

**FINAL ENVIRONMENTAL  
IMPACT STATEMENT**

**GUEMES ISLAND FERRY SYSTEM  
SKAGIT COUNTY, WASHINGTON**

**Prepared by the Skagit County  
Planning Department**

**January, 1978**



# SKAGIT COUNTY PLANNING DEPARTMENT

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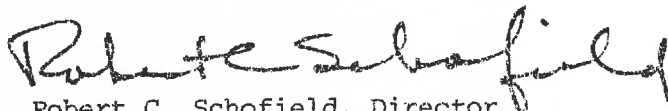
January 30, 1978

TO WHOM IT MAY CONCERN:

The Skagit County Planning Department, as lead agency, hereby issues the Final Environmental Impact Statement for the Guemes Island Ferry System.

This document is issued as a supplement to the Draft Environmental Impact Statement pursuant to WAC 197-10-580 (2). Additional copies may be obtained from this office at no additional cost.

Sincerely,



Robert C. Schofield, Director  
SKAGIT COUNTY PLANNING DEPARTMENT

RCS/grb

ENVIRONMENTAL IMPACT STATEMENT  
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Mr. Howard Tuttle  
Rt. 1

## INTRODUCTION

This addendum, consisting of letters and comments received on the Draft Environmental Impact Statement (DEIS) for the Guemes Island Ferry System issued on December 5, 1977, and the lead agency's responses, becomes a part of the DEIS and shall constitute the Final Environmental Impact Statement pursuant to WAC 197-10-580.

## SPONSOR'S RESPONSES TO LETTERS AND COMMENTS RECEIVED

The sponsor has reviewed the letters and comments received on the Draft EIS and presents its responses to those comments believed relevant to the proposed action. Responses to letters received appear first, followed by responses to comments and speaking notes received at a public hearing held on Guemes Island on Friday, January 13, 1978, at the Community Club. Copies of letters received are attached thereafter.

## INDEX OF LETTERS AND COMMENTS RECEIVED

### Letter Number

1. Washington State Parks and Recreation, Olympia, December 9, 1977.
2. Mt. Baker-Snoqualmie National Forest, Seattle, December 15, 1977.
3. Washington State Department of Fisheries, Olympia, December 16, 1977.
4. State Historic Preservation Officer, Olympia, December 19, 1977.
5. State Department of Game, Olympia, December 19, 1977.
6. State Department of Transportation, Olympia, December 29, 1977.
7. U.S. Fish and Wildlife Service, Olympia, December 29, 1977.
8. Dr. Lester Mittelstaedt, Seattle, January 9, 1978.
9. W.C. and Joy Folland, Tacoma, January 9, 1978.
10. D.W. Taylor, Guemes Island, January 9, 1978.
11. State Department of Emergency Services, Olympia, January 11, 1978.
12. Ralph H. Davis, Guemes Island, January 12, 1978.
13. State Department of Ecology, Olympia, January 12, 1978.
14. Martha B. Covert, Guemes Island, January 13, 1978.
15. C. and V. Bush, C. and H. Johnson, Guemes Island, January 13, 1978.
16. Stuart D. Charles, Seattle, January 13, 1978.
17. Skagit County Planning Department, Mount Vernon, January 16, 1978.
18. Ferdi Businger, Guemes Island, January 13, 1978.

### Speaker Number (including notes submitted)

1. Ralph Davis, Guemes Island
2. Steve Paus, Guemes Island
3. Glen Veal, Guemes Island
4. Pete Knutson, Guemes Island
5. Hing Lau Ng, Guemes Island
6. Kris Knutson, Guemes Island

SPEAKER NUMBER

7. Tom Davis, Guemes Island
8. Art Hyatt, Bellingham
9. Kit Marcinko, Guemes Island
10. Rollie Jones, Guemes Island
11. Lee Furtwangler, Guemes Island
12. Nancy Larson, Seattle
13. John Hoenselaar, Guemes Island
14. Robert Kjosness, Seattle



A. LETTERS

LETTER 1: David Heiser, Washington State Parks and Recreation Commission, Olympia, December 9, 1977.

Reviewed the EIS but have no comments.

LETTER 2: Lyle Jack, Mt. Baker-Snoqualmie National Forest, Seattle, December 15, 1977.

Reviewed the EIS but have no comments.

LETTER 3: William Reet, Washington State Department of Fisheries, Olympia, December 16, 1977.

Fisheries expressed concern over potential interference to salmon migration from shoreline fills.

Response: The EIS acknowledged compliance with their criteria for bulkheads and fills although the Guemes Island facility design schemes prepared by VTN did not. The facility designs will be modified to meet the appropriate criteria.

Fisheries recommends the construction of catch basins to contain surface water runoff during site preparation and construction and installation of on-site drainage systems.

Response: These recommendations are acknowledged. Drainage systems will be utilized to control run-off from the dock facility sites. Since the area to be cleared on the Guemes Island site is not large, a catch basin will probably not be necessary.

LETTER 4: Jeanne M. Welch, Deputy State Historic, Preservation Officer, Olympia, December 19, 1977.

Ms. Welch recommends that an archaeologist determine the condition and significance of a nearby archaeological site prior to construction.

Response: Although the site appears to be located away from the immediate dock facility and parking area on Guemes Island, an archaeologist will be consulted prior to site disturbance.

LETTER 5: Fred H. Maybee, Washington State Department of Game, Olympia, December 19, 1977.

Mr. Maybee expressed the same concerns as Fisheries regarding the use of catch basins and drainage control systems.

Response: Same as that for Letter 3.

LETTER 6: Dan Jay Gripne, Washington State Department of Transportation, Olympia, December 29, 1977.

Mr. Gripne reviewed the EIS and has no comments.

LETTER 7: R. L. Van Wormer, U.S. Fish and Wildlife Service, Olympia, December 29, 1977.

The agency made no comments on the EIS. They stated that they will reserve their review authority until appropriate federal permits are applied for by Skagit County. They also encouraged the county to contact their office prior to permit application to provide "guidance on design criteria which will facilitate the permit review process."

Response: Suggestions are acknowledged.

LETTER 8: Lester W. Mittelstaedt, M.D., Seattle, January 9, 1978.

Dr. Mittelstaedt wrote in favor of the proposed action and believes that a 30 car ferry or larger is more appropriate to meet present and future needs. A letter sent to County Commissioner Jerry Mansfield in August, 1977, is also included.

Response: Comments acknowledged.

LETTER 9: W.C. and Joy Folland, Tacoma, January 9, 1978.

The Follands expressed concern over the safety and adequacy of the Almar and stated the need for an improved transportation system.

Response: Comments acknowledged.

LETTER 10: D.W. Taylor, Guemes Island, January 9, 1978.

Mr. Taylor expressed concern over the safety of the Almar and believes that a new vessel is needed.

Response: Comments acknowledged.

LETTER 11: Forrest W. Wilcox, Washington State Department of Emergency Services, Olympia, January 11, 1978.

The agency commends the sponsor on the proposed utilization of pier pilings to allow for minimal disruption of shore geo-hydraulic processes. Then, the agency questions the findings on page R-12 in regard to the "effects of littoral drift on the two impacted beaches" and "how your bulkhead structures will disturb this process."

Response: If Mr. Wilcox will examine page R-13, he will find the following finding:

"The proposed action will utilize pier pilings to allow for littoral drift. Bulkhead like base structures will be located no further seaward than the present structure."

Information and existing research available to this office, although limited, indicate that beach forming geo-hydraulics are weak, if non-existent, for the Anacortes and Guemes Island shorelines.

Shoreline Master Program and Department of Fisheries guidelines will be adhered to in order to avoid further intrusion. Shorelines processes, therefore, will not be disturbed.

LETTER 12: Ralph H. Davis, Guemes Island, January 12, 1978.

Mr. Davis expressed his position in favor of acquisition of a new ferry and reconstruction of the ferry docking facilities. The new ferry, he believes, will help maintain Island property values.

Response: Comments acknowledged.

LETTER 13: Rosemary Walrod, Washington State Department of Ecology, Olympia, January 12, 1978.

Ms. Walrod reviewed the EIS and made these comments:

Population growth may be impacted by expanded ferry service but that existing pressures already are present to fuel population growth. DOE supports the proposal for expanded public access at the Anacortes facility. DOE wishes to review the environmental assessments of the docks and holding/parking areas when they are available.

Response: Comments acknowledged.

LETTER 14: Martha B. Covert, Guemes Island, January 13, 1978.

Mrs. Covert expressed her position in favor of the proposed action.

Response: Comments acknowledged.

LETTER 15: Charles and Vivian Bush, Clara and Homer Johnson, Guemes Island, January 13, 1978.

The Bush and Johnson families commented in favor of the proposed ferry and docking facilities for safety and economic reasons.

Response: Comments acknowledged.

LETTER 16: Stuart D. Charles, Seattle, January 13, 1978.

Mr. Charles commented in favor of the proposed action and believes that any adverse effects will be outweighed by the advantages of a new ferry system.

Response: Comments acknowledged.

LETTER 17: Skagit County Planning Department, Mt. Vernon, January 16, 1978.

LETTER 17: Skagit County Planning Department

Since the comments are made by the sponsor, no response is necessary.

LETTER 18: Ferdi Businger, Guemes Island

1. Mr. Businger states that he would like to have seen data on a 14 car ferry rather than the 9, 18, and 27 car sizes. He states that "virtually nobody" would want a 27 car ferry.

Response: The 9 car ferry size was used to represent the present situation. The 18 car size was chosen next because a minimum of twenty foot sections are normally added in the "middle" of the vessel for expansion purposes. We understand this is a common nautical design principle for ferry boats. Depending on the size of the vehicle, six to nine cars are added for each twenty foot section of ferry boat. It also is a matter of economies of scale, i.e. a 14 car ferry would cost approximately the same as a 16 to 18 car ferry as presently proposed.

In response to the 27 car ferry, we have had interest expressed for such a vessel by residents and property owners.

2. Ferdi Businger stated that the EIS implies that the Almar was put into service in 1947.

Response: The draft EIS, page EE-1, states that: The Almar was "Backyard built" in 1947 which does not imply that it began service here at that time. The Almar was put into service in 1959.

3. Mr. Businger believes that the EIS failed to take into account growth which could be caused by the proposed ferry and that such growth would be invited by the ferry.

Response: We found in our analysis of ferry use and population as presented, that growth has occurred on Guemes Island at an accelerated rate in the last seven years independent of the ferry size, schedule (without extra runs), and rate structure. The annual increase in extra runs since 1970 is in response to increasing user demands and is not the cause of any population influx. As stated in the EIS, the proposed ferry utilized on a fixed schedule approximate to the present one should meet the present and near future needs of island residents.

If, however, the population continues to increase on the island pressures will be there by newer (and some older) residents for increased service. Unless controlled by schedule and/or ticket fares, this syndrome is likely to continue.

B. SPEAKERS (including notes) AT THE JANUARY 13, 1978 HEARING

SPEAKER 1: Ralph Davis, Guemes Island.

Mr. Davis read his letter into the record (see Letter 12).

Response: Not necessary.

SPEAKER 2: Steve Paus, Guemes Island.

Mr. Paus directs his comments to the proposed dock and parking/holding facilities on the Guemes Island and Anacortes shorelines. He stated in part:

1. Guemes Facility

- a. Scheme B, Guemes Facility, should not be considered since it does not utilize the Woodfield property already owned by the county.
- b. The terminal building should be built on the Woodfield property.
- c. No vending machines should be allowed for security reasons.
- d. There should be a covered bicycle stand.
- e. No bulkheads should be constructed.
- f. More parking and less holding capacity should be designed.
- g. Crushed rock should be used per page I-16, Mitigating Measures (DEIS).

Response: We concur with the above recommendations. See the Sponsor's comments for Letter 17. Mr. Paus will have an opportunity at a later date to critique facility design when the County Engineer applies for a shoreline substantial development permit from the county.

2. Anacortes Facility

- a. Scheme C should not be considered.
- b. The terminal should provide for bicycle storage; there is no need for 40 seats.
- c. Too much space for holding cars and not enough parking, walk-on passenger use is encouraged. 50 spaces for car parking and 30 - 40 for ferry use should be adequate.
- d. An alternative design scheme is offered by Mr. Paus.

Response: We concur with the above comments and recommendations. Mr. Paus will have an opportunity at a later date to critique facility designs when the County Engineer applies for a shoreline permit from the City of Anacortes.

SPEAKER 3: Glen Veal, Guemes Island

Mr. Veal offers the following comments on the draft EIS, which state or request in part:

1. Greater passenger capacity is needed.

Response: Capacity of greater than 50 passengers is possible with the new ferry without adding another crew member. This depends upon a "safe operation" evaluation by the U.S. Coast Guard. To increase the safety of the ferry operation, a complete safety program would have to be implemented that would chiefly affect current passenger behavior and habits, i.e. smoking on the dock, passengers in the wheelhouse, children unattended, and passengers disembarking before the ramp is completely dropped and the ferry secured. Even if the "physical plant" was new and safe in and of itself, the habits and conduct of the passengers would have to be changed before the system could pass evaluation as a "safe operation" for greater than 50 walk-on passengers. Such a safety program is currently in the planning stages and will require the involvement and cooperation of all island residents and users to be successfully implemented.

2. Scheme A, Guemes Island facility, will require more land acquisition and tideland bulkheading and fill.

Response: This is a correct observation. This design is incompatible with the County Shoreline Master Program and State Fisheries design guidelines. Revised plans will be submitted when application for a shoreline permit is made by the County Engineers.

3. Schemes A and B, Guemes Island facility, violate Rural Residential Management Policies no. 2 and 4.

Response: As stated above, these design schemes do not comply with the policies mentioned and with other policies and regulations of the Shoreline Master Program. This situation will be corrected.

4. Mr. Veal states that a ferry twice the size at the present schedule with extra runs will attract more land and home buyers to the island.

Response: The present easy availability of the Almar has responded to user demands and has not been a controlling factor in island growth. Ferry size likewise has not been a controlling factor. Initially, an increase in ferry size may attract the attention of potential island property purchasers.

However, ferry scheduling and fares also play an important role in determining whether or not a move to the island is the right decision for the individual and family. On page 2, B. Transportation, of your letter, you agree with these factors by stating: "There should always be an awareness that the price of the tickets will determine much of the use of the ferry along with scheduling."

We, therefore, will modify our statement on ferry scheduling (page I-11, b. Mitigating Measures, DEIS) to include the role of fare rates as a factor in influencing ferry usage.

5. Mr. Veal states: "To move the 33,171 (vehicles per year, 1975) at the present schedule means that the ferry would only be utilized at 33% load factor and a substantial loss per year. (33,171 divided by 5440 scheduled trips = 6 cars per trip)."

Response: This statement is true and was used by the sponsor in its "background" calculations. However, the finding is generalized and does not carry the analysis far enough. What must be considered are the peaks of high ferry utilization on weekends and during the summer whereby the present size ferry must make the majority of extra trips. It comes down to a matter of function reliability and service to island dwellers and property owners.

Consult Table H (page I-12B). Using the "average" of 6 car trip, a 9 car ferry operates at a loss of \$10,448 per year at the given 66% capacity. An 18 car ferry would operate at a loss of \$15,976 at 33% capacity (6 is 1/3 of 18). The \$5,500 difference in loss per year could be observed as the price paid for more responsive service. Taken further though, an 18 car ferry will cut extra costs accrued by the 9 car ferry for the 25 - 30% more runs (extra trips) made to accommodate peak traffic demands. The larger ferry should not have to make those extra runs, thus minimizing losses and wear and tear on the ferry.

6. Based upon the year 2000 projections (page I-13), Mr. Veal states that the 18 car ferry will be operating at only 66% capacity at the present schedule.

Response: Again, using average figures, this projection is without argument. However, the services of an 18 car ferry are and will be needed to handle the peak daily (commuter), weekly, and seasonal loads without making significant, if any, extra trips.

Also, consult Table J, page A-2B, and examine the year 2000 economics of operating a 9 car ferry at 100% and the 18 at 66%. Notice the "profit" difference between the two ferry types. The 18 car ferry has a clear advantages, economically. These cost and revenue projections do not reflect inflation, fuel costs, labor rates, and related costs that are unknown today.

If existing trends continue, fuel and other inflationary costs will probably wipe out the possible profit of an 18 car ferry. This trend would also make a smaller ferry even more economically inferior to the one proposed.

7. Mr. Veal stated that Schemes A and B of the Guemes Island dock facility proposed design will negatively affect public access to the tidelands.

Response: As stated previously, we recognize this shortcoming and will take steps to have the design altered.

8. Mr. Veal states that "news of the larger ferry could have a definite impact on the amount of recreational vehicles that would come to Guemes."

Response: Your comment is accepted and modifies the EIS, 5.a., page I-14.

9. Mr. Veal's comments on Section R, Guemes Island Facility re' loss of access to beach due to bulkheading.

Response: As stated previously, this design shortcoming will be rectified.

10. Mr. Veal comments that the Alternatives Section does not mention passenger oriented service to the island or a combination of passenger and vehicular. Also, the fact that the EIS analyzed 9, 18, and 27 car ferries is criticized.

Response: The sponsor admits to the lack of consideration for passenger oriented ferry service. Present Coast Guard regulations strictly limit the types of ferries that are available to serve the needs of an area such as Guemes Island. Standards for weight classes, passenger and vehicle numbers, and related crew sizes and license ratings interrelate to limit the types of ferries that can be most economically built. Please refer back to the first response to your letter. The ferry sizes selected and analyzed were intended to illustrate ferry characteristics and were not to be used to absolutely convince anybody of one particular design or to limit alternatives. This form of basic economic analysis is commonly used, presenting general characteristics and effects of a range of vessel sizes.

11. Mr. Veal points out that it would be cheaper (\$2.84 vs. \$3.01 per car, no passengers) per car to operate the Almar or a 9 car ferry at 2/3 capacity than an 18 car ferry at 1/3 capacity per Table G, page I-12A.

Response: Taken as presented in Table G, on a cost per car basis, this is absolutely true. This represents a .16¢ per car difference and at 33,171 vehicles per year (1975), a difference of about \$1,990 more in cost per car for the 18 car ferry. This difference has been taken into account in the profit/loss calculations of Table H (page I-12B).



What is not reflected is the passenger input to the revenues to cover operating and maintenance costs. With the possibility of serving over 50 passengers (see Response to comment no. 1), the .16¢ difference in cost per car is negligible even if passenger service remains the same as today.

SPEAKER 4: Peter Knutson, Guemes Island

1. Mr. Knutson commented that the proposed ferry would carry no more than 50 passengers.

Response: This was true at the time the EIS was developed. However, since then, the situation has changed. See the first response to Glen Veal's letter preceeding this one.

2. Peter Knutson states on page 3, paragraph 1 of his letter, that ferry "service will be sharply curtailed in the fall, winter, and spring when local traffic cannot generate full loads for the ferry."

Response: This is not true at all and is not even stated in the DEIS. It is stated in a number of instances that the present level of ferry service (scheduled runs plus extra trips) has been responsive to island user demands and that a larger ferry, i.e. 16 to 18 cars, on the current established schedule, deteting most if not all extra trips, will be more than adequate to meet island demands.

3. Peter Knutson asks: "Does it make sense to double the Guemes ferry capacity when, there is no real prospect for a significantly increased permanent population?" (page 3, paragraph 1)

Response: The permanent population is increasing and has significantly increased by 26% in the last five years only. Our analysis on page EE-10, part b, shows a 1975 count of 298 housing units. A 1978 count performed since the draft EIS was issued, revealed 337 houses including mobile homes, 12 travel trailers, and 7 more units under construction.

Using just the first figure of 337 gives you an estimated 1978 population of 327 persons, an increase of 38. The economic realities of Skagit County do not seem to be particularly attractive but the County's population and building are increasing significantly. It hardly makes sense to us but it is happening ; check page I-10 for some possible reasons.

4. Mr. Knutson comments (page 4) that a monthly table of passenger and automobile traffic should be in the EIS.

Response: Figure 3, page EE-13B, summarizes passenger and vehicles use of the ferry system on an annual basis. Extensive daily records of ferry traffic are available at the County for your review and analysis. Presenting such information in an other than summarized format would have been an arduous and unnecessary task.

5. Mr. Knutson contends that fares will increase to the detriment of island dwellers (page 4, paragraph 2).

Response: The concept of increased ferry fares was not discussed in the EIS as no official determination has been made regarding the fare structure.

6. Pete Knutson believes that the proposed 18 car ferry will run almost constantly during the summer months (page 5, paragraph 2, re' clam diggers).

Response: One of the reasons for obtaining a new ferry will be to reduce the extra runs currently being made by the Almar without the loss of service. As stated a number of times in the draft EIS, use of the ferry also depends on its availability (schedule) as well as the fare (per Glen Veal's letter).

7. Page 6, paragraph 2, states: The growth projections in the EIS are based upon a typical past-World War Two development pattern.

Response: Whatever you may call the pattern, growth is evident in most areas of the Pacific Northwest region and Pacific Rim countries. Refer back to page I-10 for a discussion of some reasons promoting this current and future development pattern. To ignore it is to lost control over how it may effect you or be controlled to the benefit of yourself and your neighbors.

8. Peter Knutson proposes (page 7) that: the Almar be saved; use buses or vans on the island to handle "overload of people"; and encourage bicycling on the island to promote "community."

Response: Tests, analysis, and past and present performances of the Almar graphically illustrate that the vessel cannot continue to operate safely and provide the transportation services entitled to island residents and property owners. Down-time is increasing, inconvenient (necessitates dry docking), and increasingly expensive.

We believe the use of vans, small buses, and bicycles should be encouraged through community action and commitment. We suggest that the community organize and promote such a service to the county concept. The sponsor will be sure that provisions are made for the safe and secure storage of bicycles at the terminal/docking area.

SPEAKER 5: Hing Lau Ng, Guemes Island

1. Hing Lau Ng requests "to see figures for the number of people and automobiles transported during times of the day for various times of the year (page 1, paragraph 3).

Response: The County Engineer maintains daily records of ferry traffic for all days of the year, dating back to the 1940's. Figures for particular months and days of each year are available to you upon request at their office.

2. Hing Lau Ng commented, to the effect, that the ferry should accomodate more than the present 50 passenger limit (page 1, paragraph 4).

Response: Please see the response to Glen Veal's first comment, this section of the Final EIS.

3. Hing Lau Ng asks: "Did the population and housing growth change significantly with the acquisition of the ferry?" (page 2, paragraph 3)

Response: As noted in the draft EIS, the ferry was acquired and put to service in 1947, replacing a 6 car ferry. There is no doubt that the Almar affected the population growth on Guemes Island. However, growth was probably more affected by the overall growth of the county, especially during the "boom" period of the 1950's (19%, page EE-9, DEIS). The desireability of island living also has increased over the last twenty or so years despite the recognized inconveniences of traveling to and from home. As is evident in the Northwest, more people are willing to make some "sacrifices" to pursue their chosen lifestyles, no matter what the costs. Unfortunately, the public service demands and costs (to other taxpayers) are beginning to accumulate along with the inherent conflicts between lifestyle goals and the very growth they have created.

4. Hing Lau Ng states: With a larger ferry and different docking systems, full-sized logging trucks and mobile homes would have access to Guemes Island.

Response: The proposed ferry and facilities will be able to handle such vehicles. Judging by the present size of various clear cuts, i.e. along West Shore Road, the size of logging trucks will probably not noticeably effect the scale of logging on the island. The only difference will be that the logs will not have to be halved as they are for the present rigs.

There are also mobile homes already on the island and others can be shipped via the private charter, Island Ferry. As to the affect on land use, mobile homes are single family residences as is a frame house. Because they may not be particularly aesthetic to you, that is no reason to exclude them to those who cannot afford or wish not to build a frame house.

5. Hing Lau Ng asks: "Can we expect more recreational participants?"

Response: Scheduling, ferry size, and ferry rates in the San Juans have not deterred the seasonal recreationalists from visiting those islands. Greater leisure time, disposable income, and promotion of tourism in the Northwest have had more to do with the influx of tourists, fishermen, clam diggers, hunters, etc., than ferry inconveniences.

Hing Lau Ng questions as prejudicial the statement made by the marine surveyor, Captain A.F. Raynaud, that the Almar "is too small for present day traffic of automobiles, trucks, and passenger needs."

Response: In the Captain's survey, first page, he states: "The purpose of this survey was to determine the general condition of the vessel and its suitability to continue in service on its designated route." Certainly it appears that the statement you question as prejudicial is directly related to the purpose of the survey as the Captain has stated.

Also, if you would check the last statement of the survey report regarding the survey being made "without prejudice", it should clear up your question. It states: This survey was made and report is given without prejudice to the question of rights or liability on the part of any or all persons concerned or interested. (emphasis added)

7. Regarding Hing Lau Ng's questions on bicycle facilities and public transportation on the island, see responses to these questions raised by Pete Knutson, Speaker 4.

SPEAKER 6: Kris Knutson, Guemes Island

Kris Knutson commented on his belief that he, and others with similar thoughts, do not need a new ferry, that a potential fuel shortage will limit the use of the car, and that he prefers to be a foot passenger. He says, "Don't plan for cars, plan for people."

Response: Comments acknowledged.

SPEAKER 7: Tom Davis, Guemes Island

Mr. Davis made the following suggestions:

- Keep the Almar; fix up the (passenger) room; get another like it when needed.
- Build the (new) dock facilities in Cook's Bay at the foot of "P" (Commercial) Street. This will enhance and rejuvenated the downtown area.

Response: Your comments and suggestions are acknowledged. The latter suggestion should be pursued further with the County Engineer.

SPEAKER 8: Art Hyatt, Bellingham, Washington

1. Mr. Hyatt states in his first paragraph that "your objectives (I-11) are to preserve the rural lifestyle by moderating or reducing population."

Response: The goal states that the objective is to "reduce or moderate the increase in the permanent population so as to preserve the rural lifestyle." Reducing the population is not the planning objectives.

The desire to achieve this objective of moderating population has to be balanced against providing the safe and adequate ferry service to which the present and future residents are entitled.

It is our opinion that growth is better controlled by other means (land use regulation, etc.) than by providing unsafe and inadequate ferry service.

2. Mr. Hyatt states that population growth may increase by as much as 100% annually because of the ferry, contrary to the county's projection of 1 or 2% annually (paragraph 2).

Response: We do not agree at all with that projection.

3. Art Hyatt felt we should have examined the Whatcom Chief's operation (serving Lummi Island, Whatcom County).

Response: We have consulted with Whatcom County officials in the past and came to the conclusion that problems in Whatcom County with their ferry have little or nothing in common with our situation. We have received no indication that a larger ferry is a losing proposition.

Your statement that "Lummi Islanders are still enduring longer waits in longer lines" epitomizes the "chicken-or-the-egg" scenario: Do larger ferries attract more people or do islands attract more people who demand larger ferries and faster service?

4. Mr. Hyatt suggested we should have also consulted with the Washington State Ferry System.

Response: This was done via conversations with Tony Andreas, Mr. Berg's co-worker and superior. We cannot comment on your conversation with Dick Berg as we do not know any details of the discussion. They could not provide us with any viable information or data that could be used for the analysis of a county operated, short distance ferry run. We can comment however, that the size of the ferry is generally determined by the size and need of the population rather than the other way around.

5. Art Hyatt proposed that a 12 car ferry would be "adequately safe."

Response: We do not feel that a 12 car ferry represents a satisfactory compromise as you suggest. If we could legislate a uniform space demand over a 12 hour day, seven day per week period, a 12 car ferry would probably be big enough for the present. However, since demand peaks during certain hours and on certain days and seasons, we believe procurement of a 12 car ferry to replace the Almar would be a waste of taxpayers money.

SPEAKER 9: Kit Marcinko, Guemes Island

Kit Marcinko's comments were not submitted in writing. He offered the following points:

- He inquired as to where the pro-ferry folks were.
- The parking area and lighting are unattractive; the lights should be shaded.
- the terminal location is not aesthetic.

Response: Your comments are acknowledged. The terminal design will be altered and scaled down to a more reasonable format.

SPEAKER 10: Rollie Jones, Guemes Island

Rollies Jones' comments were not submitted in writing. He offered the following points:

- Replace the Almar for safety reasons.
- Let the old people die before you (the younger residents) take over.

Response: No response necessary.

SPEAKER 11: Lee Furtwangler, Guemes Island

Mr. Furtwangler spoke to the littering and law enforcement problems spurned by "hunters, campers and other non-residents" with their guns, beer cans, motor-cycles, and motor homes and their lack of concern for the residents and resources of the island. He also criticized the survey performed by Captain Raynaud, that he was telling "the county what they want to hear."

Response: The comments are acknowledged. No response necessary.

SPEAKER 12: Nancy Larson, Seattle

Ms. Larson's comments were not submitted in writing. She offered the following:

- The island should use vans to assist foot passengers using the Guemes Island ferry.
- The safety of the vessel is critical and that the Almar is not a safe boat.

Response: Comments acknowledged. No response necessary.

SPEAKER 13: John Hoenselaar, Guemes Island

Mr. Hoenselaar's comments were not submitted in writing. He offered the following:

- The island will grow; it is more important to have "quality growth" rather than uncontrolled growth.
- Preference for a 12 or 16 car ferry.
- We, the islanders, should work with the County Commissioners for solutions to problems and not just prohibit every proposal.

Response: Comments acknowledged. No response necessary.

SPEAKER 14: Bob Kjosness, Seattle

Mr. Kjosness' comments were not submitted in writing. He suggested that all islanders should team together to maintain the island environment.

Response: Your comment is acknowledged. No response is necessary.

LETTERS SUBMITTED





STATE OF  
WASHINGTON

Dixy Lee Ray  
Governor

WASHINGTON STATE PARKS AND RECREATION COMMISSION

7150 Cleanwater Lane, Olympia, Washington 98504

206/753-5755

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DEC 14 1977

Skagit County Planning Dept.

December 9, 1977

35-2650-1820  
Draft EIS - Guemes Island  
Ferry System (Skagit County)

(E-1074)

Skagit County Planning Department  
County Administration Building, Room 218  
Mount Vernon, Washington 98273

Gentlemen:

The Washington State Parks and Recreation Commission has reviewed the above-noted document and does not wish to make any comment.

Thank you for the opportunity to review and comment.

Sincerely,

David W. Heiser, E.P., Chief  
Environmental Coordination

PAK:sg

UNITED STATES DEPARTMENT OF AGRICULTURE  
FOREST SERVICE

Mt. Baker-Snoqualmie National Forest  
1601 Second Avenue Building  
Seattle, Washington 98101

REPLY TO: 8430 Reivew of Other Agencies' Environmental Statements 12/15/77

SUBJECT: Guemes Island Ferry Systm Skagit County



TO: Robert C. Shofield, Director  
Skagit County Planning Department  
County Administration Bldg., Room 218  
Mt. Vernon, WA 98273

Dear Mr. Shofield:

We have reviewed the draft environmental impact statement for the Guemes Island Ferry System.

The proposal is located well outside the National Forest boundary and is also removed from the area of the Skagit River under recommendation for inclusion in the National Wild and Scenic Rivers System. We have no comments on the proposal except to commend the County Planning Department and County Engineer's Office on a good and comprehensive report.

Sincerely,

LYLE E. JACK  
Assistant Forest Supervisor  
Planning

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DEC 19 1977

Skagit County Planning Dept.



STATE OF WASHINGTON

Dixy Lee Ray  
Governor

DEPARTMENT OF FISHERIES

115 General Administration Building, Olympia, Washington 98504

206/753-6600

December 16, 1977

Skagit County Planning Department  
County Administration Building, Room 218  
Mount Vernon, Washington 98273

Gentlemen:

Draft Environmental Impact Statement  
Guemes Island Ferry System  
Guemes Channel Skagit Co. WRIA A-03

The Department of Fisheries has reviewed the above-referenced impact statement. Our comments follow:

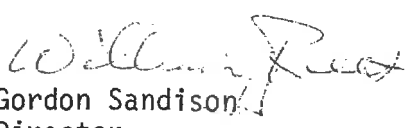
We have no concerns with the proposal to acquire and operate a new ferry from Guemes Island to the City of Anacortes. However, the proposed dock facility reconstruction at both sites could result in adverse effects to fish resources without appropriate construction timing and methods. As noted in the impact statement, all five salmon species utilize Guemes Channel for rearing and as a migration route. One of our specific concerns is the potential interference to salmon migration from shoreline fills. The Department of Fisheries has developed bulkhead and fill criteria and, as acknowledged in the impact statement, compliance with these criteria is necessary for the protection of fish resources.

Potential adverse impacts on the water quality of Guemes Channel may result from shoreline and upland construction. We recommend the construction and implementation of catch basins to contain surface water runoff during site preparation and construction. We also recommend the implementation of permanent on-site drainage systems at both sites.

We would appreciate being sent the environmental assessment for the docking facilities. We will be reviewing the Corps of Engineers Public Notices for these facilities and, as acknowledged in this draft impact statement, our written approvals will stipulate timing and construction provisions for the protection of the fish resources at the project sites.

Thank you for the opportunity to comment.

Sincerely,

  
Gordon Sandison  
Director

mr

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DEC 21 1977

Skagit County Planning Dept.



STATE OF WASHINGTON

Dixy Lee Ray  
Governor

STATE HISTORIC PRESERVATION OFFICER

7150 Clearwater Lane, Olympia, Washington 98504

206/751-4011

LOUIS GUZZO

December 19, 1977

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DEC 21 1977

Skagit County Planning Dept.

SKAGIT COUNTY PLANNING DEPARTMENT

Re: County ferry, Almar - Potential archaeological sites on Guemes Island

Dear Applicant:

We have reviewed the project materials forwarded to us for the above project and would like to make the following comments:

Insufficient information: We will need a detailed narrative of the project elements, a map of the project site and surrounding area, line drawings of the project, photographs of structures to be renovated or demolished.

No resources present: No properties are listed in the National and State Register of Historic Places or the State Inventory of Historic Places which may be impacted by the project. (Properties include archaeological-historic resources).

Potential effects on unknown resources: There is reasonable probability that cultural resources exist in the project area and a cultural resources survey is recommended as part of project construction.

Resources present, no effect.

Resources present, effect uncertain: see below for comment.

No adverse effect on National Register property.

Adverse effect on National Register property: see below for comment.

Sincerely,

Jeanne M. Welch, Deputy State  
Historic Preservation Officer

bp

Comments: An archaeological site 45-SK-13 exists in the proposed dock area. The site is a shell midden which has been partially disturbed. Cultural affiliation is possibly with the Samish Indians and because the site has not been surveyed recently, we recommend that an archaeologist determine the condition and significance of the site prior to any construction activities.



STATE OF WASHINGTON

Dixy Lee Ray  
Governor

DEPARTMENT OF GAME  
600 North Capitol Way/Olympia, Washington 98504

206/753-5700

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DEC 22 1977

Skagit County Planning Dept.

December 19, 1977

Robert C. Schofield, Director  
Skagit County Planning Department  
County Administration Building  
Room 218  
Mount Vernon, WA 98273

DRAFT EIS: Guemes Island Ferry System

Mr. Schofield:

Your document was reviewed by our staff as requested; comments follow.

On pages I-2 and I-5 it is stated that, "Surface runoff should be contained and directed to the Guemes channel without creating standing water or erosion of adjacent properties." A more detailed discussion of proposed mitigation measures for runoff could be helpful. Strategically placed catch basins might be beneficial in controlling runoff volume, settling silt and debris, and intercepting potential oil spills from construction related activities. To remain effective these facilities should be cleaned frequently. Such measures would help to protect existing water quality and the marine life within.

In general, we found your document to be well written and extremely well organized. This is especially true of the Relation to Existing Plans and Regulations section. The point by point findings after each regulation greatly facilitated our review process.

Thank you for the opportunity to review your document. We hope that you find our comments helpful.

Sincerely,

THE DEPARTMENT OF GAME

Fred H. Maybee, Applied Ecologist  
Environmental Management Division

FHM:bj  
cc:Agencies  
Regional Manager



STATE OF  
WASHINGTON

Dixy Lee Ray  
Governor

DEPARTMENT OF TRANSPORTATION

Highway Administration Building, Olympia, Washington 98504

206/753-6005

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DEC 30 1977

Skagit County Planning Dept.

December 29, 1977

Skagit County Planning Department  
County Administration Building  
Room 218  
Mount Vernon, Washington 98273

Skagit County  
Guemes Island Ferry System  
Draft Environmental Impact Statement

Gentlemen:

We have completed our review of the subject document and feel the document addresses adequately the impacts to either existing or proposed transportation facilities in the area.

Thank you for the opportunity to review this information.

Sincerely,

RUSSELL ALBERT  
Planning and Public  
Transportation Engineer

*for* ~~By:~~ WM. P. ALBOHN  
Environmental Planner

RA:ds  
WPA/WBH

cc: A. D. Andreas/J. Strada  
W. C. Bogart/R. R. Wilson  
H. B. Ashford  
Environmental Section



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services  
2625 Parkmont Lane S.W., Bldg. B-3  
Olympia, Washington 98502

RECEIVED

DEC 30 1977

Skagit County Planning Dept.

December 29, 1977

In reply refer to: ES

Mr. Robert Schofield  
Director  
Skagit County Planning Department  
120 W. Kincaid, Courthouse Annex II  
Mt. Vernon, Washington 98273

Dear Mr. Schofield:

Due to recent changes in program emphasis, we will be unable to comment on the Draft Environmental Impact Statement for Guemes Island Ferry System, Skagit County, Washington, dated December 1977.

It should be noted that the proposed project may be subject to permits for which this Department has review responsibilities. Accordingly, our comments do not preclude an additional and separate evaluation by the U.S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.), if eventual project development requires a permit from the U.S. Coast Guard and/or the Corps of Engineers, U.S. Army (Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement and other authorities. In review of permit applications, the Fish and Wildlife Service may concur, with or without stipulations, or object to the proposed work, depending on specific construction practices which may impact fish and wildlife resources.

In the event that such permits do become necessary, we would encourage the project sponsor to contact our office (phone 206-753-9440) prior to permit application. We may be able to give guidance on design criteria which will facilitate the permit-review process.



*Save Energy and You Serve America!*

We appreciate notification of this proposed project and the opportunity to comment on its potential impact on fish and wildlife resources.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. Norvell Brown".

J. Norvell Brown  
Field Supervisor

cc: WDG  
WDE  
WDF  
EPA  
NMFS  
RO (AE)  
Project Sponsor



LESTER W. MITTELSTAEDT, M. D., P.S., F.A.C.A.  
PRACTICE LIMITED TO ALLERGY AND IMMUNOLOGY  
PHONE (206) 622-4935

DIPLOMATE  
AMERICAN BOARD OF ALLERGY  
AND IMMUNOLOGY.

SUITE 1252 MEDICAL DENTAL BLDG.  
809 OLIVE WAY  
SEATTLE, WASHINGTON 98101

January 9, 1978

RECEIVED

JAN 11 1978

Skagit County Planning Dept.

Director  
Skagit County Planning Department  
Mount Vernon, Washington 98273

REGARDING: Environmental Impact Statement Concerning the Proposed  
Guemes Island Ferry System Improvement Plan

Dear Sir:

Plans and studies to meet the urgent and critical needs of the Guemes Island ferry system have been underway for a number of years. In order to implement the program for a new ferry it is essential that the environmental impact study and hearing be orderly, thorough and comply with all requirements. Opponents of any improvement to the ferry system will be hoping for some omission, some technical point, oversights or basis to challenge the commission decisions. I, therefore, urge you to use utmost care and precaution in meeting all requirements.

There can be no reasonable doubt that changes and improvements are essential to meet the public need and for health and safety requirements.

The Almar is totally inadequate for current needs. It is obsolete beyond any correction; it is unsafe. The repeated warnings of its hazardous condition must not be ignored. The Almar might best be described as a "disaster looking for a place".

The growth of Guemes Island leaves no doubt that a 20 to 30 car ferry is needed now to meet current needs. Sound planning dictates that the new ferry size should be based on requirements at least 10 years in the future. A 30-car size ferry is a bare minimum.

Some recent year new residents of Guemes Island not requiring ferry service for work requirements have been very vocal in opposing any changes or improvements to the ferry and transportation system. They seek to block travel and thereby hope to stifle progress. Guemes residents and other citizens wishing to work would be deprived of greatly needed relief in unreasonable delays in travel.

Skagit County Planning Department  
Page two  
January 9, 1978

The ferry and transportation system are a part of basic requirements of all citizens along with shelter, food, medical care and work opportunity. The ferry system should be designed to meet the needs and be promptly implemented. It is improper and illegal to restrict travel as a device to attempt to stop progress, growth, development, social change, or work needs.

Nostalgia will not correct the increasingly long ferry lines or make the ferry safe or adequate. We must move ahead. The needs are present and real. Safety is essential and compelling.

I cannot conceive of any way that an enlarged system would cause environmental damage. You have my support in moving ahead. I know that most members of the Guemes Island property owners association agree with this position.

On August 26th I submitted a letter to Skagit County Commissioner, Jerry Mansfield. I include a copy of that letter.

Cordially yours,



Lester W. Mittelstaedt, M.D.

LWM:bk

Enc.

cc: Ralph Davis  
Max Benjamin  
Allen Bush

LESTER W. MITTELSTAEDT, M. D., P.S., F.A.C.A.  
PRACTICE LIMITED TO ALLERGY AND IMMUNOLOGY  
PHONE (206) 622-4935

DIPLOMATE  
AMERICAN BOARD OF ALLERGY  
AND IMMUNOLOGY

SUITE 1252 MEDICAL DENTAL BLDG.  
509 OLIVE WAY  
SEATTLE, WASHINGTON 98101

August 26, 1977

Honorable Jerry Mansfield  
Skagit County Commission  
Mount Vernon, Washington 98273

RECEIVED

JAN 11 1978

Skagit County Planning Dept.

Dear Mr. Mansfield:

Your July appearance at the Guemes Island public meeting along with your fellow commissioners, the county engineer and staff was welcome evidence to residents of Guemes Island, Skagit County, and particularly to many Guemes Island residents who reside primarily in other locations, that you are aware and concerned about the problem and needs of this part of Skagit County. You demonstrated through your knowledge, analysis, alternate plans and proposals, concern of economic constraints, and balanced judgement that responsible government decision and action is possible. I compliment you and applaud your ability, intelligence, judgement and candor.

Passage of time together with its companions - growth, change, development and progress have led to multiple serious current problems that require urgent attention. As a resident, tax payer and property owner on Guemes Island since 1944 I am aware of the progress, problems, needs and hopes of the citizens.

Major problems are the compelling need for replacement of the Almar, the careful assessment of ferry transportation needs, a thorough study of current and projected island population and traffic, translation of this information into responsible decision and rapid action to assure an early adequate and appropriate solution.

The primary concern is of safety. The state of the Almar, as cited by your marine consultant inspection is critical. I agree with your concern that you must act promptly to minimize risk of a potential failure that could be serious and risk lives.

Second, the Almar is woefully inadequate and obsolete. Your reported survey and analysis advised that a ~~thirty~~ car ferry is required to meet current needs without really addressing 1980, 1985 and on needs. Current reports cite a permanent island population of 350. This is increased on weekends and in the summer months to 1500. Your report cited a ferry load of 7000 for a short time period. For the past two years or more waiting two to three hours for a ferry on weekends is the rule rather than the exception. Your report of extra trips equal to or exceeding regular runs is witness to the growth and need.

Honorable Jerry Mansfield  
Page two  
August 26, 1977

At the public meeting a number of recently new island residents made strong pleas that a small ferry should be continued in order to minimize island transportation and to limit population growth and restrict new building. Constraints of this kind are improper, perhaps illegal and out of place. Roads, bridges and ferries are planned and built to meet the needs of the citizens appropriate to the requirement - not as a means to promote or restrict public movement. If restriction of growth, population and development is desirable, this must be a function of proper public planning and action and not through devious curtailments of transportation facilities.

I submit that your responsibility as an elected official in reference to transportation is to assess the needs, plan, implement and execute orderly development within the constraints of financial ability and responsibility to all citizens. To limit or alter legitimate needs as a device for social change, population control, growth constraints and economic curtailment is not a responsibility of the county commissioner. I urge you to consider carefully this aspect in your decision.

You presented alternate plans of a conventional ferry versus a Canadian style plan using ramps instead of docks. You ask residents to aid in your decision based on diagrams and reports. To make such a decision without ever using or even seeing that system is not very realistic. Use of and acceptance by Canadians does not imply that Americans will find it to be a desirable choice. Under these circumstances your decision requires great caution. If you, as county commissioner, decide to select a system completely departing from customary and existing style of Washington ferry service your responsibility is tremendous. It could be an excellent and advanced system or it could turn out to be a bummer. Is that an acceptable risk?

The dilemma of needing to act promptly versus the apparent need for further careful assessment of the type and size of a new ferry is formidable. Continued careful consideration, candor and timely reports will retain responsible citizen support of your actions.

Cordially,



Lester W. Mittelstaedt, M D.

LWM:ma

cc: Howard Miller  
Eud Norris  
Max Benjamin  
Ralph Davis

W. C. Folland  
8202 36th Street West  
Tacoma, Washington 98466  
January 9, 1978

Skagit County Planning Department

Re: Draft of Environmental Impact  
Statement for Proposed Guemes Island  
Ferry System

Dear Sirs:

As property owners and tax payers on Guemes Island, we would like to express our concern about the unsafe and inadequate ferry system now in operation here.

Several generations of my family have been permanent or part-time residents here and we have observed that the size of the ferry does not regulate the population. Our families have grown and all of us who know and love this place will come regardless.

As contributors to the upkeep of our roads and ferry system, we feel that we should have safe transportation and reasonably convenient service which a new 20-car ferry could provide.

We are part-time residents now but intend to become permanent residents within three years.

Thank you,

*W.C. Folland*  
*Joy Folland*

W. C. Folland  
Joy Folland

P.S. Since modern equipment and facilities are merely replacing old, unsafe and inadequate transportation and docking facilities one cannot for-see any possibility of an adverse affect, on the environment.

W.C.F.  
Joy F.  
*W.C.F.*  
*Joy F.*

(3)

January 9, 1978

The Stagit County Planning Commission

Dear Sirs:

I must apologize for the form of this letter. Because I learned only today of the scheduled meeting between the Commission and the Taxpayers' Association on Friday (I cannot attend) I still wanted to express my opinion to you. I do so because I understand that you have solicited letters from the islanders regarding a new vessel to replace the Almar.

I am not a new comer to Guemes. Seven generations of my family have loved this island and some of us have lived here for a shorter or longer time.

I urge you to take steps to replace the present vessel as soon as you find it to be possible. I know the commission is very well aware of all the reasons why the Almar should be replaced.

My reason has nothing to do with convenience but with safety, and you are aware of that too.

As a licensed master personally familiar with the procedures of Coast Guard inspection and the requirements to pass inspection, I am amazed that a vessel of the Almar's condition is still in service.

It would be better to terminate the service to Guemes by a Coast Guard directive than by an accident with passengers on board. But neither needs to happen if prompt action will be taken to replace this tired old vessel.

I wish to commend the Commission for its efforts to resolve this dilemma and look forward to an early decision, favorable toward a new vessel.

Respectfully yours,

D. W. Taylor

Rt. 1 Box 411A Guemes Is. Anacortes, Wa.



RECEIVED

JAN 12 1978

Skagit County Planning Dept.

STATE OF WASHINGTON  
DEPARTMENT OF EMERGENCY SERVICES

4220 E. MARTIN WAY, OLYMPIA 98504

(206) 753-5255

DANIEL J. EVANS, GOVERNOR

THOMAS S. PRYOR, DIRECTOR

DIXY LEE RAY, GOVERNOR

BETTY J. McCLELLAND, DIRECTOR

January 11, 1978

Mr. Robert C. Schofield, Director  
Skagit County Planning Department  
County Administration Building  
Room 218  
Mount Vernon, Washington 98273

Dear Mr. Schofield:

The Washington State Department of Emergency Services has received and reviewed the Draft Environmental Impact Statement for the Guemes Island Ferry System.

We commend the proposed utilization of pier pilings which will allow for minimal disruption of the active geo-hydraulic processes, (PP R-12 through R-13).

The Draft EIS states that bulkhead-like base structures will be located no further seaward than the present structures. However, since the present structures are seaward of the Ordinary High Water Mark, it is unclear whether or not interference with the natural shore erosion and accretion could be decreased by moving bulkheads above this point.

We feel your findings on PP R-12 neither explains sufficiently the effects of littoral drift on the two impacted beaches, nor how your bulkhead structures will disturb this process.

Thank you for the opportunity to review and comment on this draft EIS. If you have questions concerning these comments, please call Forrest Wilcox at 753-5255.

Sincerely,

BETTY J. McCLELLAND  
Director

Forrest W. Wilcox, junior  
CZM Coordinator

FWW:db

RALPH H. DAVIS, M.A.I.

APPRAISER - REAL ESTATE COUNSELOR - MORTGAGE FINANCING  
AND ECONOMIC SURVEYS

ANACORTES, WASHINGTON

~~EXPIRES 3/31/81~~ 293.-3514

~~HOME PHONE 425-3674~~ 347 Guemes Island Road

MEMBER

ANACORTES REAL ESTATE BOARD  
AMERICAN INSTITUTE OF  
REAL ESTATE APPRAISERS  
AMERICAN SOCIETY OF  
REAL ESTATE COUNSELORS

January 12 -1978.

Skagit County Planning Department  
Skagit County Court House  
Mount Vernon, Wash.

Attention: Mr. Robert C. Schofield, Director.

Re: New replacement of Guemes Ferry  
and related facilities.

Dear Sir and Gentlemen:

As a property owner and a resident of Guemes Island for forty years (permanent for the past 17 years) I take this opportunity to offer my sincere request that you consider favorably our need for a new safe and adequate Ferry to replace the Almar and new related facilities all of which are professionally considered unsafe and inadequate.

It would appear that Environmental significance will be in accord with guidelines particularly since the new Ferry will replace the unsafe and inadequate Almar, and the new proposed related facilities will merely update an ancient and unsafe existing installation. Therefore I fail to see any possibility of an adverse affect on the Environment or Navigation, now or in the future.

Ferry service has been in operation to Guemes Island since World War #1; first with a six car ferry and subsequently the Almar 9 car ferry.

We have had a slow and steady population growth. Until the past ten years the Almar was quite adequate but since that time it has required more and more extra trips to take care of the increasing amount of traffic.

It has been reliably reported that a larger ferry could be operated more economically by requiring fewer trips, all without the danger of accelerating population growth excessively, and certainly no more than in the past.

The assessed value of Guemes, by last reports, exceeds \$12 million dollars. Our tax load will exceed \$200,000.00 next year. Adequate transportation needs are required to maintain that level to support current property values and the current economic value to both Guemes Island and the Community of Anacortes as well as Skagit County.

Yours very truly,

*Ralph H. Davis*  
Ralph H. Davis, M.A.I.







STATE OF  
WASHINGTON

Dixy Lee Ray  
Governor

DEPARTMENT OF ECOLOGY

Olympia, Washington 98504

206/753-2800

January 12, 1978

RECEIVED  
JAN 13 1978  
Skagit County Planning Dept.

Robert C. Schofield, Director  
Skagit County Planning Dept.  
County Administration Building  
Room 218  
Mount Vernon, WA 98273

Dear Mr. Schofield:

Thank you for the opportunity to review your draft environmental impact statement of the Guemes Island Ferry System. Although expansion of service may have some impact on population growth on the island, this proposal appears to stem from existing pressures. We support your proposal for expanded public access as described on page R-3.

We would like to review the environmental studies of the new docks and holding/parking facilities, as described on pages PA-1 and I-2, when such studies are available.

If we can be of further assistance please call me at 753-6891 or Mr. Duane Wegner of our Northwest Regional Office at 855-1900.

Sincerely yours,

Rosemary L. Walrod  
Environmental Review Section

RLW:bjw

cc: Duane Wegner

①

Jan 13. 1978

Skagit County Planning Dept.

Sirs:

As a long time resident of Guemes Island, I feel it is very necessary to have a larger ferry to replace the "Almar" and such dock facilities that are needed to accomodate such a ferry.

My residency dates from 1937 as a summer resident until coming here permanently in 1955.

For fifteen of those years I commuted daily to Anacortes, so feel qualified to state my views at this time.

Mrs Martha Covert  
411A Guemes I. Road. (Anac)

January 13, 1978

Skagit County Board of Commissioners,  
Skagit County Planning Department

Gentlemen:

Your "Draft Environmental Impact Statement" certainly would indicate a very thorough study of the existing Guemes Island Ferry System. Not only are the facilities at present unsafe but entirely worn out and inadequate - beyond the state of repair to cover the services required.

The Marine Surveyor's report by Capt. A. F. Raynaud spells out very thoroughly the worn out and dilapidated condition of the ALMAR.

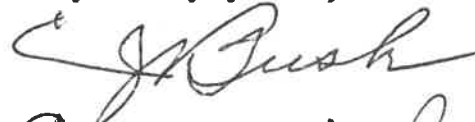
The worn out condition of the docks, limited load limits, the fish netting to hold the styrofoam under the float on the Guemes dock are all very evident of the unsafe condition of these facilities.

The loading lanes and vehicle parking areas have been very inadequate for several years.

Your study of the trip crossings very definitely shows that the capacity of the ALMAR in passengers and vehicles is far short of handling the traffic for the past several years. The extra, or turn-around runs as have been experienced not only during the past year, but during the past several years add considerably to the cost of operation. In fact to gain full benefit of a larger ferry with greater capacity, a three-man operation will be required. Actually with a 44 passenger limitation and 9 cars, the present facility, on many occasions, with the increase in walk-on passengers, runs "light" with half the car capacity, necessitating additional turn-arounds for vehicles.

Suffice it to say that we are very strongly in favor of completely new and larger facilities.

Very truly yours,



Vivian D. Bush

Clara Cole Johnson.

Howard J. Johnson

bsd seattle

1.13.78

Skagit County Planning Department,  
Skagit County Court House  
Mt. Vernon, Washington.

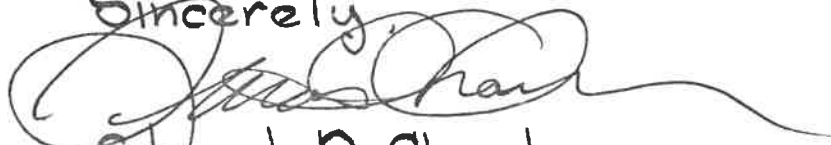
attn: Mr Robert C Schofield, Director;  
subj: Guemes Island Ferry Replacement;  
support of,

Dear Mr Schofield:

My wife and I will be unable to attend the public hearing of Friday, January 13 concerning your draft EIS. We are therefore writting this note in support of the ferry and docking facilities replacement project recognising that certain adverse environmental elements will occur as a consequence. In our opinion the benefits will outweigh the various drawbacks connected with construction and operation as they relate to our environment.

We have owned a home on Guemes for seven years and my grandparents likewise have owned a home on the island (since '48).

Sincerely,



Stuart D. Charles  
2111 5th Ave No.  
Seattle 98109.

RECEIVED

JAN 16 1978

Skagit County Planning Dept.

# SKAGIT COUNTY PLANNING DEPARTMENT

TELEPHONE (206) 336-2188  
120 W. KINCAID, COURT HOUSE ANNEX II  
MOUNT VERNON, WASHINGTON 98273

ROBERT C. SCHOFIELD  
DIRECTOR

DAVID C. HOUGH  
ZONING ADMINISTRATOR

January 16, 1978

TO: Skagit County Commissioners

FROM: Skagit County Planning Department *RES*

SUBJECT: General Comments related to Guemes Island Ferry  
Dock Designs

We offer the following comments relative to the design and layout of the Anacortes and Guemes Dock and Parking Area layouts as illustrated in the Draft Environmental Impact Statement.

1. Anacortes Area

- a. The storage area provided in Designs A, B and C is inadequate for the expected demand.
- b. The location of the storage area is too far from the ferry. Parking should be provided up close to the ferry as possible in order to encourage walk-on traffic.
- c. Special crew parking should not be provided except on a leased basis.
- d. The storage area should be fenced, lighted and locked at night. The terminal building should be located within the fenced area.
- e. Of the designs pictured, Scheme B appears to be the most satisfactory. However, the storage area should be fenced, the terminal should be moved to the locked area, additional storage should be provided, and additional traffic lanes should be designed to serve the park.
- f. Small boat landing and dock facilities should be provided.

2. Guemes Area

- a. The Woodfield lot should be used for storage.
- b. A holding land on Guemes Island Road should be retained.

Skagit County Commissioner

January 16, 1978

page 2

- c. Parking areas along the shore should be eliminated to eliminate the necessity for fill.
- d. The storage area should be fenced and lighted.
- e. The terminal building should be moved to within the fenced area, and not placed in the shore area.
- f. Special crew parking should be eliminated.
- g. Small boat landing and dock facilities should be provided.

We would be glad to work with the Engineering Department to develop a satisfactory design.

Additional housing research was performed in January, 1978, and revealed new data to modify page EE-10, b. 1975 Population estimation based upon housing units for Guemes Island.

We offer the following:

Housing units, including mobile homes, full trailers	-	337
Travel trailers	-	12
Housing under construction	-	7
Other buildings	-	15

Using only the housing units figure, which is 39 units over the 1975 Land Use Analysis, in the population estimation formula, we have the following:

Housing Units	X	Avg. Household Size	X	Occupancy Rate	=	Population
337	X	2.31	X	.42 (42%)	=	326

Thus, the 1978 estimated population of Guemes Island, is 326 persons, 37 more than the 1975 estimate used in the EIS.

We wish to thank Felix Edmunds and others of the volunteer fire department for their survey of island homes and buildings.

Dear Sirs,

The environmental impact study concerning a new ferry for Guemes seems an unobjective blend of facts and bias in favor of the 18 car ferry.

I would have liked to have seen some data on a 14 car ferry instead of that ridiculous comparison with a 27 car ferry which virtually no-body would want. Then our 9 car ferry could be called "small", 14 car = "intermediate", and 18 car "large".

It would also be interesting to see some data on the transition between the six car ferry and the Almar. It seems ~~imply~~ implied in the report that the Almar was installed here in 1977. I've heard different.

Most insane is to say that there is no data to show that a larger ferry would affect the population growth of Guemes. True, perhaps none for Guemes specifically, but everywhere there are examples of growth related to better transportation

facilities, look at the east side of Lake  
Washington when the Evergreen Point  
Floating bridge was built! and Mercer  
Island when that bridge was build, and  
the general apped on the outlying areas  
of any cities through ~~us~~ which freeways  
are built etc. Of course we aren't talking  
about a bridge but the lessons are clearly  
drawn from the comparisons. Why invite  
such growth - growth that the report  
fails to take into account in their projections.  
In this I feel the report is most severly  
misleading.

All sides of this issue should be taken  
into consideration. Everyone deserves some  
unbiased information presented in a neutral  
light.

Thankyou and Gincerely  
Fredi Businger



WRITTEN COMMENTS FROM SPEAKERS

At

January 13, 1978  
Public Hearing

CRITIQUE OF THE DRAFT ENVIRONMENTAL  
IMPACT STATEMENT

Guemes Island Ferry System

1. Guemes Island Terminal Area
  - A. Scheme "B" should not be considered because it would require the purchase of additional property and no use would be made of the "Woodfield Property" that was recently acquired by the County. In addition the design would not be aesthetic.
  - B. The Terminal Building
    1. The structure should be built on the "Woodfield Property" and does not need to be as large as designed.
    2. There should not be any vending machines as they would cause a security problem.
    3. There should be an covered bicycle stand on one side of the building.
  - C. The Shoreline
    1. I believe there should be no bulkhead constructed east of the ferry dock for the following reasons:
      - a. A bulkhead for .15 cars would not prove cost effective
      - b. It would detract from the existing shoreline environment. (The high tide line in winter months is approximately ten feet from the edge of the road.)
      - c. It would be better to leave clear public access to the beach.
      - d. The parking plan and bulkhead design is not compatable with item 6(c) on page R-20 entitled Screening.
  - D. Storage and Holding Areas
    1. There is no need for designated parking for crew members on the Guemes side.
    2. There is more than enough spaces allocated for the holding area and a less than adequate number for storage.
    3. I believe a different design holding area would facilitate loading procedures (see attached sketch).

It looks to me like an extra man would be necessary to direct the traffic with your design

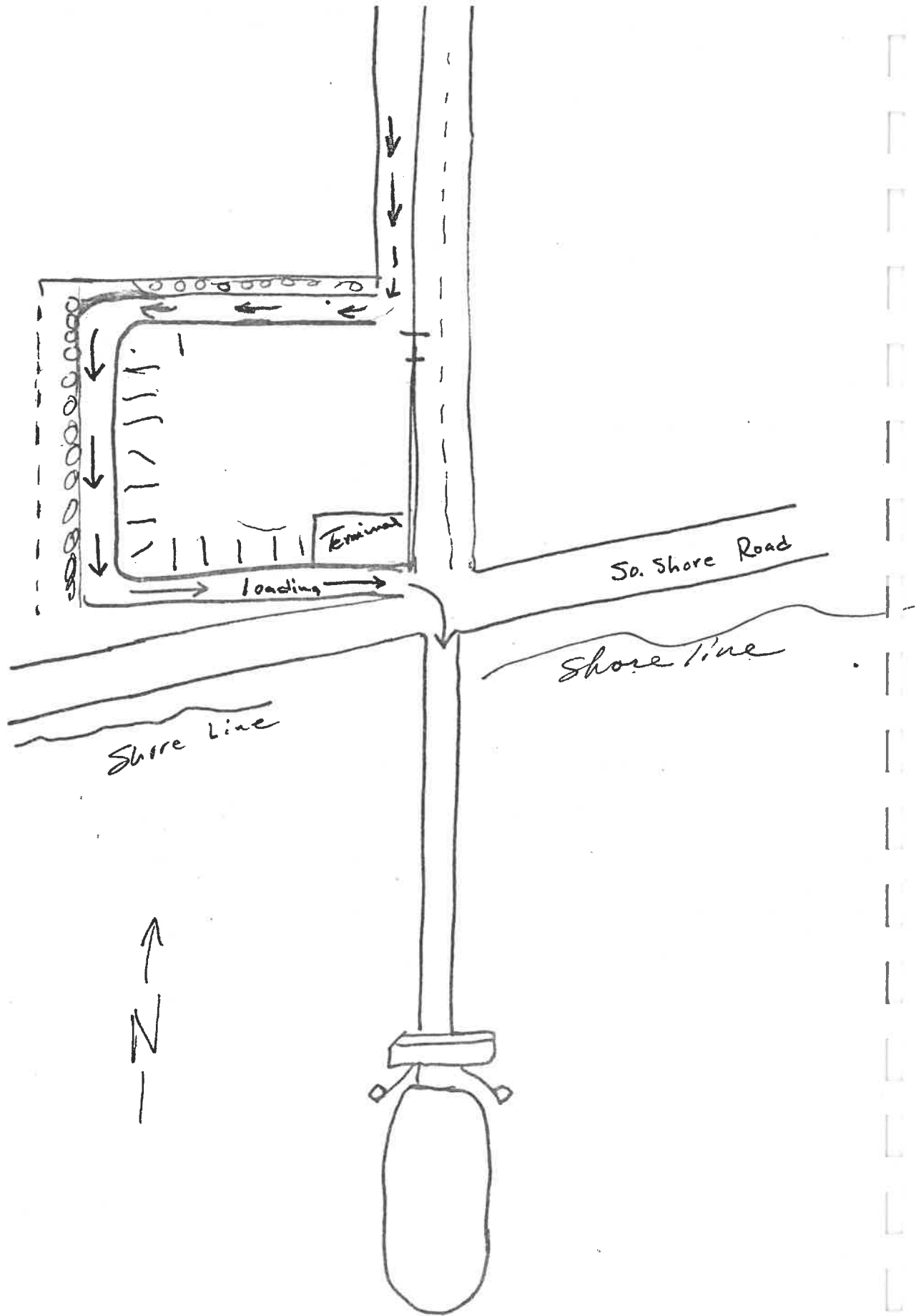
4. Reference page 1-16 Mitigating Measures. I would like to see the use of crushed rock rather than asphalt paving. I also feel that the existing lighting along Guemes Island Road is adequate.

## II. Anacortes Terminal Area

- A. Scheme "C" should not be considered because the storage area is located too far away from the ferry and would prove an inconvenience for walk on passengers with packages and the elderly.
- B. The Terminal Building
  1. There should be space inside the terminal for bicycles and this area should be secured at night.
  2. There is no need for 40 seats in the waiting room.
- C. Storage and Holding Area
  1. There are too many spaces allocated for holding and not enough for storage. There is space on the present dock for 30 cars along the west side of the dock and approximately 10 more along the east side. These spaces are always full on the weekends and in summer the number of cars overflow outside the gate. If one of your goals is to reduce what you term "extra trips" then you will have to make parking available for walk on passengers.
  2. At the present time I don't believe I have ever seen more than thirty cars waiting to go to Guemes Island and that was on a long weekend in the summer. People arrive at the Anacortes terminal at various times and rarely is there a large buildup. The time that a buildup does occur on the Guemes Island run is Sunday evenings when all the weekend residents head back to the city. I therefore, feel you should have space for 50 cars in storage and 30 - 40 in the holding area.

Thank you for considering these points.

Stephen Paus  
426 South Shore Road  
Anacortes, Washington



7

RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT  
GUEMES ISLAND FERRY SYSTEM.

Although this study attempts to address many points of the influence of the proposed new ferry on the environment of Guemes Island, it is loaded with many erroneous statements and conclusions that are based on lack of information and <sup>is short on</sup> lack of logical conclusions. The one overruling conclusion that I must make from this study is that this meeting should not only gather input tonight but I request that there be a one week extension to receive comment in respect to this study. Many people will only this evening see many of the gross errors in the calculations and computations that were used by the county engineering department to arrive at their conclusions. It is only fair to extend them the privilege of addressing these points.

From one end of the study to the other, I have found questions unanswered and poorly concluded findings. Some of the things that I feel should be addressed are:

under Proposed Action Section PA

E. Proposal Description: 10 <sup>Ferry</sup> Capacities- 16 to 18 vehicles; 50 passengers

conclusion: this vessel nearly doubles the auto capacity while only increasing the passenger capacity by 6. This is hardly in step with increasing possibilities of passenger traffic and in many instances will preclude all the vehicles from being loaded because the passenger limitation will necessitate keeping traffic off the boat: Presently, with the schoolbus on the boat, many times the cars are left behind and people too. Summer often sees a similar situation when passenger traffic precedes the autos and fills to capacity leaving autos behind. The County engineers must address themselves to a design that will allow increased amounts of passengers. If this means decreasing the capacity for automobiles this would be more in keeping with the projections of the future. Note the Washington State Ferry System who is planning more and more "passenger only" vessels as they plan for decreasing traffic due to the lessening availability of fossil fuels in the future and increased usage of mass transit systems.

3) The Guemes Island Facility

- a) Scheme A- Scheme A calls for the acquisition of land to the east of the proposed pier and construction of a bulkhead. This not only conflicts with guidelines for establishment of docks and piers over water but involves additional unnecessary expenses for the acquisition of this land

Under proposed Action Section R- RELATIONSHIP TO EXISTING PLANS AND REGULATIONS

Part B Guemes Island Terminal Area

d. management policies

2) developments in the RR Shoreline Area should be located, sited and designed and maintained to protect and enhance the shoreline environment.

4) Public access opportunities to publicly owned shorelines and or water bodies should be encouraged in the RR Shoreline Area.

the subsequent conclusion under findings does not take into account the plans in either scheme A or B that violate these conditions. Note the storage and terminal bldg. In

in other policies and findings in this section, there is repeated acceptance of this bulkheading

~~XXXXXXXX~~ in both schemes A and B. There is clearly a non compliance with many of the principles of the Shoreline Management Policies and Regulations

ELEMENTS OF THE HUMAN ENVIRONMENT Sect EE

IMPACTS OF THE PROPOSED ACTION Section I

- b. Mitigating Measures : it is stated that the primary factor affecting population growth has been the ready availability of the ferry from 6:30 AM to at least 6.00 p.m. and yet it is stated in the previous paragraph under "measures", that the ferry size will not be discussed as a factor in controlling growth such as land use, zone changes, etc.

If the premise that the primary factor affecting population growth is the availability of the ferry, then it should be concluded that a ferry that is readily available and twice as big could be a factor in affecting population growth. It will appear more attractive to those contemplating purchasing property as ~~xxxxxxx~~ much as the smaller ALMAR may discourage those who fear waiting in line.

Also under mitigating measures there is a call for "citizens of Guemes Island to establish a definitive ferry schedule with no extra runs, except in case of emergencies and with minimum "comuter runs". This is an attempt to give less service on the part of the county, while asking Guemes Islanders to <sup>cooperate in</sup> fulfill this objective. This is not possible because there is a ~~flagrant~~ lack of communication between the county and the Guemes Islanders because there is no such <sup>body or commission</sup> ~~xxxxxxx~~ representing Guemes. <sup>in such discussions</sup> No group or individual can speak in behalf of the residents because there is no elected body or representatives that serve in this capacity only special interest groups that claim to represent the entire island but who's memberships do not ~~xxxxxx~~ have the numbers to make such claims. If this is a legitimate concern by the County, I request <sup>interested persons</sup> that names be placed on the upcoming ballot in November to be voted on by the Guemes residents. This would establish an elected commission that could meet with the county to discuss the Ferry in relation to rates, schedules, etc. The time for such an elected body is long overdue.

pg I-12

B Transportation

1. Direct and Indirect Impacts: "as our previous evaluations have shown, changes in ferry sizing will not have a significant effect on population, housing and land use. Ferry scheduling will." This statement is only part true in that Rates are not considered to be a determining factor on usage of the ferry. There should always be an awareness that the price of the tickets will determine much of the use of the ferry along with scheduling.

Table G is supposed to show that the proposed 18 car ferry will generate a slight profit at 100 percent capacity, slight loss at 66% capacity and a greater loss at 33% capacity using the current rate structure. In reality there is no way that an 18 car ferry could run at 100% capacity given the current schedule of 105 trips per week. There is not enough traffic to maintain a 100% capacity. It would require moving 98,000 vehicles per year to achieve this. (105 trps/wk x 18 x 52 = 98,280.) To move the 33,171 at the present schedule means that the ferry would only be utilized at 33% load factor and a substantial loss per year. (33,171 divided by 5440 scheduled trips = 6 cars per trip.)

The present 9 car ferry is not operating at capacity when the total amount of automobiles 33,171 is divided by the trips per year scheduled 5440 = 6 cars per trip.

In all instances, these tables are in error as long as it is assumed that you will make more trips to carry fewer automobiles : line 2 no. of trips / year to carry 33,171 . pg I 12B Table H

In the concluding section of Transportation Traffic Projections - Year 2000 pg. I-13 there is only a projected vehicle traffic of 78,013 using one method and 65,000 using another. If we accept these figures the 18 car ferry will only be running at 66% capacity in the year 2000 using the present schedule.  $78,013 \div 5440 \text{ trips per schedule per year} = 14 \text{ cars per trip}$ . Using 65,000 the cars per trip are  $65,000/5440 = 11 \text{ cars/trip}$ .

If we are to accept these methods for computing the size of the ferry to replace the Almar then we must conclude that a 14 car ferry is adequate without being overworked.

#### pg I-13 C. Public Services

1. Fire- Increasing population will necessitate ever increasing improvements in the equipment. This is determined by law as to the type and kind of ~~that~~ different equipment to serve the population

5. Parks and recreation

Guemes Island terminal facility: "No direct impacts associated with proposed action can be identified. Public access to the county owned tidelands will not be lessened by the proposal." This is obviously an error when viewing either Scheme A or B of the Guemes Terminal facility, which paves over an accretion beach with a bulkhead and parking.

The Ferry "news of the increase in ferry size may have an unquantifiable effect on recreational access to and use on Guemes Island.... the effect would be nominal since there are limited areas and facilities for recreational experiences." Th

This is only partially true due to the fact that the park that ~~is~~ <sup>is</sup> available ~~is~~ <sup>does</sup> not have limitations to the amount of people that are allowed into it and it is well known that there have been conventions (Steelheaders) in the park. Also the clam beaches on north beach are in jeopardy of being depleted due to uncontrolled usage. The news of the larger ferry could have a definite impact on the amount of recreational vehicles that would come to Guemes

#### G. Energy and Fuels pg I-17

An average annual utilization of 70,000 gallons a 25% increase over the Almar, if the ferry makes the same number of crossings as the Almar. However, a reduced schedule with no extra runs would directly reduce the fuel consumption." This means that there will be a reduction in service to the Island especially if it makes only one trip per hour regardless of whether the traffic warrants it. This is misleading.

#### SECTION R. RELATIONSHIP BETWEEN SHORT TERM USES OF MANS ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY.

"The ferry ....No significant environmental losses. This has to be questioned in light of the attractiveness of a larger ferry to carry prospective recreants and real estate purchasers to the island.

Guemes Island Facility "A new docking facility would occupy inter and sub tidal areas presently undeveloped." Also there should be mentioned that the proposed bulkheads would permanently destroy easy access to low beach areas that now are used for beach combing and as a launching area for small boats and occasionally larger barge craft.

#### SECTION A ALTERNATIVES TO THE PROPOSED ACTION.

In this section there is a glaring lack of alternatives. The only presentation is that of 9, 18, and 27 car ferries. There is not any mention of passenger oriented services, or even combining them in any of the plans. As stated before, the 18 car ferry has room for only 50 passengers. Hardly an alternative to the present 44 passenger limit on the Almar.

#### Table G Ferry Size and Schedule Analysis

cost per car : to move 33,171 vehicles at the present schedule means 6 cars per load avg. This means 33% capacity for the 18 car ferry and 66% capacity for the 9 car ferry. This means that the 9 car ferry would

operate at 66% capacity a In this case it would be cheaper for the 8 car ferry to operate \$2.84 vs. \$3.01

In all schedules and tables there is a constant error that shows more trips to carry fewer cars which is an obvious error and which is used to compute the various losses or profits per type of ferry. The constant should be the present schedule of 105 trips per week not otherwise. As it appears the ferry will be operate at 33% capacity to maintain the present 105 trips per week

Using these types of charts to explain the need for a new ferry is not appropriate. There are fundamental errors in the basic assumptions of computation.

Yours truly,  
Ben A. Seal



Statement Regarding the Draft Environmental Impact Statement  
Concerning the Guemes Island Ferry

Peter Knutson  
North Beach  
Guemes Island

For the last year the Skagit County Commissioners have been ~~telling us~~ <sup>insisting that</sup> on Guemes Island that ~~we~~ need a bigger ferry. Despite the fact that many people, if not an actual majority of islanders opposed the idea at public hearings, the Commissioners have gone ahead with their plans. Apparently they know our needs better than we do. Now, we've been told that a bigger ferry is inevitable, since as one Commissioner told me, "You can stick a screwdriver through the hull of the Almar." I don't think you can stick a screwdriver through the hull of the Almar, at least it hasn't been proven to me, <sup>but then</sup> ~~and~~ I don't think anything is inevitable.

I want to make ~~three~~ <sup>four</sup> points tonight:

1. The proposed 18 car ferry will discourage passenger traffic and encourage automobile traffic, bringing more cars, more people, bigger roads, more noise, and more hurry.
2. The ~~contention~~-- proposed 18 car ferry will discriminate against year round residents who will bear the burden of any deficit incurred by ~~an~~ ferry too large for our normal needs.
3. The contention that Guemes needs a larger ferry is premised on the assumption that automobiles will remain a cheap, economical means of transportation.
4. We don't need a larger ferry

An 18 car ferry will discriminate against passenger traffic because it will ferry nine more automobiles under a license which permits it to carry only 50 people, the same as the present smaller ferry. This means more automobiles and fewer passengers unless the

the County decides to run the ferry with a three man crew. If they do that they contradict the basic conclusion of the Skagit County Planning Department. If you read page S-3, numeral 4, middle of the page, it states

"(4) The size finally selected should be probably based on the consideration that crew costs are far and away the greatest item of expense in the operation of the ferry and that maintenance and fuel costs are relatively minor and independent of size. These facts indicate that the ferry finally selected should probably be the largest vessel that can be obtained which would be allowed to operate with a two man crew (my underlining)"

A two man crew means a carrying capacity of 50 people. What's the difference between carrying <sup>50</sup> people on a ~~two-m~~ nine car ferry and carrying 50 people on an 18 car ferry? It means simply this: more automobiles and fewer passengers. What kind of priorities are those? That kind of a decision will promote a certain type of lifestyle- which uses more gasoline at the expense of everyone who doesn't use gasoline. The car lifestyle eliminates <sup>+</sup> other lifestyles. You can't go for a quiet walk on North Beach or West Beach or South Beach if you've got cars whizzing past, <sup>+</sup> taking up half the road. You can't bicycle in heavy traffic. Whenever auto traffic is encouraged, other forms of traffic suffer. That is environmental impact.

I've been coming to this island since I was born, 25 years ago. ~~±~~ My greatgrandad and grandparents built on North Beach in 1941. My parents built here in 1961. and I built here a couple years ago, as far back in the woods as I could get. Guemes is a part of me now, I can't separate myself from it- I can't look at it as just real estate. Every <sup>N. Guemes</sup> rock, piece of beach, old stump back in the woods is a memory in my mind and a reality. So when the oil hits the beach, it hits me. When the forest disappears under the bulldozers and the whining chainsaws I feel like part of me disappears. So I can't just sit back ~~and~~ when the island is threatened. And a bigger ferry brings a horde

of threats: bigger logging trucks, bigger bulldozers, more hunters, more clamdiggers who dont fill in their holes, more developers who want quick profits by selling Canadians, Seattlites, Californians a plot of land big enough for a gargae and a prefab house, more investment opportunities for people who look at Guemes ~~Isale~~ Island like a piece of meat laid out on a s~~lab~~.

What does an 18 car ferry mean for y~~ear~~ round residents?

It means first that their service will be sharply curtailed in the fall, winter and spring when local traffic cannot genreate full loads for the ferry. The Guemes Isalnd year-round population numbers in the hundreds( below 300 according to the Eis) and the economic realities of the Anacortes area are not such that they will support many more working residents on Guemes in the near future. Does it make sense to double the Guemes ferry capacity when there is no real prospect for a significantly increased permanent population? Would the Coutny continueteto make hourly ferry runs in fall, winter and spring ~~wiht~~ with h~~gher~~#boat financing cost, higher diesel cost and higher crew cost than the present ferry, yet financed by the same commuter population? Or would this actually mean curtailment of some funs plus significantly higher ticket prices for commuters?

The county claims that the number of "extra trips" has escalated in recent years. What do they mean by an extra trip? According th them, an unscheduled run. But do unscheduled runs significantly add to the cost of running a ferry? In the statement on S-3 of the EIS, the county planner states that maintenance and fuel costs are relatvely minor and independent of size. So to avoid extra trips, why not simply ~~XXXXXX~~ schedule runs on the half hour? In other words, call scheduled what now is called extra.

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In figuring yearly ferry usage, the county averages a very ; short period of high ferry time summer usage with a long stable period ~~XXX~~ of far less intensive use. In the summer, the ferry services 689 people, according to the EIS, plus numerous visitors, ~~XXXX~~campers, clam-diggers and customers in the Anacortes City Park and at the Guemes Island Resort. During most of the year, 9 months, the ferry services only 289 people and virtually no campers and customers. I contend that the table "Trip Distribution by Month-1975" on page ~~##~~ EE-13D does not actually reflect the difference in automobile and passenger traffic between those two periods, since far more trips in January carry smaller loads than those in August. Nowhere in the EIS does there appear a monthly table of passenger and automobile traffic. I cannot understand this omission, if one wants to understand ferry usage patterns. ~~XXX~~

Looking at a larger ferry from a socioeconomic standpoint, those who can afford to build summertime residences can usually afford to pay high ferry rates for a short period in the summer. By contrast, the incomes of yearround residents, tied to fixed retirement income and the lower wage rates and higher unemployment prevailing in the Anacortes area are lower than those of summer time residents. And yet, paradoxically, they will be the ones who will pay for a large ferry designed to meet the needs of the wealthier summer-time community. For year-round people, Guemes Island is home. Their needs should be more closely considered in the county's plan.

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the draft EIS? Clearly, an ferry doubled in size, will affect the year-round community in a differnt fashion than it will affect the temporary community.

In gneral, both summer and year-round residents live on Guemes because they appreciate the qualtiy of life on the isalnd, its slow, relax ed pace. However, this pace, this quality of life is no threatened, particualarLY in the summertime, by the rising number of automobiles coming on the isalnd. Most of us live on roads which follow the perimeter of the island. Hence, virutally every car which passes contributes to the decibel level, to the background noise. And a high percentage of summertime cars and campers headed for the Anacortes city park drive the entire length of the island. Beyond the noise and auto exahust problems, this situation is often very dangerous. People come to Guemes to relax, when they cross the street they dont expect to be confronted with urban styel traffic.

Despite the draft EIS's disclaimer that the Ferry will not result in increased developmnet beyond normal on the isalnd, there is no emntion of the impact which a possible doubling of automobile traffic on the isalnd would have. Anyone who digs clams on Guemes beaches can testify to the massive influx of clam-diggers during low tides in the summertime. On these days, the ferry runs constantly. An 18 car ferry could ferry twice as many clam diggers. Already, the calm beds are in a state of rapid decline.

Increased auto usage of Guemes roads will produce increased wear upon the roads and hence will probably necessitate ultimate expansion of the raod system. That too, would have longterm environmental effects.

DK RING hunting season, hunters from many areas come to Guems to take deer. They join the isalnd traffic and often produce long lines, wating. A larger ferry will ferry <sup>potentially</sup> more hunters with greater

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quickness and convenience, resulting in attendant environmental impacts.

The EIS predicts that a larger ferry will have no impact on the island's development. On the contrary, a larger ferry could ferry larger <sup>construction</sup> equipment across, equipment necessary for construction of large structures such as marinas or condominiums. People likely to plan major developments will undoubtedly consider the presence of a larger ferry as a distinct selling advantage to potential customers, just as they regard the long summertime lines caused by the present ferry as hindrances to their plans. Furthermore, simply increasing the number of people who can come across, ~~de~~ enables more prospective buyers to tour the island's real estate, in greater convenience.

Can one ~~assume-the~~ extrapolate the present use of automobiles into the future? Estimates of the world's gasoline resources vary from 15 years to 50k but in any event it is quite likely that gasoline prices will rise sharply in the near future. If gasoline rises to the current level in Europe, which is three or four times the cost of American gas, the effect would be felt not only in auto usage itself, but in all other spheres of the economy, such as construction. The growth projections in the EIS are based upon a typical post-World War Two development pattern: ~~cheap, -intense~~ which is based on intensive use of cheap gasoline. A radical change in the availability of cheap gasoline would retard ~~2nd~~ home development in particular, since the increased cost of gas multiplied through the various aspects of the economy would restrict greatly the amount of extra income available for construction of 2nd homes. And if second home development slowed down on Guemes, then the most rapidly developing constituency on the island, which accounts for peak ferry use, would require the scale ferry service predicted by the draft EIS.

In the Skagit Valley Herald and the Anacortes American  
I have publicly proposed an alternative to a larger automobile-

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carrying ferry. My proposal is: ~~Keep~~ <sup>Save</sup> the Almar. ~~Main~~ If it needs new plates on the hull, give it new plates. There is nothing structurally wrong with the Almar. It's a proven, maneuverable vessel. Or buy a used ferry of the same size, if the county just has to have a new ferry. If, in the summertime, there's an overload of people who want to get across to Guemes, buy a couple vans or a bus which would loop the island before and after each run. Hire Brian Christensen to keep them running. Let's build some bike rack at the ferry docks, encourage people to bicycle. Hire Johnny Hoenselaar to develop a bicycling program for the island. Let's develop projects which are going to develop community. A bigger ferry means more people sitting in their own cars, isolated. Keeping the Almar means keeping community.

Let's learn a lesson. When I-5 was first constructed remember all the government's ribbon cutting ceremonies, all the talk about convenient quick travel in northern Puget Sound. Well, look what we've got today, more cars, more development, more congestions. Let's learn a lesson. Let's stay small. For Guemes, bigger isn't better. You can't improve trees, you can't improve water, you can't improve Guemes. Keep the Almar.

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After reading over the draft EIS, I have several questions which were not adequately answered.

The main problem addressed in the statement is that of transporting automobiles. The glut of automobile traffic being concentrated in the summer months, a larger ferry as the solution is a case of overkill, presenting further problems.

I would like to see figures for the number of people and automobiles transported during times of the day for various times of the year. Perhaps this would indicate a need to reschedule the ferry runs, rather than necessitating a larger boat.

During 9 months of the year, the school children ride the ferry, occupying 2 runs a day. Cars are often left behind during these runs; the number of cars waiting for the ferry hasn't been exceeded, but passenger quota was filled. With the number of crew members remaining the same, a larger ferry would not accommodate more passengers.

The fossil fuel shortage question has been neglected completely, both in cost evaluation for running the ferry and in projecting the future rise of automobiles for individuals. When the supply of fuel is reduced, will



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people on the island continue to drive everywhere? Will the weekend and summer population change correspondingly? I don't believe such questions are mere speculation, but rather, valid considerations.

If the plans for the proposed larger ferry are adopted, the quality of island life will change. It was stated that, "As our previous evaluations have shown, change in ferry sizing will not have a significant effect on population, housing and land use."

I wasn't able to conclude that from the evaluations. What was shown was that, although the ferry size remained the same, population, housing and land use patterns on Guemes were similar to those of the surrounding areas.

What means of transportation was used before? Did population and housing growth change significantly with the acquisition of the ferry?

With a larger ferry and different decking system, full-sized logging trucks and mobile homes would have access to Guemes. Doesn't this constitute a projected affect on land use?

It was also stated that Guemes would have to develop recreational facilities before it would draw visitors for that reason. What of hunting and clam-digging? These facilities need not be developed, a notable lack of development, in fact, provides the environment for such sport. Can we expect more recreational participants? How would they affect the population of Guemes, both animal and human?

The marine survey ~~is~~ report was purported to have been made without prejudice. Included in the survey is the statement, "the vehicle is too small for present day traffic of automobiles, trucks and passenger needs." Is such a statement within the duties or responsibilities of a marine surveyor?

Rather than increase the size of the ferry, something can be done to make other modes of transport easier. What about bike racks at the ferry docks and perhaps some public transportation on the island? If the question becomes one of convenience, why live on an island at all? An umbilical cord to the mainland would solve it all, give us easy access at all hours of the day.


January 13, 1978

A larger ferry as proposed by the Draft EIS does not meet my needs as a young person living on Guemes. The fact that fossil fuels are not inexhaustible and will most likely disappear or be had only at exorbitant prices within my lifetime makes me look at other forms of transportation than my own personal car. That means I won't need or want my own personal slot on a ferry and it probably means others like me won't either. That means I and the rest of the people who choose to inhabit Guemes in the future will need a ferry that can accommodate <sup>them</sup> as foot passengers and not car drivers. Whatever the rise in population 20 years from now there will not be a rise in the availability of gasoline to that population which says to me don't plan for cars; plan for people.

Kris Knottom  
 Rt. 1 Box 311  
 Guemes Island, Wa  
 98221

(10)

Keep the Almar <sup>to fit up the door</sup> and get  
 Alpten just like it when needed.  
 Dock The Ferrys on the  
 Guemes Side in ten years.

Build The docking facility  
 in Cooks Bay in a marina  
 owned by the Island 

Put the Amacater  
 facility at the foot of "P" street

so foot traffic would be  
 right in town and  
 turn the lower part of  
 Commercial into an  
 inhabited area instead  
 of waste space.

Eliminate the old  
 ferry terminal on the  
 Amacater side

Animals, Rats, Skunks, and  
 Pests

RECEIVED

JAN 17 1978

Skagit County Planning Dept.

3963 Squalicum Lake Rd.  
Bellingham, Wa. 98225  
January 17, 1978

Dear Sirs:

Since growth is the center of the ferry dilemma I am most concerned about the impacts of the proposed action on the human environment. Guemes is more than a place to live or vacation, it is a way of life which even some of her inhabitants do not know. Your objectives (I-11) are to preserve the rural lifestyle by moderating or reducing the population. How in the world do you hope to achieve this by building a larger ferry?

Controlling the size of the ferry is the definitive way to achieve this objective, not by means of the schedule, as you suggest (I-11). You have deliberately distorted the fact that the size of the ferry does indeed influence the size of the population. Outside influences may be the cause but the ferry is the means by which the population increases. I feel that with further study you will find that our population will escalate rapidly. Rather than the 1 or 2% annually (EE-11) it may be as much as 100%. A ferry that is 100% larger can accommodate twice as much traffic.

This fact can be supported by what has happened to other ferry runs around the state. The Whatcom Chief, serving Lummi Island, is a case in point. There are several similarities between the two systems; proximity to large population centers; any of the reasons on I 10-11, plus the fact that in 1970 they changed from a 10 car ferry to the Whatcom Chief.

They have incurred many problems resulting from population growth attributable to the greater accessibility afforded by a larger ferry. Whatcom County has just enacted their second rate increase in a year to subsidize their larger supposedly more economical ferry. The added population has, also, made the water shortage more acute. All of the San Juans, including Guemes, have a water problem that is allusive, at best, and often unavailable. However, you state (I-15) that it is of little consequence. Lummi Islanders are still enduring longer waits in longer lines. These facts may be researched in Ed Henken's office and will prove that a larger ferry is a losing proposition.

In a study relating to ferry operations it seems that reference should be made to information available from the Washington State Ferry System, but any data they might provide, as regards ferry size in relation to population, is absent from this report. While researching

JAN 15, 1978

BEING A RESIDENT OF QUEMES ISLAND, I AM VERY CONCERNED ABOUT THE CHANGES A LARGER FERRY IS GOING TO MAKE ON MY LIFESTYLE. IT APPEARS THE LARGER BOAT WILL MAKE THE ISLAND MORE ACCESSABLE TO HUNTERS, CAMPERS, AND OTHER NON-RESIDENTS WHO COME TO THE ISLAND WITH LITTLE REGARD FOR THOSE WHO LIVE HERE OR THE ECOSYSTEMS OF BEACHES AND WOODS. THE MAJORITY OF LAW ENFORCEMENT PROBLEMS OCCUR AT THE TIMES WHEN THESE PEOPLE INHABIT THE ISLAND, AND INSANITY PREVAILS WHEN THE ROADS ARE TEEMING WITH MOTORCYCLES AND MOTORHOMES IN THE SUMMER, (MAINLY COMING FROM THE COUNTY PARK ON NORTH BEACH) AND PICKUP TRUCKS IN THE FALL WITH GUNS AND BEER CANS FLYING IN EVERY DIRECTION. FIVE GALLON BUCKETS FULL OF ROTTEN CLAMS AND FISH HAVE BEEN FOUND IN GARBAGE CANS AT THE ~~PARK~~ PARK, ATTESTING TO THE FACT THAT THESE PEOPLE CARE NO MORE ABOUT OUR ENVIRONMENT THAN THEY DO ABOUT THE AIR THEY POLLUTE WITH THEIR GAS HOG CAMPERS. GARBAGE FILLS THE ROADSIDE AND DITCHES. THIS DOESN'T HAPPEN IN THE WINTER AND SPRING WHEN THESE PEOPLE ARE NOT AROUND. IN MY OPINION, THE ELIMINATION OF OVERNIGHT CAMPING AT THE PARK, AND NO HUNTING WOULD REDUCE THE NEED FOR POLICE AND "EXTRA" FERRY RUNS.

AS FOR THE FARCE TERMED A "SURVEY" THE OBJECTIVE AND UNBIASED CAPT. RAYNAUD SHOULD NOT HAVE TAKEN THE OPINION OF CAPT. MEEKER OF THE COAST GUARD OR MR. MEBERG OF THE DOWMISH SHIP YARD AND INCLUDED IT IN HIS SURVEY. A SURVEYOR'S JOB IS TO LOOK AT THE BOAT, THE HULL WAS AUDIOGRAPHED FOR PLATE THICKNESS. IN MR. RAYNAUD'S WORDS, "WHILE THE AUDIOGRAPH TEST SHOWED ONLY MINOR WASTAGE, THIS TEST CANNOT BE CONSIDERED AS COMPLETELY CONCLUSIVE, FOR NO DRILLING WAS MADE IN ANY OF THE PITTED AREAS TO DETERMINE HOW MUCH OR HOW LITTLE METAL WAS ACTUALLY LEFT IN THE PITTED AREAS. THE BOTTOM PLATING WAS SOUNDED BY HAMMERING AND THE UNDERSIGNED (MR. RAYNAUD) WAS ABLE TO DETECT A NUMBER OF AREAS WHERE THE PLATING <sup>WAS OBVIOUSLY VERY THIN</sup> NO ATTEMPT WAS MADE TO PUNCTURE OR DRILL THE PLATING ABOVE OR BELOW THE WATERLINE. WHY WASN'T THE ALMAIR HAULED OUT AND DRILLED SO A CREDIBLE CONCLUSION COULD BE MADE AS TO THE ACTUAL PLATE THICKNESS? WAS NOT THE "EXCESSIVE VIBRATION" OF THE VESSEL MR. RAYNAUD NOTED FOUND TO BE CAUSED BY A DEFECTIVE SHAFT BEARING? IN MY OPINION, AND I HAVE TAKEN PART IN AND OBSERVED A NUMBER OF SURVEYS ON BOTH STEEL AND WOODEN CRAFT, THAT MR. RAYNAUD HAS COMPILED A SURVEY ON SUPPOSITIONS AND SECOND HAND KNOWLEDGE AND HAS GONE OUT OF HIS WAY TO TELL THE COUNTY WHAT

THEY WANT TO HEAR.

AS I LIVE ON THE HILLSIDE OVERLOOKING THE QUEMES  
TERMINAL AREA, THE THOUGHT OF AN EXPANSE OF ASPHALT,  
WHITE LINES, MERCURY VAPOR LIGHTS, AND THE LOGGING TRUCKS,  
WINNEBAGOS AND CONDOMINIUMS THAT GO WITH IT NAUSEATES ME

LEE A FURTWANKLEIR

RT. 1 BOX 311

QUEMES IS. WA

98221