

EDMONDS CROSSING

Connecting ferries, bus & rail



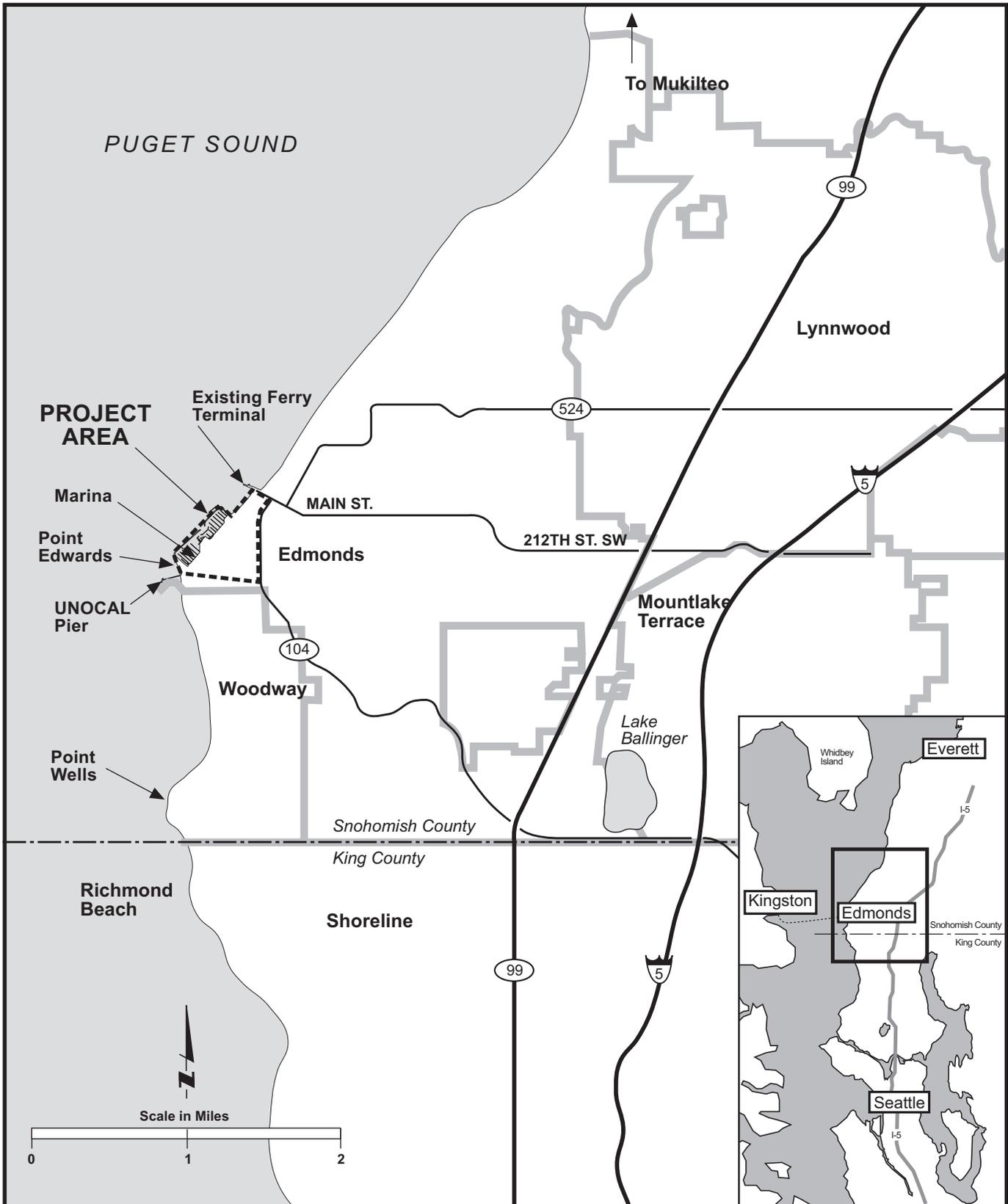
S.1 Description of the Proposed Action

The Edmonds Crossing project is intended to provide a long-term solution to current operations and safety conflicts between ferry, rail, automobile, bus, and pedestrian traffic in downtown Edmonds (see Figure S-1 for vicinity). The Federal Highway Administration (FHWA), the Federal Transit Administration [FTA], the Washington State Department of Transportation (WSDOT) (including Washington State Ferries [WSF]), and the City of Edmonds, in cooperation with the U.S. Army Corps of Engineers [Corps], the U.S. Coast Guard, the Suquamish Tribe, the Tulalip Tribe, the Lummi Nation, the Swinomish Tribe, and the Port Gamble S'Klallam Tribe propose to relocate the existing state ferry terminal from Main Street in downtown Edmonds to another site farther from the downtown core. In the process, a multimodal center would be established that would integrate the ferry, rail, and transit services into a single complex. Access would be provided by a realigned State Route (SR) 104 from its current intersection with Pine Street. The new complex would provide an upgraded ferry terminal designed to meet the operational requirements for accommodating forecast ferry ridership demand; a new rail station designed to meet intercity (Amtrak) passenger service and commuter rail loading requirements; a transit center that would meet local bus system and regional transit system loading requirements; facilities for accommodating both vehicular commuters and walk-on passengers of the available transportation modes (parking, drop-off areas, retail and concessionaire space, and waiting areas); and a system linking these facilities to allow for the safe movement of users.

S.2 Related Actions

Related actions proposed by other government agencies and stakeholders in the project vicinity include the following:

- A second railroad track within the Burlington Northern Santa Fe Railroad (BNSFRR) right-of-way, to accommodate proposed commuter rail service and the forecast increase in train traffic between now and 2020 (with or without the Edmonds Crossing project). It is assumed that commuter rail, and thus the second track, will be in place and fully operational by the end of 2005.
- Sound Transit issued a Final Environmental Impact Statement (FEIS) on the proposed Seattle-to-Everett commuter rail service project (known as Sounder Northern Express) in December 1999. Edmonds will be a stop along this route. The FEIS indicated that the existing Amtrak station was the Preferred Alternative for the Sounder stop. The existing Amtrak station would be relocated southeast of its current location. The station would include a 1,000-foot platform on each side of the tracks, designed to meet Americans with Disabilities Act requirements, a canopy over the east platform to protect passengers from the elements, bicycle storage facilities, a canopied bus stop,



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Figure S-1
Project Vicinity Map

and approximately 120 parking spaces on existing surface lots near the existing station. Initial service (one train trip in the morning and one return trip in the afternoon) began in late 2003. As track and signal improvements are completed, Sound Transit will operate three more train trips each day.

- As part of the Sounder program being developed by Sound Transit, an interim rail station will be developed at the existing Amtrak station location between Main Street and Dayton Avenue. This interim facility will include minimal improvements such as platform improvements along the BNSFRR track, parking lot upgrades, shelters, signage, landscaping, and storm drainage control.

The amenities being designed as part of the interim facility are intended to be relocated to the Edmonds Crossing multimodal center when constructed.

- The *Edmonds Downtown/Waterfront Plan*, adopted in June 1995, recommends relocating the existing ferry terminal and developing a new multimodal transportation center at Point Edwards. The intent of the plan is to integrate the downtown core with recreation and commercial activities along the waterfront and to improve shoreline pedestrian access and traffic circulation. The *Port of Edmonds Master Plan*, approved by the Port Commissioners in May 2001 and adopted into the City's *2001 Comprehensive Plan*, calls for removing the Port Administration Building, remodeling or rebuilding Anthony's Restaurant, relocating the Edmonds Yacht Club to the mid/north area, developing the Fine Arts Center of Edmonds, and constructing other buildings to house offices and meeting rooms. Between Admiral Way and the BNSFRR right-of-way would be expanded maintenance facilities, a marine repair and retail building, and an approximately 200-space parking area. At the south end of the Port would be an expanded dry-stacked boat lift, south marina area, and parking.
- The King County Department of Natural Resources and Parks issued a Draft EIS in November 2002 that proposed the potential use of the UNOCAL property (lower yard) for the development of the regional Brightwater Wastewater Treatment Plant. One of the unresolved issues identified in the Draft EIS was the possible co-location of both the wastewater treatment plant and the Edmonds Crossing Project on the same site. The Brightwater Final EIS was issued in November 2003. This document identified a site along Route 9 in unincorporated Snohomish County as the Preferred Alternative. The UNOCAL site is no longer being considered.
- Following clean-up of the hillside above the proposed multimodal center (the upper yard where storage tanks were located prior to removal in 2001), UNOCAL sold the property to a development company which is currently building an upscale multifamily condominium project at the site. The *Edmonds Downtown/Waterfront Plan* has designated this area for master plan development.
- WSF has completed a number of pedestrian-related improvements at the Main Street ferry terminal to enable the existing facility to meet Americans with Disabilities Act (ADA) requirements and to continue providing reliable service until a decision is made regarding a new terminal. The improvements include a

widened walkway leading to a covered waiting area and a ramp and stairway providing access to an overhead loading bridge to the ferry passenger deck.

S.3 Alternatives Analyzed in the Environmental Impact Statement

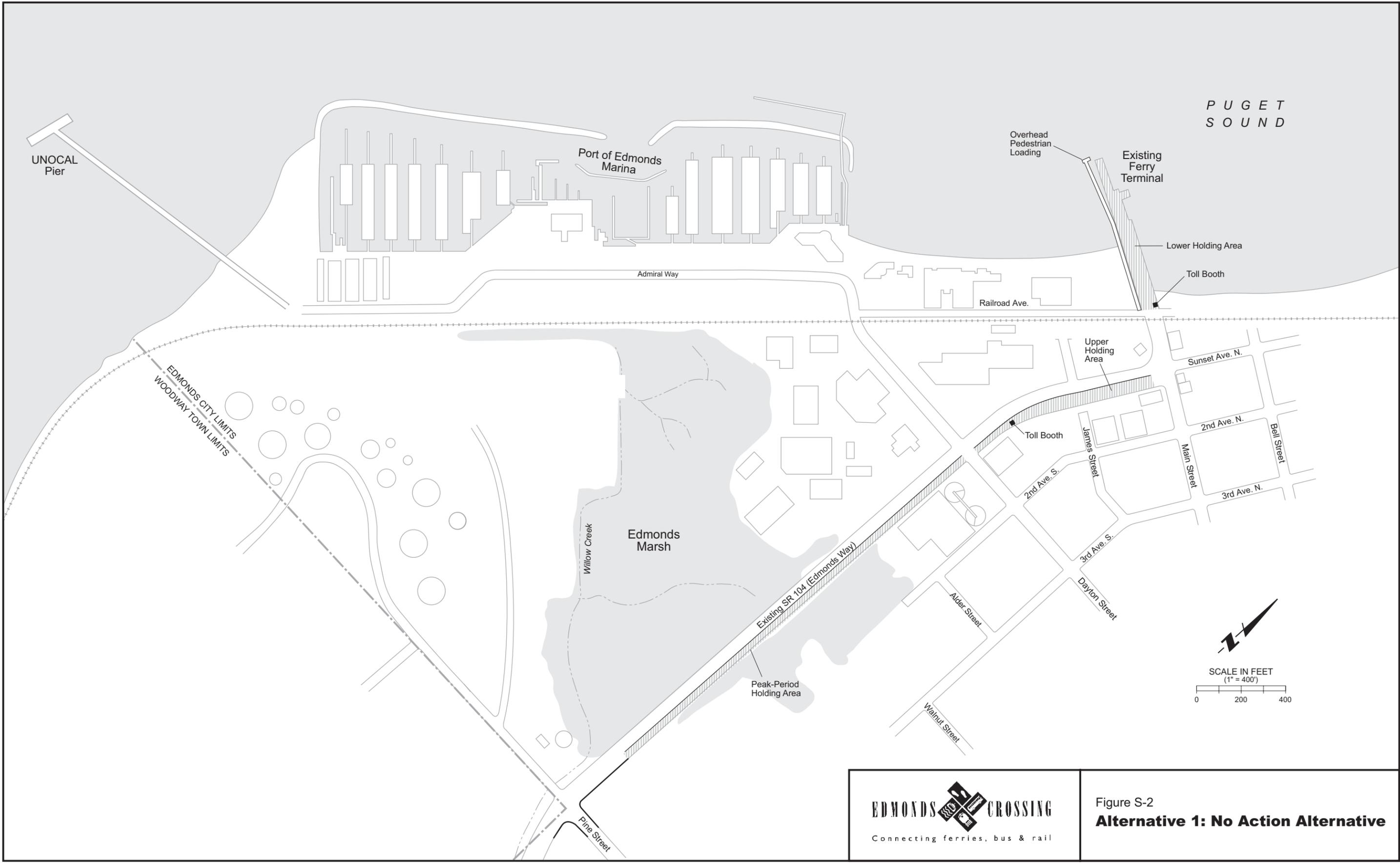
Several alternative sites for the relocated ferry terminal and the proposed multimodal center were evaluated as part of the early screening process. Screening criteria included how well the alternative met project objectives, traffic and safety considerations, environmental impacts, benefits to the community, and ease of implementation. During this screening process, federal, state, regional, and local regulatory agencies; the City of Edmonds and the Town of Woodway; and residents of the project area provided input regarding issues that could impact selecting reasonable alternatives. Based on this extensive screening process, two build alternatives were recommended for further analysis in the EIS process. As required by the National Environmental Policy Act (NEPA), a No Action Alternative has also been analyzed.

S.3.1 Alternative 1: No Action

The No Action Alternative assumes that the present single-slip ferry terminal would be maintained at its existing Main Street location (Figure S-2). The overhead loading bridge and other pedestrian-related improvements that have been made over the last few years would remain in place. Only normal maintenance and preservation activities would occur as part of the No Action Alternative. Without a second ferry slip and other major improvements proposed as part of the build alternatives, it is unlikely that the No Action Alternative would adequately meet future ridership demand or other objectives of the project.

S.3.2 Modified Alternative 2: Point Edwards Site

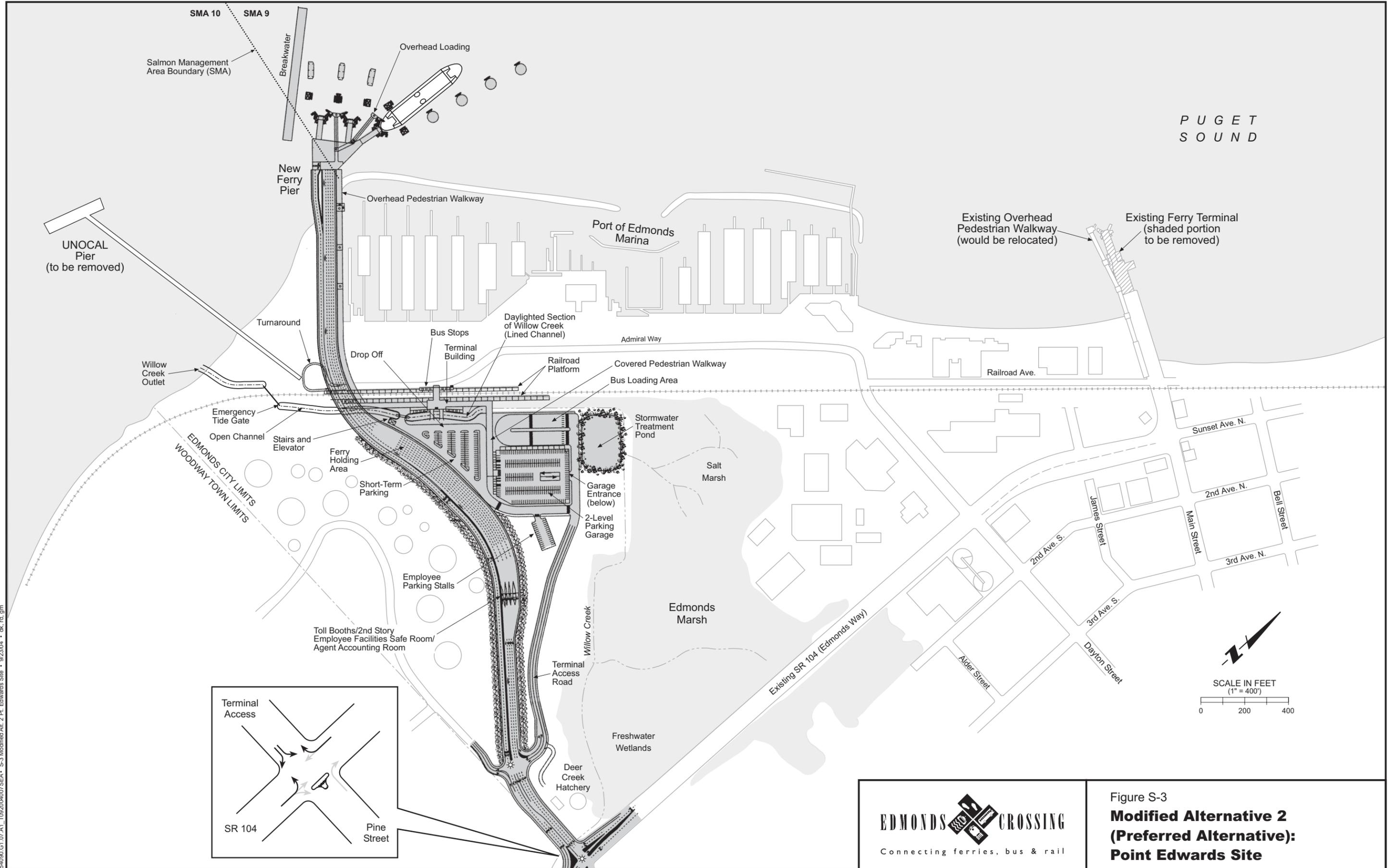
Modified Alternative 2, the Preferred Alternative in this Final EIS, reflects modifications that have been made, since publication of the Draft EIS, to Alternative 2. The modifications were made in response to comments on the Draft EIS, tribal concerns, and lack of support from likely permitting agencies. Section S.4 provides an expanded explanation of events subsequent to the publication of the Draft EIS, including extensive consultation with affected tribes. Alternative 2 in the Draft EIS has been dropped from further consideration and is not included in this Final EIS. Modified Alternative 2 proposes to relocate the ferry terminal and develop the multimodal center at Point Edwards, located approximately 2/3 mile south of the Main Street terminal. As shown in Figure S-3, access to the proposed complex would be provided by realigning SR 104 from its current intersection with Pine Street. Realigned SR 104 would traverse the lower portion of the bluffs within the existing UNOCAL property. The westbound lanes would include three to eight general purpose lanes and a high-occupancy vehicle (HOV)/bypass lane; these lanes could be used during peak ferry travel periods to hold approximately 820 waiting vehicles, eliminating the need for vehicles to queue along the side of SR 104 south of Pine Street. Two eastbound lanes would carry



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Figure S-2
Alternative 1: No Action Alternative



154090.G1.07.A1_T09200407SEA - S-3 Modified Alt. 2 Pt. Edwards Site - 9/23/04 - dk, rd, gm

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Figure S-3
Modified Alternative 2 (Preferred Alternative): Point Edwards Site

vehicles leaving the ferries. Realigned SR 104 would cross over the BNSFRR tracks and would extend over the Port of Edmonds southern breakwater to a three-slip ferry terminal.

The multimodal center would be located in the lower yard of the existing UNOCAL property, and vehicle access would be provided via a road off realigned SR 104.

The center would include a new railroad station with two loading platforms that straddle double tracks; a bus terminal that accommodates up to 10 regular-sized buses; a two-level, 460-space parking garage to accommodate park-and-ride and overnight commuters and a 90-space short-term parking lot; a pedestrian walkway system that would interconnect the various modes and areas within the center; and a weather-protected walkway that would accommodate pedestrian movement between the center and the ferry terminal.

S.3.3 Alternative 3: Mid-Waterfront Site

Alternative 3 proposes to relocate the ferry terminal and develop the multimodal center at a site roughly one-third of the way between the existing Main Street terminal and the Point Edwards Site. As shown in Figure S-4, access to the proposed complex would be provided by the realignment of SR 104 from its current intersection with Pine Street (similar to that proposed under Alternative 2). Ferry-bound realigned SR 104 would include two to five general purpose lanes and an HOV/bypass lane. During peak ferry travel periods, the lanes could hold up to 810 waiting vehicles. After crossing the railroad tracks, the roadway would descend to ground level, run parallel to and west of the tracks, and extend to a three-slip ferry terminal immediately adjacent to the Port of Edmonds northern breakwater. Two eastbound lanes along realigned SR 104 would carry vehicles leaving the ferries.

The multimodal center would be located adjacent to the BNSFRR tracks north of Dayton Street, west of Edmonds Way, and south of James Street. The center would include a new railroad station with two loading platforms that straddle double tracks.

Buses would approach the center from either Dayton or James Street and would unload passengers adjacent to the eastside rail platform. In order to accommodate short-term parking and park-and-ride and overnight commuters, a three-level, 490-space parking garage would be constructed; approximately 49,000 square feet of retail commercial space would be provided in the ground level of the garage. An overhead pedestrian walkway would interconnect the parking garage, rail platforms, and the ferry terminal and overhead loading facilities.

To facilitate traffic movement along Dayton Street and to access to the Port of Edmonds and other waterfront uses, Dayton Street would be reconstructed under the railroad tracks and the ferry staging/egress roadway and would connect to a realigned Admiral Way.

S.3.4 Project Phasing

Because of the estimated costs associated with full buildout and current funding limitations, the actual implementation of the project may be phased over time. The

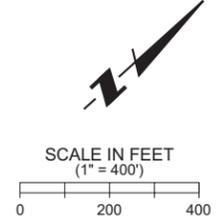
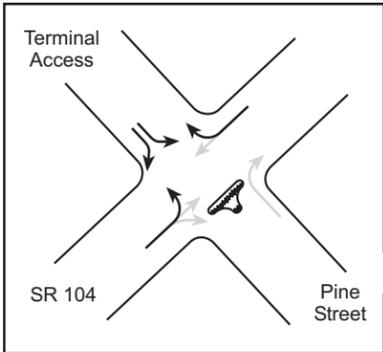
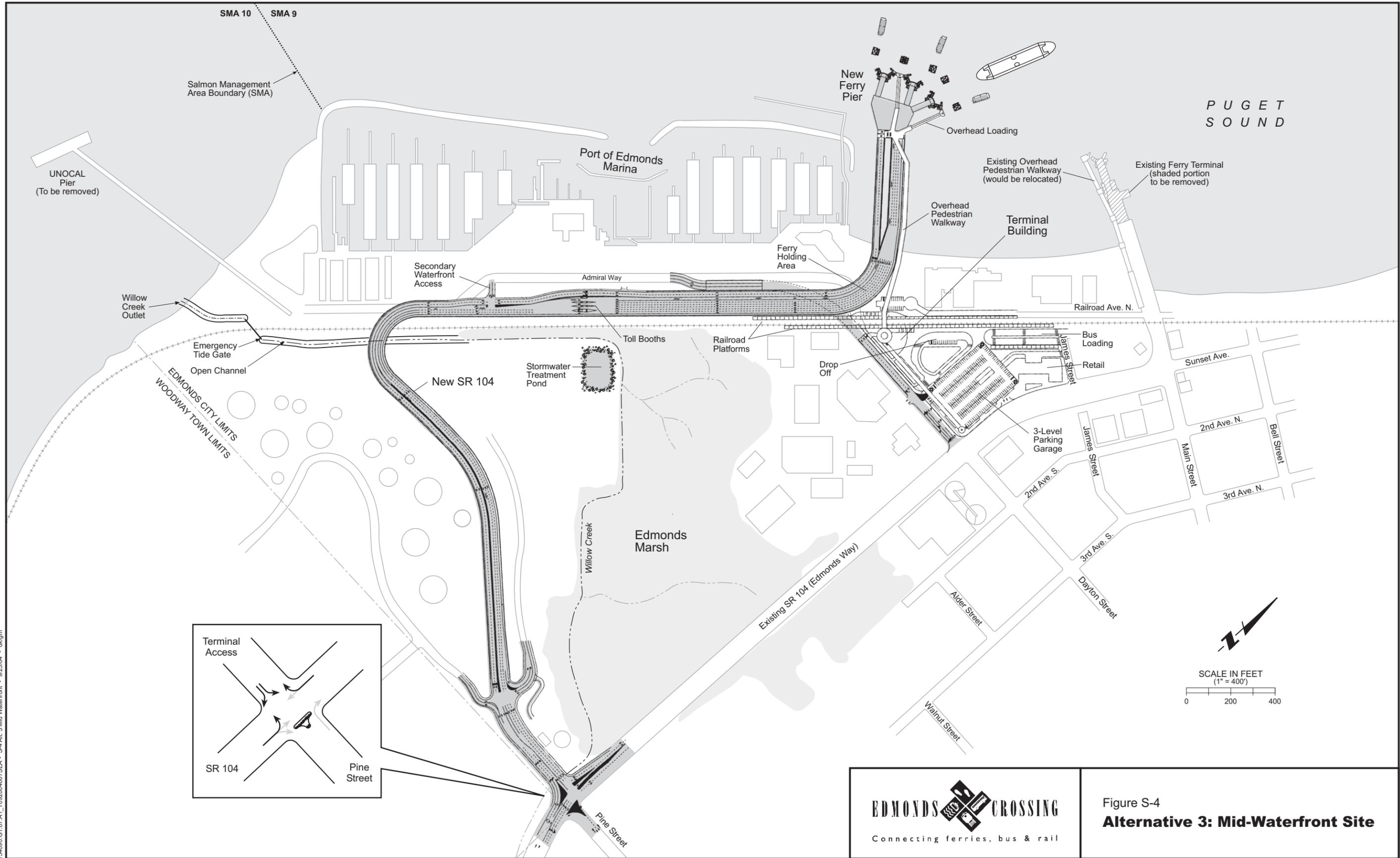
initial phase of development (“Phase 1”) would include the following minimum operating facility requirements of the WSF:

- A ferry pier with two landing slips
- A ferry pier structure (or, in the case of Alternative 3, the roadway providing access to the ferry pier) grade-separated over the railroad tracks with at least five lanes composed of two boarding lanes, an HOV/bypass lane, and two exit lanes (plus a sixth lane at Point Edwards to accommodate a two-ended shuttle bus to transport walk-on passengers between the multimodal center and the ferries)
- Overhead loading for at least one slip, in compliance with ADA requirements
- Four toll booths
- Access road to the multimodal center (Modified Alternative 2 only)
- A minimal multimodal center consisting of bus facilities for at least two buses, two rail platforms, and surface parking for commuters and overnight vehicles
- A minimal multimodal center consisting of bus facilities for at least two buses, two rail platforms, and surface parking for commuters and overnight vehicles

In addition to these minimum facility requirements, realigning and redesigning Willow Creek, the stormwater treatment pond, and bus stops and bus turnaround along Admiral Way (Modified Alternative 2 only) would occur in Phase 1.

A second phase would complete the full buildout of the project and include the following facilities:

- The third landing slip
- Overhead loading facilities for the remaining two slips, plus an overhead pedestrian walkway between the multimodal center and the ferries (Point Edwards Alternative only)
- Specific to the Point Edwards Alternative, conversion of the shuttle bus lane to a vehicle holding lane
- Specific to the Mid-Waterfront Alternative, four additional lanes would be provided north of the toll booths and the Dayton Street underpass of the BNSFRR tracks would be constructed



- Completion of the multimodal center (expansion of the bus facilities to accommodate 10 buses, construction of a parking garage, and expansion of short-term and employee parking areas)

Assuming that funding will be available, it is envisioned that construction would begin as early as 2006 and that Phase 1 would be completed and operational by roughly 2008. Remaining development would occur during subsequent years as funds become available; it is anticipated, however, that full buildout would be complete and operational by 2015.

See Sections S.4.2, S.4.3, and 2.7 for more detailed discussions of the project phasing.

S.4 Events Since Publication of the Draft Environmental Impact Statement

The Draft EIS was issued on February 25, 1998. A public hearing on the EIS was conducted on April 2, 1998, at the Edmonds Public Library in downtown Edmonds. Approximately 80 people attended the hearing. Plans, maps, and other pertinent project information were on display and project staff members were present to answer questions and provide additional information regarding design issues, environmental impacts and mitigation, and the project schedules. Nine of the attendees provided formal verbal and/or written comments to the court reporter. Preprinted comment forms were also distributed to attendees. Thirteen such forms were completed and mailed back to WSDOT. In addition, 17 letters were received from members of the public. Comments on the Draft EIS were also received from the following public agencies and tribes:

- U.S. Army Corps of Engineers
- National Marine Fisheries Service (now the National Oceanic and Atmospheric Administration Fisheries, or NOAA Fisheries)
- U.S. Environmental Protection Agency, Region 10
- U.S. Fish and Wildlife Service
- U.S. Department of the Interior
- The Suquamish Tribe
- Washington State Department of Ecology
- Washington State Department of Fish and Wildlife
- Snohomish County Public Works
- Community Transit

In all, over 200 individual comments were received by WSDOT on the Draft EIS. The responses to these comments are included in this Final EIS (Chapters 7

through 9). Based on these comments received from the public, agencies, and tribes, the project team made a number of design modifications to the Preliminary Preferred Alternative identified in the Draft EIS (Alternative 2 Point Edwards) to avoid or minimize impacts and concerns while still maintaining the operational efficiency of the original proposal.

As part of the NEPA/404 Interagency Working Agreement, the signatory agencies to this agreement, as well as NEPA-cooperating agencies and other interested parties, were asked to review and comment on the modifications to the preferred alternatives in spring 2001. Comments were reviewed from the following agencies and organizations:

- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Federal Transit Administration
- Washington State Department of Ecology
- Washington State Department of Fish and Wildlife
- Sound Transit

While the comments were quite diverse (many were quite technical and related to how potential impacts of the modified preferred alternative were measured and analyzed), one common theme was the continued need to resolve the concerns of the potentially affected Native American tribes. Over time, the tribes have expressed concerns that placing the proposed ferry pier along the alignment of the existing UNOCAL pier would result in operating ferry vessels in the middle of a popular and productive tribal fishing area at the northern end of Salmon Management Area (SMA) 10. The tribes have pointed out that placing the proposed ferry pier in the Draft EIS “preferred” location would adversely affect their treaty fishing rights, could cause physical conflict between ferries and fishing boats, and potentially lessen the number of fish caught and, thus, impact the larger tribal economy. The project team received direction from the reviewing agencies that before they concur with a Preferred Alternative, the issues and concerns raised by the tribes needed to be resolved.

Based on that direction, the project team initiated an extensive government-to-government consultation and coordination process with the Suquamish, Tulalip, Lummi, and Swinomish tribes. A number of design options were considered during those one-on-one and group discussions. It was finally agreed, based on recommendations from the tribal representatives, that the ferry pier should be realigned to straddle the boundary between Marina Beach Park and the Port of Edmonds Marina. By doing so, ferries would operate along the north side of the SMA 9/10 boundary, thus eliminating potential fishing conflicts in SMA 10. A realigned pier was carefully analyzed and determined to be a feasible solution.

Alternative 2 presented in the Draft EIS was dropped from further consideration and is not analyzed in this Final EIS. Based on the tribal concerns noted above, and indications from resource and regulatory agencies that because of those concerns, Alternative 2 would not be approved as the Preferred Alternative, the Project Technical Advisory Committee and the Project Oversight Committee concluded that Alternative 2 was fatally flawed and could no longer be considered a viable alternative.

In order to inform the public about the modification to Alternative 2 and to solicit input in those modifications, a newsletter was circulated to residents in the project area in January 2003. A public open house was conducted on January 22, 2003. Approximately 125 residents attended; in all, 59 individual comments were received. Responses to those comments are included in Chapter 10.

The Modified Preferred Alternative presented in this Final EIS includes the realigned pier and other design modifications that have been made in response to comments provided throughout the last 4 years.

In accordance with 23 CFR §771.129 (Reevaluation) and 23 CFR §771.130 (Supplemental EIS), if a Final EIS is not received by FHWA within three years of the circulation of the Draft EIS (February 25, 1998), it is required that a reevaluation be conducted to determine whether a supplement to the Draft EIS should be prepared. Based on the reevaluation, FHWA concluded that a supplement to the Draft EIS would not be required and that the appropriate next step in the project development process would be the preparation of the Final EIS. The factors considered in the reevaluation were:

- All sections of the Draft EIS were reevaluated and have been updated to reflect current information, analytical methodologies, and regulations.
- The new preferred alternative (Modified Alternative 2) was developed in consultation with affected tribes per FHWA direction as of May 17, 2001; those tribes also have collaborated in the development of an appropriate mitigation plan.
- The new preferred alternative is located immediately adjacent to Alternative 2 in the Draft EIS, and is within the project study area.
- Opportunity for agencies and the public to review and comment on the new preferred alternative was provided as part of a special post-Draft EIS public outreach program, including a public open house held in January 2003.
- The new preferred alternative would reduce adverse impacts on treaty fishing rights within the offshore tribal salmon fishing area, Willow Creek, and Edmonds Marsh and adjacent habitat than were identified in the Draft EIS; and additionally would provide net benefit to Marina Beach Park; new impacts on the Port of Edmonds property not identified in the Draft EIS are fully described in the Final EIS. Table S-1 below summarizes those impacts related to the preferred alternative that differ between the Draft EIS (1998) and this Final EIS.

<p align="center">Table S-1 Elements of the Environment Where Impacts Associated with the Preferred Alternative are Different Between the Draft EIS and the Final EIS</p>		
Element	Draft EIS Alternative 2	Final EIS Modified Alternative 2
Noise	Because the ferry pier was far enough away from the Port of Edmonds marina, noise was not considered noteworthy.	Because of the ferry pier realignment to the north, noise levels in the southern part of the marina would be higher.
Water Quality	As many as 210 waiting vehicles could have been parked over water.	No more than 25 waiting vehicles could be parked over water during peak travel periods.
Fisheries/ Tribal Fishing	A single 900-foot-long, 115-foot-wide pier was of concern to resource agencies and tribes. Pier alignment would have conflicted with tribal fishing activity in SMA 10.	Narrower and shorter piers (three piers, none greater than 64 feet wide and 100 feet long) intended to enhance fish migration and reduce shading effects. Realigned pier would allow ferries to operate along north side of SMA 9/10 boundary, which would greatly reduce potential conflicts with tribal fishing.
Land Use	No impact on Port of Edmonds property.	Realigned pier would require acquisition of 0.77 acre of Port of Edmonds marina property.
Recreation	Ferry pier would have separated Marina Beach Park from the informal recreation area to the south; would have required acquisition of 0.6 acre from area to the south.	Shift of ferry pier to the north would require acquisition of 0.42 acre at northern edge of Marina Beach Park; clearance under the pier would allow continued use; would not separate the park from the beach property to the south, resulting in a more usable/ contiguous/expansive park area.

S.4.1 Modified Alternative 2 (Preferred Alternative) Point Edwards Site

The modified version of the Point Edwards Alternative is illustrated in Figure S-3. The following discussion highlights the design modifications that are included in the modified version of the Point Edwards Alternative:

- **Realigned ferry pier.** As previously noted, the ferry pier has been realigned to generally straddle the boundary between Marina Beach Park and the Port of Edmonds Marina. Ferries would operate along the north side of the SMA 9/10 boundary, thus eliminating potential conflicts with tribal fishing activity in SMA 10. The ferry pier structure would be high enough above the existing ground level to allow for continued use of activities beneath, including the Port of Edmonds boat storage area, the Marina Beach Park parking area, the existing grassy area of the park, and the existing pedestrian walkway connecting the Port Marina and the park. Beyond the grassy area of the park, (approximately the last 500 feet of the structure), the lower clearance between the bottom of the roadway structure and the existing ground level (as low as 10 feet close to the shoreline) may be considered too low to allow for safe use.

- **Pier Design.** The Draft EIS single nine-vehicle lane plus people-mover pier (roughly 115 feet in width) over the water has been replaced with a narrower, seven-lane, 89-foot-wide pier. This pier would include four westbound ferry-loading lanes, an HOV lane (55 feet), and two eastbound exiting lanes (22 feet), plus two 6-foot-wide bicycle lanes on both sides. The redesigned pier width was made possible by shifting more of the waiting vehicles to east of the railroad tracks. As the pier would approach the shoreline, the eastbound and westbound lanes would split onto separate piers. This design modification was intended to address concerns raised about the effects of the wider pier on migrating fish. The concern expressed in agency comment letters was that the width of the original pier would create too much overwater shading, reducing the photosynthetic activity of eelgrass and macroalgae (which provide habitat for juvenile salmon) and forcing migratory salmon into deeper water around the end of the pier where more predators may be located. The pier holding the westbound ferry-loading lanes would be 64 feet wide over water. The pier holding the eastbound lanes would be 31 feet wide over water. These two piers would be 15 feet apart; this separation would reduce shading effects. Because of the new location, the pier would extend approximately 100 feet into Puget Sound, compared to roughly 900 feet in the Draft EIS design. A third pier (roughly 25 feet wide) would accommodate an enclosed walkway for pedestrian access between the ferries and the multimodal center. All three piers would converge at the three-slip ferry terminal as proposed in the original Draft EIS design.
- **Waiting vehicle storage.** The Modified Preferred Alternative includes more upland space for waiting vehicles than was envisioned in the original Draft EIS design. Between the relocated toll booths and the shoreline, the holding area has been widened and up to 640 waiting vehicles could be accommodated (approximately three vessel loads of vehicles), as compared to 420 vehicles in the Draft EIS design. Much of the original pier was over water, accommodating as many as 210 vehicles. Because of the concerns with the original design about queuing ferry-bound vehicles on the overwater pier expressed by resource agencies, the shortened, westbound loading pier in the modified design could accommodate up to 25 waiting vehicles over water (to preserve the loading efficiency needed by WSF to maintain vessel schedules during peak travel periods). Overall, the capacity to handle approximately a four-boat wait (Jumbo class vessels)—approximately 820 vehicles—without requiring vehicles to queue along the side of SR 104 south of Pine Street would remain unchanged.
- **Bus service and parking.** Within the multimodal center, the bus loading area was enlarged to make it easier for buses to maneuver during loading and unloading operations. As a result, the two-level parking garage was shifted to the southeast. The capacity of the garage (460 spaces) was not changed. A separate 30-space employee parking area has been added southeast of the garage. The short-term parking area in front of the terminal building has been reduced in capacity from 120 spaces to 90 spaces, in part as a result of relocating employee parking and in part to accommodate the wider ferry holding area and the “daylighting” of Willow Creek discussed below.

- **Bus access.** To minimize impacts to Edmonds Marsh, the dedicated bus driveway that extended from the multimodal center northward parallel to and along the eastern edge of the BNSFRR right-of-way to Dayton Street has been eliminated in the Modified Alternative. As an alternative means of providing a transit connection between the center and downtown Edmonds, new bus stops are proposed to be added along Admiral Way to serve a proposed local circulator route to be operated by Community Transit; Community Transit staff have indicated acceptance of this concept (Franz Loewenherz, pers. comm., August 1998). Transit passengers would access the multimodal center on the east side of the railroad tracks by means of the overhead walkway connecting the two rail platforms. In order for this new route to operate efficiently, a bus turnaround area has been proposed at the south end of Admiral Way.
- **SR 104 and Pine Street intersection.** Figure 2-6 of the Draft EIS (Figure 2-7 of the Final EIS) shows two different lane configurations for the SR 104 and Pine Street intersection. Option 1 has been selected and incorporated into the Modified Alternative. This configuration would allow vehicles leaving the ferry terminal and multimodal center to turn either northbound on Edmonds Way towards downtown Edmonds or southbound on SR 104. These vehicles would be prohibited from travelling eastbound through the intersection on Pine Street. Equally important, vehicles travelling westbound on Pine Street would be restricted to right turns only (onto northbound Edmonds Way), and would not be allowed to continue through the intersection toward the ferry terminal and multimodal center. These restrictions address the concern of many residents that Pine Street would become a preferred route to the ferry. In addition, allowing a northbound turn from the access route onto Edmonds Way would benefit Woodway residents destined for downtown Edmonds and other points north.
- **Willow Creek.** To address the concerns raised regarding the additional culverting of Willow Creek, as proposed in the original design of the Point Edwards Alternative, the stream has been diverted from its present culvert entrance and realigned and redesigned to allow for a number of “daylighted” sections through the project area. As shown in Figure S-3, much of the stream section parallel to and east of the railroad tracks would be enhanced with large woody debris and landscaping to improve salmon habitat and to create an additional amenity within the multimodal center. The stream would be culverted only where it would pass under a roadway or railroad tracks. The stream would be realigned with an eventual open flow into Puget Sound in the southern portion of the informal recreation area south of the existing UNOCAL pier.

As previously noted, the bulleted list above highlights the most important design modifications that have been made to the original Preferred Alternative. Other details related to the Preferred Alternative are unchanged from the features and components presented in the Draft EIS.

The preliminary estimated cost associated with the full buildout of modified Point Edwards Alternative is \$165.3 million (January 2003 dollars).

S.4.2 Modified Alternative 2 (Preferred Alternative) Phasing Scenario

Two initial phases of development scenarios for the Point Edwards Alternative were presented in the Draft EIS (Scenario A and Scenario B). As a result of the design modifications made to the full buildout of the Point Edwards Alternative (described above), a modified version of Scenario A has been adopted as the most likely and reasonable scheme. The modified Phase 1 is presented in Figure S-5. Those modifications are highlighted in the bulleted list below:

- The realigned SR 104 and ferry access road, from the Pine Street intersection to the ferry terminal, would be identical in width and lanes as in full buildout.
- As with Scenario A, only two landing slips would be constructed. These slips would be accessed by the westbound loading pier and the eastbound unloading pier as described above. One of the lanes on the loading pier would be used by a two-ended shuttle bus to carry walk-on riders between the multimodal center and the overhead waiting area at the end of the pier (as envisioned in Scenario A).
- As with Scenario A, the multimodal center would have limited facilities during Phase I, including a small terminal building for the sale of tickets to walk-on ferry passengers and rail and transit riders and stairs/elevators to access the shuttle bus, and the bus loading area and railroad platforms as described above. A surface parking area would provide roughly 300 spaces.
- Willow Creek would be realigned and daylighted, the stormwater treatment pond constructed, and the bus stops and bus turnaround on Admiral Way provided.

Later Phase 2 development to complete the project would include:

- The third landing slip
- Overhead loading facilities for the remaining two slips, plus an overhead pedestrian walkway between the multimodal center and the ferries
- Conversion of the shuttle bus lane to a vehicle holding lane
- Completion of the multimodal center (expansion of the bus facilities to accommodate 10 buses, construction of a parking garage, and expansion of short-term and employee parking areas)

No design modifications have been made to the Mid-Waterfront Phase I Scenario presented in the Draft EIS. All features and components of that scenario, as described in Chapter 2 of the Draft EIS, are unchanged.

S.4.3 Alternative 3: Mid-Waterfront Site

Based on concerns expressed by the Corps that the split-pier design incorporated with Modified Alternative 2 should also be used at the Mid-Waterfront Site, the pier

design of Alternative 3 was revised subsequent to the publication of the Draft EIS (see Figure S-4). The westbound loading pier would be approximately 58 feet wide, and the eastbound unloading pier would be approximately 24 feet wide. A third pier of roughly 20 feet wide would accommodate the overhead passenger walkway. Both the loading and unloading piers would incorporate a bicycle way.

The preliminary estimated cost associated with the full buildout of the Mid-Waterfront Alternative is \$170.6 million (January 2003 dollars).

S.5 Summary of Major Environmental Impacts

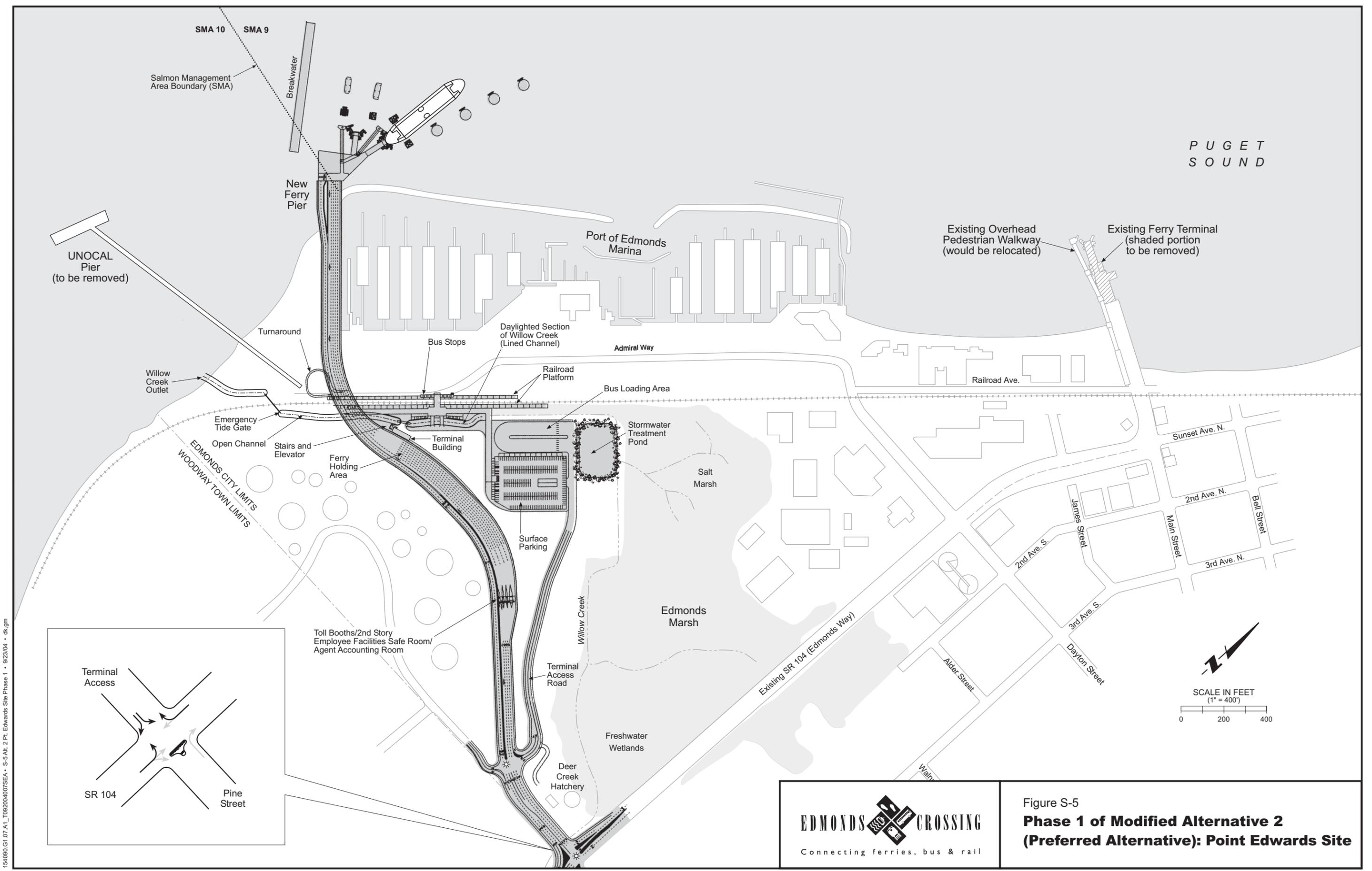
Tables S-2 and S-3 (included at the end of this section) summarize the major impacts of each alternative on the elements of the environment, along with any measures that are recommended or proposed to mitigate those impacts. Elements of the environment run from top to bottom on the tables; the individual alternatives run from left to right along the top. Table S-2 summarizes the construction (short-term) impacts, while Table S-3 summarizes the operations (long-term) impacts.

Environmental Justice Review. In compliance with DOT and FHWA Orders on Environmental Justice, the project impacts described above were further reviewed as part of the Environmental Justice analysis to determine their effect on minority and low-income populations. This analysis, which is documented in Appendix G, concluded that it is very unlikely that the Edmonds Crossing Project would result in disproportionately high and adverse effects on minority and/or low-income populations.

S.6 Preferred Alternative

Modified Alternative 2, Point Edwards Site, has been identified as the Preferred Alternative by FHWA, in cooperation with the Technical Advisory Committee, the Project Oversight Committee, and the Port of Edmonds Commission. As a result of the extensive coordination and consultation process with the affected tribes, the tribes have accepted Modified Alternative 2 as the preferred build alternative.

Although both Modified Alternative 2 and Alternative 3 address the project need in regards to system linkages, capacity, and transportation demand, Modified Alternative 2 best addresses the social and economic factors, safety, and congestion needs, identified in the Chapter 1 (Purpose of and Need for the Action), by shifting both ferry and multimodal center traffic farther from the Edmonds downtown. Specifically, by developing at the Point Edwards Site, the City of Edmonds would best be able to integrate the downtown core with the waterfront and improve public access to the shoreline (key objectives of the *Edmonds Downtown/Waterfront Plan*) and to reduce traffic congestion and resulting accidents in the downtown area.



PUGET
SOUND

UNOCAL
Pier
(to be removed)

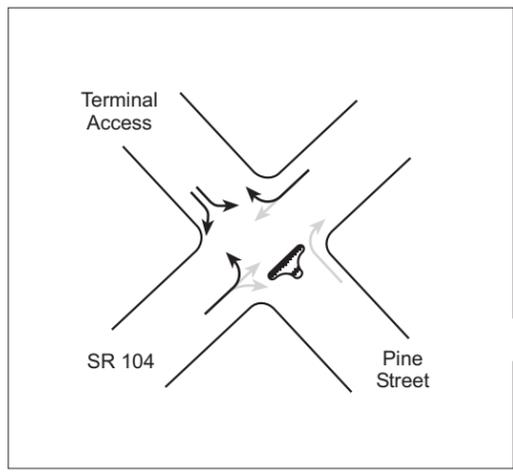
Existing Overhead
Pedestrian Walkway
(would be relocated)

Existing Ferry Terminal
(shaded portion
to be removed)

EDMONDS CITY LIMITS
WOODWAY TOWN LIMITS

SCALE IN FEET
(1" = 400')

0 200 400



EDMONDS CROSSING

Connecting ferries, bus & rail

Figure S-5
**Phase 1 of Modified Alternative 2
(Preferred Alternative): Point Edwards Site**

154090.G1.07.A1_T09200407SEA - S-5 ALT. 2 Pt. Edwards Site Phase 1 - 9/23/04 - dk.gm

In addition to best meeting the purpose of and the need for the project, Modified Alternative 2 has also been identified as the Preferred Alternative because it would result in less substantial impacts to the surrounding biological and physical environment when compared to Alternative 3 (including less pollutant loadings, less impact to eelgrass and macroalgae habitat, less impact to upland forest habitat, less impact to shoreline parks, less impact to wetlands and wetland buffers, less use of Port of Edmonds property, and fewer residential or business displacements).

Based on the combination of these lesser impacts, compared to the other build alternative (the Mid-Waterfront Site), and the mitigation that has been proposed (which in some cases would enhance existing environmental conditions), Modified Alternative 2 has been recommended as the **Preferred Alternative**.

S.7 Benefits of the Preferred Alternative

As mentioned above, the Preferred Alternative would enhance some existing environmental conditions. These enhancement would include improved traffic operations and safety at a relocated Edmonds ferry terminal as well as restoration of some upland and aquatic habitats. The following highlights the key benefits of the Preferred Alternative:

- Eliminates traffic congestion on SR 104 by providing off-street queuing for 820 ferry-bound vehicles, the equivalent of the carrying capacity of four Jumbo class vessels.
- Improves safety by providing a grade separation between trains and vehicles.
- Enhances Brackett's Landing North and South by removing the wooden portion of the existing ferry pier.
- Restores approximately 5.6 acres of macro-algae and eelgrass damaged by existing ferry operations.
- Exposes 1,275 feet of Willow Creek to daylight, enhancing salmon habitat, providing foraging habitat for birds and small mammals, and providing a new amenity to the community.
- Removes UNOCAL pier, enhancing views of Puget Sound, improving sediment and water quality with the removal of creosote pilings, and restoring hardshell clam habitat.
- Returns Edmonds Marsh to its natural, saltwater state by improving connection to Puget Sound by eliminating the existing 1,125-foot enclosed culvert and daylighting Willow Creek.
- Constructs new, larger culvert near Pine Street to improve stream flow and fish/wildlife passage.

S.8 Permits, Licenses, and Other Required Actions or Approvals

The following permits and licenses, will be required for this project:

- U.S. Army Corps of Engineers
 - Section 10 of the Rivers and Harbors Act Permit (for work in navigable waters)
 - Nationwide Section 404 of the Clean Water Act Permit (for discharge of dredge or fill material in waters of the United States)
- Washington State Department of Ecology
 - Water Quality Certification, Section 401 of the Clean Water Act (for discharge into waters of the United States)
 - National Pollutant Discharge Elimination System Stormwater Permit Associated with Construction Activities (for construction activities affecting more than 5 acres of land and having a stormwater discharge to surface waters or a storm sewer)
 - Stormwater Site Plan (for construction activities creating erosion)
- Washington State Department of Fish and Wildlife
 - Hydraulic Project Approval (for work that would change or use any waters of the state)
- Washington State Department of Natural Resources
 - Outer Harbor Line Relocation Approval (because the new ferry pier under Modified Alternative 2 [Point Edwards Site] or Alternative 3 [Mid-Waterfront Site] would extend beyond the outer line of Edmonds Harbor)
- City of Edmonds
 - Shoreline Substantial Development Permit (for construction activities within 200 feet of shorelines of the state)
 - Variance/Conditional Use Permit (because the new ferry pier under Alternative 3 [Mid-Waterfront Site] would extend beyond the outer line of Edmonds Harbor)
 - Clearing Permit
 - Building Permit

In addition to specific permits, other likely actions or approvals that will be required include the following:

- Section 4(f) Approval (related to impacts to parks and recreational lands, wildlife refuges, and historic sites): Federal Highway Administration, in consultation with U.S. Department of the Interior and the City of Edmonds
- Section 7 Consultation (related to impacts to threatened or endangered plant and animal species): U.S. Fish and Wildlife Service and NOAA Fisheries
- Section 106 Review (related to impacts on historic properties): Federal Highway Administration, in consultation with Washington State Office of Archaeology and Historic Preservation and the Advisory Council on Historic Preservation
- Section 6(f) Approval (related to Modified Alternative 2 impacts to Marina Beach Park and to Alternative 3 impacts to Olympic Beach Park; both facilities were purchased or improved in part with Land and Water Conservation Funds): Interagency Committee for Outdoor Recreation, U.S. Department of the Interior, and the City of Edmonds
- City of Edmonds Critical Area Determination

**Table S-2
Summary of Construction (Short-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
Air Quality	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Dust emissions caused by earth-moving activities during upland grading and emissions from construction vehicles and equipment. Increased vehicle emissions from temporary traffic delays as a result of construction activities.</p> <p>Mitigation: Control dust emissions by applying water during dry periods; cleaning equipment before it leaves the site; covering trucks that carry dry soil from the site; paving, covering with gravel, or planting vegetation to limit soil exposure; and sequence construction and phase grading activities to minimize airborne dust.</p> <p>Reduce vehicle emissions by using new or well-maintained equipment and avoiding extended idling.</p> <p>Avoid peak hours for travel to and from the site to reduce traffic delays.</p>	<p>Impacts: Similar to those for Modified Alternative 2, although additional construction time may be required for Dayton Street underpass, increasing the duration of air quality impacts. Demolition of existing buildings may also result in dust emissions. More substantial disruption to local traffic, resulting in elevated concentrations of CO from more idling cars.</p> <p>Mitigation: Same as for Modified Alternative 2.</p>
Noise	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Removal of existing UNOCAL pier and construction of new pier and multimodal center would result in expected noise levels between 89 and 92 decibels absolute (dBA) within 50 feet of the site during construction. Construction noise is exempt from ordinances during daytime hours.</p> <p>Mitigation: Construction would be of short duration, offsetting relatively high construction noise levels.</p> <p>Cumulative Impacts:</p> <ul style="list-style-type: none"> • Increased train traffic with second track and ST Sounder service • Increased vehicular traffic with increased development in the area <p>Indirect Impacts: Would increase with the spread in traffic and general activity – current noise levels are relatively low – not expected to exceed FHWA criteria.</p>	<p>Impacts: Noise levels from demolition of existing buildings and construction of new pier and multimodal center would be the same as for Modified Alternative 2.</p> <p>Mitigation: Same as for Modified Alternative 2.</p>
Energy	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Use 1,563 billion British thermal units (Btu) of energy during construction, about the same amount as Alternative 3 (within 2 percent).</p> <p>Mitigation: Turn off vehicles and equipment during periods of nonuse, and recycle and reuse materials from demolished structures (such as asphalt, concrete, metal, and wood).</p>	<p>Impacts: Use 1,544 billion Btu of energy during construction, about the same amount as Modified Alternative 2 (within 2 percent).</p> <p>Mitigation: Same as for Modified Alternative 2.</p>

**Table S-2
Summary of Construction (Short-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
Geology and Soils	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Removal of 54,000 cubic yards of soil and placement of 80,000 cubic yards of fill material. Soil exposure would increase the potential for erosion and downslope sediment transport. Noise, dust, and traffic would increase from hauling fill and excavated materials.</p> <p>Mitigation: Implementation of a detailed erosion and sedimentation control plan. Specific recommendations for subgrade preparation, roadway embankments, cut and fill, foundation design, retaining structures, mechanically stabilized earth walls, dewatering measures and long-term groundwater seepage control, and erosion control will be prepared for approval by regulatory agencies.</p>	<p>Impacts: Removal of 39,000 cubic yards of soil and placement of 13,500 cubic yards of fill material. Areas of soil exposure would be less than under Modified Alternative 2. Construction of the Dayton Street underpass would result in additional impacts.</p> <p>Mitigation: Similar to those listed under Alternative 2. Impacts resulting from the Dayton Street underpass will be mitigated using engineering solutions.</p>
Waterways and Hydrological Systems	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Short-term sedimentation impacts in Willow Creek and Edmonds Marsh if effective erosion and sediment controls are not implemented in construction areas on the existing UNOCAL site. Sediment deposition in Edmonds Marsh could potentially cause local raising of marsh bottom elevation and alteration of affected plant communities. Minor seabed erosion could occur with the operation of tugboats in the area used to maneuver construction barges.</p> <p>Mitigation: Effective erosion and sediment control practices would be required by regulatory agencies, and, therefore, it is expected that those practices would be implemented diligently in the field. A large sedimentation pond, in combination with a variety of other erosion and sediment control measures, would be used during construction to trap eroded sediments in runoff, protecting the creek and marsh.</p>	<p>Impacts: Short-term impacts on constructed drainage systems in the project vicinity from sediment deposition, particularly in vicinity of Dayton Avenue and Admiral Way, and smaller sedimentation impacts on Willow Creek and Edmonds Marsh compared to Modified Alternative 2. Existing storm drain facilities may be abandoned or rerouted, but temporary reductions in the conveyance capacity of the Dayton Street drainage system should be avoidable if effective erosion and sediment controls are implemented. A new, submerged outfall for wastewater treatment plant effluent would need to be constructed, and that construction effort would have short-term impacts on nearshore bathymetry, current patterns, and local marine biological communities</p> <p>Short-term, localized groundwater impacts may be expected during the dewatering phase of the Dayton Street underpass construction. Moderate seabed erosion could occur with the operation of tugboats in the area used to maneuver construction barges.</p> <p>Mitigation: Same as for Modified Alternative 2. Protect storm drain inlets along Admiral Way corridor and near Dayton Street underpass to prevent sediment deposition in drainage system during construction. Increase frequency of catch basin cleaning as necessary during construction. Prepare mitigation plan for wastewater outfall construction when design is developed.</p>

**Table S-2
Summary of Construction (Short-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
Water Quality	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Grading activities on existing UNOCAL site and tracking of soil and sediment onto surrounding roads would likely cause some sediment deposition (windblown and via runoff) in Willow Creek and Edmonds Marsh, which could smother plant life and degrade habitat conditions for aquatic organisms wildlife in a worst-case scenario. Pollutants introduced to stormwater runoff by heavy construction equipment operations and maintenance would potentially cause minor impacts on water quality in the area, primarily to Puget Sound. Demolition of existing UNOCAL pier and construction of new in-water structures would cause localized increased turbidity, potentially reducing photosynthesis and water clarity and causing localized impacts on algae in the water column. Overwater construction activities could result in spills or leaks of toxic materials into Puget Sound.</p> <p>Mitigation: Emphasize effective erosion and sediment control through a comprehensive erosion and sediment control plan. Implement pollutant source control best management practices (BMPs) to limit sediment contamination and reduce potential for spills of fuels and other toxic materials through a stormwater pollution prevention plan. Prepare and carefully implement a spill prevention, control, and countermeasures (SPCC) plan for construction work on or adjacent to water.</p> <p>Cumulative Impacts: Adjacent development (from project, condos, second track, and other development in the area) could have some effect on erosion, sedimentation, peak rates and volumes of runoff – however, with effective water quality facilities in place to treat site runoff, water quality of drainage to marsh should actually be improved (more pronounced under Point Edwards).</p>	<p>Impacts: Similar to Modified Alternative 2, but less impact on Edmonds Marsh and Willow Creek given the reduced scale of construction on current UNOCAL property. Demolition of the existing UNOCAL pier would not be required and, therefore, no impacts in that area of the shoreline. Overall, greater water quality impacts in Puget Sound compared to Modified Alternative 2 due to greater area of construction work in the intertidal zone and need for dredging to enable docking of large ferries at the Mid-Waterfront Site. Extensive excavation and dewatering for Dayton Street underpass could increase impacts to Puget Sound from discharge of turbid waters in nearby drainage system, and potential for contaminated groundwater in Harbor Square area to be drawn into dewatering discharges. Construction of new wastewater treatment plant outfall pipeline could result in additional short-term impacts, such as disturbance and transport of contaminated sediments, elevated turbidity of nearshore waters, and loss of local marine benthic communities. Some dredging would be required.</p> <p>Mitigation: Similar measures as proposed for Modified Alternative 2. Multimodal center in vicinity of Dayton Street will not benefit from availability of space for a large sedimentation pond as provided by the current UNOCAL property, so other sedimentation facilities will be incorporated in the site design for the main portion of the project. Use engineering controls in underpass dewatering plan to avoid contaminated groundwater withdrawals. These controls could include some combination of slurry diaphragm walls, slurry trenches, secant piles, and jet grouting. Monitor water quality of dewatering discharges.</p>
Wetlands	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Affects 0.06 acre of wetland and 0.2 acre of wetland buffer. Impact to wetland results from relocation of Willow Creek, with an overall net gain of emergent wetland under operation (see Table S-3). Soil exposure from clearing and grading would increase the potential for erosion and sedimentation in the wetlands, possibly reducing the flood storage and water-quality functions of the wetlands. Accidental spills and pollutants typically found in roadway runoff could potentially degrade water quality within the wetlands. Wetland buffer along the southern, forested portion of Edmonds Marsh would be reduced.</p>	<p>Impacts: Affects 0.36 acre of wetland and 0.3 acre of buffer. Short-term fluctuations in the shallow groundwater levels in Edmonds Marsh could result from dewatering activities during construction of the Dayton Street underpass. Groundwater levels would be expected to recover quickly once dewatering activities were completed. Roadway alignment would be closer to the southern boundary of Edmonds Marsh, resulting in greater impacts on wetland buffers. Relocation of the railroad maintenance spurs to the east side of the existing tracks would result in loss of riparian vegetation and associated wetland fringe.</p>

**Table S-2
Summary of Construction (Short-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
		<p>Mitigation: Potential measures are discussed under "Water Quality" or in Table S-3 (Long-Term Impacts). Other potential mitigation measures might include the following:</p> <ul style="list-style-type: none"> • Flag or stake wetlands and wetland buffers before construction to avoid activities in these areas • Keep all machinery, materials, stockpiled soils, and construction activity outside wetlands/wetlands buffer, and shoreline areas • Revegetate cleared areas as soon as possible after final grading • Convey runoff from disturbed areas to sediment ponds or interception ditches • Develop a plan to remove nonnative species from the marsh and its buffer <p>Cumulative Impacts: Pressure on marsh from combined effects (possibly greater under Point Edwards).</p> <p>Indirect Impacts: As development would likely push south and west, increased development pressure on Edmonds Marsh and nearby developable land.</p>	<p>Mitigation: Same as for Modified Alternative 2.</p>
<p>Vegetation, Fish, and Wildlife</p>	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Pile-driving would crush or bury some less mobile bottom-dwelling organisms. Some temporary loss of biological production expected from feeding impairment in benthic organisms and from dusting of macroalgae as a result of temporary increase in suspended sediments. Pile-driving could generate high-intensity sound of sufficient magnitude to harm fish within 100 feet of construction activity. The gap in sound levels between driving salmonids away and causing them harm is small. Birds, small mammals, and amphibians using the wetland may be disturbed by nearby construction activities. Construction of the pier could temporarily disrupt bald eagles, great blue herons, shorebirds, and seabirds. Noise levels associated with construction activities could cause temporary and localized impacts to wildlife. Upland construction activities could increase suspended sediment loads in Willow Creek. Herons at Edmonds Marsh may be displaced to alternate roosts or may establish new roosts nearby.</p> <p>Mitigation: Minimize clearing and clearly mark limits; revegetate disturbed areas with native vegetation as soon as practical following grading; restrict in-water construction activity to time period permitted by regulatory agencies (marine: July</p>	<p>Impacts: Pile-driving equipment would crush or bury some less-mobile bottom-dwelling organisms. Pile-driving could generate high-intensity sound of sufficient magnitude to harm fish within 100 feet of construction activity. The gap in sound levels between driving salmonids away and causing them harm is small. Pier construction and/or ferry propeller wash would likely damage parts of the artificial reef unless it is moved. Some temporary loss of biological production expected from feeding impairment in benthic organisms and from dusting of macroalgae as a result of temporary increase in suspended sediments. Turbidity from construction may affect fishing at the fishing pier and salmon rearing operations at the net pen. Relocation of sewer outfalls would temporarily physically disturb some intertidal clam habitat and sand lance spawning habitat. Dewatering associated with the Dayton Street underpass could cause water levels to fluctuate in the northern portion of Edmonds Marsh. Impacts to fish habitat in Willow Creek would be much less than for Alternative 2.</p> <p>Mitigation: Same as for Modified Alternative 2, except that a more restrictive work window (July 16 to October 15) would be used for upper intertidal construction to protect sand lance</p>

**Table S-2
Summary of Construction (Short-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
		<p>16 to February 15; freshwater: July 1 to September 30). Implement a full range of BMPs to reduce risk of sedimentation. Use the best available technology for underwater sound intensity reduction during pile-driving.</p> <p>Cumulative Impacts: Effect of combined projects (Terminal Access Road and condos – Point Edwards Alternative) – results in removal of portions of the deciduous forest and upland mixed forest – could result in a loss of available habitat and corridors and displacement of wildlife.</p>	spawning.
Land Use	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Noise, dust, and traffic congestion. Mitigation: Best management practices to help reduce temporary noise and dust emissions discussed in "Noise" and "Air Quality." Cumulative Impacts: Acceleration and intensification of land use development in project area and throughout the downtown, general increase in activity, greater focus on the part of developers in the southern portion of downtown (Mid-Waterfront Alternative – could result in more new development farther north and closer to the downtown retail core). Indirect Impacts: Area vacated by WSF would become available for redevelopment, area between SR 104 and waterfront would be redeveloped/land use intensification, stimulate commercial and residential development farther south and west, shift on downtown retail core (particularly under Point Edwards Alternative).</p>	<p>Impacts: Same as for Modified Alternative 2 Mitigation: Same as for Modified Alternative 2.</p>
Social	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Additional traffic, increased dust and exhaust, and increased noise levels expected. While generating approximately 1,250 short-term jobs over 2- to 3-year construction period, it is not expected to cause direct growth to the Edmonds community. Temporary increases in noise and dust at Marina Beach Park. Some construction activity would occur within park. Mitigation: See "Air Quality" and "Noise" discussions in this table for mitigation of traffic, dust and exhaust, and noise. All areas within park disturbed during construction would be returned to pre-construction condition and usability. Indirect Impacts: Higher use of waterfront parks, not expected to be an issue under Point Edwards Alternative (with enlargement of Marina Beach Park and preservation of Olympic Beach Park).</p>	<p>Impacts: Same as for Modified Alternative 2, except that approximately 1,200 short-term jobs would be created. Construction activities would occur through the center of Olympic Beach Park and in remaining north and south areas. Mitigation: Same as for Modified Alternative 2 and coordinate with utility districts to relocate sewer/stormwater outfalls, notify customers in advance of interruption in service.</p>

**Table S-2
Summary of Construction (Short-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
Economics	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Substantial short-term economic benefits for the city through temporary construction employment and one-time sales tax revenues. Mitigation: None proposed. Cumulative Impacts: Development of more commercial activities outside the current downtown retail core, projects would create substantial demand for new business/services in close proximity, southwest shift of the retail core.</p>	<p>Impacts: Similar to Alternative 2. Certain businesses may experience negative impacts because of reduced access and visibility. Mitigation: Careful planning of construction activities will maintain access during business hours. Signs will indicate access and business operation information. Minimize daytime street closures.</p>
Cultural Resources	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Potential short-term impacts to prehistoric archaeological site at Deer Creek Fish Hatchery from temporary introduction of construction crews. Potential short-term impacts from subsurface construction to other archaeological sites that may be present. Mitigation: Monitor construction activities in archaeologically sensitive areas. Should archaeological sites be discovered during this monitoring, subsurface archaeological testing will be conducted to evaluate each site's eligibility for listing on the National Register of Historic Places. If a site is determined eligible, and cannot be avoided through project design modification, data recovery through archaeological site excavation may be required. Restrict access to Deer Creek archaeological site area.</p>	<p>Impacts: Same as for Modified Alternative 2. Mitigation: Same as for Modified Alternative 2.</p>
Tribal Fishing	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Anchored construction barges could affect tribal fishery activity. However, during the early portion of the in-water work window, structural elements located on the south side of the SMA 9/10 boundary line would be constructed. Construction activity and the associated barges would be shifted to the north side of the SMA 9/10 boundary line during tribal salmon fishery. Pile-driving would be conducted during the day to avoid conflicts with nighttime gillnet fishing. Mitigation: Other than the construction methods and timing considerations noted above, no additional mitigation is considered necessary.</p>	<p>Impacts: Because of the distance to the tribal fishing area and because the site is located on SMA 9, potential impacts from construction vessel anchorage and pile-driving would be negligible. Mitigation: None proposed.</p>
Hazardous Waste	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Construction would be initiated after the existing UNOCAL site clean-up, but there is a potential to encounter contamination not previously identified. As such, there would be a potential for: 1) release of contaminants to air; 2) release of contaminated soils to surface water; 3) release of contaminated groundwater to soils or surface water; and 4) affecting groundwater flow direction and possible transport of contaminants. Long-term clean-up of subsurface/</p>	<p>Impacts: Potential release of contaminated sediments associated with pier construction activities. Potential for release of identified petroleum contamination in soils and groundwater or previously unidentified contaminants to air, soils, surface water, and groundwater. Demolition of remaining structures could potentially release asbestos-containing material and lead-based paint.</p>

**Table S-2
Summary of Construction (Short-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
		<p>groundwater may be continuing, which would cause similar impacts to above. Possible releases are not expected to impact nearby residential or business areas.</p> <p>Work in contaminated areas could pose a health risk to workers. Possible release of hazardous substances related to construction requirement and materials.</p> <p>Mitigation: Phase construction activities after clean-up. Design project to avoid areas of known contamination or incorporate remedial measures into design that are protective of human health and the environment. If construction is in areas near or over where contamination may still be present (e.g., groundwater in the subsurface), use construction techniques that minimize subsurface disturbance and manage contaminated media generated appropriately to prevent transport of contaminants to clean areas and to surface water.</p> <p>Identify asbestos-containing materials, lead-based paints, polychlorinated biphenyl (PCB)-containing transformer fluids, and other hazardous substances associated with remaining structures and handle appropriately.</p> <p>Prepare comprehensive hazardous substance contingency and management plan (include protection to nearby residential and business areas) and a worker health and safety plan.</p> <p>Prepare a SPCCP for construction work on/adjacent to water.</p>	<p>Mitigation: Same as for Modified Alternative 2.</p>
Visual Quality	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Vegetation clearing and soil grading along Point Edwards uplands would alter visual environment. Presence of construction equipment, materials, signage, and staging areas would reduce visual quality. Views would be degraded where cleared areas and construction zones are visible. Views from boaters and ferry passengers would be negatively affected to a smaller degree.</p> <p>Mitigation: Locate material and equipment storage in less prominent areas.</p> <p>Cumulative Impacts: Incremental decrease in the quality of scenic vistas and public views, removal of vegetation (Point Edwards project and condos), area south of marsh more visible to most views/more isolated visually from its surroundings.</p> <p>Indirect Impacts: Changes in visual environment, areas currently vacant or underutilized could be developed.</p>	<p>Impacts: Same as for Modified Alternative 2.</p> <p>Mitigation: Same as for Modified Alternative 2.</p>

**Table S-2
Summary of Construction (Short-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
Section 4(f)	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Temporary noise and dust increases would occur in and near parks during construction, but are not expected to violate noise abatement criteria or air quality regulations. Some construction activity would occur within Marina Beach Park.</p> <p>Mitigation: Proposed measures to minimize noise and dust impacts (see "Noise" and "Air Quality" sections of this table) will reduce effects on 4(f) properties. Construction activities in park property will be minimized to the extent possible. All disturbed areas will be returned to preconstruction condition and usability.</p>	<p>Impacts: Similar to Modified Alternative 2. Construction in Olympic Beach Park could require use of park land for equipment staging or other construction-related activities.</p> <p>Mitigation: Same as for Modified Alternative 2 for noise and dust impacts. Construction activities in park property will be minimized to the extent possible and all disturbed areas will be returned to preconstruction condition and usability.</p>
Transportation	<p>Impacts: None anticipated. Mitigation: None proposed.</p>	<p>Impacts: Temporary traffic delays as a result of reconstruction of SR 104/Pine Street intersection. Construction of the ferry access roadway overcrossing would result in railroad operations delays. All vessels in transit to and from the marina would have to stay clear of floating construction equipment and barges used for staging construction materials. Fishing activities could be affected by construction activities, especially if construction occurs during commercial fishing openings.</p> <p>Mitigation: SR 104 would remain open during reconstruction of the SR 104/Pine Street intersection. All staging barges would be noted in the Local Notice to Mariners and appropriate signals and lights would identify the position of equipment.</p> <p>Indirect Impacts: Ferry traffic would no longer interrupt traffic in downtown core (particularly under Point Edwards Alternative), traffic would spread over a larger area.</p>	<p>Impacts: Temporary traffic delays as a result of reconstruction of SR 104/Pine Street intersection. Construction of the Dayton Street underpass would disrupt circulation to the Port of Edmonds and BNSFRR operation. Floating construction material would be similar to Modified Alternative 2.</p> <p>Mitigation: SR 104 would remain open during reconstruction of the SR 14/Pine Street intersection. Coordinate the Dayton Street underpass work with the Port and BNSFRR. Note and sign barges the same as for Modified Alternative 2.</p>

**Table S-3
Summary of Operations (Long-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
Air Quality	<p>Impacts: The Dayton Street/SR 104 intersection carbon monoxide (CO) concentration is predicted to exceed the 9 parts per million (ppm) standard in 2015, as a result of predicted over-capacity conditions and slow-moving vehicular traffic approaching the ferry toll booth.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Changes in vehicle traffic patterns could affect vehicle emissions. Routing a large portion of vehicles to realigned SR 104, away from downtown Edmonds, would decrease emission from idling vehicles. Improved access between transit and ferry facilities and provision of HOV lanes would make mass transportation more convenient to commuters and would discourage single-occupancy vehicle (SOV) trips, lowering county concentrations.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Similar to Modified Alternative 2.</p> <p>Mitigation: None proposed.</p>
Noise	<p>Impacts: Increased traffic will result in noise level increases above existing conditions. Peak-hour noise levels, however, would remain well below the applicable FHWA criteria and there would not be any substantial noise level increases.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: The combination of increased traffic and the introduction of vehicular traffic to new areas would result in noise level increases above existing conditions at many locations. Peak-hour noise levels, however, would remain well below the applicable FHWA noise criteria and there would not be any substantial noise level increases at residential or park locations.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Similar to Modified Alternative 2.</p> <p>Mitigation: None proposed.</p>
Energy	<p>Impacts: Without additional ferry slips, fuel usage likely will increase from longer lines and idling automobiles.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Relatively little additional traffic-related energy use expected directly from the project. Any increase from 2002 levels would primarily be from increased traffic from the growth in the greater Edmonds area. Enough storage would be provided on site to allow drivers to park once and turn off their engines while waiting.</p> <p>Mitigation: None proposed. This project will facilitate reductions in SOV use, so overall energy usage in the greater Edmonds area will decline over time.</p>	<p>Impacts: Same as for Modified Alternative 2.</p> <p>Mitigation: Same as for Modified Alternative 2.</p>
Geology and Soils	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Increased runoff from impervious surfaces could slightly increase erosion.</p> <p>Mitigation: Establish vegetation to decrease erosion.</p>	<p>Impacts: Same as for Modified Alternative 2.</p> <p>Mitigation: Same as for Modified Alternative 2.</p>

**Table S-3
Summary of Operations (Long-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
Waterways and Hydrological Systems	<p>Impacts: Continuing deposition of sediments in Edmonds Marsh and Willow Creek because of untreated runoff from impervious surfaces in the waterfront area.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: No adverse hydrologic impacts on Edmonds Marsh or Willow Creek due to direct discharge of project site runoff to Puget Sound via existing Willow Creek culvert. No impacts on regulated floodplains. New tide gate at Edmonds Marsh outlet would prevent flooding of properties adjacent to the marsh. Minor seabed scour from propeller-induced currents would likely occur at slips 1, 2, and 3.</p> <p>No groundwater recharge or other groundwater flow impacts are anticipated.</p> <p>Mitigation: New Willow Creek channel would be stabilized to prevent scouring due to flows from upstream in the watershed. Use of porous pavement and other low-impact development techniques, where feasible, to reduce runoff volumes. Offshore breakwater would have little effect on existing wave heights at the mouth of Willow Creek.</p>	<p>Impacts: Similar to Modified Alternative 2, with direct discharge of runoff to Puget Sound from developed areas on the existing UNOCAL site. Minimal effects on existing drainage systems along Admiral Way and Dayton Street. No impacts on regulated floodplains. New tide gate at Edmonds Marsh outlet would prevent flooding of properties adjacent to the marsh. Propeller scour would form a scour depression aligned with slip 3 toward the north-northeast because of depths less than 30 feet mean lower low water (MLLW). The fishing pier and north breakwater to the Port of Edmonds Marina could also be subject to some scouring. The scouring would not undermine pile-supported structures.</p> <p>No groundwater recharge or other groundwater flow impacts are anticipated.</p> <p>Mitigation: Same as for Modified Alternative 2. Increase capacity of Dayton Street storm drain west of the railroad underpass to enable conveyance of multimodal center runoff out to Puget Sound without detention. This replaced section of storm drain could also improve existing high-flow surcharging problems. Scour protection over a limited seabed area may be required to maintain full structural integrity of the Port's fishing pier from erosion.</p>
Water Quality	<p>Impacts: Normal operations will result in continuing degradation of water quality because of contaminated stormwater runoff from ferry holding lanes, parking areas, and roads. Potential for accidental spills. Pollutants from roadway runoff on SR 104 north of Pine Street will increase as ferry traffic volumes increase over time. Propeller scour from ferry docking will continue to suspend fine-grained sediments on the bottom.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Overall, long-term water quality in the project vicinity would improve slightly, as pollutant loadings in runoff would generally be reduced compared to the No Action Alternative and no on-site runoff would be discharged to Willow Creek or Edmonds Marsh. Both Willow Creek and Edmonds Marsh would benefit from this reduction of runoff contamination. Least amount of shading of nearshore marine habitat by ferry pier compared to other alternatives, with corresponding fewer impacts on photosynthesis and dissolved oxygen concentrations. Propeller scour could induce intermittent locally elevated turbidity near the Puget Sound shoreline.</p> <p>Mitigation: Provide a stormwater treatment system commensurate with the Washington State Department of Ecology requirements to treat runoff from the multimodal center, access roadways, and from ferry loading and exiting lanes. Additional pollution source control measures will be included as part of a stormwater pollution prevention plan (SWPPP) for site operations.</p>	<p>Impacts: Similar to Modified Alternative 2, with reductions in pollutant loadings compared to the No Action Alternative and no discharge of on-site runoff to Willow Creek or Edmonds Marsh. Slightly lesser pollutant loadings in stormwater runoff, and resultant water quality impacts on Puget Sound, compared to Modified Alternative 2. Slightly higher average pollutant concentrations in runoff entering Puget Sound compared to Modified Alternative 2 due to lesser dilution effects. Greater shading effects in nearshore areas compared to other alternatives, including shading of eelgrass and macroalgae beds that would not occur under Modified Alternative 2.</p> <p>Mitigation: Similar measures as proposed for Modified Alternative 2. Multimodal center in vicinity of Dayton Street will not benefit from availability of space for runoff treatment facilities on the existing UNOCAL property, so other effective underground treatment systems would need to be incorporated in site design given space constraints.</p>

**Table S-3
Summary of Operations (Long-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
Wetlands	<p>Impacts: SR 104 will continue to act as a barrier between Edmonds Marsh and the smaller marsh to the east of the roadway, limiting wildlife movement between these wetland habitats and restricting hydrologic continuity between the two wetland areas. Higher volumes of vehicle traffic will result in an incremental increase in transportation-related pollutants.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: As noted in Table S-2, affects 0.06 acre of wetland and 0.2 acre of wetland buffer. Potential change in the marsh hydrologic regime because of increased surface water runoff from impervious surfaces and roadway runoff could change the amount of surface water and sedimentation to the wetlands. Reduction and/or relocation in surface water inputs would potentially change functions and volumes within wetland areas. Alteration of saltwater input to Edmonds Marsh could change species composition within the marsh. Reconfiguration of detention pond 1 could provide surface water detention and an opportunity for effective onsite erosion and sedimentation control. Beneficial impact to fish and wetland wildlife through daylighting Willow Creek. Net gain in area of emergent wetland (0.57 acre), associated with the daylighting of Willow Creek</p> <p>Mitigation: Impacts to wetlands and buffers avoided where possible and minimized through design. Where unavoidable, measures to enhance wetland functions and values would include:</p> <p>Plant wetland vegetation along the banks of the daylighted portion of Willow Creek.</p> <p>Enhance wetland buffer vegetation along the southern forested edge of Edmonds Marsh by planting native species and replacing snags and woody debris and by planting native trees to provide future nesting habitat for great blue herons.</p> <p>Plant a wetland buffer along the west side of Edmonds Marsh.</p>	<p>Impacts: As noted in Table S-2, affects 0.36 acre of wetland and 0.3 acre of buffer. Otherwise, similar to Modified Alternative 2.</p> <p>Mitigation: Same as for Modified Alternative 2.</p>
Vegetation, Fish, and Wildlife	<p>Impacts: Incremental increases in transportation-related contaminants will be introduced to wetlands. SR 104 will continue to serve as a barrier to movement of wildlife.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Loss of approximately 3.56 acres of upland forest habitat. Wildlife could be affected by removal of vegetation and habitat; by increased isolation of habitats; and by increased human activity, glare, and noise. Relocation of SR 104 could further weaken the existing linkage between the upland forest and the Edmonds Marsh. Removal of UNOCAL pier would cause bald eagles to locate perching site elsewhere. Shading of the seafloor by the new pier would affect food sources in the area. Ferry scour could have some effect on plant and animal communities in the vicinity. Shading and propeller wash scour would effectively remove 34,969 square feet of macroalgae but no eelgrass. Approximately 11,365 square feet of intertidal and subtidal fine and mixed-fine grain habitat would be lost due to piling and other structural footprints.</p> <p>Mitigation: An over-sized bottomless culvert will be used for</p>	<p>Impacts: Loss of approximately 4.9 acres of upland mixed forest. Impacts to wildlife habitat would be similar to Modified Alternative 2. Marine fisheries impacts would be much greater than those discussed under Modified Alternative 2. Ferry scour and shading would result in approximately 10.25 acres of eelgrass and macroalgae affected. Some additional permanent loss of hardshell clam habitat from the sewer outfall replacement.</p> <p>Mitigation: Similar to Modified Alternative 2, except:</p> <ul style="list-style-type: none"> • Macroalgae bed reconstruction would not be as expansive (2 acres less) as planned under the Modified Alternative 2. • Move or replace the artificial reef as practical at a location near the south end of the fishing pier.

**Table S-3
Summary of Operations (Long-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
		<p>the Pine Street over-crossing of Willow Creek. This will restore fish passage and allow room for wildlife including amphibians, reptiles, small and medium-sized mammals to pass beneath the road.</p> <p>Partially restore habitat and return wildlife to site through revegetation and site restoration. Place snags along southern edge of Edmonds Marsh to replace perches lost to development. Plant mostly native trees adjacent to the ferry access road to buffer wildlife from human activity and glare. Avoid introducing nonnative invasive species and remove invasives, where practical.</p> <p>Daylight all but 180 feet of lower Willow Creek and restore to an open channel.</p> <p>Remove the wooden trestle portion of the Main Street ferry pier.</p> <p>Remove the UNOCAL pier.</p> <p>Design pier to facilitate under-pier juvenile salmon passage.</p> <p>Restore salt marsh function to some of Edmonds Marsh that is now freshwater wetland (and was salt marsh historically).</p> <p>Restore subtidal ferry scour trench at existing ferry pier with fine sand and replant with eelgrass. Depths below -30 feet MLLW would receive scattered cobble for macroalgae attachment.</p>	
Land Use	<p>Impacts: Public access between downtown Edmonds and waterfront will continue to be limited, minimizing the shoreline's potential as a public resource and amenity.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Improve local access and mobility by relieving traffic congestion and resolving ferry, automobile, and train conflicts. Accommodate redevelopment in accordance with City of Edmonds Comprehensive Plan and other applicable plans and policies. Property acquisition for right-of-way would total 22.6 acres from four parcels. No homes would be displaced.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Same as for Modified Alternative 2, with substantial impact to Olympic Beach Park and local residents. Property acquisition would displace 3 single-family homes and 24 businesses (total of 22.3 acres) from 12 parcels. The ferry holding/ egress lanes would create physical barrier to waterfront. Overall degradation of the downtown waterfront neighborhoods.</p> <p>Mitigation: Mitigation for Olympic Beach Park impacts is discussed under Section 4(f). Displacement assistance is discussed in "Relocation."</p>
Relocation	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: No residential or business displacements would occur.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Displace 3 single-family residences and 24 businesses. Some permanent job loss could occur if displaced businesses cease operation.</p> <p>Mitigation: Acquire property at fair market value. Provide relocation assistance according to federal and state laws.</p>

**Table S-3
Summary of Operations (Long-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
Social	<p>Impacts: Planned growth and development could be slowed. Increased traffic will reinforce SR 104 as barrier between downtown Edmonds and waterfront area.</p> <p>Continued and increased traffic congestion on local streets in the downtown and waterfront areas could eventually impede the passage of emergency service vehicles and make access to local services less convenient.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Improved access and circulation on major arterials and local streets. Strengthened cohesion between downtown and waterfront areas. The ferry pier would cover 0.42 acre of Marina Beach Park (parking lot and grass play area along the northern edge). The pier structure would be high enough above ground level to allow for continued use of the activities below. The pier would also extend over 0.69 acre of tidelands west of the park. The park would also experience proximity impacts (increased activity and noise in the vicinity), plus improved views to the south and west and the opportunity to create a more extensive facility.</p> <p>Mitigation: Mitigation for loss of park area discussed in Chapter 6 (Section 4(f)).</p>	<p>Impacts: Relocation of several residences and businesses. Divide waterfront neighborhood into two relatively isolated areas; intra-neighborhood access would be substantially impaired. General congestion in Edmonds Way/Dayton Street area could be difficult and inconvenient for pedestrians and bicyclists. Acquisition of 0.3 acre of upland and 1.2 acres of tidelands from Olympic Beach Park, effectively bisecting the park and creating two smaller sections separated by the ferry pier. Increased noise and diminished views would change the park's present value. Force of ferry propellers could affect fishing activity on the public fishing pier and possibly damage the pier itself.</p> <p>Mitigation: Mitigation for loss of park area discussed in Section 4(f). Work with community service and emergency service providers to solve access problems to local neighborhoods. An at-grade pedestrian/bicycle crossing of the ferry holding/egress lanes will be considered. Design Dayton Street underpass to accommodate pedestrian and bicycle usage.</p>
Economics	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Improved access to and reduced congestion around existing terminal, waterfront, and downtown. Diverted ferry traffic would reduce visibility of downtown and waterfront to these travelers. Because of the distance to the facility, may eliminate much of the existing walkup business for some downtown businesses. Opportunity for additional development around existing terminal.</p> <p>Mitigation: Signs and information about bus service to downtown/waterfront area may encourage passengers to travel downtown.</p>	<p>Impacts: Displaced businesses could lead to loss of jobs and city sales taxes if businesses cannot be relocated nearby. Facility would still be located within walking distance to downtown and waterfront retail businesses. Reduced congestion and opportunity for additional development around existing terminal.</p> <p>Mitigation: If possible, relocate displaced businesses to retail space within proposed parking garage. Signs to indicate access and inform passengers about waterfront/downtown businesses.</p>
Cultural Resources	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: None anticipated.</p> <p>Mitigation: None proposed.</p>
Tribal Fishing	<p>Impacts: Ferry route will continue to cross through SMA 9/10 boundary and productive shrimp habitat. Continued potential collision with tribal shrimp fishers during adverse weather conditions in April fishery.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Ferry vessels would continue to operate in SMA 9 and outside of the SMA 10 tribal fishing area. During the nighttime salmon fishery, ferries would approach and leave the terminal from the northwest, greatly minimizing the potential for ferry boat conflicts with tribal fishers. Proposed ferry lane would cross shrimp harvest area. Most shrimp fishers would move northward near the existing ferry lane to avoid potential collision. Because the harvest area is closer to the shoreline at Point Edwards than farther north, ferry captains would have less ability to avoid shrimp pot buoys.</p>	<p>Impacts: Impacts would be similar to the No Action Alternative. Ferry vessels would operate in SMA 9 and stay within SMA until reaching the shipping lanes. As currently, ferries would cross through productive shrimp habitat. Most shrimp fishers would move north or south of the proposed ferry lane to avoid potential collision.</p> <p>Mitigation: Same as Modified Alternative 2.</p>

**Table S-3
Summary of Operations (Long-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
		<p>Mitigation: WSF and tribes will develop an operating protocol to coordinate ferry operations with tribal fishing activities. WSF and tribes will enter into a Protocol of Inadvertent Discovery of Historic Resources. WSF will contribute \$5,000,000 into a Tribal Mitigation Fund to be available to finance projects and activities to restore or enhance the fishery resources, undertake research or monitoring activities related to these fishery resources or their habitat, and address the impacts of the project on the fishery or related cultural or community programs and interests of the tribes.</p>	
Hazardous Waste	<p>Impacts: Potential for release of fuel or other hazardous substances used during routine operation and maintenance. Possible collision and derailment with subsequent release of hazardous materials from movement across tracks without grade separation.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Possible contaminated site clean-up alternatives include long-term onsite treatment of soils or groundwater. Potential release of hazardous substances from routine facility and ferry operation.</p> <p>Mitigation: Require long-term onsite treatment will not pose a risk to public health and the environment; require routine monitoring. Design project to avoid areas of known contamination or incorporate remedial measures into the project design that are protective of human health and the environment. Prepare and implement a SPCC plan.</p>	<p>Impacts: Same as for Modified Alternative 2.</p> <p>Mitigation: Same as for Modified Alternative 2. If continued dewatering of Dayton Street underpass required, and contaminated groundwater present on adjacent properties, prepare groundwater management plan to handle according to regulatory requirements.</p>
Visual Quality	<p>Impacts: Increased traffic will intensify existing visual sense of congestion. Modifications to the existing ferry pier that will improve visual quality under the build alternatives will not occur.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: New pier would decrease visual quality of northern views from Marina Beach Park but would increase visual quality of southern and western views. New pier would visually distract from the Port of Edmonds Marina. The existing UNOCAL property would improve visually as a result of the multimodal center, except buildings would block views from Edmonds Marsh. Ferry access road would disrupt visual continuity of the hillside.</p> <p>Mitigation: Landscaping along ferry access road, and around multimodal center perimeter, will be designed to screen the road and structures. Architectural design and color schemes will be compatible with surrounding area, marine environment, and scenic landscape features.</p>	<p>Impacts: Same impacts from ferry access road as Modified Alternative 2. New pier would substantially affect water and mountain views from Olympic Beach Park and shoreline residences. Multimodal center would improve visual quality of central commercial area with coherent architecture and defined street edges.</p> <p>Mitigation: Landscaping will reduce scale of the proposed multimodal center and will enhance urban environment. Architectural design and color schemes will be compatible with surrounding area, marine environment, and scenic landscape features.</p>

**Table S-3
Summary of Operations (Long-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
Section 4(f)	<p>Impacts: Increased ferry and train traffic will cause additional noise and complicate parking access for divers and other users of Brackett's Landing Park. Heavy ferry traffic will perpetuate existing safety risks to divers using Underwater Park. Opportunity will be lost to convert the ferry pier to public recreational use. Increased noise levels in City Park along SR 104.</p> <p>Mitigation: None proposed.</p>	<p>Impacts: Approximately 1.26 acres of parkland impacted (0.47 acre within formal Marina Beach Park, 0.1 acre of adjacent grassy area in Port of Edmonds property, and 0.69 acre of tideland leased by City of Edmonds from Washington State Department of Natural Resources (DNR) as informal extension of park). Pier structure would be high enough above ground level to allow for continued use of the park activities beneath. Increased noise and ambient CO levels resulting from increased activity in vicinity. Project could open up view from park toward Puget Sound and provide opportunity to create a more expansive and integrated facility.</p> <p>Increased noise, traffic, structures, and lighting could detract from quality of existing Edmonds Marsh habitat. Visual presence of multimodal center and associated traffic would affect recreational experience of users of interpretive trail system.</p> <p>Mitigation: Replace acquired parkland with property of equal fair market value and recreational utility in the informal recreational area south of Marina Beach Park. Install interpretative signs within the park and along the daylighted section of Willow Creek describing the cultural history of the site, natural resource features, and the role of the creek in salmon survival. Provide stormwater treatment and control facilities to improve water quality in Edmonds Marsh, as well as provide funding for additional interpretative trails and appropriate plantings to protect and enhance habitat.</p>	<p>Impacts: Approximately 1.5 acres of Olympic Beach Park acquired (0.3 acre of upland and 1.2 acres of tidelands). Park would, in effect, be bisected into two smaller sections (0.4 acre south of ferry approach roadway and 0.25 acre to the north). Access would be made more difficult (access from Dayton Avenue eliminated and parking area displaced). Increased noise and ambient CO levels resulting from increased activity in vicinity could change current character of park and diminish its present value. Views from the park would become dominated by vehicles, loading structures, and large pier. Fish could move elsewhere because of increased noise, vibration, and pollutants from ferries, making fishing conditions from the public pier less favorable. Ferry scour could damage the fishing pier itself. Impacts to Edmonds Marsh have the potential to be greater than Modified Alternative 2.</p> <p>Mitigation: Similar to Modified Alternative 2. Reconnect portions of Olympic Beach Park by means of an at-grade crossing of, or an elevated structure over, the ferry-holding lanes; replace acquired property with comparable waterfront property. Facilitate access to marina waterfront and Edmonds Marsh trail through pathways, signage, and other measures.</p>
Transportation	<p>Impacts: Ferry operations at the existing terminal would experience increasing conflicts between vehicle, pedestrian, transit, and railroad movement in the downtown Edmonds area. The increasing length of the ferry queue would disrupt traffic flow along SR 104. Accidents would increase with increased traffic.</p> <p>Single-slip ferry terminal would provide little schedule adherence tolerance. No redundancy provided to maintain ferry operations should the slip become disabled. Potential future increases in railroad traffic</p>	<p>Impacts: The 2030 weekday peak queue would be accommodated in the proposed on-site staging and holding areas. Terminal access along SR 104 at Pine Street would reduce traffic volumes and improve level of service and safety at waterfront intersections. Improved traffic safety.</p> <p>The three-slip ferry terminal would provide sufficient loading capacity to minimize ferry schedule adherence impacts. Redundancy would also be provided in the event that one slip is damaged.</p> <p>Closure of access to the terminal via Pine Street east of SR 104 would eliminate traffic impacts on Pine Street and other local streets such as Third Avenue south of Main Street.</p> <p>The elimination of the at-grade Main Street railroad crossing and consolidation of traffic holding areas should minimize schedule disruptions and eliminate safety concerns.</p>	<p>Impacts: Similar to Modified Alternative 2.</p> <p>Three slips would provide similar benefits as described in Modified Alternative 2.</p> <p>The 2030 weekday peak queue would be accommodated with the proposed onsite staging and holding areas.</p> <p>Access improvements would eliminate existing vehicle/railroad conflicts, but would require relocation of Port uses and modification of circulation to and on Port property.</p> <p>Closure of access to the terminal via Pine Street east of SR 104 would eliminate traffic impacts on Pine Street and other local streets such as Third Avenue south of Main Street.</p> <p>Drivers seeking free parking offsite may use free parking resources at the Port, Harbor Square, and other nearby surface street parking.</p>

**Table S-3
Summary of Operations (Long-Term) Impacts of Full Project Buildout**

Element	Alternative 1 (No Action)	Modified Alternative 2 (Point Edwards)	Alternative 3 (Mid-Waterfront)
	<p>would increase the number of railroad-related ferry loading disruptions and blockages on Main Street.</p> <p>As ferry traffic increases, the chances of collisions between ferries and other vessels would increase.</p> <p>Mitigation: None proposed.</p>	<p>Drivers seeking free parking off site may use free parking resources at Port, Harbor Square, and other nearby surface street parking.</p> <p>Pleasure boat traffic departing to the south from the Port of Edmonds Marina/approaching the marina from the south could be affected; boat traffic to and from the north would be improved over existing conditions.</p> <p>Mitigation: A traffic management plan will be prepared to manage access to the ferry queue during all demand periods.</p> <p>A parking management plan will be developed to prevent abuse of waterfront-area free parking resources.</p> <p>Special signs will be placed at the marina entrance to caution boaters to the possible presence of a ferry. In addition, an education/ information program will be initiated for marina users and guests.</p>	<p>Several parking lots in the waterfront area would be eliminated but replaced with a 490-space, paid-parking garage.</p> <p>Elimination of the at-grade Main Street and Dayton Street crossings would provide operational and safety benefits.</p> <p>Pleasure boat traffic departing to the north from the Port of Edmonds Marina/approaching the marina from the north could be affected; pleasure boat traffic to and from the south would be unchanged from existing conditions.</p> <p>Mitigation: Similar to Modified Alternative 2.</p>

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