alternative to the Market Street Superfund site and offered no opinion on other segments of the alternative.

- The US Department of Interior supported the Market/Greene Alternative as an avoidance alternative to the Section 4(f) impacts of the Havana Alternative

- The Environmental Protection Agency supported the Havana Alternative citing fewer Environmental Justice impacts; this in fact is true of the Market/Greene Alternative that uses the railroad corridor.

- The Spokane Parks and Recreation Department supports the Market/Greene Alternative and was ardently opposed to the Havana Alternative due to Section 4(f) impacts.

TDM and TSM Strategies Expected to Be Implemented to Reduce Future Single-Occupancy Demand

Construction of a new facility would be only part of the transportation solution. The continuation and further development of the TSM and Mass Transit alternatives would happen concurrently, and all these components would combine to make a complete area transportation system. Strategies identified that are planned to be implemented in conjunction with the selected alternative include the following:

Pedestrian and Bicycle Facilities - A system of bikeways and pedestrian paths is a major part of the coordinated transportation system plan for the greater Spokane area. The plan has been established in Spokane's Bikeways Plan and Spokane Regional Transportation Council's (SRTC) Pedestrian/Bikeway Systems Plan.

Bus Service - Spokane Transit Authority (STA) has a comprehensive program of expansion, including park and ride facilities, carpool and vanpool activities, para-transit, and fixed route additions. STA plans to focus expansion of ride share services on employment based marketing, with emphasis on major outlying employment centers not presently served by fixed route service.

Park and Ride Lots - STA currently has 12 lots in the Spokane area. The park and ride lot/transfer center concept is an integral part of STA's long-range plan. To help keep pace with planned expansion of the STA system and help meet regional air quality goals, STA has identified 13 other potential lots and transit center locations. These serve as support facilities for transit, carpooling, and vanpooling functions. They add to the viability of the TDM and transit alternatives but are not figured to significantly impact capacity of or demand on the system on their own as trip reductions would be spread regionally.

Operational Management Strategies - The city of Spokane is currently developing a plan for upgrading existing signal systems citywide.

Measures to Minimize Harm

Implementation of the selected alternatives, Alternate 6 with the North Option and the C/D System, will include the mitigation measures discussed in Chapter 4 of the Final EIS. All practicable means to avoid or minimize environmental harm have been incorporated into the selected alternative. These mitigation measures are summarized below. Page numbers in parentheses refer to the Final EIS section where more details may be obtained. Also refer to the Commitment List located in the Summary.

Air Quality

No adverse impacts are expected; therefore, no mitigation is proposed (4-13).

To guard against potential air quality impacts WSDOT will fund congestion management system strategies related to the NSF as approved by SRTC and adopted by local government. WSDOT will also assure that the Trent Avenue improvements discussed in the Air Quality section of the FEIS are implemented and will build the collector distributor system with construction of the preferred alternative. The NSF will provide park and ride facilities along the preferred alternative as shown in this FEIS or comparable facilities as coordinated with STA. The NSF will be constructed in stages to allow for consideration and, if possible, accommodation of any High Capacity Transportation (HCT) systems that are not already incorporated in the current design.

Noise

Mitigation was considered for all areas impacted by noise. Barriers are recommended to be located where the benefit/cost ratio (cost of wall per the number residences realizing a satisfactory reduction in noise levels - 7dba) is reasonable. For the Market/Greene Alternative with North Option, noise barriers are recommended to be built and will be constructed from the vicinity of Trent Ave. Interchange north to the vicinity of the proposed Wellesley Interchange. This includes 1000 meters (3200 linear feet) on the west side of the NSF and 700 meters (2200 linear feet) on the east side. In addition, a 370 meter (1200 linear feet) barrier is to be built for the Mead Mobile Home park. A total of 265 residences are expected to be benefited. The location of the proposed barriers are shown in bold print in Table 4-16 (4-29).

All 10 barriers investigated along the I-90 C/D are planned to be built. A total of 710 residences are expected to be benefited. There are a total of 8590 meters (28,000 feet) of barrier at these locations. Barriers to be built for this part of the project are shown in Table 4-17 (4-30).

Energy

No mitigation measures would be required during operation of the proposed project, because operational impacts are less than those of the No-Build Alternative (4-35).

Geology and Soil

No mitigation is proposed (4-44).

Waterways and Hydrologic Systems

No mitigation is proposed (4-53).

Flood Plain

The structure spanning the Spokane River will have bridge abutments and approach fills outside the wetlands and the 100-year flood plain, except for bridge piers. Piers will most likely be located in the FEMA floodway or 100-year flood plain, depending on final design. Cross sectional measurements of the river will be taken and modeled (using the FEMA computer model) to ensure that construction of the structure will not decrease the channel carrying capacity or increase the 100-year flood plain elevation by more than that allowed by the city of Spokane's Shoreline Master Program. (4-55).

Water Quality

Stormwater runoff will be directed to water quality and quantity treatment facilities prior to discharge to rivers, creeks, and wetlands. Discharge to surface water bodies will be avoided when possible through the use of infiltration best management practices (BMPs).

Special pollutant reduction strategies (combined BMPs), such as, but not limited to, retention tanks and ponds will be combined with infiltration BMPs to provide additional protection at the crossing of the Spokane River, as well as at other sensitive sites (in the case of the Spokane River crossing, the BMPs will be in the vicinity of the bridge approaches). Due to structural considerations, the viaduct section between the I-90 Interchange and the Spokane River will also require special or combined BMPs for stormwater treatment.

Combined water quality/quantity BMPs will be used at each bridge/sensitive site. These will help prevent impacts to water bodies from hazardous materials spills on structures and at other sensitive sites (4-68).

WSDOT will confer with Spokane County over matters related to the Spokane Sole Source Aquifer, as directed by EPA. WSDOT will continue to coordinate with the County on aquifer protection through project implementation. WSDOT will also consult with EPA shortly before the project is implemented to assure that the project incorporates all necessary measures to avoid project-related contamination of the acquifer.

WSDOT will conform with the County Wellhead Protection Plan once it is completed and approved (4-68).

Wetlands

See Flood Plain measures to minimize harm which also apply to wetlands (4-77).

Wildlife, Fisheries, and Vegetation

There are no anadromous fish in the Spokane River. Resident species will be protected by utilizing best management practices and timing of work in the water in accordance with a Hydraulic Project Approval administered by Washington State Department of Fish and Wildlife (4-83).

Farmland

Any topsoil removed from areas of prime farmland and farmland of statewide importance will be removed and stockpiled rather than covered over. The topsoil can then be used for erosion control and in areas of planting for BMPs (4-87).

Disruptions of access to prime farmland property will be coordinated with property owners to help minimize impacts to the operations of that property. An alternative form of temporary access to the affected parcels will be provided to mitigate any temporary loss of access (4-266).

Land Use

Crossing the SCC campus will take land area now used for parking. The design will include an elevated structure in this area allowing the space below to be used for activities such as parking or storage. Design will be developed to bridge buildings whenever feasible and prudent. This approach would also apply to the industrial area between Sprague and Mission Avenues; elevating the structure so the area below can be used will help reduce impacts to properties and possibly prevent some displacement (4-102).

Design features such as landscaping and earth works will reduce the mass of the structure and its aesthetic impacts and will be considered in areas such as residential neighborhoods and parks (4-102-103).

Social Elements

Community Cohesion

Design details that minimize intrusion into community environments will be incorporated into the design of the freeway and its structures where possible. Examples of such design details are contouring, landscaping, noise walls, and various surface finishes on concrete structures.

A trail system along portions of the right of way will be built to provide additional linkages between neighborhood areas, recreational and service facilities, and other community services.

The existing I-90 pedestrian over-crossings will be rebuilt to cross the C/D as well.

The remaining portion of Your Place Park will be expanded as discussed below under Recreation, and the path between Perry and Freya Streets will be extended along the proposed northern right of way buffer area of the C/D System.

A new pedestrian overcrossing will be built at Wildhorse Park to enable a more direct route for pedestrians to and from the park and nearby schools and Hillyard. This crossing would also allow connection to the proposed bike path along Market Street. The pedestrian overcrossing will be located north of and adjacent to the existing park. Development of the overcrossing and landscaping will be coordinated with School District 81, the Spokane Parks and Recreation Department and the neighborhood (4-147).

Recreation

The widening of the C/D system will revise the freeway right of way line that is adjacent to Your Place Park making it necessary to take approximately 500 square meters (5663 square feet) of the existing park property.

The park will be reconfigured such that it will increase in size and have a very similar use to that of the existing. The park reconfiguration would consist of constructing a 4.6 meter (15 foot) high retaining wall and extending the park to the west along the remainder of the vacated block, using the new right of way. By constructing the retaining wall and extending the park west, the new park dimensions would be approximately 23 meters (75 feet) wide by 91.5 meters (300 feet) long, with a total area of approximately 2090 square meters (22,500 square feet). The park would lie north of the revised right of way line, and the city would retain jurisdiction. (see Figure 6-4 on p. 6-10) This new area represents an increase in area of approximately 418 square meters (4500 square feet) (4-149-150).

Visual impacts will be softened by use of architectural techniques, such as fractured concrete finish and planting pockets, on any wall structures required adjacent to a park. Any adjacent fill areas will be treated in accordance with a Roadside Master Plan that will provide guidance to ensure that any landscaping on the fills blends well with the surrounding neighborhood (4-149).

Where the route crosses the Tuffy's Trail and the Centennial Trail on an elevated structure, placement of bridge piers or other appurtenances on the trail will be avoided (4-138).

WSDOT commits to continue coordinating with Spokane Parks Department the mitigation of impacted recreation and park facilities under their stewardship. In particular WSDOT will coordinate development of the park reconstruction plans and landscaping with the Parks and Recreation Department with involvement from the neighborhood (S-xxx).