## Transportation

Construction effects and mitigation	Long-term benefits
<ul style="list-style-type: none"> <li>• Vehicle holding capacity will be reduced during Phase 4 construction from approximately 596 vehicles to just under 500. However, active lane management would increase vehicle holding capacity to 584 vehicles, which is similar to existing conditions.</li> <li>• A Construction Traffic Management Plan would be implemented to help minimize potential traffic effects, and facilitate coordination with other projects.</li> </ul>	<ul style="list-style-type: none"> <li>• Reconfiguration of trestle reduces time it takes to offload vessels and eliminates pedestrian/vehicle conflict points.</li> <li>• New elevators and stairways on Alaskan Way improve pedestrian access to Alaskan Way and local transit.</li> </ul>

Proposed vehicle circulation on Colman Dock





# Seattle Multimodal Terminal at Colman Dock Project

Washington State Ferries

## Summary of other findings

Resource	Proposed project
Geology and soils	<p><b>Construction effects:</b> No adverse effects.</p> <p><b>Project benefits:</b> Bulkhead and fill materials removal in the northeast corner of the parking lot would resolve the slope instability risk in this area. Overall, new construction would significantly reduce the risk of damage or catastrophic failure due to an earthquake.</p>
Land use	<p><b>Construction effects:</b> Temporary effects on adjacent land uses and the local street system from noise, dust, vibration, glare, traffic detours, traffic delays, and visual disturbance.</p> <p><b>Construction mitigation:</b> Implementation of traffic management plan and other standard best management practices to reduce traffic effects on surrounding uses; business and property owner notification during construction.</p> <p><b>Long-term effects:</b> No adverse effects. No change in principal use of site.</p>
Visual quality	<p><b>Construction effects:</b> Construction barriers and other equipment would be visible during construction and would detract from the visual quality of key view points.</p> <p><b>Long-term effects:</b> The terminal's new orientation would be changed to run parallel to the waterfront. The proposed design would create an increased massing along the elevated walkway to the Marion Street Overpass, and could increase the appearance of terminal bulk as seen from the east.</p> <p><b>Project benefits:</b> New buildings' design and quality would better compliment and fit with the surrounding environment and existing terminal structure.</p>
Historic, cultural, and archaeological resources	<p><b>Construction effects:</b> No adverse effects to historic, cultural and archaeological resources. The Department of Archaeology and Historic Preservation concurred with this finding in December 2013.</p> <p><b>Long-term effects:</b> No adverse effects.</p>
Air quality	<p><b>Construction effects:</b> Dust, pollutants, odors, and exhaust generated during construction. Construction emissions would be mitigated by implementing standard best management practices.</p> <p><b>Long-term effects:</b> No adverse effects.</p>
Navigable waterways	<p><b>Construction effects:</b> No adverse effects.</p> <p><b>Long-term effects:</b> No adverse effects.</p>
Socioeconomics and environmental justice	<p><b>Construction effects:</b> During construction, King County's passenger-only facility would close twice for approximately two to five days.</p> <p><b>Long-term effects:</b> No adverse effects.</p>