

Seattle Multimodal Terminal at Colman Dock Project



Environmental Assessment Scoping Comment Summary Spring 2012





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Executive Summary

WSDOT Ferries Division (WSF), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) are in the planning phase of a project to replace the aging and seismically vulnerable components of Colman Dock in Seattle in order to maintain ferry service in the future.

A formal scoping comment period for the Seattle Multimodal Terminal at Colman Dock Project was held from Feb. 8 to March 15, 2012, as part of the project's National Environmental Policy Act (NEPA) Environmental Assessment (EA) process.

What we did

Following a notification period, the project team conducted several scoping events, including:

- Agency and tribal scoping meeting – Feb. 7, 2012
- Onboard outreach – Seattle/Bainbridge evening peak period sailings: Feb. 8, 2012
- Onboard outreach – Seattle/Bremerton evening peak period sailings: Feb. 9, 2012
- Public scoping meeting – Feb. 16, 2012
- Online narrated PowerPoint presentation – Live on March 8, 2012

Approximately 200 people participated in the public scoping activities.

What we heard

A total of 196 comments were received during the scoping comment period, including 176 public comments, and 20 letters from agencies and organizations. The top comment categories, based upon the number of comments received regarding that topic, were:

- 1) Passenger-only/Pier 50 **(76%)**
- 2) Traffic **(35%)**
- 3) Bicycle/pedestrian **(24%)**
- 4) Transit **(24%)**
- 5) Ferry operations **(23%)**
- 6) Environmental impacts **(22%)**

Next Steps

- Finalize the project scope
- Advance the environmental analysis and preliminary design
- Continue project coordination with other agencies and tribes
- Share project updates with the public

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I. Introduction

WSDOT Ferries Division (WSF), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) are in the planning phase of a project to replace the aging and seismically vulnerable components of Colman Dock in Seattle in order to maintain ferry service in the future.

A formal scoping comment period for the Seattle Multimodal Terminal at Colman Dock Project was held from Feb. 8 to March 15, 2012, as part of the project's National Environmental Policy Act (NEPA) Environmental Assessment (EA) process. The intent of scoping is to provide an opportunity for early agency, tribal and public review and comment on a proposed project, including the proposed action and the potential environmental effects that should be considered.

WSF, FTA and FHWA solicited comments on the project from members of the public, community organizations, government agencies and affected tribal nations. The project team received a total of 196 comments during the comment period, including 176 from the public and 20 from agencies and organizations. These comments will help to identify environmental issues that should be evaluated in the EA and define the scope of the project.

This document summarizes the outreach to and comments from agencies, tribes, organizations and the general public.

II. Agency Scoping

An agency and tribal scoping meeting was held in Seattle on Feb. 7, 2012, from 1:30 – 3:30 p.m. At the meeting, local, state and federal agencies and tribal nations received a project briefing, and were encouraged to provide their comments. A total of 25 agency representatives and 4 tribal representatives attended the meeting.

Following the meeting, 20 agencies and organizations submitted comments on the project, including:

- U.S. Fish and Wildlife Service / National Marine Fisheries Service
- U.S. Environmental Protection Agency
- King County Ferry District
- King County Department of Transportation
- King County Department of Natural Resources and Parks – Wastewater Treatment Division
- Kitsap County Board of Commissioners
- Kitsap Transit
- Puget Sound Regional Council (PSRC)
- Port of Seattle
- Port of Kingston
- Cascadia Center / Port of Port Townsend / City of Port Townsend / Port of Kingston / Jefferson Transit
- City of Seattle Elected Officials
- Seattle Department of Transportation / Seattle Department of Planning and Development
- Landmarks Preservation Board (Seattle Department of Neighborhoods)
- Pioneer Square Preservation District (Seattle Department of Neighborhoods)

- Washington State Major League Baseball Stadium Public Facilities District
- People for Puget Sound
- Marine Transportation Association of Kitsap
- Transportation Choices Coalition
- Seattle Mariners

Summary of Agency and Organization Comments

A brief synopsis of all agency and organization comments is provided below.

U.S. Fish and Wildlife Service / National Marine Fisheries Service

- An open migratory corridor for salmonids should be provided along the seawall.
- The overall footprint of Colman Dock should be significantly reduced by providing a second staging area over the existing concrete structure that was built in 1990.
- Mitigation for temporary increases in overwater coverage should be provided.
- Habitat around Colman Dock should be restored.

U.S. Environmental Protection Agency

- Existing and/or potential sediment contamination should be included in the environmental assessment, and specific recommendations regarding sediment sampling, analysis and management should be considered.
- The project should work closely with the Alaskan Way Viaduct and Seawall Replacement Project, resource agencies, tribes, and other environmental partners in the development of conceptual and aquatic mitigation plans.
- The direct, indirect, and cumulative impacts of project related air emissions should be analyzed, disclosed and mitigated.
- Potential effects to air quality should be evaluated.
- Best Management Practices for pile removal and disposal should be adhered to.

King County Ferry District

- The proposed project concept will eliminate a long established component of the transportation system without any consideration for, or mitigation of, the impacts to the multimodal transportation system, the communities impacted, or the environment.
- Waterway, land use, and transportation impacts must be a part of the project's environmental evaluation.
- The facilities at Pier 50 and Pier 52 represent a single passenger ferry destination.
- If the passenger-only facility is eliminated, interactions between ferry functions, navigational safety in Elliott Bay, and the impact on the Seattle waterfront must be part of the project's environmental evaluation.
- The displacement of an existing public transportation service must be considered and evaluated.

- Potential additional overwater coverage associated with the development of a new passenger-only facility must be evaluated.
- Few suitable locations exist along Seattle’s waterfront that could accommodate a new passenger-only facility.
- The project could result in the demise of passenger-only service on the Seattle waterfront.
- Additional environmental analysis may be required to ensure appropriate evaluation of the project’s impacts.

King County Department of Transportation

- Ongoing and future passenger-only ferry operations must be addressed in the planning and redesign of the terminal.
- Impacts to transit operations should be evaluated as part of the project, including impacts related to construction.
- WSF should consider coordinating with the City of Seattle to increase parking for VanShare vehicles near Colman Dock.
- A renovated Colman Dock needs to be a true multimodal hub.

King County Department of Natural Resources and Parks – Wastewater Treatment Division

- The environmental assessment should consider future King County Combined Sewer Overflow and sediment remediation projects that will occur in the vicinity of the Colman Dock project.
- Removal of Pier 48 should be included in the project proposal.
- The environmental assessment should evaluate the benefits and impacts of removing Pier 48 and the impacts of leaving Pier 48 in place.

Kitsap County Board of Commissioners

- The loss of passenger-only dock access must be explicitly covered in the environmental assessment.
- WSF needs to collaborate with passenger-only operators.
- Few suitable locations exist along Seattle’s waterfront that could accommodate a new passenger-only facility.
- The project could result in the demise of passenger-only service on the Seattle waterfront.

Kitsap Transit

- The proposed project concept will eliminate a long established component of the transportation system without any consideration for, or mitigation of, the impacts to the multimodal transportation system, the communities impacted, or the environment.
- Waterway, land use, and transportation impacts must be a part of the project’s environmental evaluation.

- The facilities at Pier 50 and Pier 52 represent a single passenger ferry destination.
- If the passenger-only facility is eliminated, interactions between ferry functions, navigational safety in Elliott Bay, and the impact on the Seattle waterfront must be part of the project's environmental evaluation.
- The displacement of an existing public transportation service must be considered and evaluated.
- Potential additional overwater coverage associated with the development of a new passenger-only facility must be evaluated.
- Few suitable locations exist along Seattle's waterfront that could accommodate a new passenger-only facility.
- The project could result in the demise of passenger-only service on the Seattle waterfront.

Puget Sound Regional Council

- The PSRC strongly supports the Colman Dock project.
- WSF should collaborate with the region and current and future passenger ferry service providers to develop a mutually agreed upon approach for relocating the passenger ferry dock.
- Impacts on passenger ferries should be explicitly addressed in the environmental review.
- The project should further evaluate potential enhancements to ferry-transit connections.

Port of Seattle

- Concurrence that the project should be viewed as a "rebuild/replacement project."
- The environmental review should include a detailed evaluation of piling and fill removal actions, stormwater treatment measures, potential disruption of existing sediment cap, and cultural/historic resources affected by the project.
- The environmental review should evaluate potential construction related reductions in cargo service and labor access to marine industrial locations south of Colman Dock.
- The project should improve the movement and circulation of vehicle, bicycles and pedestrians on Colman Dock.
- Evaluate potential for using future vendor space for vehicle holding.
- The transportation analysis should address any changes to traffic flow on the dock, and should also reflect future changes to the off-terminal vehicle storage capacity due to other projects, and the implementation of a reservation system.

Port of Kingston

- The proposed project concept will eliminate a long established component of the transportation system without any consideration for, or mitigation of, the impacts to the multimodal transportation system, the communities impacted, or the environment.
- Waterway, land use, and transportation impacts must be a part of the project's environmental evaluation.

- The facilities at Pier 50 and Pier 52 represent a single passenger ferry destination.
- If the passenger-only facility is eliminated, interactions between ferry functions, navigational safety in Elliott Bay, and the impact on the Seattle waterfront must be part of the project's environmental evaluation.
- The displacement of an existing public transportation service must be considered and evaluated.
- Potential additional overwater coverage associated with the development of a new passenger-only facility must be evaluated.
- Few suitable locations exist along Seattle's waterfront that could accommodate a new passenger-only facility.
- The project could result in the demise of passenger-only service on the Seattle waterfront.

Cascadia Center / Port of Port Townsend / City of Port Townsend / Port of Kingston / Jefferson Transit

- The proposed project concept will eliminate a long established component of the transportation system without any consideration for, or mitigation of, the impacts to the multimodal transportation system, the communities impacted, or the environment.
- Waterway, land use, and transportation impacts must be a part of the project's environmental evaluation.
- The facilities at Pier 50 and Pier 52 represent a single passenger ferry destination.
- If the passenger-only facility is eliminated, interactions between ferry functions, navigational safety in Elliott Bay, and the impact on the Seattle waterfront must be part of the project's environmental evaluation.
- The displacement of an existing public transportation service must be considered and evaluated.
- Potential additional overwater coverage associated with the development of a new passenger-only facility must be evaluated.
- Few suitable locations exist along Seattle's waterfront that could accommodate a new passenger-only facility.
- Long term consideration for up to eight berthing sites should be included in the scoping process for the project.
- The project could result in the demise of passenger-only service on the Seattle waterfront.
- WSF needs to collaborate with passenger-only operators.

City of Seattle – Elected Officials

- WSF should add "preservation of passenger-only ferry service" to the project's Purpose and Need statement.

- WSF should include a passenger-only ferry dock in the project design, or create an additional alternative within the environmental process that includes passenger ferry facilities.
- Removing passenger-only service would displace transit service and force commuters to shift to other modes.
- Overwater coverage should be reserved for a future passenger-only ferry facility.
- WSF should collaborate immediately with passenger-only operators.

City of Seattle – Department of Transportation / Department of Planning and Development

- WSF should work with other key stakeholders to find ways to continue passenger-only ferry service at Colman Dock.
- WSF should add “preservation of passenger-only ferry service” to the project’s Purpose and Need statement.
- WSF should include a passenger-only ferry dock in the project design, or create an additional alternative within the environmental process that includes passenger-ferry facilities.
- Overwater coverage should be reserved for a future passenger-only ferry facility.
- The following should be added to the project’s Purpose and Need Statement: “Designing a facility that is well integrated with the active, pedestrian-oriented public environment envisioned for the waterfront.”
- Existing retail uses facing the street should be retained.
- The environmental assessment should address the impacts of the proposed new terminal building on views of Elliott Bay, and should address how view corridors required in the City’s Shoreline Master Program will be provided.
- The project must provide public access to the shoreline consistent with the requirement of the Seattle Shoreline Master Program.
- The project should evaluate relocating employee parking to nearby upland sites.
- The project should be consistent with City transportation and land use policies, including the Central Waterfront Plan, Transit Master Plan, Bicycle Master Plan, and Pedestrian Master Plan. The project should also be consistent with the PSRC’s Passenger-Only Ferry Study, and the King County Ferry District’s operating and capital investment plans.
- Traffic analysis for the project should be closely coordinated with traffic analysis for other adjacent projects.
- WSF needs to evaluate TDM measures that will reduce impacts of queuing ferry traffic on city streets.
- Air quality should be included as an element of the environmental review.
- Cumulative construction impacts should be evaluated.
- The design of the facility should be compatible with the Elliott Bay Seawall Project.

- Projected impacts of climate change, including sea level rise, should be evaluated.
- Stormwater outfall locations should be considered.
- Options to reduce overwater coverage should be evaluated.
- Overwater shading should be evaluated.
- Potential impacts to Fire Station 5 should be evaluated.

Landmarks Preservation Board / Pioneer Square Preservation District (Seattle Department of Neighborhoods)

- The Washington Street Boat Landing should be included in the project's Area of Potential Effect as it is listed on the National Register of Historic Places, and could be impacted by the project.
- Other organizations should be included as consulting parties as part of the Section 106 process of the National Historic Preservation Act, including: the City of Seattle Historic Preservation Officer, Historic Seattle, the Washington Trust for Historic Preservation, and the Alliance for Pioneer Square.

Washington State Major League Baseball Stadium Public Facilities District

- The ultimate replacement of passenger-only ferry service should be an integral part of the final project design.
- The purpose and need statement for the project should be revised to incorporate the replacement of passenger-only ferry service at Colman Dock.
- Construction-related impacts to traffic and appropriate mitigation measures should be evaluated in a separate section of the environmental review.
- Pedestrian access and safety should be separately analyzed as part of the transportation section of the environmental review.
- Event traffic conditions should be considered as part of the transportation analysis.
- The project should ensure that employee parking is replaced onsite, and that mitigation is provided for any loss of neighborhood parking capacity.
- Cumulative impacts need to be thoroughly evaluated, considering the multiple ongoing construction projects that will be occurring in and around Colman Dock.

People for Puget Sound

- Contaminated sediment in the area of the terminal must be addressed.
- Passenger-only ferry service should be maintained.
- The project should be designed in a way that is compatible with plans for Seattle's waterfront.

Marine Transportation Association of Kitsap

- Support the inclusion of passenger-only landing facilities within the proposed footprint of the new Colman Dock.

- Passenger-only service at Colman Dock will likely increase in the next several years and co-location of both vehicle and passenger ferry landing facilities at Colman Dock is essential in the development of an accessible multi-modal terminal on the Seattle waterfront.

Transportation Choices Coalition

- The design for Colman Dock should address basic retrofit needs and create a permanent home for passenger ferries as well as bike, pedestrian and transit connections.

Seattle Mariners

- WSF should revise the project's Purpose and Need statement to incorporate the replacement of passenger-only ferry service as a project objective.
- Cumulative impacts must be fully evaluated.
- Pedestrian safety and access must be thoroughly evaluated and addressed.
- Traffic analysis should consider impacts to game day traffic, especially on holiday weekends.

III. Public Scoping

WSF hosted a public scoping open house in Seattle on Feb. 16, 2012, at the offices of the Puget Sound Regional Council (1011 Western Avenue, Suite 500). The public scoping open house was held from 3:30 – 6:00 p.m.

WSF invited attendees to review project informational display boards and handouts, and to speak with members of the project team. Attendees could provide comments on the project by filling out a comment form, or by completing an online comment form on laptop computers that were provided at the meeting. Approximately 45 people attended the public scoping open house.

WSF also held outreach sessions onboard Seattle/Bainbridge Island and Seattle/ Bremerton sailings on February 8 and 9, respectively. Members of the project team staffed a total of 10 sailings (3 round trips to Seattle/Bainbridge Island; 2 round trips Seattle/Bremerton). On each sailing, members of the project team shared information and were available to answer questions from the public. Project informational handouts and comment forms were also provided. Approximately 150 people participated in the onboard outreach sessions.

To reach out to those unable to attend the public meeting or onboard outreach sessions, WSF developed a narrated PowerPoint presentation, which was placed on the project website at the beginning of the scoping period. The presentation provided a detailed overview of the project, explaining why key portions of Colman Dock need to be replaced and reviewing key project elements. The presentation also explained how to provide comments during the scoping period. To complement the narrated presentation, all project scoping materials were placed on the website, as well as an online comment form.



WSF conducted outreach sessions onboard Seattle/Bainbridge Island and Seattle/Bremerton vessels.

Notification

WSF began public notification on Feb. 2, which was approximately one week prior to the beginning of the public comment period, and two weeks prior to the public scoping open house. As part of the scoping process, the project team used several notification methods to solicit comments and encourage attendance at public outreach opportunities.

- Distributed postcards and posters to businesses along the waterfront; ticket booths at Colman Dock; Washington State ferry vessels serving Colman Dock; and the passenger-only terminal at Pier 50.
- Placed legal notices in the Seattle Times and Kitsap Sun. The legal notices ran in both publications papers on Feb. 2, and Feb. 9.
- Placed a display advertisement in the Kitsap Sun, which ran from Feb. 10 – 12.
- Posted information about the scoping period, including how to provide comments on the project webpage.
- Called/emailed project information to members of the local Ferry Advisory Committees and other key project stakeholders.
- Called and provided information to local media outlets, including: the Seattle Times, Vashon-Maury Island Beachcomber, Kitsap Sun, Bainbridge Island Review and the Seattle Weekly.
- Announced upcoming outreach activities and opportunities to provide comment on the project webpage; in WSDOT Ferries Division Assistant Secretary David Moseley's weekly email updates; and in February email update for the Alaskan Way Viaduct Replacement Program.

Methods for Providing Comment

Comments on the project could be submitted in a variety of formats, including:

- Email
- Mail
- Phone

- Completing an online or hard-copy comment form, which were available throughout the scoping period on the project webpage, and also provided at the onboard outreach sessions and public scoping open house. The online and printed versions of the comment form included the following questions:
 - 1) What comments do you have about Washington State Ferries' plans for the project?
 - 2) What issues should be considered as part of the environmental review process?
 - 3) Do you have any additional comments?

IV. Scoping Comments

During the scoping comment period, a total of 196 comments were received from agencies, organizations, and members of the public.

Each comment received was reviewed and categorized. Comment categories were developed by the project team and multiple categories could be assigned to a comment, depending on its content. If indicated, the geographic area of origin was also noted in an online database.

The following tables list the assigned categories and areas of origin for the comments received during the scoping period.

Comment Category	Number of comments in which this topic was referenced
Passenger-only/Pier 50	149
Traffic	68
Bicycle/pedestrian	47
Transit	46
Ferry operations	45
Environmental impacts	43
Agency and tribal coordination	41
Coordination with other projects	31
Alaskan Way Viaduct Replacement Program	30
Waterfront Seattle Project	27
Safety	26
Aquatic resources	25
Funding	24
Accessibility	22
Public involvement	21
Range of alternatives	21
Parking	20
Economic impacts	20
Fish and wildlife	20
Construction/temporary impacts	19
Social impacts	16
Mitigation	12

Cumulative impacts	10
Permits/regulations	7
Vendor spaces	6
Elliott Bay Seawall Project	6
Historic interests	6
Environmental justice	5

Area	Comments Received
West Seattle	35
Vashon Island	12
Seattle CBD	6
Bainbridge Island	5
Bremerton	3
Kingston	1
Not indicated	133

V. Key Comment Categories

The top comment categories, based upon the number of comments received regarding each topic, are listed below. It is important to note that each of the 196 comments submitted referenced multiple topics, called comment categories. As an example, the issue of passenger-only service/Pier 50 was mentioned in 149 (or 76%) of the 196 comments received.

- 1) Passenger-only/Pier 50 **(76%)**
- 2) Traffic **(35%)**
- 3) Bicycle/pedestrian **(24%)**
- 4) Transit **(24%)**
- 5) Ferry operations **(23%)**
- 6) Environmental impacts **(22%)**

Below is a summary of each of these categories, including key comment themes and representative comments.

Passenger-only/Pier 50

Key Themes

- Passenger-only service provides a critical link to communities in West Seattle, Vashon Island, and Kitsap County.
- WSF needs to work closely with passenger-ferry operators to ensure continued passenger-only service at Colman Dock.
- A future passenger-only terminal needs to be located along the central waterfront, with easy access to local transit.



Existing leased passenger-only facility at Pier 50.

- The project, as currently designed, is not multimodal and primarily supports automobile traffic.
- Continued passenger-only service will keep cars off the road and reduce air pollution and greenhouse gas emissions.

Representative comments

- *"I depend on the Vashon water taxi to get to work. Please ensure a dock site for the water taxi in your project."*
- *"I request that any renovations of the ferry dock not displace passenger-only service as that would have severe consequences for people who live on Vashon and work in Seattle."*
- *"Consider alternatives other than just removal of the passenger ferry dock without replacement. Location at Colman Dock is logical as part of a multimodal hub with access to downtown employment centers and the King Street hub."*
- *"A passenger-only dock as part of the WSF plan to replace the current Colman Dock is absolutely essential to keep viable, non-single occupant vehicle transportation options for commuters in Puget Sound. A replacement which did not include a well-located passenger-only dock would be a step backward in what should be this region's push for more efficient, cleaner transportation options."*

Traffic

Key Themes

- Adequate vehicle holding capacity needs to be provided in order to reduce congestion on Alaskan Way.
- Routing of traffic to and from Alaskan Way needs to be improved.
- Passenger-only service provides an important transit link to downtown Seattle reduces the number of cars travelling into and through downtown Seattle.

Representative comments

- *"The master planning of the terminal may be an ideal time to consider addressing the traffic flow issues at the terminal."*
- *"The West Seattle Water Taxi is an important way for West Seattle residents to commute to downtown. Taking this away would certainly impact the community and would cause more commuters to use the already overcrowded West Seattle Bridge to get into downtown."*
- *"Failure to include passenger ferry facilities in this terminal puts passenger ferry service at risk, and without this service, there will be a greater amount of single occupancy vehicle trips being made. This will increase emissions, add to congestion, increase pollution from stormwater, among other adverse affects."
"...car traffic from this terminal is making designs for the waterfront far less pedestrian friendly than it could be. The question should be asked: Why are we dumping cars into the downtown waterfront?" I can't think of a single worse place to try to move a large volume of cars."*

Bicycle/pedestrian

Key Themes

- WSF should support continued passenger-only service to provide access to bicyclists and pedestrians.
- The design of the new Colman Dock should include bicycle-friendly features and should provide connections to downtown.

Representative comments

- *“Pedestrian ferries are more environmentally friendly than car ferries. We should be doing everything we can to move away from a car-focused lifestyle. This part of Seattle is a dense, vibrant area that needs better pedestrian access so people can get around more effectively without having to rely on a car or have cars impeding our ease-of-access.”*
- *“Bicycle facilities must work better, safe and easy arrival and departures.”*
- *“Ensure Colman Dock bicycle infrastructure plans are coordinated and compatible with future waterfront bicycle facilities and the Alaskan Way street design.”*
- *“Build escalators and moving walkways to 3rd Ave.”* [from Colman Dock]

Transit

Key Themes

- WSF needs to create a multi-modal facility at Colman Dock by including space for passenger-only service and ensuring connections to local transit service.

Representative comments

- *“Where’s the bus terminal?? Not just a post on the street or even a node. Connect Kitsap to King County and beyond! Build it and they will come – in both directions – fill your underutilized ferries with paying passengers (keep fare hikes down). Any other civilized city connects its public nodes of transport (as opposed to throwing up roadblocks.)”*
- *“It seems poor planning to just re-design the ferry terminal in Seattle without taking the opportunity to think towards the future. With the State, County and City agencies, creating a true multi-modal water transportation system makes more sense from a commuter and tourist standpoint.”*
- *“... you actually think it’s ok to displace transit riders, and force all the responsibility to transit agencies without financially compensating them.”*

Ferry operations

Key Themes

- WSF route planning should be considered as part of the project.
- Passenger-only operations should be maintained at Colman Dock.
- Adequate vehicle holding areas need to be considered.

Representative comments

- *“West Seattle is not a driveway to the peninsula. Colman Dock should be upgraded to accommodate a Southworth boat.”*
- *“I am very unhappy with the attitude of WSF toward my community as evidenced by past cuts to Vashon ferry service...”*
- *“It is essential that space be provided for the passenger-only boats now operated by King County.”*
- *“The need for APPROPRIATE staging areas for ALL traffic entering and exiting the ferries.”*

Environmental impacts

Key Themes

- Concerns regarding a potential increase in pollution due to the proposed relocation of the passenger-only ferry terminal at Pier 50.
- Regulatory agency scoping comments.

Representative comments

- *“...the increased vehicle emissions and stormwater runoff contamination attributed to passengers who would be required to bring their cars on the ferry as part of a vehicle-only ferry dock.”*
- *“Failure to include passenger-only ferry facilities in this terminal puts passenger ferry service at risk, and without this service, there will be a greater amount of single occupancy vehicle trips being made. This will increase the emissions, add to congestion, increase pollution from stormwater, among other adverse effects.”*

VI. Next Steps

The comments received during the scoping period will help the project team finalize the scope of the project and identify the environmental issues requiring further study and evaluation.

Following scoping, below are some of the key next steps in the environmental assessment process:

- **Finalizing the project scope based upon feedback received during the scoping comment period**
 - **Passenger-only ferry service**
 - WSF is coordinating with the King County Ferry District and other passenger-only ferry service operators on a plan to maintain passenger-only ferry service in the vicinity of Colman Dock.
 - The environmental document would analyze the replacement in-kind of the passenger-only facility, as well as the temporary relocation during construction.
 - The passenger-only facility will be designed in a manner that does not preclude future expansion.

- **Retail space along Alaskan Way**
 - WSF will design the project to accommodate potential future retail space along Alaskan Way. Construction of retail space is currently unfunded.
- **Advancing the preliminary design**
 - WSF will continue to develop the preliminary design of the project to inform the environmental analysis.
- **Complete environmental analysis**
 - As part of the environmental assessment process, the project team will fully analyze potential effects related to:
 - Transportation
 - Hazardous materials and contaminated sediments
 - Ecosystems
 - Land use
 - Social elements and environmental justice
 - Water resources
 - Noise, air quality, and vibration
 - Energy and greenhouse gas
 - Cultural resources
 - Visual quality
 - Geology and soils
 - Navigation
 - Cumulative effects
 - Completion of the environmental process and issuance of the Finding of No Significant Impact (FONSI) is anticipated to occur in late 2013.
- **Coordination with other agencies**
 - WSF will continue to work closely with other agencies through the environmental review and design process, including:
 - Passenger-only ferry operators
 - Planning for future passenger-only service
 - City of Seattle
 - Design review, permitting and coordination with other projects
 - King County Metro
 - Waterfront transit planning efforts
 - Local, state and federal regulatory agencies and tribes
 - Permitting and environmental regulations
- **Providing updates to the public**
 - As the design and environmental process moves forward, WSF will work to keep the public up to date on the latest project news through:
 - Updates to the project website
 - Email updates
 - Project briefings