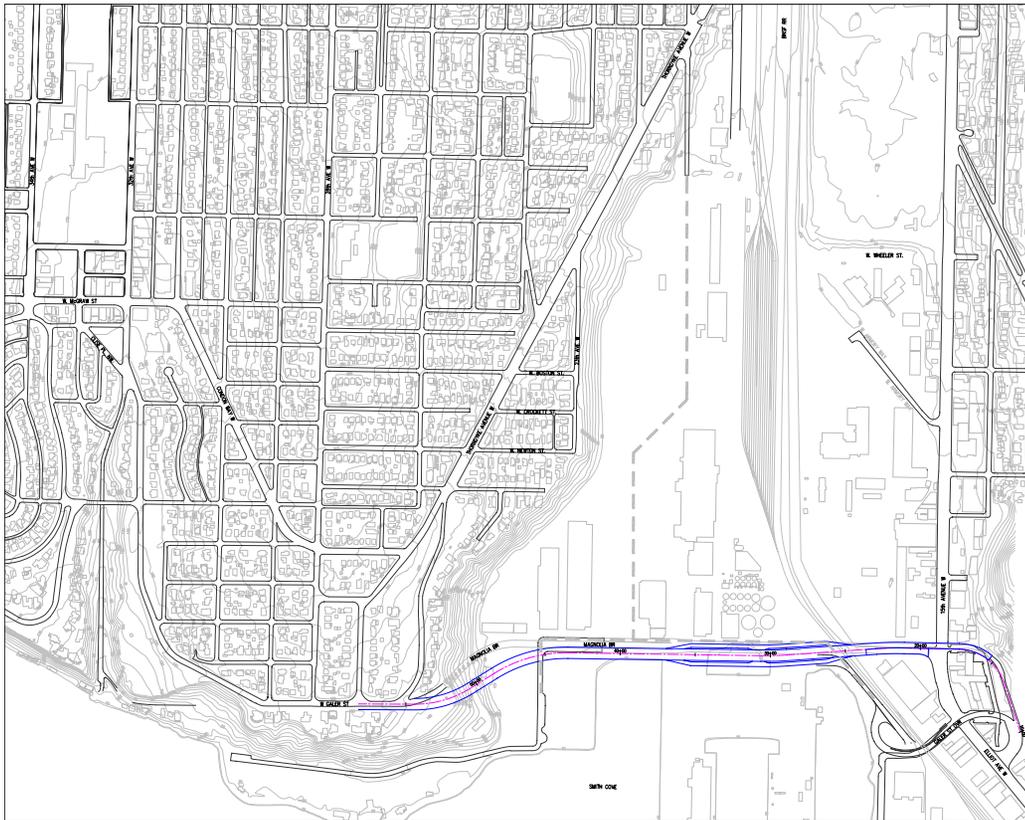


# ALIGNMENT A

--- POTENTIAL SURFACE CONNECTION

26 NOVEMBER 2002



# Alignment A

## Environmental

### Pro

- No business displacements identified
- No residential displacements identified
- Potential noise improvement

### Con

- Requires construction adjacent to or over shoreline
- West bridge approach places bridge closer to Smith Cove Park

## Transportation

### Pro

- Good access to Magnolia
- New connection between Magnolia and waterfront
- Maintains emergency vehicle and transit connections

### Con

- Existing bridge shut down for extended periods
- Worse access to Port property
- Minimal 4th access

## Urban Design

### Pro

- Retains dramatic views and entry to Magnolia

### Con

- Impacts shoreline
- Interbay property separated from water

## Cost

### Pro

- Lowest right-of-way costs
- No relocation costs
- Medium mitigation costs

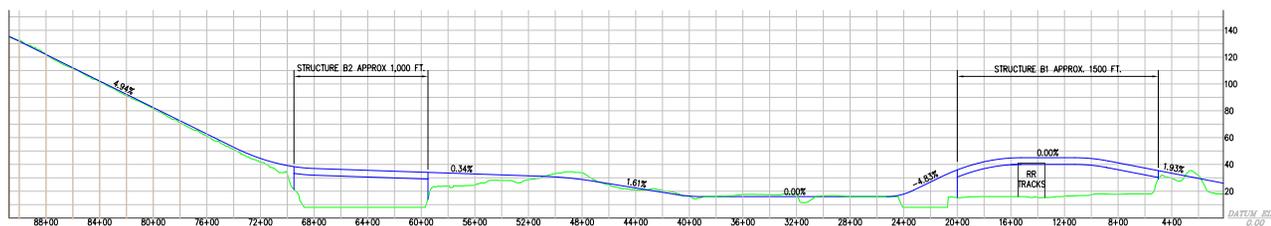
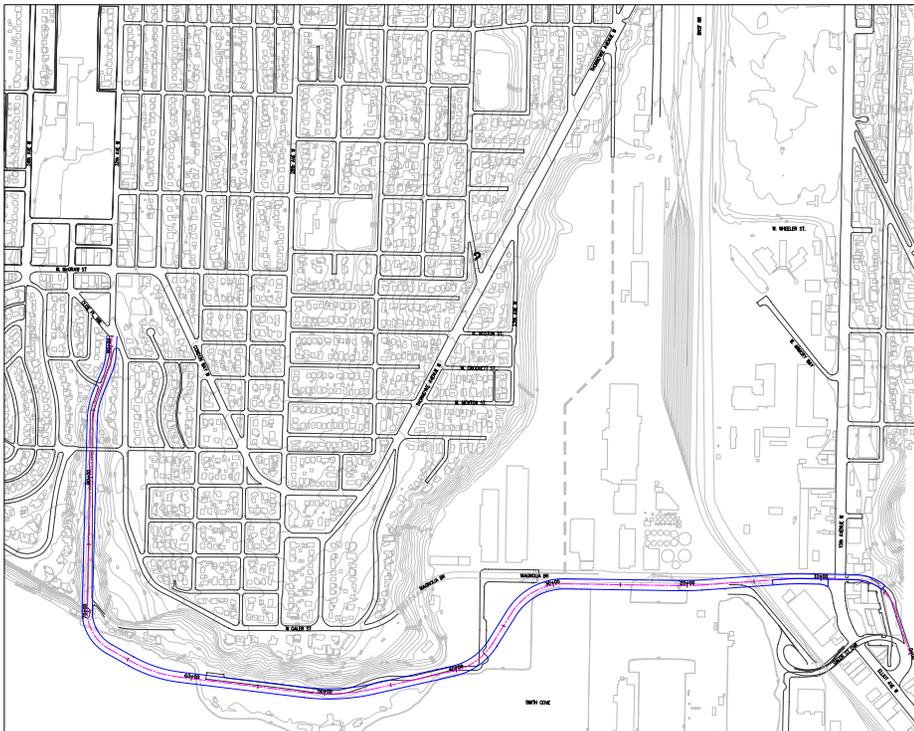
### Con

- High construction costs



# Alignment B

**ALIGNMENT B**   
 - - - - POTENTIAL SURFACE CONNECTION



**PROFILE**

26 NOVEMBER 2002

## Environmental

### Pro

- No business displacements identified
- Could result in a net improvement in noise impacts over Alternative A

### Con

- Potential direct impacts to aquatic shoreline and relatively high geological hazard impacts
- Potential displacement of single-family residences
- Construction on or near public lands

## Transportation

### Pro

- Improved access to waterfront and Magnolia center
- Minimal traffic impacts
- Improved bicycle, pedestrian, and emergency vehicle access

### Con

- Less direct route to Galer and Thorndyke areas
- Some bridge closures during construction
- Transit routes need to reroute
- Minimal 4th access

## Urban Design

### Pro

- Could create a beautiful route into Magnolia
- Most advantageous connection to the Village

### Con

- Character, design and volume of road very important to impacts. Much more compatible with a second access route.

## Cost

### Pro

- Medium construction costs
- Medium relocation costs
- Medium right-of-way costs

### Con

- Highest mitigation costs

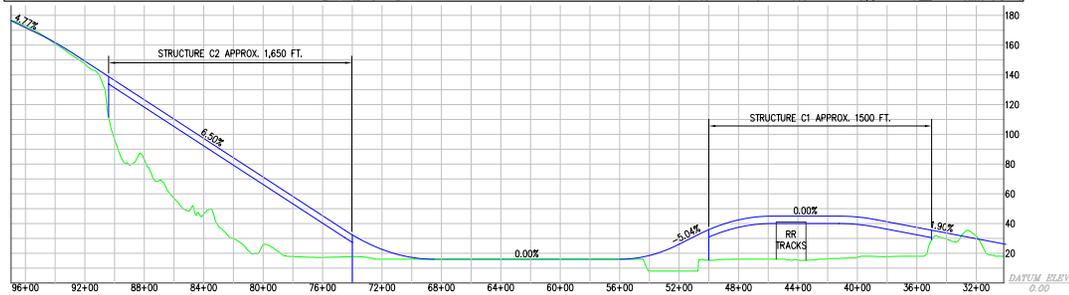
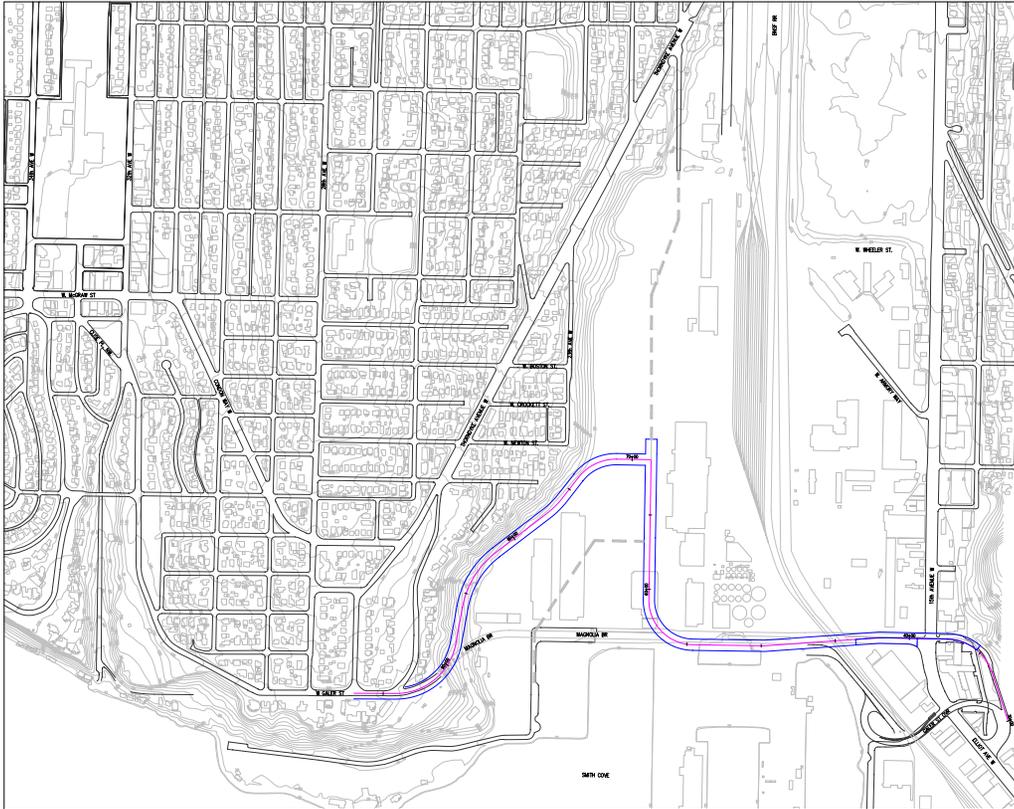


# ALIGNMENT C



--- POTENTIAL SURFACE CONNECTION

26 NOVEMBER 2002



PROFILE

# Alignment C

## Environmental

### Pro

- No residential displacements identified

### Con

- Requires construction adjacent to or over shoreline
- Adds impervious surface along the east slope of Magnolia – impacts related to stormwater runoff and greenbelt parcels
- Potential displacement of businesses on Port property

## Transportation

### Pro

- Improved access to waterfront from Magnolia
- Minimal traffic impacts
- Good access to Port property

### Con

- Less direct and slower route to Magnolia
- Some bridge closures during construction
- Minimal 4th access

## Urban Design

### Pro

- All Magnolia traffic comes through center of Port property
- Impacts greenbelt

### Con

- Impacts shoreline
- Interbay property separated from water

## Cost

### Pro

- Low right-of-way costs

### Con

- High construction costs
- High mitigation costs



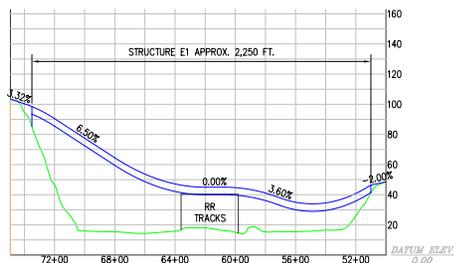
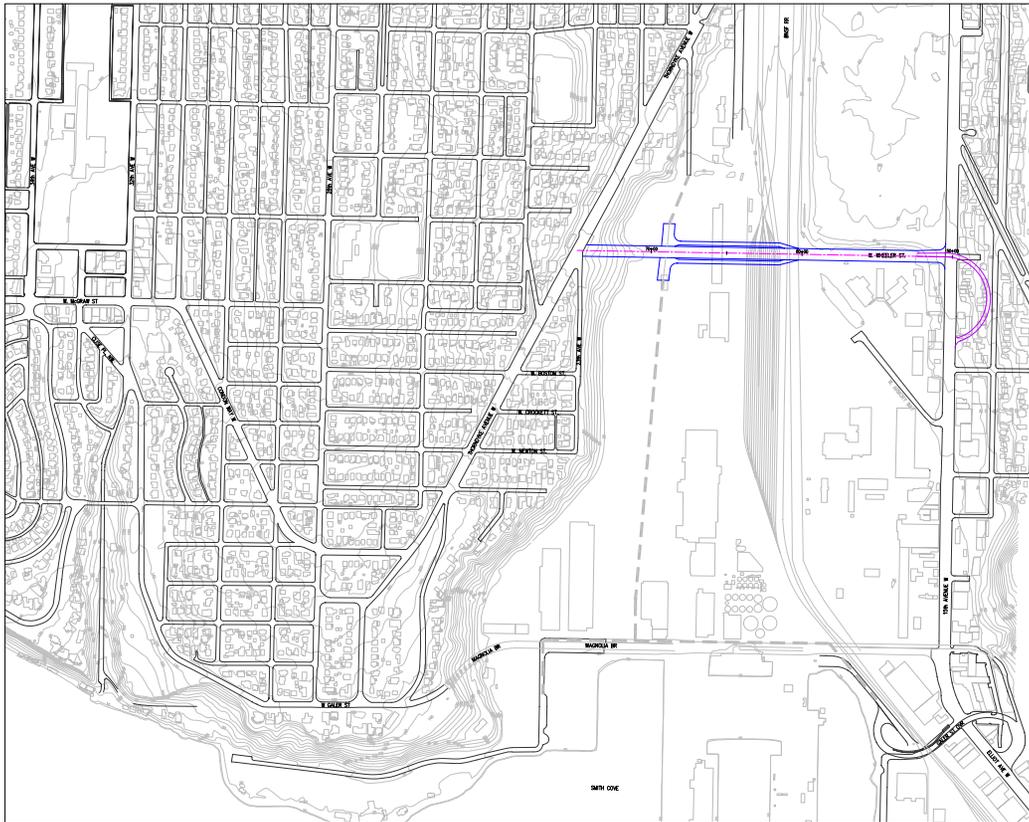


# ALIGNMENT E



--- POTENTIAL SURFACE CONNECTION

26 NOVEMBER 2002



**PROFILE**

# Alignment E

## Environmental

### Pro

- No shoreline impacts

### Con

- Potential for construction-related impacts at Wheeler flyover
- Business displacements from Wheeler Street ramp
- Single-family and multi-family residence displacements from Wheeler Street ramp

## Transportation

### Pro

- Improved access to Port property
- Possible traffic benefits along 15th Avenue
- Limited construction impacts

### Con

- Likely traffic impacts within Magnolia
- No direct access from Magnolia to waterfront
- Worse pedestrian, bicycle and emergency vehicle connections
- Railroad impacts
- Minimal 4th access

## Urban Design

### Pro

- Include Thorndyke improvement per Olmsted plan
- Interbay retains connection to the water and large parcelization

### Con

- Ramps impact land use along 15th Avenue corridor
- Does not encourage transit-oriented development

## Cost

### Pro

- Medium construction costs
- Low mitigation costs

### Con

- Highest Right-of-way costs
- Highest relocation costs

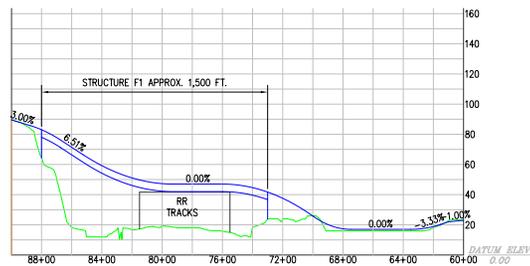
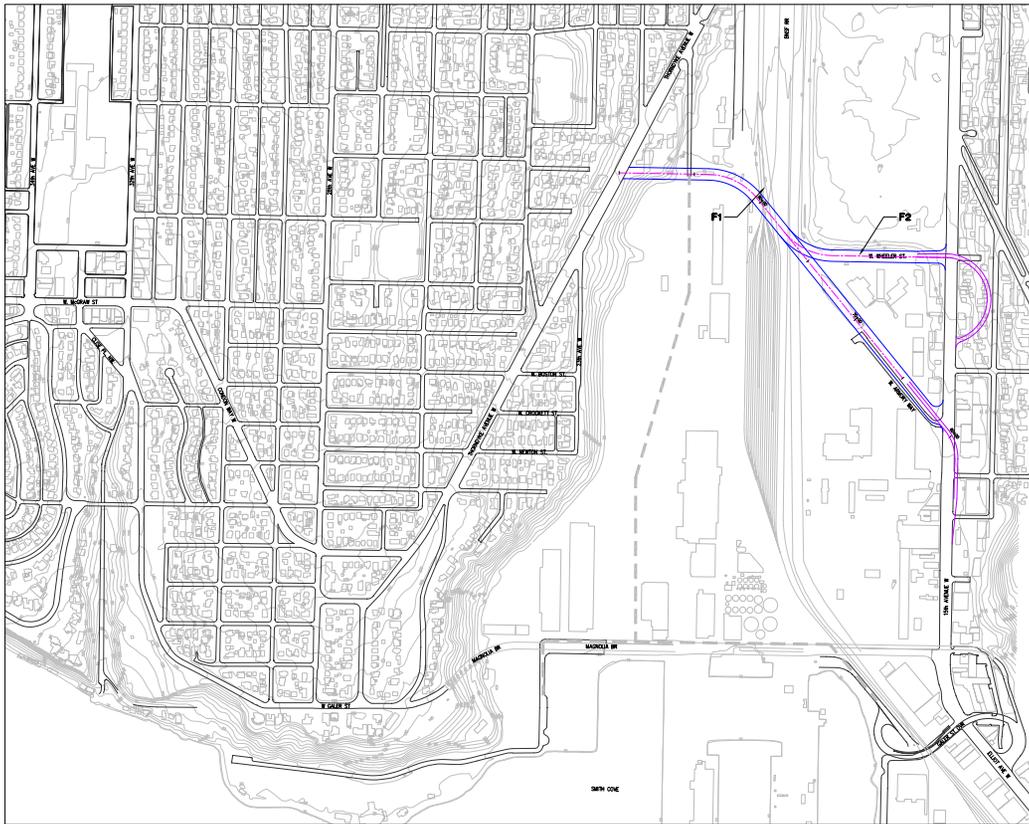


# ALIGNMENT F



--- POTENTIAL SURFACE CONNECTION

26 NOVEMBER 2002



**PROFILE**

# Alignment F

## Environmental

### Pro

- No shoreline impacts

### Con

- Potential for construction-related impacts at Wheeler flyover
- Business displacements from Wheeler and Armory Way ramps
- Single-family and multi-family residence displacements from Wheeler Street ramp

## Transportation

### Pro

- Possible traffic benefits along 15th Avenue
- Limited construction impacts

### Con

- Likely traffic impacts within Magnolia
- No direct access from Magnolia to waterfront
- Worse access to Port property
- Worse pedestrian, bicycle and emergency vehicle connections
- Minimal 4th access

## Urban Design

### Pro

- Original Olmsted route: include Thorndyke improvement per Olmsted Plan
- No structured impediments along water
- Port property remains contiguous

### Con

- Does not adequately support development on Port property

## Cost

### Pro

- Lowest construction costs
- Lowest right-of-way costs
- Low mitigation costs

### Con

- Highest relocation costs



Seattle Department of Transportation

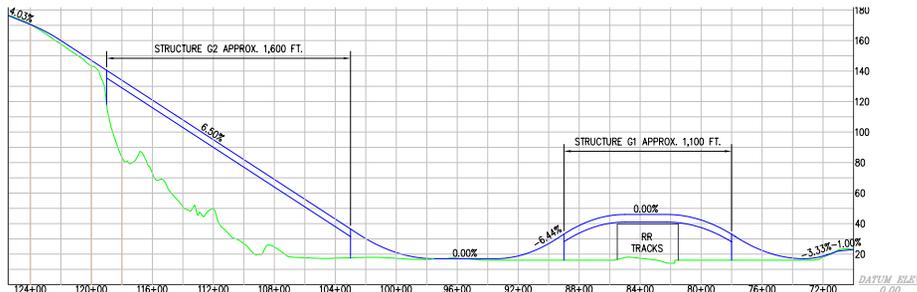
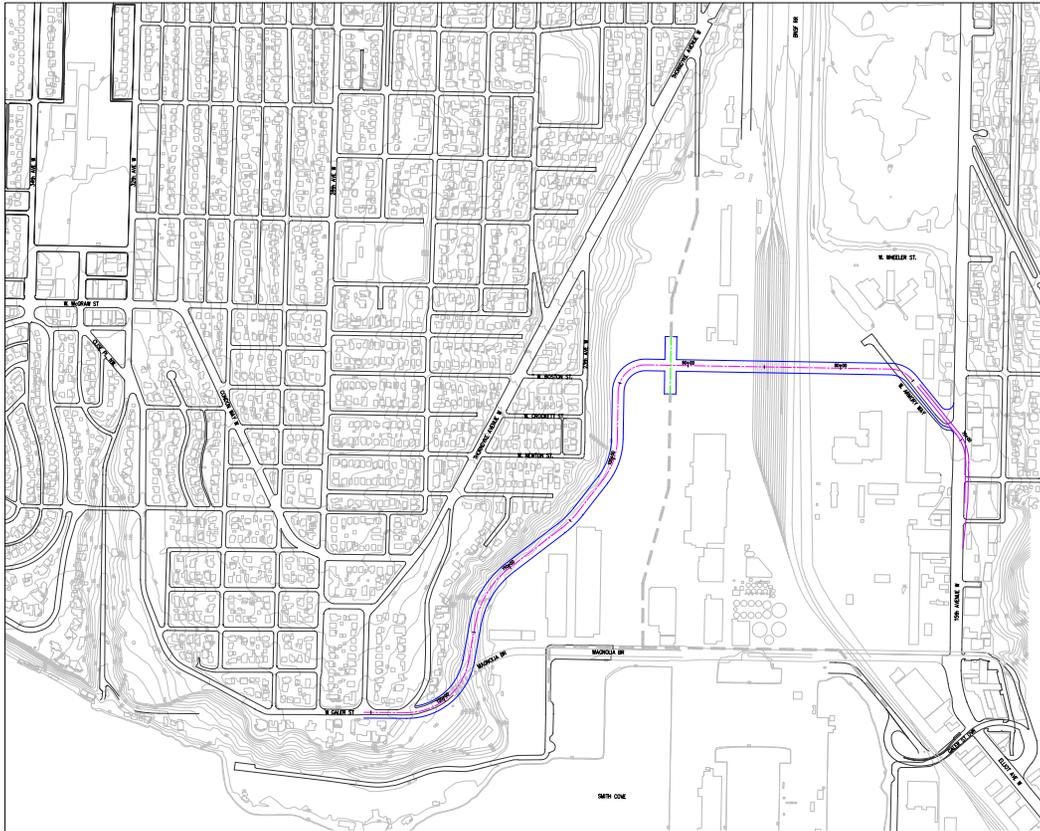
Magnolia  
**BRIDGE**  
PROJECT

# ALIGNMENT G



--- POTENTIAL SURFACE CONNECTION

26 NOVEMBER 2002



**PROFILE**

# Alignment G

## Environmental

### Pro

- No shoreline impacts
- No residential displacements identified

### Con

- Requires significant construction in steep slope areas
- Adds impervious surface along the east slope of Magnolia requiring careful control of stormwater runoff
- Business displacements from Armory Way ramp

## Transportation

### Pro

- Improved access to waterfront and Port property
- Possible traffic benefits along 15th Avenue and in Magnolia
- Bicycle connections to North/South trail
- Opportunities for 4th access

### Con

- Less direct route to Magnolia
- Railroad impacts
- Need to reroute transit
- Some bridge closures during construction

## Urban Design

### Pro

- Central access for Port property

### Con

- Ramps impact land use along 15th Avenue corridor
- Greenbelt is impacted

## Cost

### Pro

- Medium construction costs
- Low relocation costs

### Con

- Highest right-of-way costs
- High mitigation costs



Seattle Department of Transportation

Magnolia  
**BRIDGE**  
PROJECT

# ALIGNMENT H



--- POTENTIAL SURFACE CONNECTION

26 NOVEMBER 2002



**PROFILE**

# Alignment H

## Environmental

### Pro

- No shoreline impacts
- No residential displacements identified

### Con

- Potential for construction-related impacts at Wheeler-Thorndyke connection
- Business displacements on Port property and from Armory Way ramp
- Potential at-grade crossing of existing bike route adjacent to rail yard

## Transportation

### Pro

- Two access points to Magnolia
- Possible traffic benefits along 15th Avenue and in Magnolia
- Improved bicycle connections
- Improved emergency vehicle access

### Con

- Worse access to waterfront and Port property from 15th Avenue
- Railroad impacts
- Need to reroute transit
- Some bridge closures during construction

## Urban Design

### Pro

- Choices will reduce unnecessary traffic on bluff and Thorndyke
- Good entry to Magnolia
- Encourages cluster development

### Con

- Ramps impact land use along 15th Avenue corridor

## Cost

### Pro

- Lowest mitigation costs

### Con

- High construction costs
- High right-of-way costs
- High relocation costs

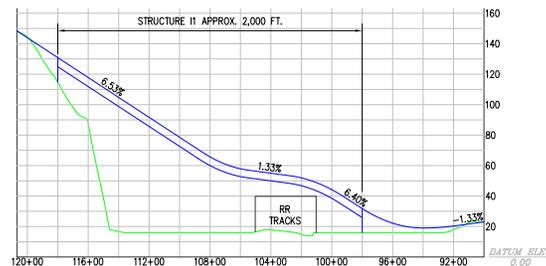
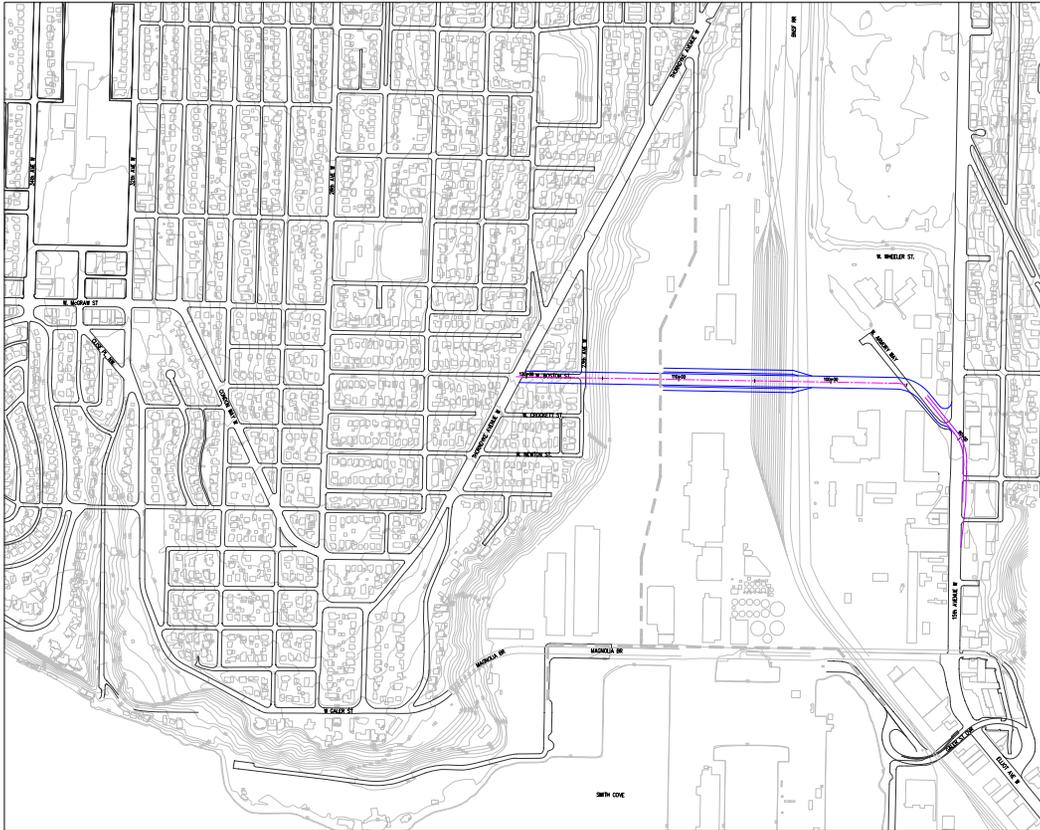


# ALIGNMENT I



--- POTENTIAL SURFACE CONNECTION

26 NOVEMBER 2002



**PROFILE**

# Alignment I

## Environmental

### Pro

- No shoreline impacts
- Minimal impacts to bike routes due to elevated crossings

### Con

- Potential for construction-related impacts at Boston-Thorndyke connection
- Business displacements from Armory Way ramp
- Potential multi-family residence displacement at the Boston-Thorndyke connection

## Transportation

### Pro

- Good access to Magnolia
- Possible traffic benefits along 15th Avenue
- Opportunities for 4th access
- Limited construction impacts

### Con

- No direct access from Magnolia to waterfront
- Traffic impacts within Magnolia
- Worse pedestrian and bicycle connections
- Need to reroute transit and emergency vehicles
- Railroad impacts

## Urban Design

### Pro

- Parcelization of Port property is workable

### Con

- Heavy localized neighborhood impacts along Boston
- Ramps impact 15th Avenue corridor

## Cost

### Pro

- Medium construction costs
- Low right-of-way costs
- Low mitigation costs

### Con

- High relocation costs

