Section 4(f)
Final Evaluation

February 2015

Seattle Department of Transportation

Magnolia Bridge Replacement

City of Seattle

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Background

The Seattle Department of Transportation (SDOT) has planned to replace the Magnolia Bridge since the February 28, 2001 Nisqually earthquake damaged the west end of the bridge beyond repair[1]. In 2002, SDOT began a Type, Size, and Location (TSL) study to fully evaluate the condition of the bridge and to identify bridge replacement options for further consideration. Twenty-five concepts were developed and screened against project goals and objectives and the project Purpose and Need statement. Incorporating comments from interested and affected parties, agencies, the Tribes and the general public the screening process resulted in the selection of five alternatives, including a No-Action Alternative, to be evaluated in an Environmental Assessment (EA).

In 2007 SDOT submitted a Draft EA and fourteen environmental discipline reports (DRs) including a Draft Historic, Cultural and Archaeological Resources DR (2006) and a Draft Public Land/Section 4(f) DR (2004). The Draft Historic, Cultural and Archaeological Resources DR was submitted to the Washington Department of Archaeology and Historic Preservation (DAHP) for consultation and the Section 106 process was completed.

At that time, twenty buildings or structures were identified in the project area that met criteria for listing in the National Register of Historic Places (NHRP). Of those twenty resources, five were found to be significant (See Table 1). The remaining fifteen were thought to be eligible for listing in the NHRP however, after consultation with DAHP they were determined not eligible for listing (See Appendix A for DAHP Concurrence Letter).

Table 1 NRHP-Eligible Historical Buildings and Structures as of 2006

Field ID#	Address or Name	Date of Construction	NRHP Eligibility (Criteria)
3	Admiral's Residence	1944	A,C
5	Holland America Cruise Line Terminal (Formerly Building #40)	1940	C
9	Snider Petroleum Warehouse Building Port of Seattle	1925	C
17	Immunex Complex building 1280 16th Avenue West[2]	1966	B,C
27	Snider Petroleum, Pump House, Port of Seattle	1929	A

[1] Nearly half of the original concrete braces on the west portion of the bridge were replaced with steel bracing. In addition a partial seismic retrofit of the single-span bridge structure over 15th Avenue West was completed in 2001.

[2] The Immunex Complex was demolished in 2007.

Between 2007 and 2013 the project was put on hold and the Section 4(f) process remained incomplete. However, in 2013, SDOT, reinitiated the project's environmental process and began updating the EA and supporting documentation. To update the 2006 Draft Historic, Cultural and Archaeological Resources DR, a new cultural resources/historic structures inventory was completed. Results of the new inventory indicated that the Immunex Complex building had been demolished and the Holland America Cruise Line Terminal (Site 5, Building #40) and Snider Petroleum Pump House (Site 27) were no longer eligible for listing in the NHRP as a result of building alteration and changes in site context. DAHP was consulted and concurred with these findings (See Appendix A – 2014 concurrence letter). The Admiral's Residence and the Snider Petroleum Warehouse Building remain eligible for listing in the NRHP.

The updated Draft Historic, Cultural and Archaeological Resources DR and Draft Public Land/Section 4(f) DR serve as the basis for this Draft Section 4(f) Evaluation.

Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 U.S.C. §303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

The Section 4(f) regulation requires that the proposed transportation *use* of any land from a significant publicly owned public park, recreation area, wildlife and waterfowl refuge, or public or private historic site that is on or eligible for the National Register of Historic Places (NRHP), be avoided, if avoidance is feasible and prudent, before any U.S. DOT funding or approvals can be granted. Additionally, a full evaluation of measures to minimize harm to that property must be made and documented.

In general, a Section 4(f) *use* occurs when 1) Section 4(f) land is permanently incorporated into a transportation facility; 2) when there is a temporary occupancy of Section 4(f) land that is adverse in terms of the Section 4(f) preservationist purposes and 3) when Section 4(f) land is not incorporated into the transportation project, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (constructive use).

This Section 4(f) Evaluation describes Section 4(f) resources in vicinity of the Magnolia Bridge, use of those resources by the Preferred Alternatives (PA) and other build alternatives, avoidance alternatives, measures to minimize harm, an analysis of least overall harm and a description of coordination efforts to protect Section 4(f) resources.

Purpose and Need

The Magnolia Bridge provides an important link between the Magnolia community, home to approximately 20,000 people, and the rest of Seattle. It is one of only three bridges providing access in and out of Magnolia. The other two bridges are both north of the Magnolia Bridge located at West Dravus Street and West Emerson Street (See Figure 1).

The Magnolia Bridge provides the only road access to the land between the Port of Seattle Terminal 91, Smith Cove Playfield, and the Elliott Bay Marina. This area is part of the Interbay Industrial Area and houses Port operations and numerous maritime businesses.

The purpose of the project is to replace the existing bridge, its structures, approaches, and related street connections to maintain access to the Magnolia Community, the Port of Seattle Terminal 91, Smith Cove Playfield, and the Elliott Bay Marina[3]. The Magnolia Bridge is need of replacing due to its age, condition, and the poor soils surrounding the bridge, it is at risk of failure during a seismic event.

Loss of the use of the bridge would limit access to the Magnolia community and increase traffic on both West Dravus and West Emerson streets resulting in increased delays throughout the corridor. Not only would general traffic be delayed, but emergency

[3] The full text of the project Purpose and Need Statement can be found in the *Magnolia Bridge Replacement Project Cultural, Historic and Archaeological Resources Discipline Report.*

response would be increased. Loss of the bridge would mean loss of access to businesses and recreational facilities south of the bridge.

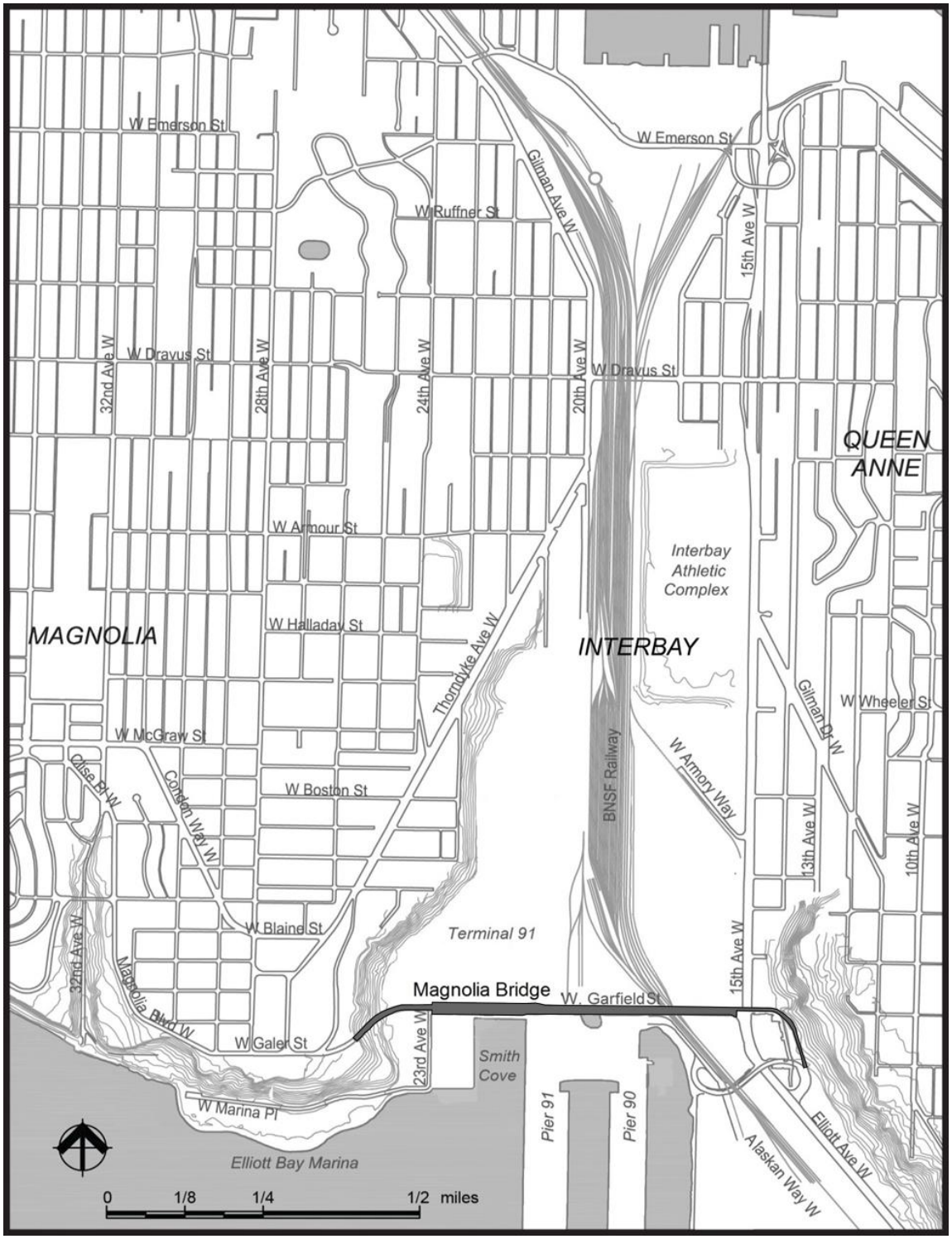

Figure 1 – Location of Existing Magnolia Bridge

Summary

There are eleven Section 4(f) resources in the vicinity of the Magnolia Bridge. They include nine parks and recreational resources and two historic resources. They are listed below and shown in Figure 7 (See page 18).

Parks and Recreation Resources

1. Smith Cove Park Waterfront Site
2. Smith Cove Playfield
3. Ursula Judkins Viewpoint
4. Smith Cove Open Water Park
5. Centennial Park
6. Thorndyke Park and Magnolia Way West
7. Magnolia Greenbelt
8. Magnolia Park
9. SW Queen Anne Greenbelt

Historic Resources

10. The Admiral's House
11. Snider Petroleum Warehouse, Port of Seattle (Building 9)

Of the eleven Section 4(f) resources in the project area construction and operation of the PA would result in use of three properties:

- Smith Cove Playfield and Ursula Judkins Viewpoint - *de minimis* use.
- Admiral's House property - permanent incorporation via an aerial easement for the bridge span.

During construction the Magnolia Way West/West Galer Street Intersection would be temporarily occupied for a period of 1-2 months.

The project would not touch Centennial Park, Smith Cove Waterfront Site, Smith Cove Open Water Front Park, Snider Petroleum Warehouse, Thorndyke Park the SW Queen Anne Greenbelt, the Magnolia Greenbelt or Magnolia Park. No property acquisitions or temporary occupancy of these Section 4(f) resources is required.

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Description of Alternatives

The development of the Magnolia Bridge Replacement Project Preferred Alternative (PA) was the result of a lengthy planning process. It began with the development of twenty-five (25) alignment options by the project team. These options were narrowed to nine alignments by applying 'fatal flaw' criteria and evaluating whether the option met the project's goals and Purpose and Need. After the initial screening process nine (9) alignments remained. Bridge approaches were added and the alignments were developed into nine alternatives for public review and comment.

A second tier of screening based on environmental, traffic, urban design and cost criteria was completed and four alternatives (A, B, D and H) were moved forward for detailed environmental analysis. After completion of additional technical review, former Mayor Nickels requested that SDOT eliminate Alternative B from further consideration citing environmental, permitting, and legal obstacles. SDOT later removed Alternative H from consideration because review of traffic operations found that the option would be unable to handle the future forecasted traffic demand and therefore would not meet the project's Purpose and Need. This left two build alternatives (A and D) for further consideration.

Because SDOT wanted to evaluate at least three alternatives, the agency added a version of Alternative C, the next best alternative evaluated during earlier steps in the process. Alternative C provided a unique surface/structure combination significantly different from Alternatives A and D. At a later date, in response to public input, SDOT decided to also evaluate a Rehabilitation Alternative. In 2006, the City identified Alternative A as the PA.

The following section briefly describes the five alternatives considered for the project:

- No-Build Alternative
- Alternative A (Preferred Alternative)
- Alternative C
- Alternative D
- Rehabilitation Alternative

More detailed information on development and screening of alternatives for the Magnolia Bridge Replacement Project can be found in the *Magnolia Bridge Replacement Project Environmental Assessment* (EA) Chapters 3 – Developing the Alternatives and the *Magnolia Bridge Type, Size and Location Study Alignment Report* (Appendix B).

No Build Alternative

The No Build Alternative, shown in Figure 2, would maintain the existing bridge structure in place, with the existing connections at the east and west ends. Long-term strategies for maintaining the existing structure would be required for the No Build Alternative. To keep the existing bridge in service for 10 years or more, the following would need to be accomplished:

- Continued in-depth bridge inspection and establishment of a long-term maintenance program.
- Concrete repairs that could include epoxy injection of cracks, repair of spalled concrete, and replacement of deficient concrete.
- Preservation measures to slow corrosion of the reinforcement. These measures could include a cathodic protection system.
- Any structural elements that lack the capacity to carry a tractor-trailer truck with a 20-ton gross trailer weight would need to be identified, modeled, and strengthened.

Alternative A (Preferred Alternative)

Alternative A would replace the existing bridge with a new structure immediately south of the existing bridge as shown in Figure 3. The alternative would construct a half-diamond interchange at 23rd Avenue West with ramps to and from the east providing access from the bridge's mid-span to the waterfront and the Port of Seattle's upland property. Connections at the east and west ends of the bridge would be similar to the existing bridge.

Alternative C

Alternative C would require construction of 2,200 feet of new surface roadway within the Port of Seattle Terminal 91 North Bay property between two structures as shown in Figure 4. The alternative alignment would descend from Magnolia Bluff on a structure running along the toe of the slope. The alignment would reach the surface while next to the bluff before turning east to an intersection with the north-south surface street. The alignment would continue east from the intersection, then turn south along the west side of the BNSF rail yard. The alignment would then turn east to cross the railroad tracks above grade and connect to 15th Avenue West.

Alternative D

Alternative D would construct a new bridge north of the existing bridge as shown in Figure 5. Connections at the east and west ends of the bridge would be similar to the existing bridge. This alternative would construct a signalized, elevated intersection in the bridge's mid-span to provide access to the waterfront and Port of Seattle Terminal 91 North Bay property from both the east and west.

Rehabilitation Alternative

The Rehabilitation Alternative as shown in Figure 6 maintains the existing bridge alignment and replaces all of the bridge deck, sidewalk, and barriers in order to bring the bridge up to current design standards. The remaining columns and foundations between the railroad tracks and Magnolia Bluff are strengthened. The existing ramps to and from the waterfront remain, but the center ramps to Terminal 91 are removed.

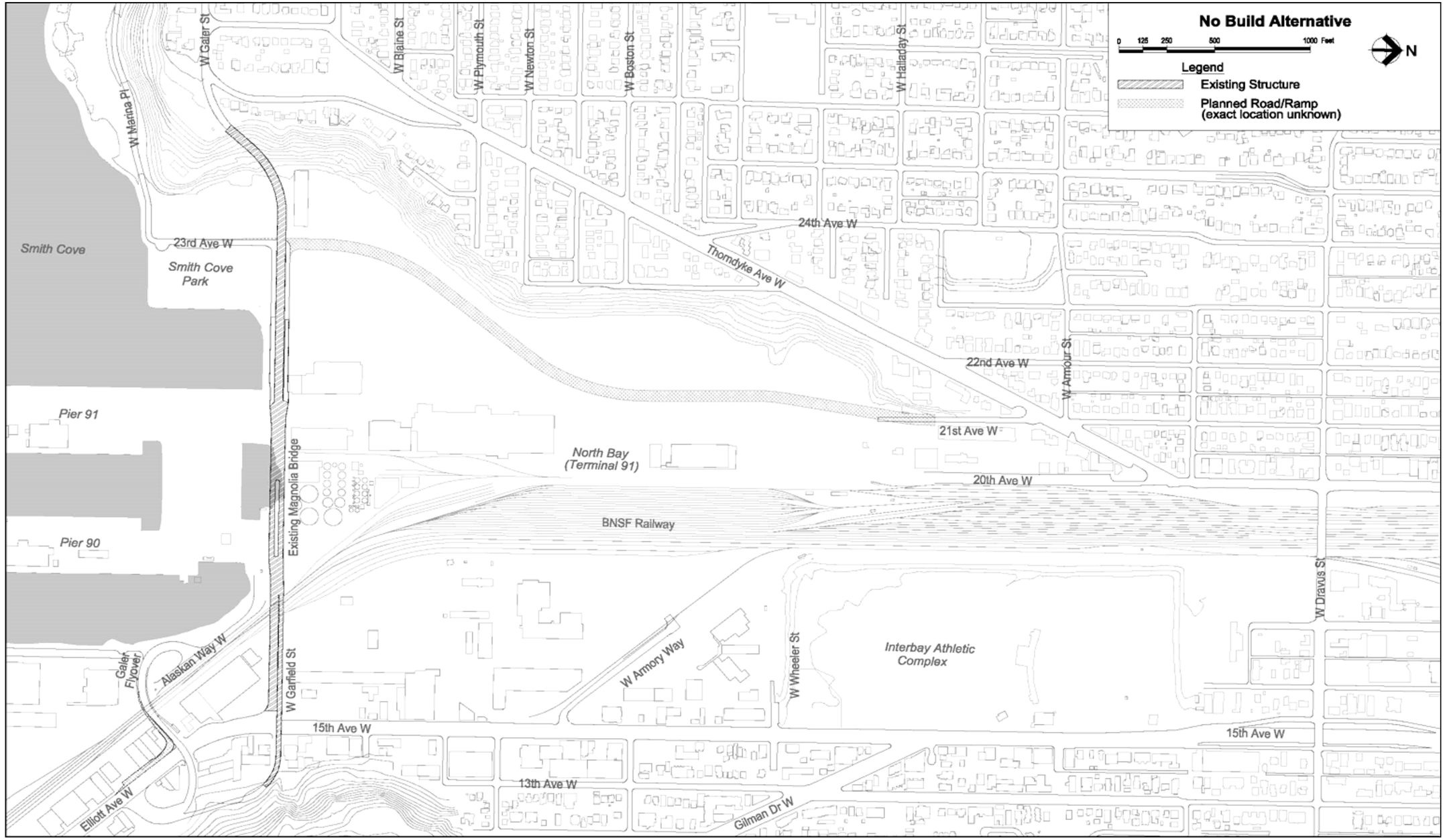

Figure 2 No Build Alternative

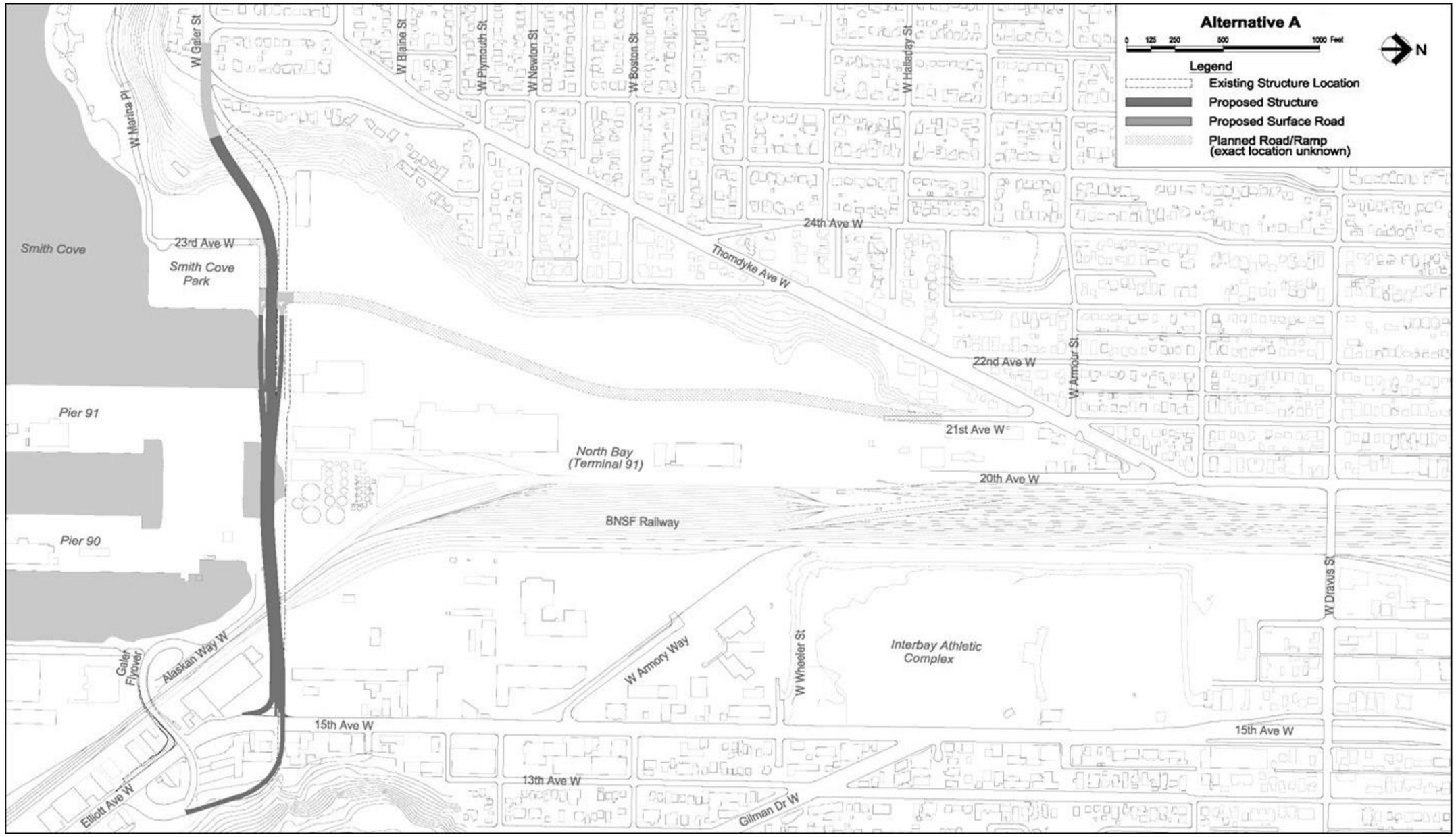

Figure 3 Alternative A – (Preferred Alternative)

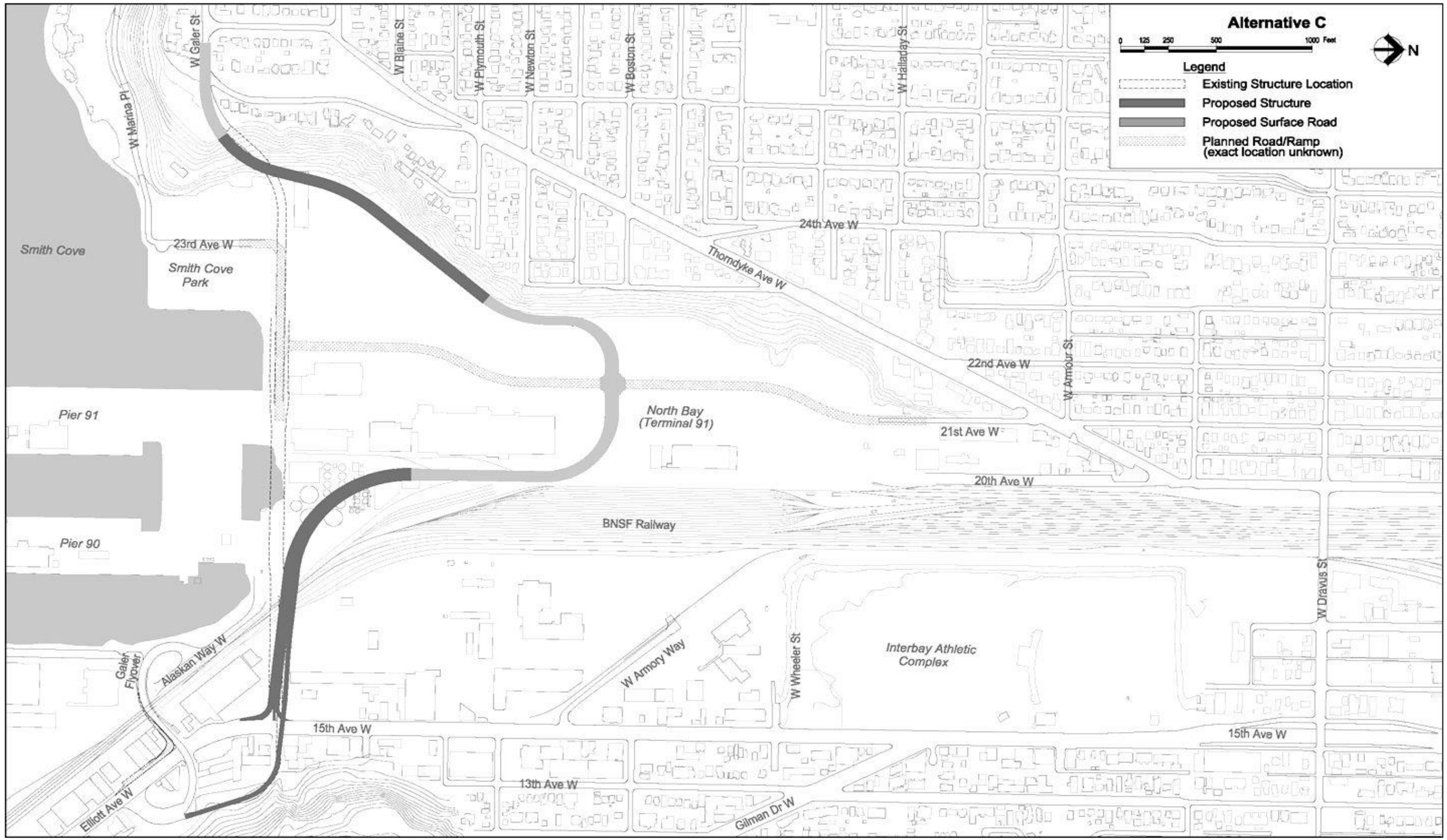

Figure 4 Alternative C

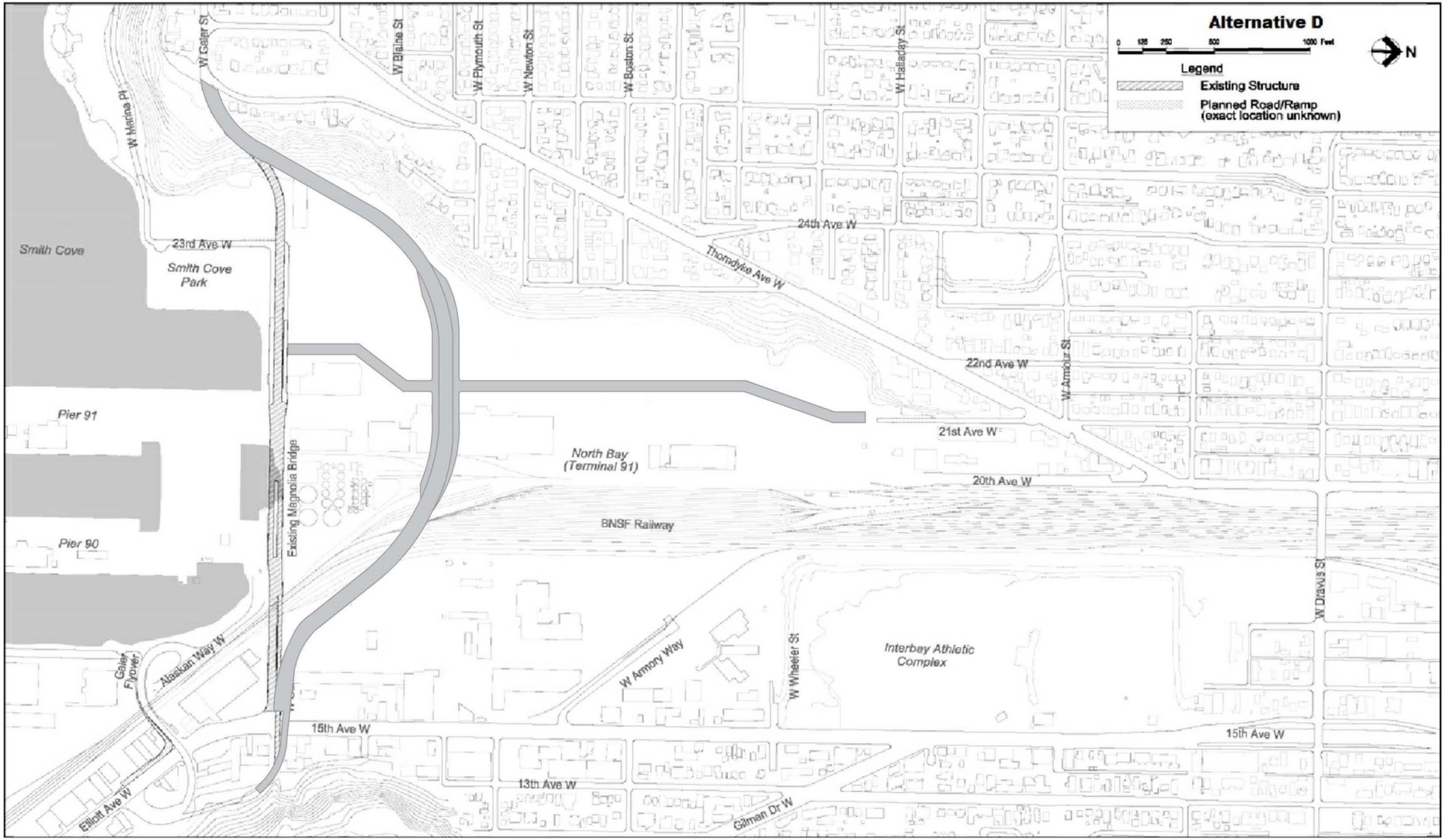

Figure 5 Alternative D

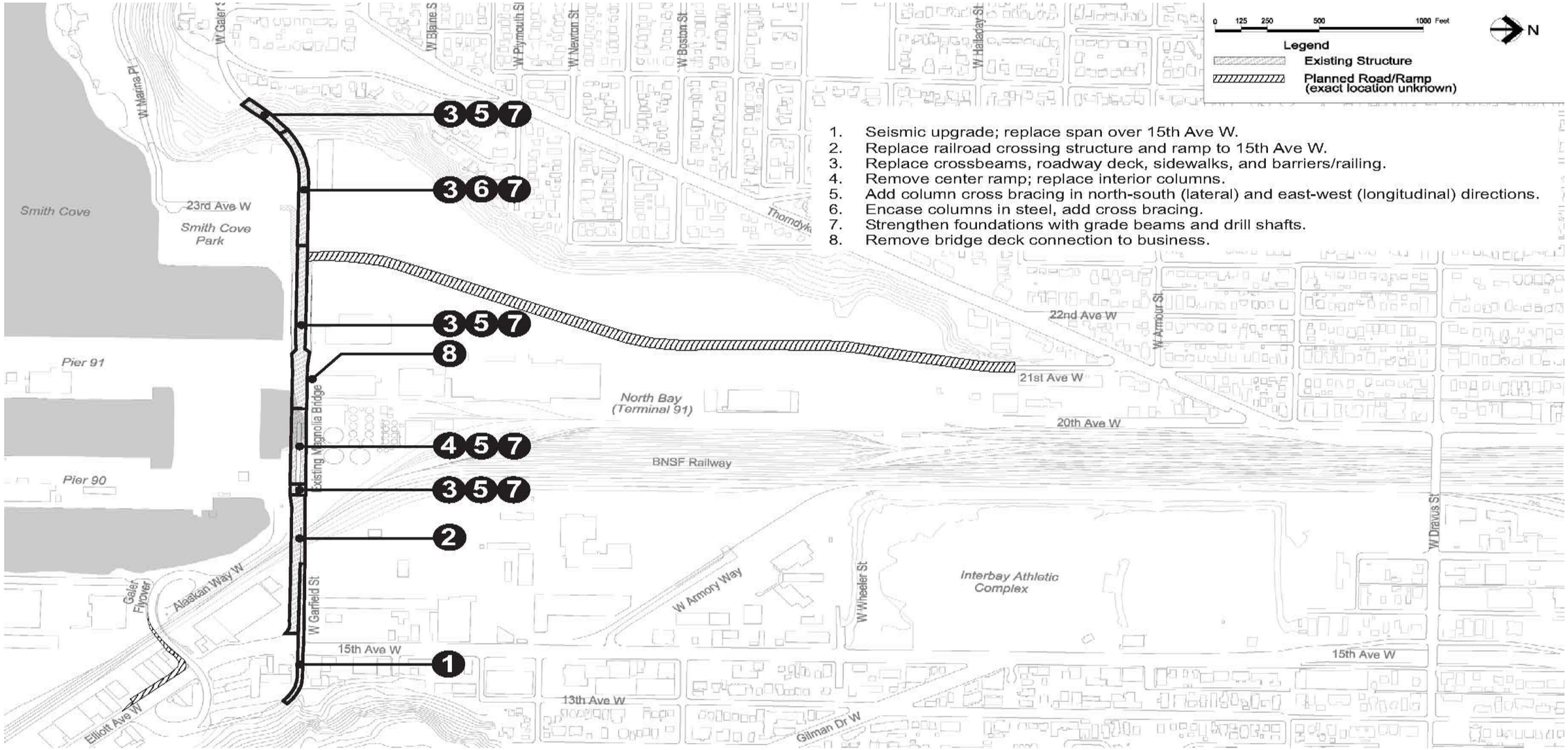

Figure 6 Rehabilitation Alternative

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Methods

The Section 4(f) evaluation was prepared consistent with the guidelines contained in Section 457 of the Washington State Department of Transportation (WSDOT) Environmental Procedures Manual (2013), Chapter 24.39(c) of the WSDOT Local Agency Guidelines, FHWA Section 4(f) Policy Paper (FHWA 2012), and FHWA Section 4(f) Tutorial (FHWA 2014).

Studies and Data Sources

Documents and data sources reviewed for this report include:

- City of Seattle GIS data for parcels and parks in the study area
- The Seattle Department of Parks and Recreation Parks (Parks) Legacy Plan
- The Seattle Department of Parks and Recreation Action Plan 2009, 2014
- Interviews with representatives from Seattle Parks Department
- Magnolia Bridge Replacement Project – Draft Historic, Cultural, and Archaeological Resources Discipline Report (2006 and 2013 update)
- City of Seattle Landmarks Preservation Board, Landmark Nomination Form for Admiral's House. Submitted by Mimi Sheridan, May 12, 2010
- City of Seattle, Ordinance 124135 for Admiral's House historic preservation. Effective April 15, 2013
- Admiral's House easement and covenants 2013
- Library and archival sources for background information on prehistoric and ethno-historic use of the area, including archaeological site forms, cultural resource reports, maps, historic inventory forms, and National Register of Historic Places (NRHP) nomination forms archived at DAHP in Olympia, Washington
- Literature, reports, and maps on file at the University of Washington, the Seattle Public Library, the Museum of History and Industry, Puget Sound Archives, King County, and the Seattle Landmark Office
- Historic primary source materials to assess the potential for archaeological resources and to research historical contexts, including Sanborn fire maps, General Land Office (GLO) maps, King County Tax Assessor rolls, R. L. Polk and Company city directories, newspapers, and historic photographs
- 7.5-minute quadrangle maps of the study area and geotechnical boring logs for geomorphic features and areas of potential archaeological and historical sensitivity
- Interviews and meetings with representatives from DAHP, SDOT, Department of Neighborhoods, Historic Preservation Office, and the City Intergovernmental Affairs Office
- Review of WISAARD database (2013)
- Historic Properties Survey of Farwest Liquidation Site Telecom Installation 1461-1465 Elliott Ave W, Seattle (2013, Askin, T.)

- Results of Archaeological Fieldwork, Berth M Apron Replacement, Seattle (2007, Hodges, C.)
- Letter to Jason Jordan Regarding Results of Archaeological Fieldwork, Pier 91 Berth Dredging, Seattle (2007, Hodges, C.)
- Archaeological Site Assessment of Sound Transit's Sounder: Everett to Seattle Commuter Rail System, King and Snohomish Counties (2006, Juell, K.)

Description of Section 4(f) Resources

This chapter describes the eleven Section 4(f) resources in the vicinity of the Magnolia Bridge. They include nine parks and recreational resources and two historic resources and are shown in Figure 7.

Parks and Recreation Resources

1. Smith Cove Park Waterfront Site
2. Smith Cove Playfield
3. Ursula Judkins Viewpoint
4. Smith Cove Open Water Park
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6. Thorndyke Park and Magnolia Way West
7. Magnolia Greenbelt
8. Magnolia Park
9. SW Queen Anne Greenbelt

Historic Resources

10. The Admiral's House
11. Snider Petroleum Warehouse, Port of Seattle (Building 9)

There are no significant wildlife or waterfowl refuges or known archaeological sites in vicinity of the project.

Parks and Recreation Section 4(f) Resources

Smith Cove Properties

The Smith Cove Properties are located on the western end and south of the existing bridge (See Figure 8). They consist of four distinct neighborhood parks: Smith Cove Park Waterfront Site, Smith Cove Playfield, the Ursula Judkins Viewpoint and the Smith Cove Open Water Park. All four properties are owned and maintained by the City of Seattle Department of Parks and Recreation (Parks).

Smith Cove Park Waterfront Site

The Smith Cove Park Waterfront Site (Smith Cove Park at Terminal 91) is a 1.1 acre neighborhood park that includes a public waterfront area. The site is accessible from 23rd Avenue West via the Magnolia Bridge. On-street parking is available along 23rd Avenue West. The Smith Cove Playfield parking lot is across the street. Park hours of operation are from 6 a.m. to 9 p.m. The Smith Cove Park Waterfront Site provides public shoreline access, benches, picnic tables, and views of Elliot Bay.

Smith Cove Playfield

The Smith Cove Playfield includes 4.93 acres of property along 23rd Avenue West. It is part of a larger parcel currently bisected by the Magnolia Bridge. The playfield lies on the southern portion of the site between the Magnolia Bridge and West Marina Place. The portion of the site north of the bridge is not accessible to the public.

A public parking lot lies adjacent to the playfield. The playfield and parking lot are accessed via 23rd Avenue West. The hours of operation are 4:00 a.m. to 11:30 p.m.

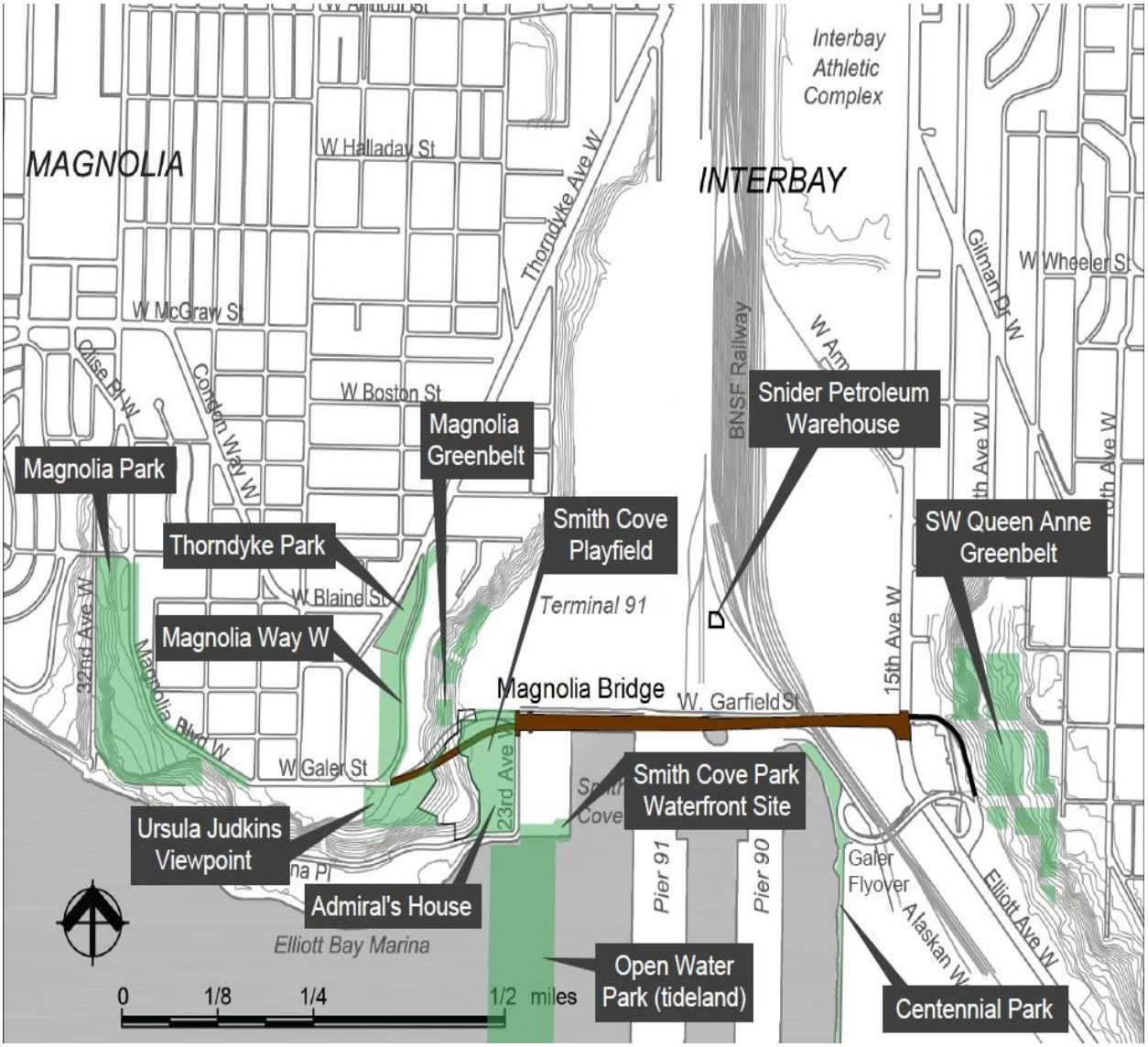

Figure 7– Section 4(f) Resources in the Project Area

Ursula Judkins Viewpoint

The Ursula Judkins Viewpoint is comprised of 2.43 acres and located immediately south of West Galer Street on the Magnolia Bluff west of the existing Magnolia Bridge. The viewpoint functions as a small neighborhood park and viewpoint. Cars, pedestrians and bicyclists access the park from West Galer Street. The park provides views of Elliott Bay, Queen Anne Hill and the north area of downtown Seattle. Park hours are from 4 a.m. to 11:30 p.m.

Adjacent to the park is a small 0.11 acre parking lot. Currently there are no defined parking spaces in the lot. However based upon typical parking space requirements of

8' wide and 14' long, the lot can reasonably accommodate up to 18 spaces (See Figure 20)[4].

A small corner of park property (0.08 acres) is currently occupied through an easement with Parks by a Federal Aviation Administration (FAA) building. The building houses navigation equipment used by training flights out of Boeing Field[5].

Smith Cove Open Water Park

Smith Cove Open Water Park includes 14.04 acres of tidelands south of Smith Cove Park Waterfront Site. These city-owned lands are approximately 440 feet wide and extend approximately 1,500 feet into Elliott Bay. Smith Cove Open Water Park provides fish and wildlife habitat. There is no formal public access to the tidelands. Park hours are from 4 a.m. to 11:30 p.m.

Centennial Park

Centennial Park is an 11-acre park owned by the Port of Seattle (Port). It is located along the east side of Smith Cove Waterway, east of Pier 90, and along the Elliott Bay shoreline in the vicinity of the Port of Seattle Terminal 86 Grain Facility. The Elliott Bay Trail, a bicycle/pedestrian facility owned by SDOT as public right-of-way, runs through the park and allows connections from the West Galer Flyover and continues south along Elliot Bay through the City of Seattle's Myrtle Edwards Park (See Figure 9). The West Galer Flyover provides vehicle, pedestrian and bicycle access to the northern portion of Centennial Park from the 15th Avenue West/Elliott Avenue west corridor. Vehicle access to the park is from the West Galer Flyover to Alaskan Way West, West Galer Street and 16th Avenue West. Angled, back-in parking is allowed on the west side of 16th Avenue West. The hours of operation of the park are from 6 a.m. to 11:30 p.m.

Thorndyke Park and Magnolia Way West

Thorndyke Park is a 1.4 acre neighborhood park located between Thorndyke Ave West and Magnolia Way West approximately 1,200 feet north of the western end of the existing bridge. It is owned by Parks, includes a walking path and provides views of Mt. Rainier and Puget Sound through the trees. It does not include a parking lot. The hours of park operation are from 4:00 a.m. to 11:30 p.m. (See Figure 10). Magnolia Way West owned by Parks runs from the northern edge of the park southward and connects with West Galer Street. It provides southern access to both Thorndyke park and neighborhood south of the park. Magnolia Way West, West Galer Street and their intersection are part of the City of Seattle boulevard system.[6] Magnolia Way West was initially platted as street right-of-way but has been was vacated to Parks, although it continues to serve as street right-of-way.

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[4] Note: This parking area is rarely used by more than 4 cars.

[5] The original FAA building on this site was demolished and replaced with the existing one in 2010. The facility is fenced off and not accessible to the public. The FAA building would need to be decommissioned and possibly relocated. Impacts to the FAA building will be addressed in the EA.

[6] A boulevard is defined by Parks as "*a linear park, established by ordinance, usually an extension or expansion of a dedicated street(s) which continues to serve as a right-of-way in addition to being park land.*" Seattle Department of Parks and Recreation Non-Park Uses of Parks Lands Policy (City Council Resolution #29475, October 1996).

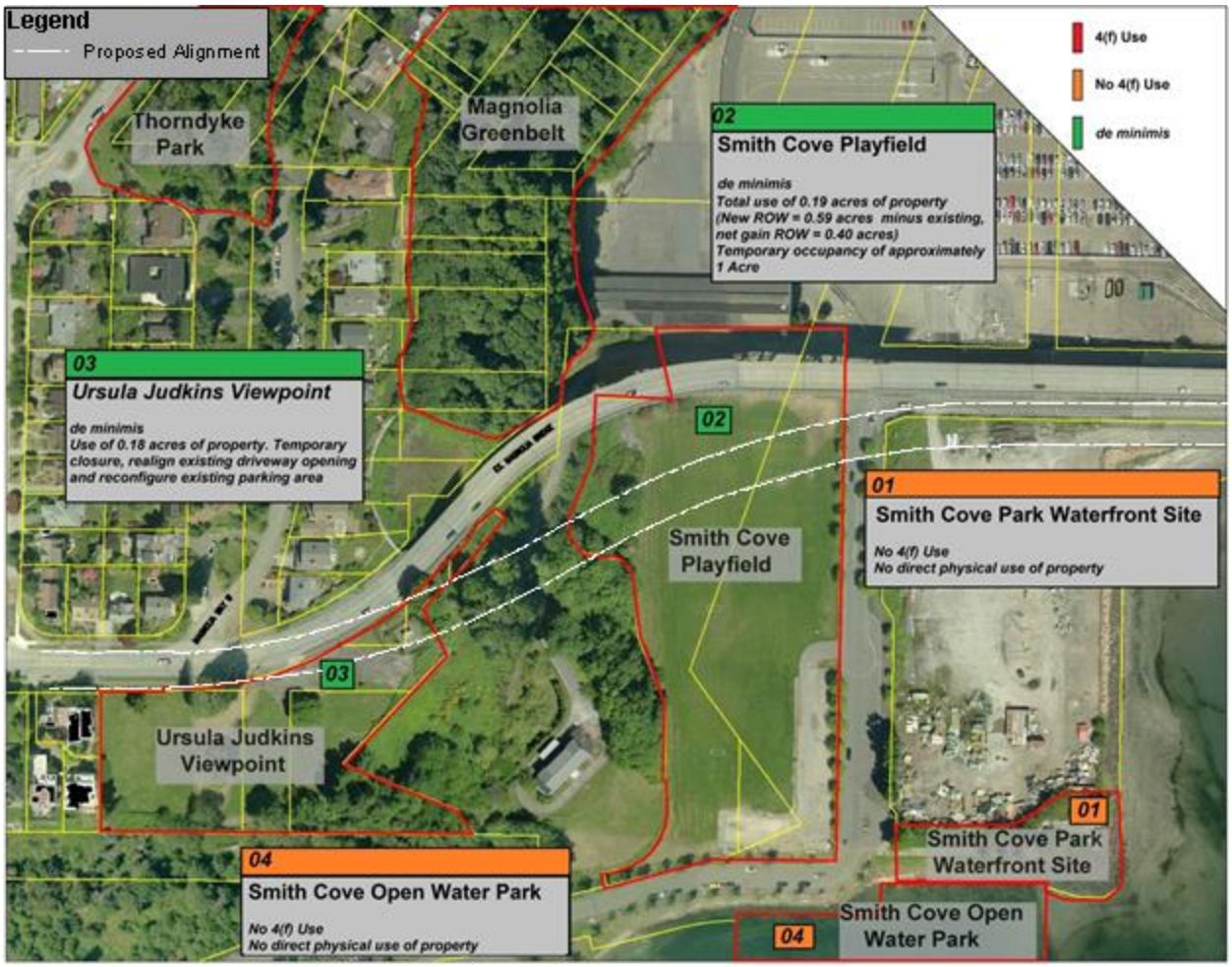

Figure 8– Smith Cove Properties

Magnolia Greenbelt

The Magnolia Greenbelt[7] consists of 2.7 acres of Parks owned land along the eastern bluff of Magnolia between W Howe St & Dartmouth Ave W[8]. The greenbelt serves as public open space. While Parks lists hours of greenbelt operation from 4:00 a.m. to 11:30 p.m., there is no public access to or through the greenbelt (See Figure10).

Magnolia Park

Magnolia Park is a 12.1 acre park owned along the western bluff of Magnolia located at1461 magnolia Blvd West. It is approximately ½ mile west of the Magnolia Bridge, provides a magnificent view of Puget Sound, includes picnic facilities, restrooms, paths, a play area and many beautiful trees. Access to the park is from Magnolia Blvd. A parking lot lies adjacent to the eastern boundary of the park. Hours of operation of the Magnolia Park are from 4:00 a.m. to 11:30 p.m., there is no public access to or through the greenbelt (See Figure11).

Southwest Queen Anne Greenbelt

The Southwest Queen Anne Greenbelt is a 35 acre urban natural area located on Queen Anne Hill east of the Magnolia Bridge. Within that area, roughly 12.5 acres between West Howe Street and West Blaine Street and 15th Ave West and 12th Ave West are owned by Parks. Most of the greenbelt is in private ownership (See Figure 12)

[7] Urban greenbelts are a part of the Parks, Recreation and Open Space Plan adopted in 1957. Greenbelts are defined as areas under public ownership or control or private ownership with some form of public interest or control left primarily in its natural state for a variety of purposes.

[8] The Magnolia Greenbelt consists of the 10 Parks owned parcels (3547900435, 3547900735, 3547900720,3547900705, 35447900695, 3547900680, 3547900650, 2325039077, 2325039024, and 2325039027). Please see Appendix E for additional information.

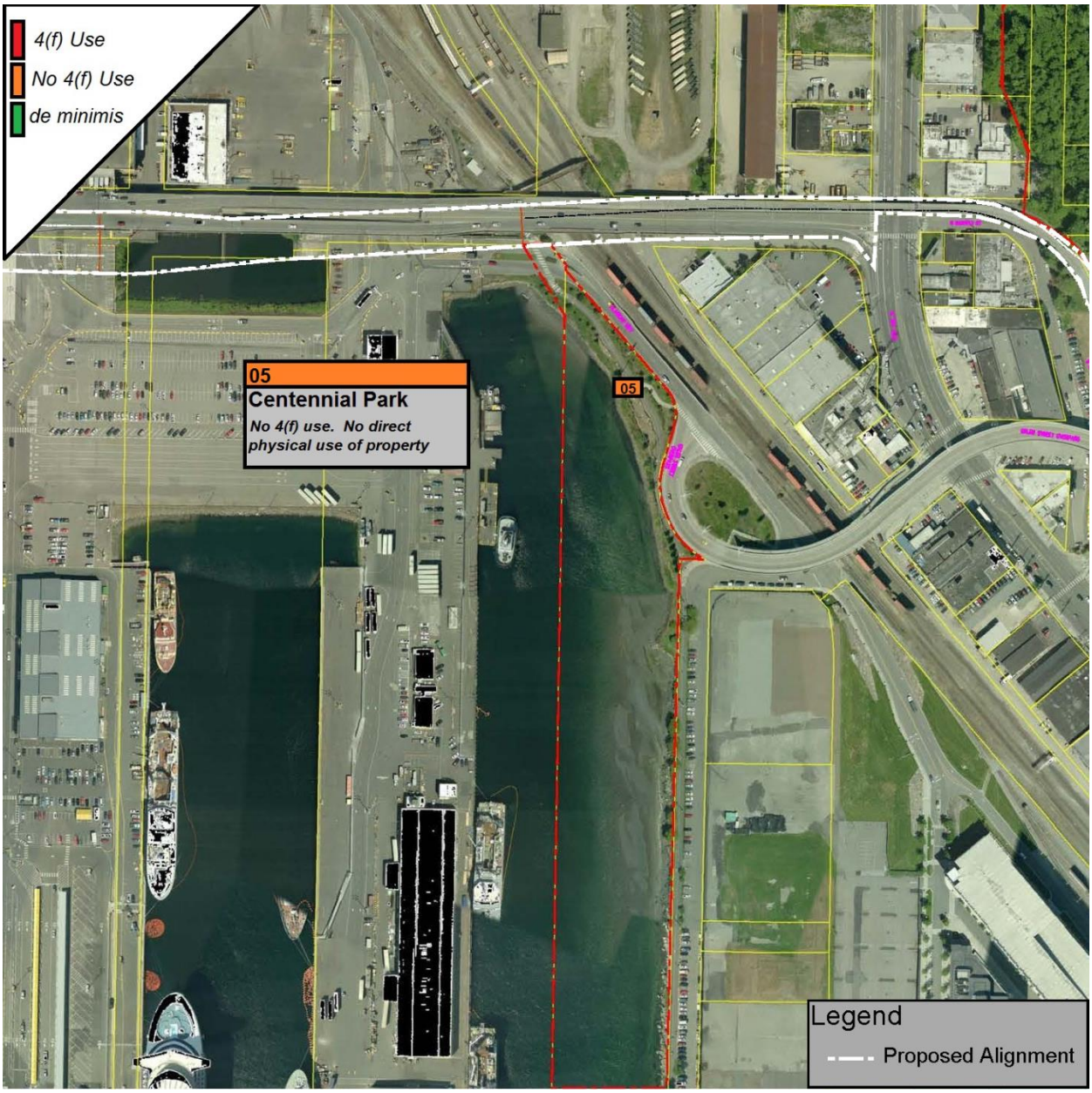

Figure 9 – Centennial Park

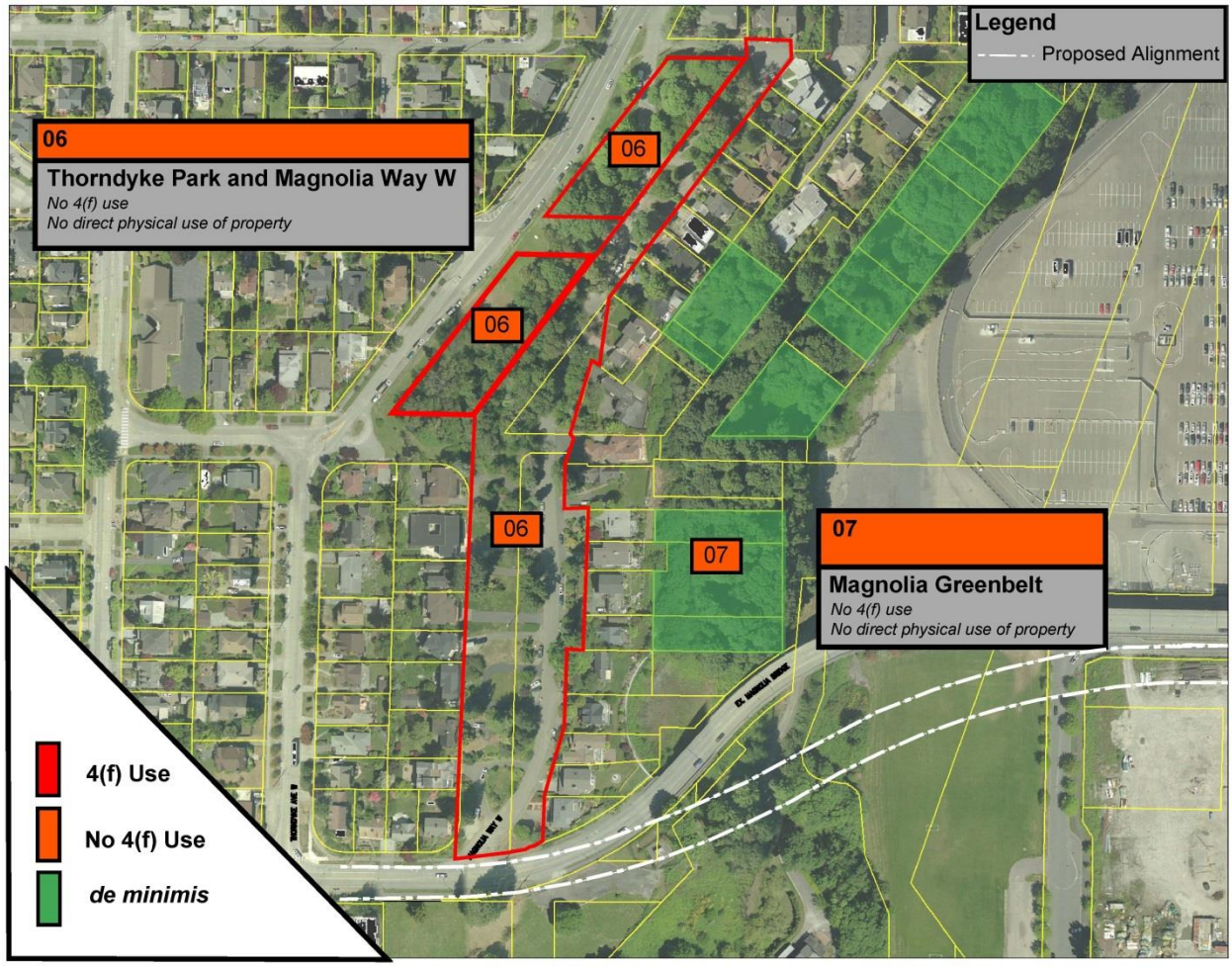

Figure 10 Thorndyke Park and Magnolia Way N and the Magnolia Greenbelt

Figure 11 – Magnolia Park

Figure 12 – SW Queen Anne Greenbelt

Historic Section 4(f) Resources

Magnolia Bridge

In 2001, SDOT and WSDOT consulted with DAHP on the status of the Magnolia Bridge. DAHP determined that while the Magnolia Bridge was a Category II bridge (having historic interest because of its age and character) it was not eligible for listing in the National Register of Historic Places (NRHP) due to extensive modification. In 2003 DAHP revisited the Magnolia Bridge's eligibility for listing in the NHRP and maintained that the bridge was not eligible. However, while not eligible, DAHP required SDOT to document the bridge with large format photography prior to its removal, and submit a new inventory form that includes large format photo-documentation (See Appendix A for 2001 and 2003 letters from DAHP).

"The Admiral's House"

The Admiral's House is located along the bluff above Smith Cove and south of the Magnolia Bridge. This two-story building, built in 1944, is 8,500 square feet in size and is accessed via a gated private driveway that passes under the existing bridge. The property is 3.89 acres (See Figure 13).

Originally known as Quarters A, this site was home of the commanding admiral and his family while stationed at Sandpoint Naval Air Station in Seattle from 1945 to 2006. The Admiral's House is listed in the NRHP, under criteria A and C, (February 2013). It is significant for its association with the U.S. Navy and its role in Seattle from World War II until the 1990s. The Admiral's House is also significant for its embodiment of the Colonial revival architecture. The property was designated as a Seattle Landmark in April, 2013 and is on the Washington Heritage Register.

The Department of the Navy entered into a public-private venture with Pacific Northwest Communities LLC (PNC) to own, operate, maintain and manage a number of Navy properties including the Admiral's House. In 2013, PNC and the Navy sold the Admiral's House to the Global Seas Company.

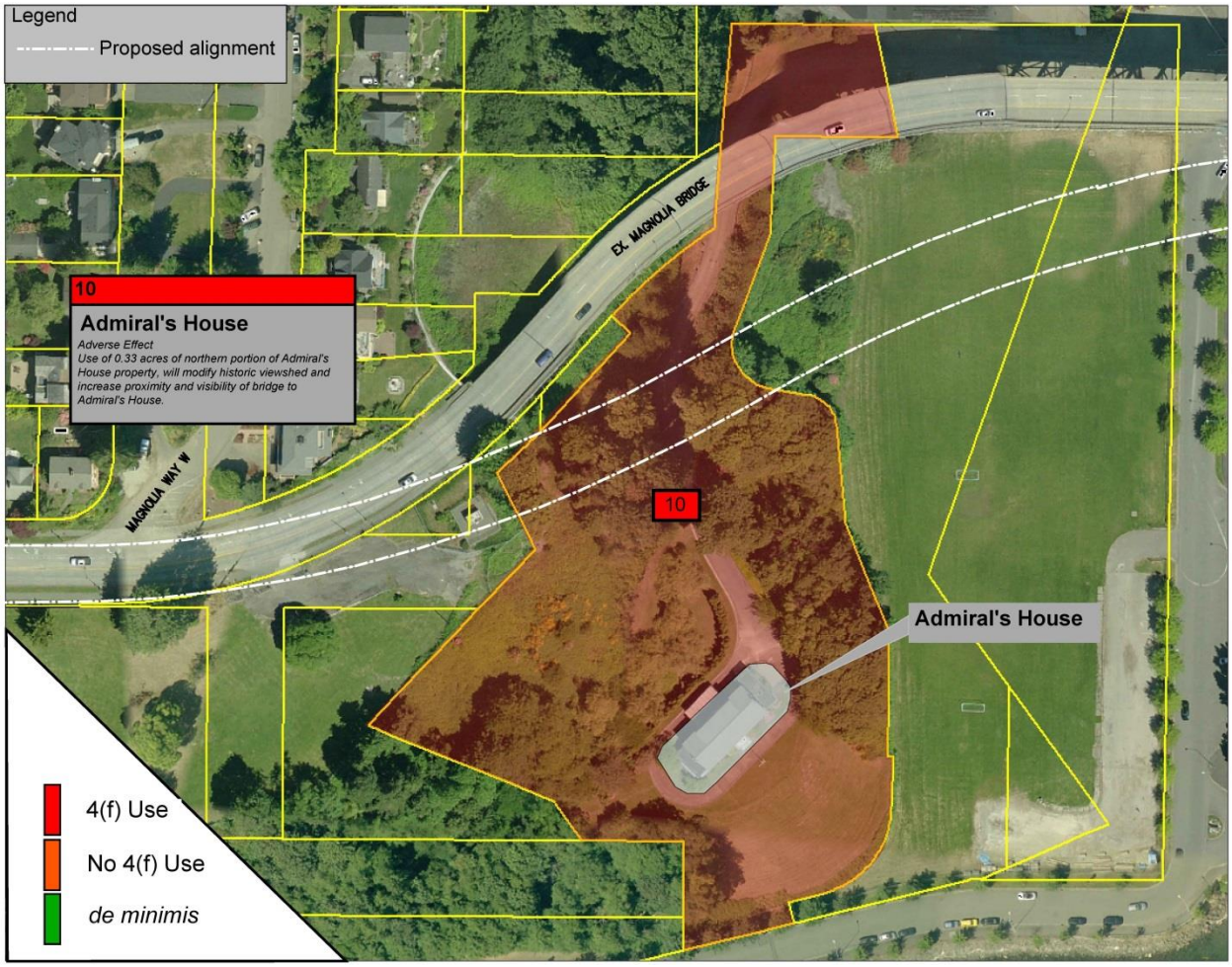

Figure 13 – The Admiral's House

Snider Petroleum Warehouse, Port of Seattle Building 9

The Snider Petroleum Warehouse built in 1925 for the Texas Company Refinery, is approximately 15,300 square feet in size and is accessed via the Terminal 91 Main Gate or East Gate (See Figure 14).

The warehouse was used to store oil drums, providing support to the U.S. Navy during World War II. In 1970, it was declared a surplus property and transferred to the Port of Seattle. Several of the buildings and all of the storage tanks associated with the refinery have been demolished. The petroleum warehouse is still present. Snider Petroleum no longer occupies this building.

In 2005, the building was recommended eligible for listing in the NRHP under Criterion C for its architectural characteristics. Since that time, few modifications have occurred. Although the building has lost its integrity of setting and association, the building retains its distinctive architectural characteristics, and is still eligible for listing in the NRHP under Criterion C. The Snider Petroleum Warehouse is owned by the Port.

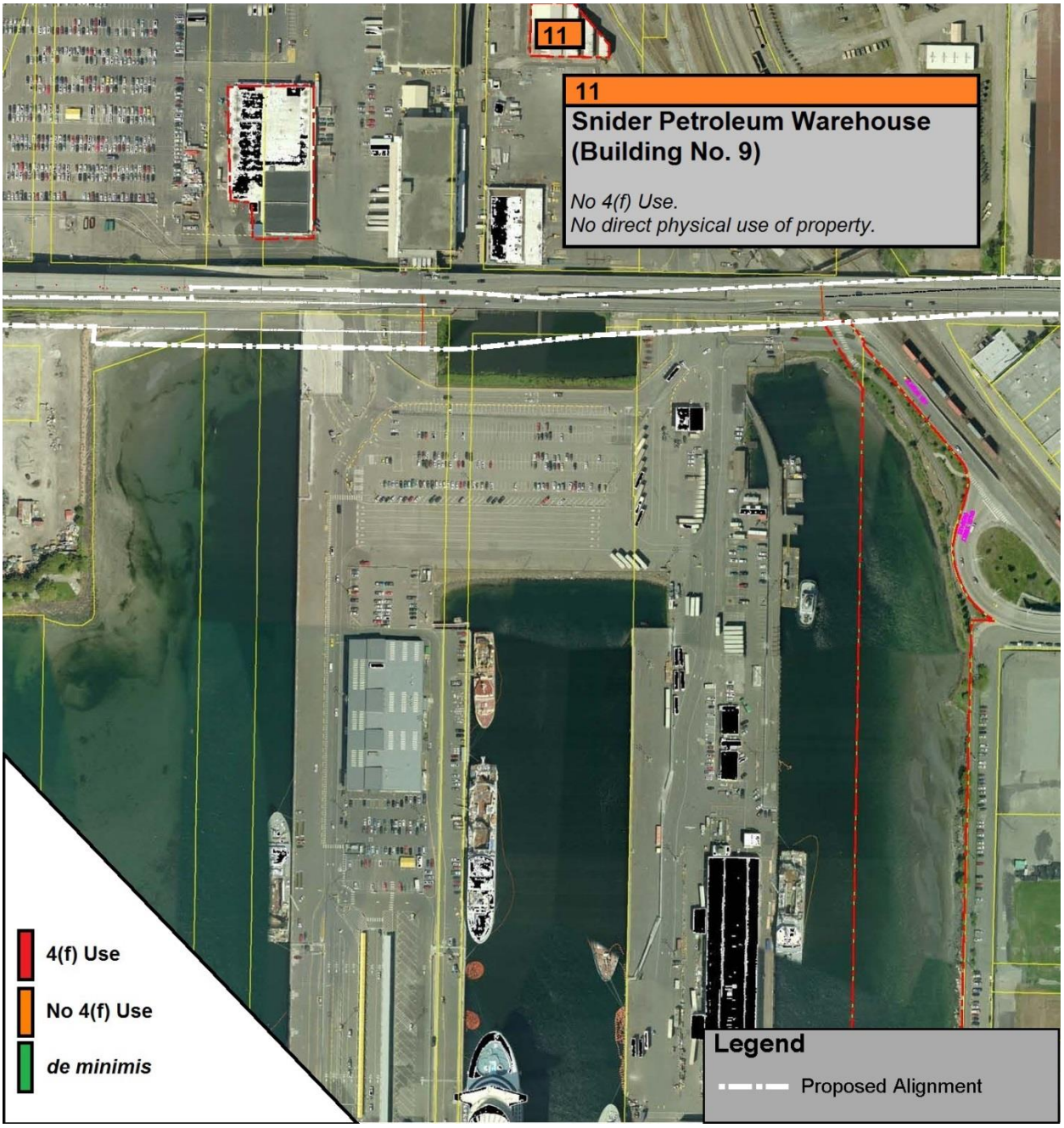

Figure 14 –Snider Petroleum Warehouse/Port of Seattle Warehouse (Bldg #9)

Archaeological Resources

The western shore of Smith Cove, south of the existing bridge and adjacent to Pier 91 is an inundated terrace or bench. It lies south of the project footprint but could have been part of an expansive beach suitable for occupation similar to that of the West Point landform, an historic sand spit that had been inundated due to sea level changes and tsunamis[9]. It is possible that in the past when sea levels were lower there may have been an extensive stable landform in Smith Cove available for occupation.

In 2006, SDOT completed limited subsurface investigations in the vicinity of the PA. Mechanical core sampling was taken at select locations, opened in the field, and examined for archaeological materials. Sediments were recorded and photographed, and compared with culturally-associated sediments recorded in 1992 at the West Point archaeological site. The study did not result in the identification of archaeological deposits. However, soils similar to the West Point soils were found in all sampling locations where the historic sand spit was located. Because of this there is a moderate to high probability that archaeological resources may be found during construction of the Magnolia Bridge Replacement project.

In 2011, the United States Army Corps of Engineers (USACE), recorded site 45KI1033, an historic munitions scatter, on the sea floor between Piers 90 and 91. During the investigations, a total of 224 fragments of military debris and discarded military munitions were observed and collected from the sea floor (Kanaby 2011). The artifacts were associated with the United States Navy Supply Depot which was situated on Pier 91 from 1942 through 1976. The munitions were turned over to the Joint Base Lewis-McCord Explosive Ordinance Disposal Unit for proper disposal. The site was not formally evaluated for listing in the NRHP. As all of the artifacts have been collected and disposed of the site has been destroyed and therefore not eligible for listing in the NRHP under Criterion D.

For additional information on potential archaeological Section 4(f) resources see the *Magnolia Bridge Replacement Project Draft Cultural, Historic and Archaeological Resources Discipline Report (*2006 and 2013 update) and *Magnolia Bridge Replacement Project Geology and Soils Discipline Report* (Appendix C).

[9] The West Point landform is a 4,000-year-old pre-contact site on the northwest corner of the Magnolia Peninsula which was inadvertently discovered during construction activities at the West Point Secondary Sewage Treatment Plant.

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Use of Section 4(f) Resources

Of the eleven Section 4(f) resources in the project area construction and operation of the PA would *use* portions of Smith Cove Playfield, Ursula Judkins Viewpoint. The Admiral's House and the intersection of Magnolia Way West/West Galer Street. Use of Smith Cove Playfield and Ursula Judkins Viewpoint would be *de miminis*. Use of The Admiral's House would include temporary occupancy of a small portion of the driveway during construction and a permanent aerial easement. During construction the intersection of Magnolia Way West/West Galer Street would be temporarily occupied for a period of 1-2 months.

The project will not touch Centennial Park, Smith Cove Waterfront Site, Smith Cove Open Water Front Park, Snider Petroleum Warehouse, Thorndyke Park, the SW Queen Anne Greenbelt, the Magnolia Greenbelt or Magnolia Park. No property acquisitions or temporary occupancy of these Section 4(f) resources is required.

During development of the PA a number of alternatives that would avoid these resources were evaluated. They were rejected for further consideration during a lengthy screening process because impacts from these alternatives (and other build alternatives) would be significant and could not be mitigated. These impacts included: residential displacements, business displacements, complete bridge closure during construction for more than three years, substantial community disruption due to traffic flow, reliance on future (unplanned) roads through Port of Seattle property to provide access to the waterfront and marina businesses and design constraints such as inadequate vertical clearance over the railroad tracks on the east side of the bridge.

Rehabilitation of the existing bridge was also examined. It too was rejected because costs for the extensive ground improvements, full replacement of the bridge deck and full replacement of grade beams needed for this alternative approached the costs of the replacement alternatives. In addition, rehabilitation of the existing Magnolia Bridge would not correct design deficiencies and would provide a life span much less than that of a new structure (See Appendices B and K for a detailed discussion of Magnolia Bridge replacement alternative development and screening process).

The southern alignment of the PA was selected despite the fact that it would impact Section 4(f) resources because significant traffic impacts could be mitigated by the LPA and keeping the replacement bridge on or close to the existing alignment was the favored location for public meeting attendees during the alignment development phase of the project. In addition, the shift of the existing alignment southward allows for the correction of existing sight distance deficiencies at the Magnolia Way West intersection and the 23rd Avenue West ramps. The reverse curves of the PA in this area meet horizontal sight distance requirements by providing adequate visibility around the bridge traffic barriers.

This chapter discusses impacts from the PA which would constitute a *use* of these resources. A brief comparison of *use* of Section 4(f) resources by other alternatives can be found in Table 2 on page 54. It is based on information reported in the *Magnolia Bridge Replacement Public Land, Section 4(f) DRAFT Discipline Report (*2004*)* and the *Historic, Cultural and Archaeological Resources Discipline Report* (2006 and 2013 report updates). Additional information on other alternatives considered for replacement of the Magnolia Bridge can be found in the Avoidance Alternatives section starting on page 51and in Appendices B and K).

Parks, Recreation and Other Section 4(f) Resources

Smith Cove Playfield

Acquisition

The PA would relocate the bridge structure south of its existing location and over a portion of the Smith Cove Playfield. This would require 0.59 acres above parks property for aerial rights via a permanent easement[10]. Within this area, a small portion of the site on the east and west sides of the playfield would be required to accommodate two bridge footings (320 square feet each). The footings would be located along the existing fence lines and can be seen in Figures 15 and 16[11] [12].

In 2007, the directors of SDOT and Parks established a Joint Development Agreement (JDA) that provides for the transfer of existing bridge rights-of-way (0.40 acres) from SDOT to Parks in exchange for park land to accommodate the PA. The exiting bridge, bridge structures and land under the bridge would be given to Parks for incorporation into the Smith Cove Playfield. Parks would grant an aerial easement for the bridge span and small land easement for bridge footings and columns.

Figure 17 shows column placement of the existing Magnolia Bridge looking northward from the southern edge of the Smith Cove Playfield. Figure 18 is a rendering of the same view looking northward at the PA.

Use of Smith Cove Playfield

	(sq ft)	(acres)
Area Used by Preferred Alternative	25,645	0.59
Area Occupied by Existing Bridge [13]	(17,622)	(0.40)

[10] This southern alignment not only addresses sight distance deficiencies, but minimizes permanent easements on private property, eliminates the reconstruction of the existing 30' high retaining wall, and reduces impacts to the Magnolia Greenbelt. Adjusting the alignment slightly further to the north would require removal of the existing bridge prior to constructing a new bridge. This would cause significant traffic impacts.

[11] The eastern column would be located about 30' from the centerline of West Marina Place and near the upper northeast corner of the playfield. The western column would be located in a wooded area that is currently not utilized as part of the playfield and at the toe of an existing slope abutting against the Admiral's House property.

[12] This *use* of Section 4(f) property is supported by both Parks and the Seattle City Council. (See Appendix C-Council Bill14645 and Appendix E – *De minimis* Findings).

[13] Note: the current bridge ROW includes 2 bridge footings and 8 columns, the bridge deck and area under the bridge. The PA would include 2 bridge footings and 2 columns,

Park Access

Access to the Smith Cove Playfield is currently provided directly from 23rd Avenue West and would remain the same after construction of the PA. The adjacent parking lot would also remain the same.

Park Activities and Attributes

The Smith Cove Playfield functions as a turf area and accommodates passive and non-organized park activities. It is located on the southern portion of a larger parcel currently divided by the existing Magnolia Bridge. The northern section of the parcel is currently un-useable due to the location of eight bridge columns occupying the site. In moving the bridge alignment south the PA would remove this existing physical barrier by reducing the number of columns within the property from eight to two within the playfield. This would allow connection of the northern and southern portions of the site and increase the useable area of park land (See Figures 16, and 17). Parks has agreed that this would enhance the recreational use of the site.

Construction Impacts

For a period of approximately ten months, construction activities for the PA would be ongoing within the northern one-third of the Smith Cove Playfield. During that time, the construction area would not be available for recreational use. Existing bridge demolition during the last two months of project construction would require the use of park property near the bridge for equipment access and a safety buffer. The proposed temporary equipment marshaling or laydown area for the PA would be located east of 23rd Avenue West.

Ursula Judkins Viewpoint

Acquisition

The PA would move the bridge alignment south into 0.18 acres of the 2.43 acre Ursula Judkins Viewpoint property (See Figure 18). This would require a permanent easement of 0.18 acres from Parks at or close to grade at this location and would occupy the entire area beneath the bridge. None of this area would be useable for park and recreation purposes. As a result, a portion of the parking lot would be removed and the FAA building would be required to be decommissioned and relocated[14]. Impacts to the parking lot are discussed in the Park Access section below. Additional discussion on impacts to the FAA facility can be found in the EA.

[14] In 2006 through 2008, FAA indicated interest to SDOT in decommissioning the property. Discussions were resumed in 2103 but put on hold until the project moves closer to construction.

Use of Ursula Judkins Viewpoint

	(sq ft)	(acres)
Area *Used* by PA	7,886	0.18
Parcel Size	105,751	2.43

Park Access

Public access is currently from West Galer Street and would continue as such with the PA. However, the existing driveway would be shifted west to accommodate the new bridge approach. The existing parking lot would be maintained but would require the use of 0.01 acres out of the 0.11 acre parking lot. This would result in a loss of approximately 4 of the 18 existing parking spots (See Figure 19). Currently there are no defined parking spaces in the Ursula Judkins parking lot. However based upon typical parking space requirements of 8' wide and 14' long, the lot can reasonably accommodate up to 18 spaces. This parking area is rarely used by more than 4 cars[15].

This *use* of Section 4(f) property would not impede access to the site or degrade other portions of the site that provide views of the city and waterfront.

Park Activities and Attributes

The small portion of park property (0.18 acres) that would be required for the PA is in the north eastern portion of the property. Currently, 0.08 acres of this area of the park is fenced off and not accessible for recreational purposes.

Existing views from the portion of the park in this area are currently limited due to existing vegetation and presence of the FAA site (See Figures 20 and 21). The PA would not impact current or future views from the park. Moving the alignment of the new Magnolia Bridge southward to this location would not impede or degrade other portions of the site that provide views of the city and waterfront.

The remaining portions of the Ursula Judkins Viewpoint would continue to provide the same views of the city and waterfront.

Construction Impacts

For a period of about one year at the beginning of project construction, construction activities would be ongoing within a portion of the northern section of the Ursula Judkins Viewpoint. During that period, the construction area would not be available for recreational use. In addition, the parking lot would be used for construction staging and would be closed for approximately nine months. Pedestrian and bicycle access to the viewpoint will be maintained throughout construction.

[15] Personal communication (Paul Elliot, Magnolia resident). Also site visits to the viewpoint at various time of the day showed two or fewer cars parked in this lot.

Thorndyke Park and Magnolia Way West

Acquisition

The PA would not acquire any portion of Thorndyke Park or Magnolia Way West.

Park Access

Public access to Thorndyke Park is currently along Magnolia Way West from West Galer Street in the south and Thorndyke Avenue West in the north. The intersection of Magnolia Way West/West Galer Street may be closed for a period of 1-2 months for reconstruction of the roadway. The *temporary occupancy* of Magnolia Way West would not impede access to Thorndyke Park or degrade other portions of the site that provide a walking path and views of Mt. Rainier and Puget Sound through the trees (See Appendix E for temporary occupancy concurrence from Parks).

Park Activities and Attributes

The PA would not impact current park activities or attributes.

Construction Impacts

Access to Thorndyke Park (and the surrounding neighborhood) via Magnolia Way West would be limited for a 1-2 month period during construction. The north access to the park and neighborhood via Magnolia Way West via Thorndyke Avenue West would remain open during construction.

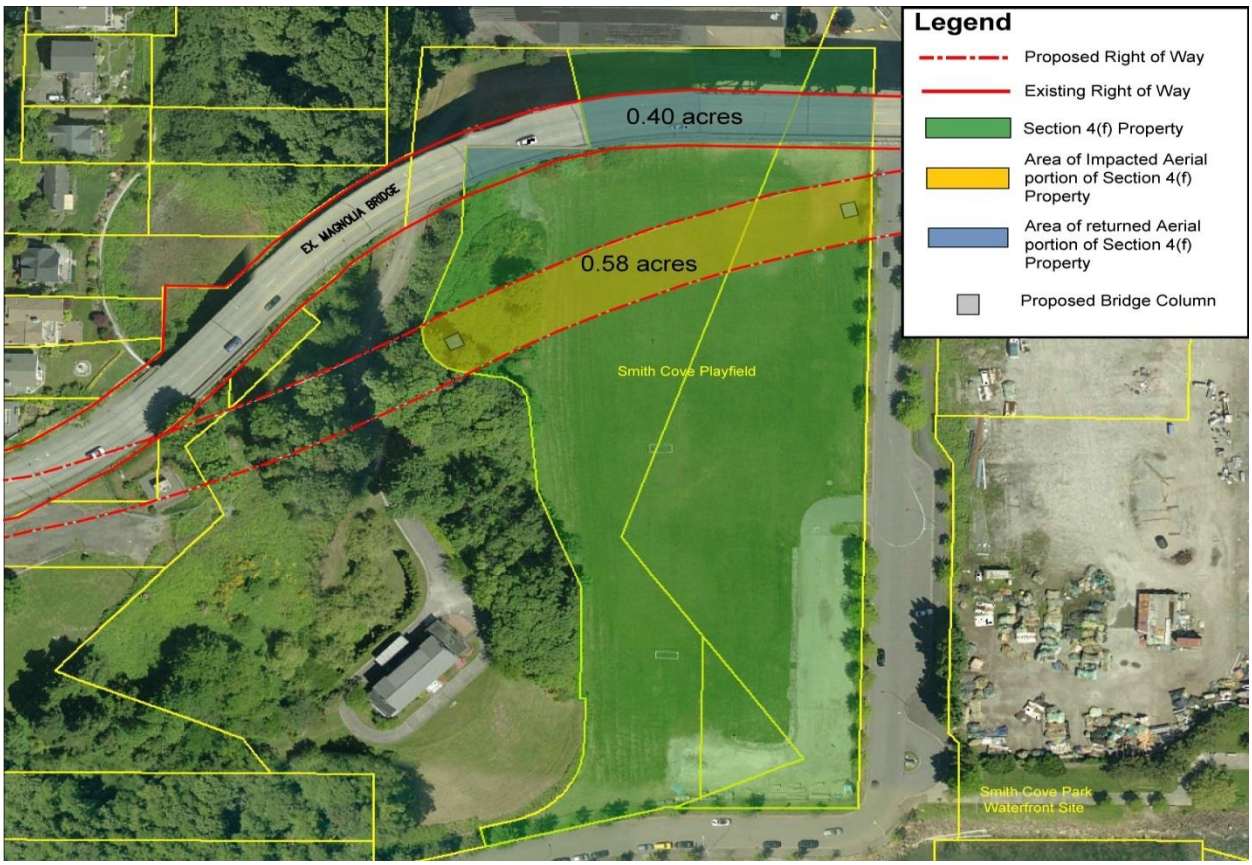

Figure 15 - Use of Smith Cove Playfield

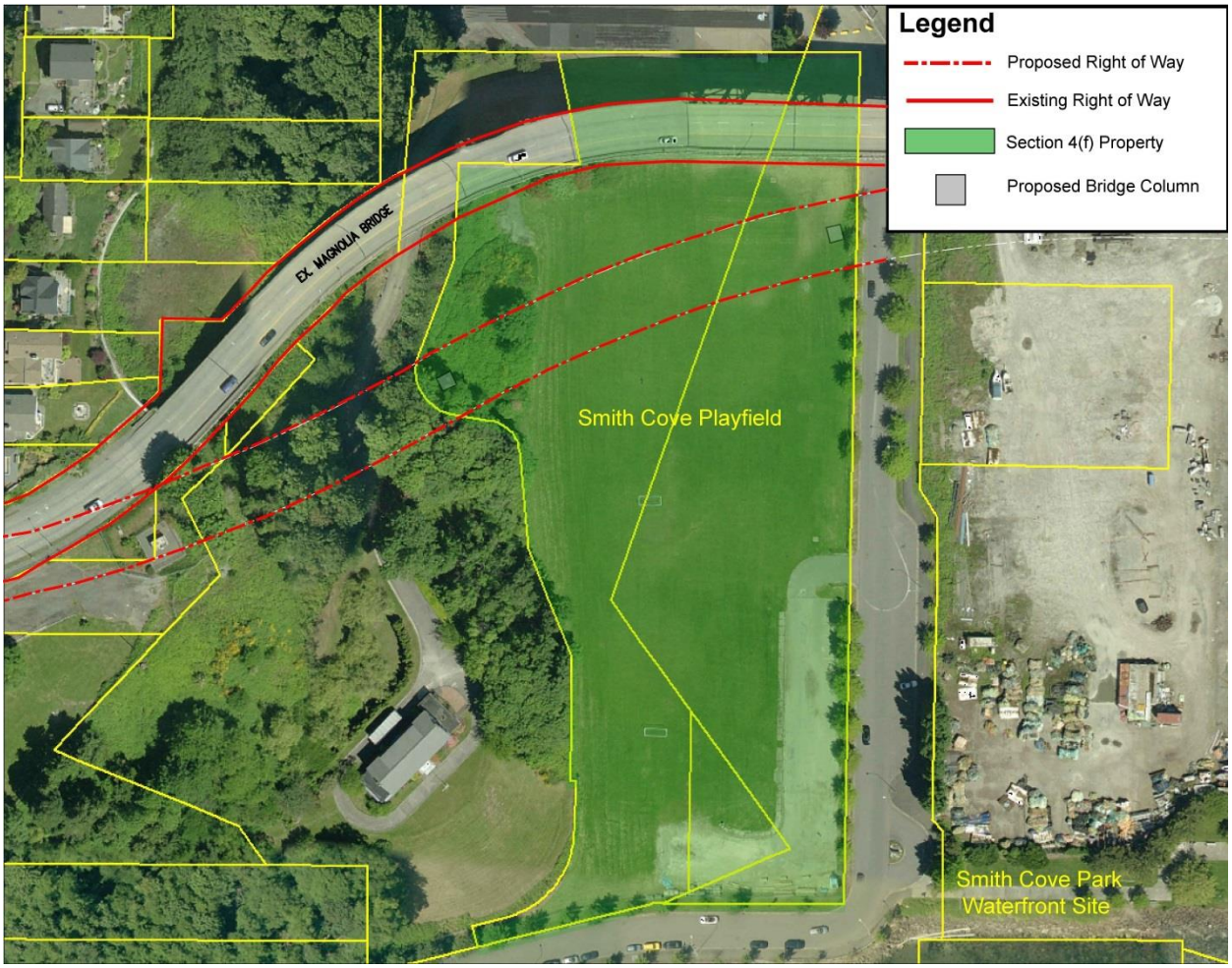

Figure 16 - Column Location within Smith Cove Playfield

Figure 17 - Existing View of Magnolia Bridge Looking Northward from Smith Cove Playfield

Figure 18 - Simulated View of Preferred Alternative Looking Northward from Smith Cove Playfield

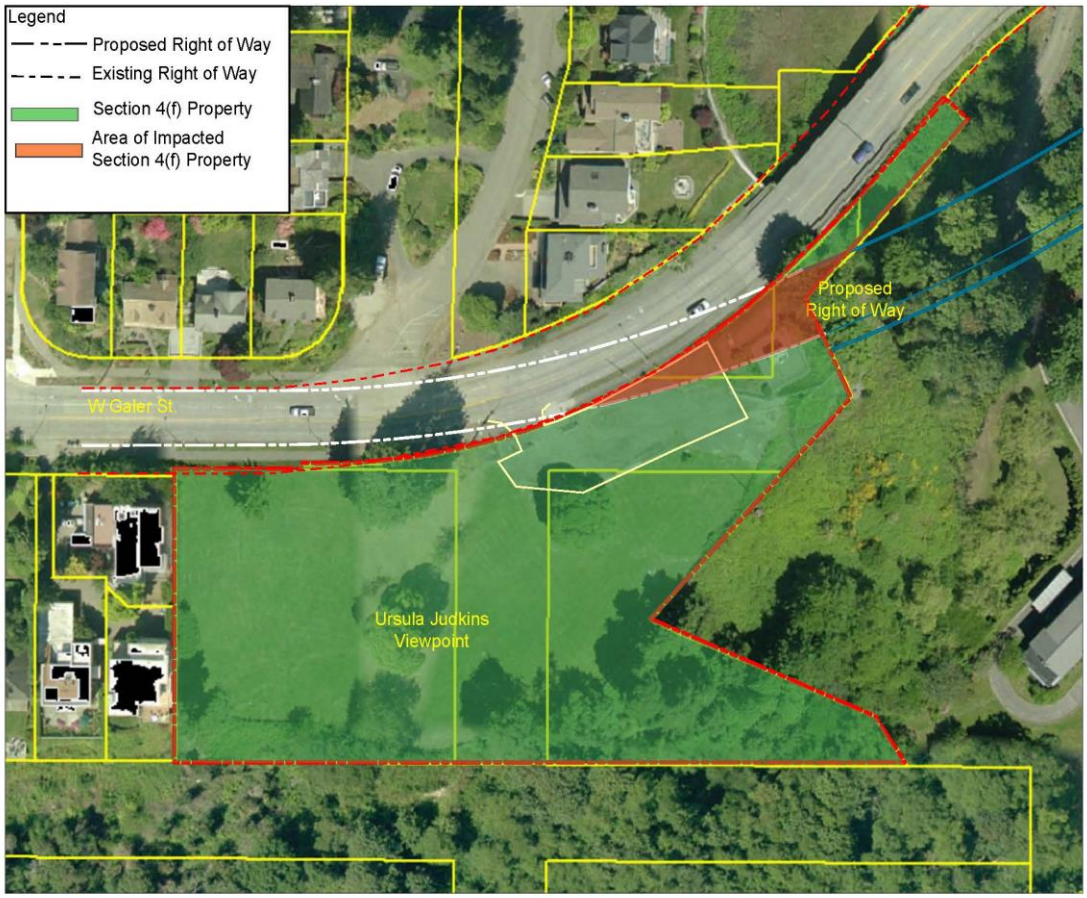

Figure 19 - Use of Ursula Judkins Viewpoint

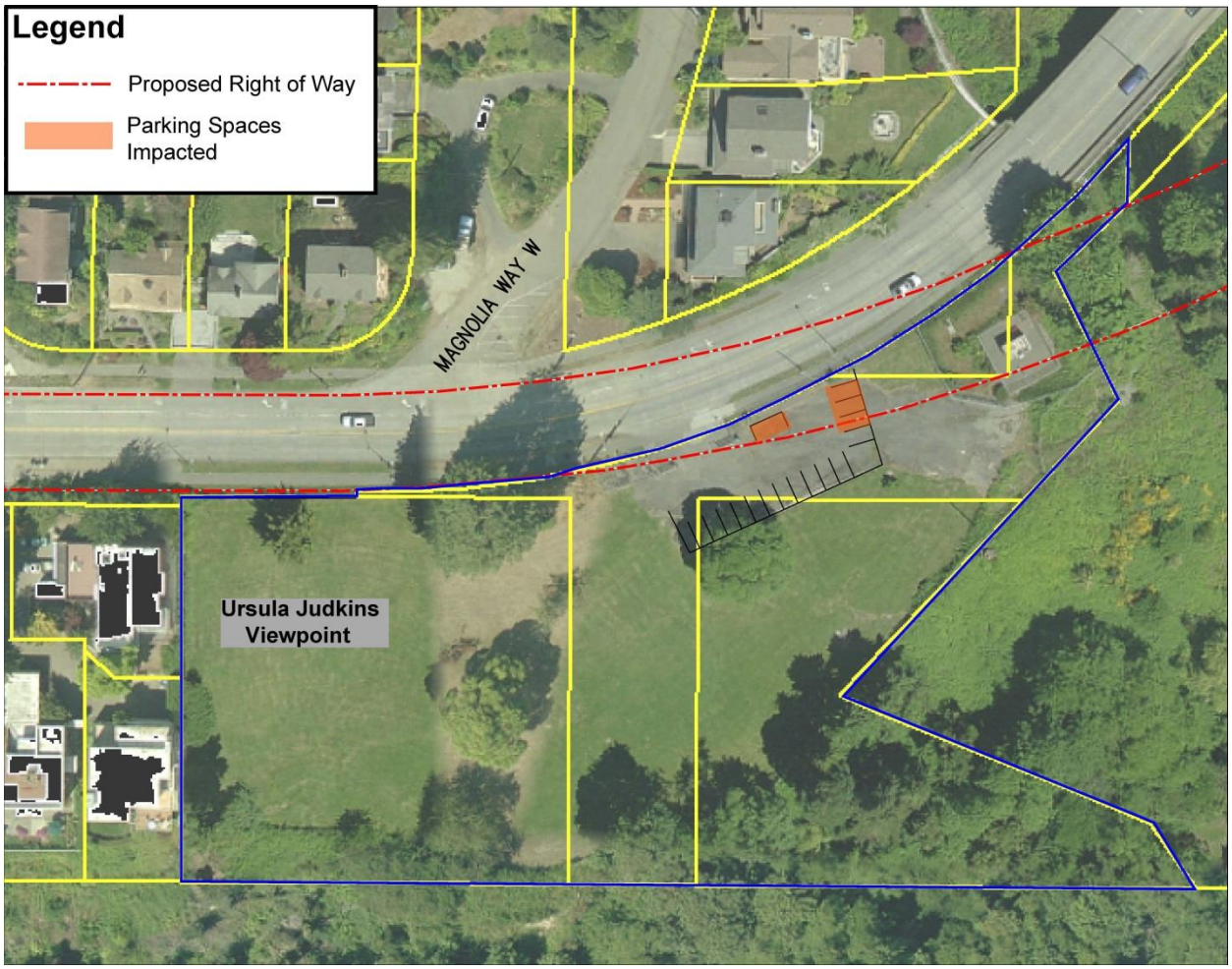

Figure 20 – Parking Impacts to Ursula Judkins Viewpoint Parking Lot

Figure 21 - Ursula Judkins Viewpoint Parking Area looking east
(FAA building behind fence)

Figure 22 - Ursula Judkins Viewpoint Parking Area looking west

Historic Section 4(f) Properties

The Admiral's House

Acquisition

The PA would cross over 0.39 acres of The Admiral's House access drive north of the garage structure. This would require a permanent aerial easement for rights-of-way. Within this area 320 square feet below ground would be required along the east edge of the property for a bridge foundation and footing. A small area of approximately 320 feet along the toe of the slope on the west edge of the property would be required for a bridge abutment [16].

Access and Attributes

The PA would cross the Magnolia bluff, south of its current location, which would increase its proximity and visibility to The Admiral's House (See Figure 24 and 25). In 2008, FHWA determined, in consultation with the DAHP[17], that construction and operation of the PA would modify character-defining attributes of this Historic Property. These changes and changes in the historic view shed due to the removal of trees and shrubs surrounding the existing bridge would have an adverse effect on The Admiral's House.

Construction Impacts

Construction would be required on and over portions of the Admiral's House property for up to two years. Temporary staging in the driveway is expected during demolition of the existing bridge and also during portions of the construction of the new bridge. Access to the property will be maintained during construction although temporary closures may be required due to construction activities or conditions deemed unsafe such as falling debris. Any temporary closures will be short term and the Contractor is expected to work with the owners to provide adequate access to the property during these closures.

[16] The footing for the west abutment is located at the upper portion of an existing steep slope, directly east of the FAA facility. The footing for the bridge column on the east straddles the Smith Cove Playfield.
[17] Consultation was completed for compliance with Section 106 of the National Historic Preservation act and it's implementing regulations. See Appendix G for documentation.

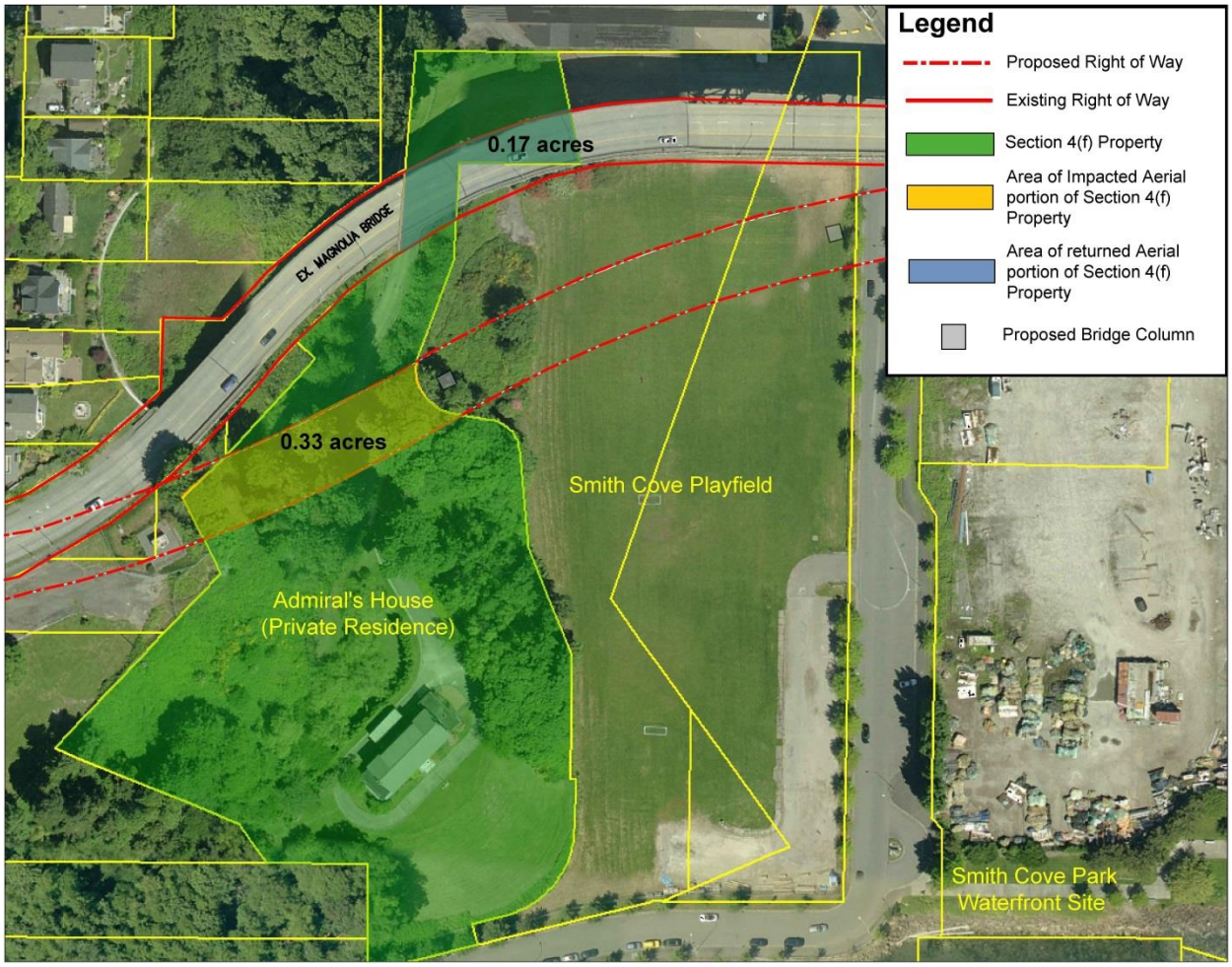

Figure 23 – Use of the Admiral's House

Figure 24 – Existing View of the Admiral's House

Figure 25 – Future View of The Admiral's House

De Minimis Impact Findings for Section 4(f) Resources

Agency with Jurisdiction

Parks, the agency with jurisdiction over these Section 4(f) properties has determined that the construction and operation of the PA would not affect the activities, features or attributes of the Smith Cove Playfield or Ursula Judkins Viewpoint that qualify them as Section 4(f) resources has provided a letter to SDOT concurring with a *de minimis* finding (See Appendix F).

Public Outreach

Between 2002 and 2013, SDOT held numerous public meetings, a NEPA/SEPA Scoping meeting and seven public open houses. Discussions often included concerns over potential project impacts to Parks properties. Comments regarding Parks properties revolved around the following themes:

- The public preferred avoiding impacts to parks, open space, greenbelts, and waterfront access. However, it was acknowledged that the project would need to mitigate impacts on parks property from any alternative considered.
- Concern was raised over the City's ability to mitigate potential impacts to Smith Cove Park and the Magnolia Greenbelt specifically.
- Noise and parking loss were identified as specific impacts to the Ursula Judkins Viewpoint.
- Alternatives C and D were identified as having the greatest impacts to the Magnolia Greenbelt and open space and not favored.
- A lower level shoreline road would adversely affect the existing and potential future park and not favored.

In 2003 Parks acquired the Smith Cove Properties (Smith Cove Playfield and the Ursula Judkins Viewpoint. Two City Council meetings (which are open public meetings) were held and discussion of the future bridge project was considered. In 2004, Parks held a public open house to discuss the interim use of these properties.

The following is summarizes these outreach activities. Agendas and meeting summaries/minutes can be found in Appendix L – Public Outreach.

Detailed documentation of the Magnolia Bridge Replacement Project public process can be found on the project website at:
http://www.seattle.gov/transportation/magbridgelibrary.htm#public

NEPA and SEPA Scoping Meeting

Two NEPA/SEPA public scoping meetings were held on May 22, 2003: one for the public and one for agencies and Tribes. Potential impacts on all areas of the environment

including impacts to Parks properties were discussed and comments solicited at the meeting. The public was invited to comment during a thirty (30) day comment period.

Public Open Houses

Seven project open houses were held by SDOT between 2002 and 2007. Impacts to Parks properties were discussed and public comment at these meetings:

- Open House #1 - 11/09/2002
- Open House #2 - 12/05/2002
- Open House #3 - 11/20/2003
- Open House #4 - 10/26/2004
- Open House #5 - 11/29/2005
- Open House #6 - 9/13/2006
- Open House #7 - 11/29/2007

On February 10, 2004 Parks held a public open house to solicit feedback on the proposed interim use of Smith Cove Properties – the proposed use of the lower site (now known as Smith Cove Playfield) was as a passive recreation facility or playfield and the upper site (now known as Ursula Judkins Viewpoint) was as a viewpoint. The meeting included discussions of the Magnolia Bridge Replacement Project and its potential impacts on these future parks uses. Comments received included:

- A request to provide pedestrian links between the playfield and viewpoint as part of the bridge replacement project.
- A question inquiring about the amount of land that would be left under the bridge for public use after construction of the Magnolia Bridge Replacement Project.

Seattle City Council Meetings

SDOT briefed the Seattle City Council regularly on the Magnolia Bridge through 2006 in open public meetings. In addition, the City Council passed legislation regarding the purchase of the Smith Cove Playfield and Ursula Judkins Viewpoint. Discussions were included on potential impacts to Parks property. Two meetings were held regarding the parks acquisition. The bill was introduced on July 28, 2003 and passed on August 11, 2003.

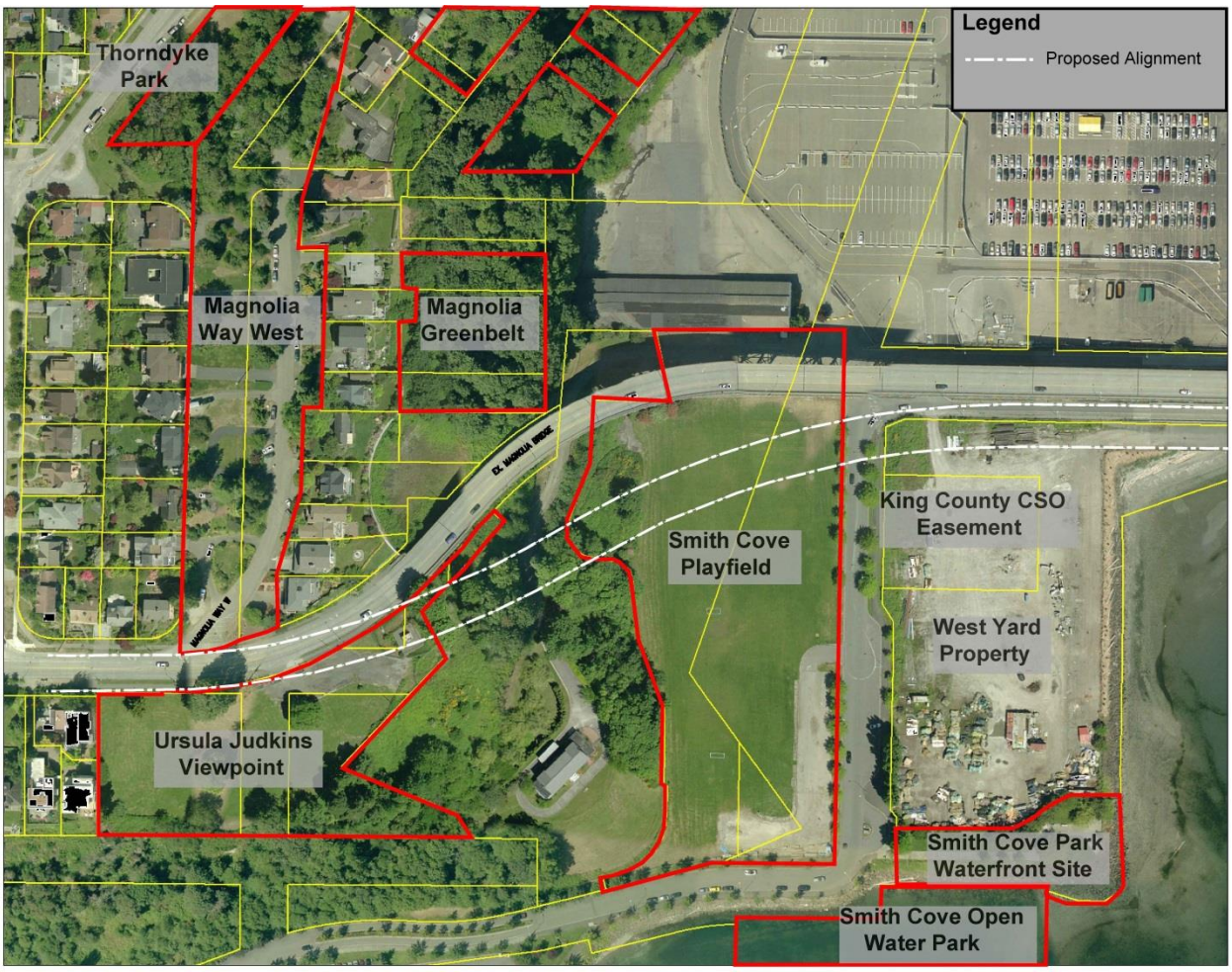

Figure 26 – Parks Properties near the Magnolia Bridge

Agency Coordination

Scoping

Federal and state resource agencies, tribes and local agencies participated in the project scoping process due to their special expertise or legal jurisdiction. The following agencies were invited to participate:

Federal Agencies

U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
U.S. Fish & Wildlife Service
NOAA Fisheries
Federal Transit Administration
Federal Highway Administration (Lead Agency)
U.S. Navy
Federal Aviation Administration (FAA)

Tribes

Muckleshoot Tribe
Suquamish Tribe
Duwamish Tribe
Puyallup Indian
The Yakama Tribe
United Indians of All Tribes Foundation

Washington State Agencies

Department of Archaeology and Historic Preservation (DAHP)
Department of Natural Resources
Attorney General Department of
Ecology
Fish & Wildlife
Interagency Committee for Outdoor Recreation
Parks and Recreation Commission
State Patrol
Puget Sound Water Quality Team Military Department

Regional Agencies

Northwest Indian Fisheries Commission
King County Transportation Planning
Puget Sound Clean Air Agency
Puget Sound Regional Council
Port of Seattle
King County Metro
Sound Transit

City of Seattle Departments

Fire Department
Police Department

Department of Design, Construction and Land Use
Department of Neighborhoods
Planning Commission
Department of Parks & Recreation
Seattle City Light
Seattle Public Utilities

State and Local Government

The Washington State Legislature
Mayor, City of Seattle
Seattle City Council

Section 106

The following agencies participated in the Section 106 process:

DAHP
U.S. Navy
WSDOT/FHWA
City of Seattle Historic Preservation Office

Endangered Species Act Consultation

The following agencies participated in Endangered Species Act consultation for the Magnolia Bridge Replacement Project.

WSDOT/FHWA
NOAA Fisheries
U.S. Fish and Wildlife
USACE

Emergency Detours/Reroutes

The following agencies participated in the development of emergency detours and rerouting for the Magnolia Bridge Replacement Project.

Port of Seattle
Seattle Fire Department
Seattle Police Department
Seattle Emergency Management
King County Metro
U.S. Homeland Security

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Avoidance Alternatives

Avoidance alternatives for the Magnolia Bridge Replacement Project have been considered throughout the life of the project. Of the initial 25 project alignments, nine would avoid Section 4(f) resources. However, after initial screening four of these were rejected because they would have significant residential and business displacements that could not be mitigated and significant changes in traffic flow that would create substantial community disruptions. Because of these impacts the avoidance alignments did not meet the project Purpose and Need[18].

Alternative Selection Process

25 initial alignments were developed and reviewed.**9 of these would avoid Section 4(f) resources.*

⇩

9 avoidance alignments were screened down to 5 that would avoid Section 4(f) resources.

⇩

The 5 avoidance alignments were developed into 5 alternatives. They were removed through another tier of screening.

⇩

A Rehabilitation Alternative was added. It and the No Build Alternative would avoid Section 4(f) resources.

⇩

Alternative A had the least overall impact on the environment and the community and in 2006 was selected as the Preferred Alternative.

The five surviving avoidance alignments were developed into five avoidance alternatives that were removed from consideration during a second screening due to design constraints - they relied on the development of future roads through Port of Seattle property to provide access to the waterfront and marina and therefore did not meet the project Purpose and Need, and inadequate bridge crossing over the railroad tracks.

In response to public comment, SDOT evaluated the feasibility of rehabilitating the existing bridge and developed an alternative that would maintain the alignment of the existing bridge and approaches. The Rehabilitation Alternative and the No-Build Alternative were the two avoidance alternatives moved forward in the EA.

After additional technical and environmental analyses, both the No-Build and Rehabilitation alternatives were rejected from consideration. The No-Build Alternative was rejected because it would not maintain long-term access to the Magnolia Community, Port properties, parks and maritime businesses and therefore did not meet the project's Purpose and Need. The Rehabilitation Alternative was rejected because construction impacts of were greater than other build alternatives resulting in significant traffic detours and obstructions to port operations that could not be mitigated and

[18] A summary of these avoidance alternatives and the reasons they were deemed not prudent and feasible is included in Appendix K.

construction costs were determined to be nearly the same as building a new facility, without providing the same lifetime benefits.

For a more detailed discussion of the project alternatives screening process and avoidance alternatives please see Appendices B (*Magnolia Bridge Replacement Draft Alignment Study Report)* and Appendix K (Summary of Avoidance Alternatives).

Use of Section 4(f) Resources by Build Alternatives

Under the No-Build Alternative there would be no changes or seismic retrofits to the existing bridge and its approaches. It would be maintained in the same manner as it is today. There would be no *use* of Section 4(f) properties with the No-Build Alternative.

An evaluation of the *use* of Section 4(f) properties by Magnolia Bridge Replacement Project build-alternatives in 2004 that survived screening showed that all build alternatives accept for the Rehabilitation Alternative would use Section 4(f) properties. Table 2 summarizes the *use* of Section 4(f) resources by each build alternative considered for the project. For additional information see the *Magnolia Bridge Replacement Type Size and Location Study* (Appendix B) and *Magnolia Bridge Replacement Public Land, Section 4(f) DRAFT Discipline Report (*2004*).*

Table 2 *Comparison of Uses and Temporary Occupancy* of Section 4(f) Resources by Project Alternative Alternatives

Smith Cove Playfield	Ursula Judkins Viewpoint	Thorndyke Park and Magnolia Way West	The Admiral's House (Building #3)[19]	Snider Petroleum Warehouse/Port of Seattle Warehouse (Bldg. #9)
Preferred Alternative				
Results in the use of 0.59 acre of 4(f) property for the new bridge structure and use of the northern third of the site for approximately 10 months during construction[20]. After construction, property would be enhanced. The current site is bisected by 8 bridge support columns. The PA would reduce the number of columns to 2 – located on the most eastern and western portions of the playfield. This would allow the currently bisected site to be connected. Proposed as a *de minimis* use (See Appendix E).	Results in the permanent use of 0.18 acre of 4(f) property, which includes the loss of 4 parking spots. A small portion of the park will be used temporarily during construction. Proposed as a *de minimis* use (See Appendix E).	Temporary Occupancy due to closure of Magnolia Way West for 1-2 months, one of two access routes to Thorndyke Park while reconfiguring the Magnolia Way West/West Galer Street intersection (See Appendix E).	Result in the use of 0.39 acre of 4(f) property. Construction would use of a small portion of the driveway for up to 2 years. MOA completed between the NAVY (former owner of the property) and FHWA. Now under private ownership – terms and conditions of MOA included in property deed (See Appendices F and H).	No use or temporary occupancy.
Alternative C				
Results in the use of 0.003 acre of 4(f) property to relocate bridge structure and use of the northern third of the site for approximately 10 months during construction. Proposed as a *de minimis* use.	Result in the use of 0.24 acre of 4(f) property. . A small portion of the park will be used temporarily during construction. Proposed as a *de minimis* use.	Same as for the PA.	Results in the use of 0.62 acre of 4(f) property. Construction would use of a small portion of the driveway for up to 2 years. (Appendix F describes proposed mitigation measures).	Structure would be demolished and removed.
Alternative D				
Results in the use of 0.01 acre of 4(f) property and use of the northern third of the site for approximately 10 months during construction. Proposed as a *de minimis* use.	Results in use of 0.24 acre of 4(f) property. A small portion of the park will be used temporarily during construction. Proposed as a *de minimis* use.	Same as for the PA.	This alternative would result in the use of 0.64 acre. Construction use of a small portion of the driveway for up to 2 years. (Appendix F describes proposed mitigation measures).	Structure would be demolished and removed.
Rehabilitation Alternative				
Construction would require the use of the northern third of the site for approximately 10 months during construction.	No use or temporary occupancy.	Same as for the PA.	No use or temporary occupancy.	No use or temporary occupancy.

[19] See Appendix J for plans showing use of Section 4(f) Resources for each build alternative.

[20] Total construction time is approximately 36 months.

Analysis of Least Overall Harm

The intent of the statute and the policy of FHWA is to avoid, and where avoidance is not feasible and prudent, minimize the use of significant public parks, recreation areas, wildlife and waterfowl refuges and historic sites by our projects. Unless the use of a Section 4(f) property is determined to have a *de minimis* impact, FHWA must determine that no feasible and prudent avoidance alternative exists before approving the use of such land (*See* 23 CFR 774.3)[21].

FHWA may approve the alternative that causes the least overall harm in light of the purposes of Section 4(f) from among the alternatives determined 'not feasible and prudent' that use Section 4(f) property, The regulations require that determining which alternative causes the least overall harm be based upon an assessment and balancing of seven factors:

1. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property)
2. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
3. The relative significance of each Section 4(f) property
4. The views of the officials with jurisdiction over each Section 4(f) property
5. The degree to which each alternative meets the purpose and need for the project
6. After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f)
7. Substantial differences in costs among the alternatives

During the project development process a large range of alternatives including those that avoid using Section 4(f) property were considered. As discussed in the Avoidance Alternatives Chapter there is no feasible and prudent avoidance alternative for the Magnolia Bridge Replacement Project. Impacts from all avoidance alternatives would result in significant traffic impacts that could not be mitigated, significant business or residential impacts, a dependency upon future streets through Port property that did not exist and was not being planned, or a failure to meet the project purpose and need.

Because there are no feasible and prudent avoidance alternatives for the Magnolia Bridge Replacement Project and impacts of the PA are *de minimis* for the Smith Cove Playfield and Ursula Judkins Viewpoint, no overall harm analysis is required for these Section 4(f) resources. Similarly, no overall harm analysis is required for Thorndyke Park and Magnolia Way West because there is a 1-2 month temporary occupancy[22] of the property but no use.

A least harm analysis is however, required for the Admiral's House because the PA would result in a *use* of this Section 4(f) resource and can be found in the following sections.

Factor 1 – The Ability of the Alternative to Mitigate Adverse Impacts to Admiral's House

[21] Feasible and prudent avoidance alternatives are those that avoid using any Section 4(f) property and do not cause other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property (23 CFR 774.17).

[22] See Appendix E– De Minimis Findings and Temporary Occupancy of Parks Property.

This factor requires an analysis of how the effect of each alternative on the Admiral's House can be mitigated. Table 3 summarizes the impacts that would occur and mitigation measures that have been proposed as a result of consultation with the appropriate resource managers including the City of Seattle Historic Preservation Office, the U.S. Department of Navy, SDOT, WSDOT, FHWA and DAHP.

Table 3 Use of the Admiral's House

	Permanent Incorporation of Admiral's House Property[23]	Temporary Occupancy	Proposed Mitigation
Preferred Alternative	0.39 acres	Temporary Occupancy for less than 1 year.	See "The Admiral's House Memorandum of Agreement (MOA)" (Appendix F) and Admiral's House Landmark Ordinance (Appendix G)
Alternative C	0.62 acres	Temporary Occupancy for less than 1 year.	See "The Admiral's House Memorandum of Agreement (MOA)" (Appendix F) and Admiral's House Landmark Ordinance (Appendix G)
Alternative D	0.64 acres	Temporary Occupancy for less than1 year.	See "The Admiral's House Memorandum of Agreement (MOA)" (Appendix F) and Admiral's House Landmark Ordinance (Appendix G)

Factor 2 - The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection

The purpose of this factor is to assess the remaining effects on Section 4(f) resources after efforts to avoid, minimize, and mitigate project effects as described under Factor 1 are implemented. All three alternatives considered in this EA would require a permanent incorporation of property from the Admiral's House property. The PA would use 0.39 acres of this Section 4(f) resource compared to 0.62 and 0.64 acres used by the other two alternatives (See Table 3).

Factor 3 - The relative significance of each Section 4(f) property

This question doesn't apply since only one 4(f) property has a non-*de minimis* use or temporary occupancy.

Factor 4 - The views of the officials with jurisdiction over each Section 4(f) property

The official with jurisdiction over the Section 4(f) resource is DAHP. DAHP along with the U.S. Department of Navy (previous owner of the Admiral's House) and the City of Seattle Historic Preservation Office signed an MOA in 2011 that describes impacts to and mitigation measures for the Admiral's House (See Appendix A – DAHP Correspondence 11/24/14 and Appendix F Admiral's House MOA).

[23] See Appendix J- Use of Section 4(f) Resources by Build Alternatives.

Factor 5 - The degree to which each alternative meets the purpose and need for the project

The overarching purpose and need of the Magnolia Replacement Project is to replace the existing Magnolia Bridge with a new structure that could withstand a design year earthquake, maintain or improve connections between the Magnolia community and the rest of Seattle and maintain or improve access to maritime businesses, the Port of Seattle Terminal 91, Smith Cove Playfield, and the Elliott Bay Marina businesses. The PA better meets the project's purpose and need because it would provide the most direct east west connections of the build alternatives being considered and would minimize traffic impacts by allowing traffic to be maintained on the existing bridge during construction and would have the fewest impacts to maritime businesses.

Factor 6 - After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f)

This factor emphasizes unavoidable environmental impacts to resources not protected by Section 4(f) after implementing mitigation measures. Each alternative would use of a small aerial portion over the Admiral's House property. The PA would require the smallest acquisition for aerial rights of all the alternatives considered (See Table 3).

Factor 7 - Substantial differences in costs among the alternatives.

Cost estimates prepared for each alternative re shown in Table 4. The Rehabilitation Alternative as developed is the least cost alternative. However, the cost estimate for the Rehabilitation Alternative does not include future maintenance and replacement costs. This total would be higher for the Rehabilitation Alternative than that the other build alternatives because it would not be a new facility and would require more frequent upkeep. The combined annual costs over a 10 year period (the predicted life of this facility) would approach the cost of replacing the existing bridge. The life of the other build alternatives was estimated at 70 years[24].

Table 4 Cost Estimates for Each Alternative

	Rights-of-Way (ROW) Acquisition Costs ($Millions)	Design/Construction ($Millions)	Total Initial Cost Estimate (w/ROW) ($Millions)
Preferred Alternative	$32	$164	$196
Alternative C	$63	$151	$214
Alternative D	$56	$157	$213
Rehabilitation Alternative	$1	$177	$178

[24] Source: 2006 TS&L Study.

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Measures to Minimize Harm

The following chapter describes measure to minimize harm to each Section 4(f) resource in the vicinity of the Magnolia Bridge Replacement Project.

Smith Cove Playfield

To mitigate operational impacts to the Smith Cove Playfield, SDOT would compensate Parks for lost parkland from the PA to by transferring the existing SDOT rights-of-way to Parks after demolition of the bridge as agreed upon in the JDA. An agreement similar to the JDA could be developed for Alternatives C and D that would allow SDOT to compensate Parks for the use of the playfield with a transfer of the existing bridge rights-of-way to Parks after bridge demolition.

In addition, the number of columns within the existing playfield would be reduced from eight to one. This would allow Parks to expand and enhance the existing playfield.

For all build alternatives, SDOT and Parks would jointly develop a construction management plan. The plan would identify mitigation measures to be implemented during the construction phases to ensure public safety and continued circulation on the bicycle pathway around the Port of Seattle Terminal 91 property. Signs and detour routes would be posted on the bicycle pathway to direct cyclists and pedestrians during construction.

Contract plans would identify the temporary access locations, provisions to keep construction site dirt off of area roadways, and requirements for site restoration. Public vehicle access would be maintained on 23rd Avenue West except for brief closures for overhead work or work in the roadway. At those times, detours would be made to maintain necessary access to Smith Cove Playfield, Smith Cove Waterfront Site and the Smith Cove Marina.

Construction impacts would be temporary and would not have substantial long-term access, aesthetics, air quality, noise, or water quality/quantity related effects on Section 4(f) recreation property. These effects are not anticipated to detract from and interfere with the long-term use and enjoyment of the Smith Cove Playfield.

Ursula Judkins Viewpoint

All Build Alternatives would minimize parking losses by providing designated, striped parking in the Ursula Judkins Viewpoint parking lot.

Construction mitigation measures for all Build alternatives are the same as those for the Smith Cove Playfield. Construction impacts would be temporary and would not have substantial long-term access, aesthetics, air quality, noise, or water quality/quantity related effects on Section 4(f) recreation property. These effects are not anticipated to detract from or interfere with the long-term use and enjoyment of the Smith Cove Playfield.

Thorndyke Park and Magnolia Way West

A construction management plan would be prepared for the project. The plan would identify mitigation measures to be implemented during the construction

phases to ensure public safety and minimize impacts to park access.

The Admiral's House

A Memorandum of Agreement (MOA) has been signed by FHWA, the U.S. Navy, the Washington State Historic Preservation Officer (SHPO), WSDOT, the City of Seattle, and Pacific Northwest Communities for mitigation of adverse effects of construction of the new Magnolia Bridge over the Admiral's House property (Appendix F). The Admiral's House property was sold to a private owner in 2013 after the property was listed on the National Register of Historic Places (NRHP). The property has historic preservation and easement covenants which prohibit changes to the historically significant features ("Features of Significance") without approval of the City of Seattle's Landmark Preservation Board or the City's Historic Preservation Officer (Appendices G and H).

Snider Petroleum Warehouse

The PA would not impact this Section 4(f) resource.

Potential mitigation measures for direct impacts on the historic structure to be demolished under Alternatives C and D to the Snider Petroleum Warehouse would include, but are not limited to, the following:

- Relocate or alter historic building as an alternative to demolition if possible.
- Document the historic properties to be demolished to Historic American Building Survey/Historic American Engineering Record standards.

Magnolia Bridge

Although DAHP determined that the Magnolia Bridge was ineligible for listing in the NRHP, it has requested that the structure be photo-documented prior to removal or alteration. HABS/HAER guidelines for large-format, archival-quality photography would be used and the photographs and negatives would be sent to DAHP. In addition, a new historic inventory form would be prepared at that time to update the study conducted in 1994 and to document the existing structure, including the 2001 modifications. These measures would be carried out for all Build alternatives (See Appendix B).

Archaeological Resources

An MOA among the City of Seattle, WSDOT, SHPO and any affected tribes would be prepared, identifying mitigation measures that would be carried out if archaeological resources are discovered during construction of any of the Build alternatives. The MOA would include monitoring protocols, an unanticipated discovery and treatment plan, security measures, and a curation plan. The monitoring plan would identify areas that would be monitored by an archaeologist during construction. In addition, a treatment plan would be in place to address unanticipated discoveries of cultural resources during construction.

Because the presence and extent of archaeological resources below the ground surface remains unknown, a Construction Monitoring Plan and an Inadvertent Discovery Plan incorporating provisions of the MOA would be developed and implemented that would address discovery and evaluation of archaeological resources during pre-construction geotechnical investigations or construction

monitoring. If construction impacts to archaeological resources are identified and unavoidable, the mitigation measures stipulated in the plans would be followed. Additionally, if construction activities encounter archaeological resources, work would be halted in the immediate area as required by RCW 27. These mitigation measures apply to all Build alternatives.

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Coordination

SDOT, WSDOT and FHWA have coordinated closely with DAHP, the U.S. Navy, and the City's Office of Historic Preservation identifying potential impacts to The Admiral's House and proposed mitigation measures throughout the Section 106 process. See Appendices A, F, G and H for copies of select correspondence with DAHP and agencies of jurisdiction over Section 4(f) resources.

In addition, SDOT has worked closely with Parks, the agency with jurisdiction over evaluation of potential impact to the Smith Cove Playfield, Ursula Judkins Viewpoint and Throndyke Park/Magnolia Way West and development of proposed mitigation measures for these impacts. For additional information on coordination efforts for Park properties see De Minimis Impact Findings chapter and Appendices C and D.

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Appendix A

DAHP Consultation and Concurrence

1. June 20, 2001	Magnolia Bridge NRHP Eligibility – From Gregory Griffith, OAHP (now DAHP)
2. September 23, 2003	Magnolia Bridge NRHP Eligibility – Affirmation – From Gregory Griffith (OAHP)
3. March 25, 2008	NRHP Eligibility of Properties in the project area. Letter from Trent deBoer, WSDOT
4. January 6, 2004	APE Determination Request – From Shapiro for SDOT
5. January 21, 2004	APE Concurrence – from OAHP
6. March 31, 2008	Submission of Historical, Cultural and Archaeological Resources Report to OAHP from Trent deBoer, WSDOT
7. May 2, 2008	Response to May 2, 2008 Letter from DAHP, Navy Property
8. June 16, 2008	Adverse effect determination: The Admiral's House
9. August 6, 2014	Updated consultation NRHP Eligibility of Properties in the project area. Letter from Trent deBoer, WSDOT
10. November 24, 2014	DAHP Concurrence: Two historic properties in project area eligible for listing on the NRHP. Section 106 complete.

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STATE OF WASHINGTON
OFFICE OF COMMUNITY DEVELOPMENT
OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
420 Golf Club Road SE, Suite 201, Lacey • PO Box 48343 • Olympia, Washington 98504-8343 • (360) 407-0752
Fax Number (360) 407-6217

June 20, 2001

RECEIVED
JUN 22 2001
CITY OF SEATTLE
HISTORIC PRESERVATION PROGRAM

Ms. Karen Gordon
Department of Neighborhoods
700 Third Avenue, Suite 400
Arctic Building
Seattle, Washington 98104-1848

In future correspondence please refer to:
Log: 102594-22-FHWA-
Re: Determination of Eligibility
Reconsideration, Magnolia Bridge Viaduct
& Extension

Dear Ms. Gordon:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP) regarding the Magnolia Bridge Viaduct and Extension in Seattle. As you are aware, the Extension was determined eligible for listing in the National Register of Historic Places in 1994. The Viaduct itself was not considered eligible when first surveyed in 1980. This opinion by the surveyor was a result of modifications and repairs to the Viaduct.

In response and on behalf of the State Historic Preservation Officer (SHPO), I have reviewed the documentation submitted with your request for reconsideration of the National Register eligibility of the Magnolia Bridge Extension. As a result of this review, it appears that the Extension is no longer eligible as a result of many modifications that have taken place to the structure. As a result of these modifications, the structure is no longer able to convey those characteristics that make it National Register eligible. As a result of this opinion, further contact with OAHP is not necessary regarding earthquake repair and other modifications to the Viaduct and Extension.

Again, thank you for your assistance in this re-evaluation of National Register eligibility. Should you have any questions, please feel free to contact me at 360-407-0766 or gregg@cted.wa.gov.

Sincerely,

Gregory Griffith
Deputy State Historic Preservation Officer

GAG

STATE OF WASHINGTON
OFFICE OF COMMUNITY DEVELOPMENT
OFFICE OF ARCHAEOLOGY & HISTORIC PRESERVATION
1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
(Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343
Phone (360) 586-3065 FAX (360) 586-3067 Web Site: www.oahp.wa.gov

September 25, 2003

Mr. Kirk T. Jones, PE
Seattle Department of Transportation
Key Tower, 700 5th Avenue, Suite 3900
Seattle, Washington 98104-5043

In future correspondence please refer to:
Log: 102594-22-FHWA
Property: Magnolia Bridge Viaduct & Extension, Seattle
Re: Replacement Project

Dear Mr. Jones:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP) regarding the above referenced proposal. From your letter, I understand the City of Seattle proposes to demolish and replace the Magnolia Bridge Viaduct and Extension. As you know, OAHP's last correspondence with the City regarding the bridge resulted in our opinion that the structure is not eligible for listing in the National Register of Historic Places.

With this letter, I am affirming our opinion from June 20, 2001 that the Magnolia Bridge and Extension are not National Register eligible. We are not in receipt of any information about the property that would shift our opinion toward eligibility. Therefore at this point, OAHP involvement in the proposed replacement is not necessary. I recommend contact with the city's Historic Preservation Officer Karen Gordon to obtain any comments from that office.

I note that it is practice by the Washington State Department of Transportation and other public agencies, of photo-documenting the structure before removal. I recommend that such a documentation effort be undertaken for the Magnolia Bridge in view of the it's long presence in, and service to, the city. Labeled photographs and negatives should be forwarded to OAHP at the above address. The Seattle Historic Preservation Officer should also be contacted regarding her desire for copies of the documentation.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me at 360-586-3073 or gregg@cted.wa.gov.

Sincerely,

Gregory Griffith
Deputy State Historic Preservation Officer

cc: Karen Gordon

January 6, 2004

SHAPIRO
& ASSOCIATES, INC.

Mr. Greg Griffith
Acting State Historic Preservation Officer
Office of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

Re: Magnolia Bridge Replacement Project (SHAPIRO project #1023001)

Dear Mr. Griffith:

Seattle Department of Transportation (SDOT) is currently preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for the Magnolia Bridge Replacement Project. Earlier this year, Linda Naoi Goetz met with you to discuss the project's Area of Potential Effect (APE). During this consultation, an APE was proposed for assessing the project's impact on cultural resources. This APE for all alternatives included the viewshed of the project area. The boundaries of this area included the east slope of Magnolia bluff to 28th Avenue West and the west slope of Queen Anne hill up to and including 8th Avenue West. The northern boundary extended to West Dravus Street, while the southern boundary extended to the waterfront piers. The total area within this APE covered approximately 1 square mile.

During the initial reconnaissance survey of this APE, over 250 buildings that are more than 25 years old were identified as being potentially eligible for listing in the National Register of Historic Places or the Seattle Landmark Register. Potential impacts on these structures would be primarily indirect and visual in nature. Fifteen structures would be directly affected by construction of the project. The alternative bridge alignments are located within a transportation corridor that is used by the Port of Seattle (Terminal 91) and the Burlington Northern Santa Fe Railway. All alternatives connect to the 15th Avenue West/Elliott Avenue West corridor. Because the Magnolia Bridge is currently part of a transportation corridor, relocation within this setting should not adversely affect the historic setting of the properties within the project viewshed (36 CFR 800.5).

Because more than 90% of the potentially eligible buildings in the APE would have potential view and/or indirect impacts, the project team proposed to SDOT an APE of 100 feet on either side of each project alternative. This proposed APE meets the intent of historic preservation and is a more cost-effective use of public funds. SDOT met with Karen Gordon, the Seattle Historic Preservation Officer (SHPO), to discuss the project and review this proposal for APE boundaries. The proposal for the APE is consistent with the APEs defined for the Alaskan Way Viaduct project and the Seattle Monorail Project in the Interbay area. For the monorail segment in Interbay, the APE

101 Yesler Way
Suite 400
Seattle, WA 98104
Telephone:
206.624.9190
Facsimile:
206.624.1901
E-mail:
shapiro@shap.com

includes historic resources adjacent to (within 100 feet) the guideway and stations, effectively limiting the APE to one lot depth from the street right-of-way or station property. The Alaskan Way Viaduct project has a similar APE, but it also includes the waterfront piers adjacent to the project.

SDOT and the Seattle Historic Preservation Office accepted the APE proposal with a few conditions. In addition to evaluating historic resources within 100 feet of the alternatives, the City recommended that the APE also include the Admiral's Quarters located above the Elliott Bay Marina, and the contiguous property of the Port of Seattle, which would include Piers 90 and 91 and the northernmost building on Pier 89.

The Magnolia Bridge project team, on behalf of SDOT, is requesting your guidance and review of the proposed APE in compliance with the consultation procedures outlined in Section 106 of the National Historic Preservation Act of 1966, as amended.

Thank you for your assistance. If you have any questions regarding these changes or additional conditions, please contact me at (206) 624-9190.

Sincerely,

SHAPIRO AND ASSOCIATES, INC.

Lara C. Rooke
Cultural Resources Specialist/Archaeologist

cc: HNTB, Pete Smith
SDOT, Kirk Jones
SDOT, Sandy Gurkewitz
SHPO, Karen Gordon
Shapiro and Associates, Inc., Richard Butler
Shapiro and Associates, Inc., Anthony Katsaros

STATE OF WASHINGTON
OFFICE OF COMMUNITY DEVELOPMENT
OFFICE OF ARCHAEOLOGY & HISTORIC PRESERVATION
1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
(Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343
Phone (360) 586-3065 FAX (360) 586-3067 Web Site: www.oahp.wa.gov

January 21, 2004

Ms. Lara C. Rooke
Shapiro & Associates, Inc.
101 Yesler Way, Suite 400
Seattle, Washington 98104

In future correspondence please refer to:
Log: 061203-13-FHWA
Property: Magnolia Bridge
Re: Area of Potential Effect, Magnolia Bridge Replacement Project, Seattle

Dear Ms. Rooke:

Thank you for your letter of January 6, 2004 to the Washington State Office of Archaeology and Historic Preservation (OAHP) regarding the above referenced action. This correspondence is being reviewed on behalf of the State Historic Preservation Officer (SHPO) in accord with the consultation requirements of Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

In response, I have reviewed your documentation regarding the proposed Area of Potential Effect (APE) for the replacement project. As a result, I concur with the revised APE as described in your letter in addition to the conditions proposed by the Seattle Historic Preservation Officer. These conditions require including the Admiral's Quarters, plus Piers 90 and 91 and the northernmost buildings on Pier 89 as part of the APE.

Again, thank you for the opportunity to review and comment the revised APE for this project. Should you have any questions, please feel free to contact me at 360-586-3073 or gregg@cted.wa.gov.

Sincerely,

Gregory Griffith
Deputy State Historic Preservation Officer

cc: Karen Gordon

Washington State
Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 25, 2008

RECEIVED
MAR 3 1 2008
LOCAL PROGRAMS

Dr. Allyson Brooks
Washington State Historic Preservation Officer
Department of Archaeology and Historic Preservation
P. O. Box 48343
Olympia, WA 98504-8343

City of Seattle
Magnolia Bridge Replacement
Determination of Effect
Fed Aid # HER 1533(005)

Dear Dr. Brooks:

As you are aware, the City of Seattle is proposing to replace the Magnolia Bridge with funding from the Federal Highway Administration. The Washington State Department of Transportation Highways and Local Programs Division is assisting the city and acting on behalf of the FHWA in processing federal environmental compliance documentation. The Magnolia Bridge was built in 1929, and is structurally vulnerable. In the event of an earthquake, it is susceptible to severe damage or collapse. The Magnolia Bridge provides an important link between the Magnolia neighborhood and the remainder of the City of Seattle. It is also the only public vehicular access to the land between North Bay (Terminal 91), Smith Cove Park, Elliott Bay Marina, and the U. S. Navy property. The bridge no longer retains physical integrity and was determined ineligible for listing in the National Register of Historic Places in 2001.

Alternative A was selected as the preferred alternative after the attached cultural resources report was produced. As you'll note in the report, there will be no direct effect to historic properties under Alternative A. While the new bridge will be visible from historic properties within the APE, the indirect visual effect will not be adverse (i.e., the change to the viewshed will not diminish the integrity of the properties' significant historic features).

Twenty historic resources were documented in the project APE (see Table 2 on page 44). Of these, four are eligible for listing in the National Register of Historic Places: (1) the Admiral's Residence (Criterion C), (2) Port of Seattle's Building 40 (Criterion C), (3) the Port of Seattle's Warehouse built in 1925 (Criterion C), and (4) a Port of Seattle's building built in 1929 (Criterion A). The remaining 16 historic resources are not eligible for listing in the NRHP. While DAHP concurred in 2001 that the Magnolia Bridge is not

eligible for listing in the NRHP due to extensive modification, DAHP requested in 2003 that the bridge be documented with large format photography prior to its removal. The City will ensure that a new inventory form is prepared for the bridge that includes large format photo-documentation.

Constructed in 1944, the Admiral's Residence, also known as Quarters A, at Pier 91 is eligible for the NRHP under Criterion C as a distinctive example of U.S. Naval residential architecture in the Magnolia/Interbay areas of Seattle. It was constructed south of the Magnolia Bridge, and is oriented toward Elliott Bay with an expansive view over the water and downtown Seattle.

Pursuant to 36 CFR Part 800.5 of Section 106 of the National Historic Preservation Act (NHPA), replacement of the Magnolia Bridge under Alternative A will not constitute an adverse effect to the Admiral's Residence. The house was constructed 15 years after the Magnolia Bridge was built, therefore, the bridge has always been within the setting of the Admiral's Residence. The centerline of the existing bridge is approximately 320 feet from the Admiral's Residence. The centerline of the new bridge will be approximately 210 feet from the Admiral's Residence. Some deciduous and evergreen trees will be removed for construction of the new bridge but the majority of existing foliage will remain. Although the new bridge will be closer to the Admiral's Residence, the new bridge's concrete construction will create a more streamlined structure than the existing steel structure, lessening the visual intrusion. Projected noise increases are minimal and will not constitute an adverse effect and there are no known or projected impacts from vibration.

Most significantly, the Admiral's Residence was constructed adjacent to the Magnolia Bridge. The Admiral's Residence is oriented so that the primary views are to the south, over the Elliott Bay, away from the bridge to the north. Although the new bridge will be 100 feet closer, it will not have an adverse effect on the Admiral's Residence's setting because the setting has always included the bridge. The proposed bridge has been designed to minimize the visual intrusion to the setting of the Admiral's Residence. Attached is a photograph of the existing Magnolia Bridge from the Admiral's Residence (Figure 1) as well as a photo-simulation of the new Magnolia Bridge from the same location (Figure 2). Given the new design and bridge construction materials, the footprint of the proposed bridge will not cause an adverse effect to the setting of the Admiral's Residence.

As part of the cultural resource identification effort, Historical Research Associates (HRA) conducted limited shovel testing and examined several mechanical cores excavated throughout the APE. Although HRA did not identify any archaeological deposits in the APE they noted the proximity of the West Point archaeological site to the

project area and recommended archaeological monitoring during project construction. Archaeological monitoring is indeed appropriate for this project and the City will arrange for an archaeologist to be present during ground disturbing activities. Prior to the start of construction, the City will prepare an archaeological monitoring and inadvertent discovery plan for your office to review.

Please review the cultural resource survey accompanying this letter and contact me regarding any questions or concerns you may have. I look forward to your concurrence on our determinations of eligibility for the above listed resources and on our determination of no adverse effect to historic properties. Similar letters were sent to the Jamestown S'Klallam, Muckleshoot, Snoqualmie, and Yakama Indian Tribes. You may contact me at by telephone or email at (360) 705-7879 or deboert@wsdot.wa.gov.

Sincerely,

Trent de Boer, RPA
WSDOT Archaeologist
Highways & Local Programs Division

TDB:ac
Enclosure

cc: Brian Hasselbach, FHWA, MS 40943
Ed Conyers, Local Programs Engineer, NW Region

Highways & Local Programs
RECEIVED
JUN 17 2008
OLYMPIA, WA

STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

June 16, 2008

Mr. Trent de Boer
Archaeologist
WSDOT, Highways & Local Programs
PO Box 47390
Olympia, WA 98504-7390

In future correspondence please refer to:
Log: 061203-13-FHWA
Property: Magnolia Bridge Replacement Project
Re: ADVERSE Effect

Dear Mr. de Boer:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP). We have reviewed the letter you provided on May 21, 2008, for this project. After much review, including a site visit by the two of us on June 4th, DAHP cannot concur with your assessment of no adverse effect to the property identified as the Admiral's Residence.

The arguments outlined in your May 21st letter are well presented and informed and we agree that the Admiral's Residence will not experience any long-term, direct effects from the proposed undertaking. We do feel, however, that the residence may experience some of the short-tem effects. In your letter you defined efforts to address these effects as "minimization efforts." Some of these effects include disruption to utility service, construction noise, access, and documentation of the structure before and after construction to determine the possibility of any structural distress. We believe that you have compiled a good beginning list of remedies for some of these possible short-term effects and look forward to further consultation and the development of a Memorandum of Agreement (MOA) to address this Adverse Effect.

We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available. These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Sincerely,

Matthew Sterner, M.A., RPA
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION
Protect the Past, Shape the Future

Washington State Department of Transportation

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

August 6, 2014

Dr. Allyson Brooks
Washington State Historic Preservation Officer
Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

City of Seattle
Magnolia Bridge Replacement Project
Determinations of Eligibility
Federal Aid Number: EHR-1533(005)
DAHP Log # 061203-13-FHWA

Dear Dr. Brooks:

As you know, the City of Seattle is proposing to replace the Magnolia Bridge with funding from the Federal Highway Administration (FHWA). The Washington State Department of Transportation (WSDOT) Local Programs Division is assisting the City and acting on behalf of the FHWA in processing federal environmental compliance documentation.

Although the Project's Memorandum of Agreement (MOA) was executed on 1 November 2011, the Project has yet to complete its Environmental Assessment (EA). Recently, the City has made a strong effort to complete the EA and in the process they noted that the Section 106 documentation is incomplete. The main issue is that your letters of 2 May 2008 and 16 June 2008 only concurred with our determinations of eligibility and effect for the Admiral's House, thereby leaving the eligibility of the remaining 19 historic resources unresolved. Due to the passage of time, the former Port of Seattle's Building 40 is no longer eligible for listing in the National Register of Historic Places (NRHP) due to extensive modifications by its new owner. Likewise, the Port of Seattle's petroleum pumphouse (Building 27) is no longer eligible for listing in the NRHP due to loss of historic integrity that has resulted from the removal of associated refinery buildings and storage tanks. Revised historic property inventory forms for Buildings 27 and 40 have been electronically submitted to DAHP. The Port of Seattle's Warehouse remains eligible for listing in the NRHP and will not be adversely affected by the project. The remaining 16 historic resources (please refer to Table 2 of the Project's cultural resources report) are not eligible for listing in the NRHP.

I look forward to your concurrence with our determinations of eligibility for the above-mentioned 19 historic resources. Because the only resource that will be adversely affected by the Project is the Admiral's House, the Project's MOA remains valid and needs no amendment. Please contact me at (360) 705-7879 or deboert@wsdot.wa.gov if you have any questions.

Sincerely,

Trent de Boer
WSDOT Archaeologist
Local Programs

TD:ac
cc: Lindsey Handel, FHWA, MS 40943 (electronic, w/attachments)
Ed Conyers, Northwest Region Local Programs Engineer (electronic, w/attachments)

DEPARTMENT OF
ARCHAEOLOGY &
HISTORIC PRESERVATION
Protect the Past. Shape the Future

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

November 25, 2014

Mr. Trent de Boer
WSDOT, Local Programs
PO Box 47390
Olympia, WA 98504-7390

In future correspondence please refer to:
Log: 061203-13-FHWA
Property: Magnolia Bridge Replacement Project
Re: Determined Eligible

Dear Mr. de Boer:

Thank you for contacting our office. We have reviewed the materials you provided to our office and we concur with your professional opinion that the Port of Seattle Warehouse property remains eligible for listing in the National Register of Historic Places (NRHP). We further concur that two structures that were previously considered eligible for listing in the NRHP (Port of Seattle Buildings 27 and 40) have degraded or been otherwise modified so that they are no longer eligible for listing in the NRHP. Finally, we concur that the remaining 16 building identified within the project area are not eligible for listing in the NRHP. Since none of these structures will be impacted by the project and a memorandum of agreement (MOA) to address mitigation for adverse effects that will affect the Admiral's House has already been signed and implemented, we concur with your determination that MOA remains valid and requires no amendment.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

State of Washington • **Department of Archaeology & Historic Preservation**
P.O. Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065
www.dahp.wa.gov

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Appendix B

Magnolia Bridge Type, Size and Location Study

CD attached.

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Appendix C

Seattle City Council Bill 114645

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City of Seattle Legislative Information Service

Information retrieved on October 21, 2014 1:15 PM

Council Bill Number: 114645
Ordinance Number: 121250

AN ORDINANCE relating to certain United States of America government- owned surplus real property near Smith Cove in the Magnolia area of Seattle; authorizing acquisition of such real property; increasing appropriations from the Shoreline Park Improvement Fund and from the 2000 Parks Levy Fund in the Department of Parks and Recreation's 2003 Budget for the acquisition of such real property and related costs; authorizing entering into an agreement with King County to accept funds for acquisition and development of portions of such real property; and authorizing the subsequent disposal of one parcel of such real property and the deposit of proceeds of sale in the 2000 Parks Levy Fund, all by a three-quarters vote of the City Council.

Status: Passed As Amended
Date passed by Full Council: August 11, 2003
Vote: 7-0 (Excused: Licata, McIver)
Date filed with the City Clerk: August 19, 2003
Date of Mayor's signature: August 19, 2003
(about the signature date)

Date introduced/referred to committee: July 28, 2003
Committee: Parks, Education and Libraries
Sponsor: STEINBRUECK

Index Terms: PARKS, MAGNOLIA, LAND-ACQUISITION, US-GOVERNMENT

Fiscal Note: Fiscal Note to Council Bill No. 114645

Text

AN ORDINANCE relating to certain United States of America government-owned surplus real property near Smith Cove in the Magnolia area of Seattle; authorizing acquisition of such real property; increasing appropriations from the Shoreline Park Improvement Fund and from the 2000 Parks Levy Fund in the Department of Parks and Recreation's 2003 Budget for the acquisition of such real property and related costs; authorizing entering into an agreement with King County to accept funds for acquisition and development of portions of such real property; and authorizing the subsequent disposal of one parcel of such real property and the deposit of proceeds of sale in the 2000 Parks Levy Fund, all by a three-quarters vote of the City Council.

WHEREAS, the United States of America, acting through the Secretary of the Navy, under Section 8143 of Public Law 105-262, DEPARTMENT OF DEFENSE APPROPRIATION ACT OF 1999, a copy of which is attached hereto as Attachment 1, is authorized to convey surplus real property to The City of Seattle, subject to such terms and conditions as the Secretary of the Navy deems appropriate; and

WHEREAS, The Secretary of the Navy has determined that the real property identified in Section 1 below as Parcels A through F, inclusive, and Parcel H are surplus and may be conveyed to the City; and

WHEREAS, Parcels A, B, C, and D, were donated by the City to the Navy in 1942 under authority of Ordinance 72017 for military use during World War II, and The Secretary of the Navy is authorized to return

thence South 12 degrees 54'49" East, a distance of 99.23 feet,

thence South 89 degrees 46'23" West, a distance of 106.30 feet,

thence South 02 degrees 15'17" West, a distance of 85.82 feet,

thence South 19 degrees 15'04" West, a distance of 85.61 feet, to a point of curvature,

thence south and east along a curve to the left, the radius point bearing South 70 degrees 44'56" East, with a radius of 40.00 feet, a central angle of 101 degrees 14'18", an arc distance of 70.68 feet,

thence South 81 degrees 59'14" East, a distance of 32.46 feet,

thence east and south along a curve to the right, the radius point bearing South 08 degrees 00'46" West, with a radius of 30.00 feet, a central angle of 75 degrees 52'39", an arc distance of 39.73 feet,

thence South 06 degrees 06'38" East, a distance of 83.97 feet,

thence South 23 degrees 01'25" East, a distance of 102.53 feet,

thence South 00 degrees 46'37" East, a distance of 107.79 feet,

thence South 88 degrees 18'21" East, a distance of 4.98 feet,

Legal Description of USA Property (Parcel G) - continued

thence South 00 degrees 51'42" West, a distance of 43.38 feet, to a point of curvature,

thence south and west along a curve to the right, the radius point bearing North 89 degrees 08'18" West, with a radius of 80.00 feet, a central angle of 72 degrees 42'19", an arc distance of 101.52 feet,

thence South 73 degrees 34'01" West, a distance of 31.32 feet,

thence South 15 degrees 10'12" East, a distance of 18.72 feet, to the north margin of Marina Place as set forth in Auditor's File #116480,

thence South 74 degrees 49'48" West, a distance of 98.84 feet,

thence North 00 degrees 51'47" West, a distance of 94.75 feet to the TPOB.

EXHIBIT "D" TO QUITCLAIM DEED

Legal Description of FAA Easement Area

A parcel of land located in Government Lot 4, Section 23, Township 25 North, Range 3 East, W.M. described as follows:

Commencing at the SE corner of Magnolia Park Addition to the City of Seattle, as recorded in Volume 15, Page 5, King County Records, Washington State.

Said SE corner lying S 89 degrees 08'13" W and distant 210.00 feet from a government meander corner marking the SE corner of Government Lot 4, Section 23, Township 25 North, Range 3 East, W.M.

Thence S 89 degrees 08'13" W along the south line of said Government Lot 4, a distance of 525.93 feet to a concrete monument in case. Said monument marks the intersection of the centerline of a 66 foot Galer Street ROW to the West and the centerline of a 60 foot Garfield Street ROW and the beginning of a curve to the northeast as established and described by Condemnation Ordinance 53518.

Thence S 00 degrees 51'47" E a distance of 30.00 feet to the southerly margin of said Garfield Street and the beginning of a curve to the east and north.

Thence east and north along said southerly margin of Garfield Street on a curve concave to the northwest, whose radial center bears N 00 degrees 51'47" W having a radius of 530.00 feet and a central angle of 32 degrees 56'20", an arc distance of 304.69 feet to the north westerly corner of this description and the True Point of Beginning.

Thence S 28 degrees 13'08" E a distance of 42.01 feet,

Thence S 80 degrees 48'34" E a distance of 28.12 feet,

Thence N 72 degrees 00'20" E a distance of 57.78 feet to the intersection with the north margin of West Galer Street,

Thence N 28 degrees 13'08" W a distance of 83.22 feet to the southerly margin of said W Garfield Street,

Thence south and west along said southerly margin on a curve concave to the northwest whose radial center bears N 42 degrees 30'07" W having a radius of 530.00 feet and a central angle of 8 degrees 42'00" an arc distance of 80.48 feet to the TPOB and the end of this description.

Containing 0.12 acre/5248.3 square feet

EXHIBIT "C-2"

Quitclaim Deed for Parcels E and F

When Recorded Return to:
Seattle Department of Parks and Recreation
800 Maynard Ave. South, 3rd Floor
Seattle, Wa 98134-1336
Attention: Marcia Flynn, Sr. Real Property Agent

Document Title: QUITCLAIM DEED AND RESERVATION OF EASEMENTS
Reference Number of Document Assigned or Released: Not Applicable

Grantor's Name: THE UNITED STATES OF AMERICA
Grantee's Name: THE CITY OF SEATTLE

Abbreviated Legal Description:

Parcel E: Portions of 26th Av W, W Galer St & Amherst Av W, platted in Minor's Addition, Vol 2 of Plats, pg 12, & Magnolia Park Addition, Vol 15 of Plats, pg 55, as taken in Judgment on Declaration of Taking filed April 20, 1943, USDC No 686, & more specifically delineated in record of survey recorded under KC Recording No 20010312900002.

Parcel F: Ptn Lots 1-7, Block 117, SeattleTidelands, N & W of 23rd Av W & W Marina Pl,as conveyed to City of Seattle by deed recorded under KC Recording No 9204071721; TOG W/ ptn vacated Joliet Av W; Ptn Block 114, Seattle Tidelands, N of S line of Sec23, T25 N, R3 E, WM; TOG W/ ptn vacated Joliet Av W; Ptn S 1/2 Gov Lot 4, Sec23, T25N, R3 E, WM; EXC ptn deeded to Port of Seattle by QCD recorded under KC Recording No 7606300880;Lots 23 & 24, Block 12, Minor's Addition, Vol 2 of Plats, pg 12;Lots 12, 13 & ptns Lots 11 & 14, Block 9, Minor's Addition, Vol 2 of Plats, pg 12; Ptn Lot 10, Block 10, Minor's Addition, Vol 2 of Plats, pg 12, lying Nwesterly of Nly line of parcel conveyed to City of Seattle, by deeds recorded under KC Recording Nos 9204071722 & 9105210407; and Ptn of W Oaks St platted in Minor's Addition, Vol 2 of Plats, pg 12, as taken in Declaration of Taking filed April 20, 1943, USDC No 686, & more specifically delineated in record of survey recorded under KC Recording No 20010312900002.

Assessor's Property Tax Parcel/Account Numbers: portion 766620-1146-09, portion 232503-9015-05, portion 555330-0580-02 & all 555330-0695-04.

QUITCLAIM DEED AND RESERVATION OF EASEMENTS

This Deed is made this ____ day of _____, 2003, by the UNITED STATES OF AMERICA, acting by and through the Department of the Navy (herein called "Grantor" or "USA"), in favor of THE CITY OF SEATTLE, a municipal corporation of the State of Washington (herein called "Grantee" or "City").

RECITAL

This conveyance of property is made pursuant the authority granted in Section 8143 (a) of Public Law 105-262; the Department of Defense Appropriation Act of 1999, attached hereto as Exhibit "A", for a monetary consideration of SEVEN HUNDRED NINETY-FIVE THOUSAND DOLLARS ($795,000.00) for Parcel E of the real property legally described in Exhibit "B" attached hereto and incorporated herein by this reference and FIVE MILLION SIXTY-FIVE THOUSAND DOLLARS ($5,065,000.00) for Parcel F of the real property legally described in said Exhibit "B", for a total of FIVE MILLION EIGHT HUNDRED SIXTY THOUSAND DOLLARS ($5,860,000.00), the receipt of which is hereby acknowledged.

CONVEYANCE

Grantor does hereby release, convey and quitclaim to Grantee, its successors and assigns, all Grantor's right, title and interest, together with all after-acquired title of the Grantor and any and all rights in abutting streets, in and to the real property and all improvements thereon and appurtenances thereto (the "Property"), located in King County, Washington and described in Exhibit "B" attached hereto and incorporated herein by this reference ("City Property"), subject to the following:

1. Grantor hereby reserves non-exclusive easements in gross ("Utility Easements") in, on, over, under and across the following described portion(s) of the City Property (such portions are referred to collectively as the "Utility Easement Areas"):

A strip of land twenty (20) feet in width, lying ten (10) feet on each side of each centerline of as-built utility service lines for water, sewer, storm sewer, cable television and electrical distribution; each running from the respective existing main or primary line to the point of entry onto Grantor's real property legally described in Exhibit "C" attached hereto and incorporated herein by this reference ("USA Property").

The purpose of the Utility Easements is for maintenance and repair of existing water, sewer, storm sewer, cable television, and electric distribution system and appurtenant lines ("Utility Lines") to serve one existing single-family dwelling known as the Admiral's quarters located on USA Property, so long as USA Property is owned and occupied by Grantor, and for no other purpose.

2. Grantor hereby reserves an exclusive easement in gross ("FAA Easement") on, over, and across that portion of the City Property legally described in Exhibit "D" attached hereto and incorporated herein by this reference ("FAA Easement Area"). The purpose of the FAA Easement is for the use, maintenance and repair of an existing air navigational and telecommunications facility (the "Facility"), with ingress and egress thereto, known as the Seattle Outer Marker Site administered by the United States Federal Aviation Administration related to air traffic at King County (Boeing) Airport, Seattle, Washington, and for no other purpose.

3. An easement for railroad spur tracks as located within a portion of Parcel F of the real property legally described in Exhibit "A" reserved by Northern Pacific Railway Company, a Wisconsin Corporation, by deed recorded December 29, 1942, under King County Recording Number 3284839.

4. Matters disclosed on surveys recorded under King County Recording Numbers 200007179000012 and 20010312900002.

5. General taxes and special taxes not yet assessed by the King County Assessor's Office under tax account numbers 766620-1146-09 (portion), 232503-9015-05 (portion), 555330-0580-02 (portion) and 555330-0695-04.

REPRESENTATIONS, COVENANTS AND RESTRICTIONS

1. The Grantor represents as follows: Grantor has performed an Environmental Baseline Survey (EBS) to examine the property for hazardous substances and has taken appropriate remedial action resulting in a decision that the property is suitable for transfer, said decision is set forth in a Finding of Suitability for Transfer (FOST). Copies of the EBS and FOST referred to above have each been made available to Grantee and are each incorporated herein by reference.

2. ENVIRONMENTAL COVENANTS. The United States of America, in accordance with 42 USC 9620(h), hereby covenants and warrants to the Grantee, its successors and assigns, that (1) all remedial action necessary to protect human health and the environment with respect to any hazardous substance remaining on the Property has been taken before the date of this deed and (2) any additional remedial action found to be necessary after this date shall be conducted by the United States of America, acting by and through the Department of the Navy. The United States of America, acting by and through the Department of the Navy, reserves necessary access rights to the Property in any case in which remedial or corrective action is found to be necessary after the date of this deed.

3. In connection with Grantor's covenant made in paragraph 2, the Grantee agrees on behalf of itself, its successors and assigns, as a covenant running with the land, that

Grantor, and its officers, agents, employees, contractors and subcontractors, shall have the right, upon reasonable notice to Grantee, its successors and assigns, to enter upon the Property in any case in which a response or corrective action is found to be necessary at such Property after the date of this deed.

4. The right to enter described in paragraph 3 shall include the right to conduct tests, investigations and surveys, including, where necessary, drilling, test-pitting, boring and other similar activities. Such right shall also include the right to construct, operate, maintain or undertake any other response or corrective action as required or necessary including, but not limited to, monitoring wells, pumping wells and treatment facilities. Any such entry, including such activities, response or corrective actions, shall be coordinated with the Grantee or its successors and assigns, and shall be performed in a manner which minimizes a) any damage to any structures on the Property and, b) any disruption or disturbance of the use and enjoyment of the Property. The Grantor shall be responsible, to the extent provided in the Federal Tort Claims Act, for any personal injury or property damage or claims, suits or penalties related to Grantor's environmental activities on the property.

5. Except for Grantor's responsibilities, if any, arising from paragraphs 2, 3 and 4 above, the Grantee accepts the Property in its

condition at the time of conveyance. The recording of this deed on behalf of the Grantee shall be conclusive evidence of the Grantees acceptance of both this deed, and the condition of all property conveyed hereby.

6. GRANTEE COVENANTS for itself, its heir, successors, and assigns and every successor in interest to the property hereby conveyed, or any part thereof, that the said Grantee and such heirs, successors, and assigns shall not discriminate upon the basis of race, color, religion, or national origin in the practices conducted thereon. This covenant shall not apply, however, to the lease or rental of a room or rooms within a family dwelling unit; nor shall it apply with respect to religion to premises used primarily for religious purposes. The United States of America shall be deemed a beneficiary of this covenant without regard to whether it remains the owner of any land or interest therein in the locality of the property hereby conveyed and shall have the sole right to enforce this covenant in any court of competent jurisdiction.

_____
GRANTOR:
UNITED STATES OF AMERICA
By_____
ROBERT K. UHRICH
Real Estate Contracting Officer
Engineering Field Activity, Northwest
Naval Facilities Engineering Command

Reviewed and Approved
As to Form and Legality:
_____
Shelley K. Simcox
Assistant Counsel

Legal Description Approved:
_____
Jerrell Tomeo, Engineering Technician

GRANTEE:
THE CITY OF SEATTLE
By_____
Kenneth R. Bounds, Superintendent
Department of Parks and Recreation

EXHIBITS

Exhibit "A" - Public Law 105-262, Section 8143, Department of Defense Appropriation Act of 1999
Exhibit "B" - Legal Description of City Property (Parcels E and F)
Exhibit "C" - Legal Description of USA Property (Parcel G)
Exhibit "D" - Legal Description of FAA Easement Area

STATE OF WASHINGTON)
) ss.
COUNTY OF KITSAP)

On this _____ day of ____ 2003, before me personally appeared Robert K. Uhrich, known or identified to me to be the authorized agent of the United States of America, the governmental entity that executed the instrument or the person who executed the instrument on behalf of said governmental entity, and acknowledged to me that such governmental entity executed the same.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Date:

NOTARY PUBLIC in and for the State of
Washington residing at
My commission expires:
PRINT NAME:

Use this space for Notary Seal/Stamp

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this ____ day of _____ , 2003, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Kenneth R. Bounds to me known to be the Superintendent, Department of Parks and Recreation of The City of Seattle, the municipal corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said municipal corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute the said instrument.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Date:
NOTARY PUBLIC in and for the State of
Washington residing at
My commission expires:

PRINT NAME:

Use this space for Notary Seal/Stamp

EXHIBIT "A" TO QUITCLAIM DEED

PUBLIC LAW 105-262 SECTION 8143

DEPARTMENT OF DEFENSE APPROPRIATION ACT OF 1999

SEC. 8143. (a) CONVEYANCE AUTHORIZED- The Secretary of the Navy may convey to the City of Seattle, Washington (in this section referred to as the `City'), all right, title, and interest of the United States in and to a parcel of real property, together with improvements thereon, consisting of approximately 11.82 acres, the location of the Magnolia housing area, Seattle, Washington, less such areas as the Secretary determines are required to support continued Navy family housing requirements.

(b) CONSIDERATION- As consideration for the conveyance under subsection (a), the City shall pay to the United States an amount equal to the fair market value (as determined by the Secretary) of the portion of the real property to be conveyed under subsection (a) that was not donated to the United States by the City. The portion of the real property to be conveyed under subsection (a) that was donated to the United States by the City will be returned to the City at no cost.

(c) CONDITION- The conveyance authorized by subsection (a) shall be subject to the condition that the City accept the real property in its condition at the time of conveyance.

(d) DESCRIPTION OF PROPERTY- The exact acreage and legal description of the property to be conveyed for monetary consideration, as well as the acreage of the portion to be returned to the City at no cost as described in subsection (b), shall be determined by a survey satisfactory to the Secretary. The cost of the survey shall be borne by the City.

(e) USE OF FUNDS- (1) The Secretary shall use any amounts paid to the

Secretary under subsection (b) for Navy family housing purposes in the Puget Sound region.

(2) If amounts referred to in paragraph (1) remain unexpended after the use for Navy family housing purposes referred to in that paragraph, the Secretary shall deposit such unexpended amounts in the account established under section 204(h) of the Federal Property and Administrative Services Act (40 U.S.C. 485(h)).

(f) ADDITIONAL TERMS AND CONDITIONS- The Secretary may require such additional terms and conditions in connection with the conveyance under this section as the Secretary considers appropriate to protect the interests of the United States.

EXHIBIT "B" TO QUITCLAIM DEED

Legal Description of City Property (Parcels E and F)

Parcel E:

Those portions of 26th Avenue West (Birmingham), West Galer Street (W Galer St & Villard) and Amherst Avenue as platted in Minor's Add and Magnolia Park Add., described as follows:

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 89 degrees 08'13" West along the north margin of Oakes St, as platted in Minor's Addition, a distance of 349.97 feet to the intersection with the east margin of 26th Ave W (Birmingham) and the TPOB of this description,

thence continuing South 89 degrees 08'13" West a distance of 66.00 feet to the west margin of said 26th Ave W.,

thence North 00 degrees 51'47" West, a distance of 200.00 feet to the intersection with the south margin of W Galer St (Villard),

thence South 89 degrees 08'13" West along the south margin of W Galer (Villard), a distance of 110.11 feet,

thence North 00 degrees 51'47" West a distance of 3.00' to the south margin of West Garfield St as established by City of Seattle Condemnation Ordinance 53518,

thence north and east on a curve to the left along the south margin of said West Garfield St, the radius point bearing North 00 degrees 51'47" West, having a radius of 530 feet, a central angle of 27 degrees 31'34, an arc distance of 254.62 feet, to the intersection with the north margin of W. Galer St.,

thence North 89 degrees 08'13" East, along the north margin of W Galer St. a distance of 94.18 feet, to the west margin of Amherst Ave,

thence North 00 degrees 34'02" East, along the west margin of Amherst Ave a distance of 64.06 feet, to the south margin of said W. Garfield St.,

thence north and east on a curve to the left along the south margin of said W Garfield St, the radius point bearing North 40 degrees 52'06 West, having a radius of 530 feet, a central angle of 08 degrees 09'36", an arc distance of 75.48 feet, to the point of tangency,

thence North 40 degrees 58'18" East, a distance of 11.01 feet to the intersection with the east margin of Amherst Ave.,

thence South 00 degrees 34'02" West, a distance of 30.64 feet,

thence south and west on a curve to the right, the radius point bearing North 47 degrees 44'39" West, having a radius of 550 feet, a central angle of 5 degrees 46'19", an arc distance of 55.41 feet,

thence South 28 degrees 13'08" East, a distance of 74.51 feet,

thence South 42 degrees 22'17" West, a distance of 71.95 feet, to the south margin of said W Galer St (Villard),

Legal Description of City Property (Parcels E and F) - continued

thence South 89 degrees 08'13" West, a distance of 170.47 feet, to the east margin of 24th Ave W (Birmingham),

thence South 00 degrees 51'47" East, a distance of 200.00 feet, to the north margin of Oakes St, and the TPOB.

containing 30,422.3 sq.ft/0.6984 acre

Parcel F:

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 00 degrees 51'47" East , a distance of 94.75 feet to the intersection with the north margin of Marina Pl as described in Auditor's File #116480,

thence North 74 degrees 49'48" East, a distance of 98.84 to the TPOB of this description,

thence North 15 degrees 10'12" West, a distance of 18.72 feet,

thence North 73 degrees 34'01" East, a distance of 31.32 feet to a point of curvature,

thence east and north along a curve to the left, the radius point bearing North 16 degrees 25'59" West, with a radius of 80.00 feet, a central angle of 72 degrees 42'19" , an arc distance of 101.52 feet,

thence North 00 degrees 51'42" East, a distance of 43.38 feet,

thence North 88 degrees 18'21" West, a distance of 4.98 feet,

thence North 00 degrees 46'37" West, a distance of 107.79 feet,

thence North 23 degrees 01'25" West, a distance of 102.53 feet,

thence North 06 degrees 06'38" West, a distance of 83.97 feet, to a point of curvature,

thence north and west along a curve to the left, the radius point bearing South 83 degrees 53'25" West, with a radius of 30.00 feet, a central angle of 75 degrees 52'39", an arc distance of 39.73 feet,

thence North 81 degrees 59'14" West, a distance of 32.46 feet, to a point of curvature,

thence west and north along a curve to the right, the radius point bearing North 08 degrees 00'46" East, with a radius of 40.00 feet, a central angle of 101 degrees 14'18", an arc distance of 70.68 feet,

thence North 19 degrees 15'04" East, a distance of 85.61 feet,

thence North 02 degrees 15'17" East, a distance of 85.82 feet,

thence North 89 degrees 46'23" East, a distance of 106.30 feet,

thence North 12 degrees 54'49" West, a distance of 99.23 feet, to an intersection with the north line of the Property exception to Quit Claim Deed #7606300880,

thence North 89 degrees 46'23" East, a distance of 262.06 feet to the NE corner of the property exception to Quit Claim Deed #7606300880 and the west margin of 23rd Ave W as set forth in Auditor's File #116480,

thence South 00 degrees 10'17" East, along the east line of the property exception to said Quit Claim Deed #7606300880, a distance of 736.61 feet, to the intersection with the north margin of Marina Pl as set forth in said AF#116480,

thence South 89 degrees 00'00" West, along the south line of the said property exception, a distance of 167.69 feet,

thence South 74 degrees 49'48" West, a distance of 155.43 feet to the TPOB.

containing 214,638.0 sq.ft/4.9274 acre

feet to the NE corner of said Block 6,

thence South 00 degrees 51'47" East along the west margin of Birmingham St (26th Ave W) as platted in said Minor's Add., a distance of 200.00 feet to the SE corner of said Block 6 and the TPOB;

Parcel B:

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 89 degrees 08'13" West along the north margin of Oakes St, as platted in Minor's Addition, a distance of 88.36 feet to the TPOB of this description,

thence continuing South 89 degrees 08'13" West along said north margin of Oakes St, a distance of 261.61 feet to the SW corner of Block 9 of said Minor's Add,

thence North 00 degrees 51'47" West, along the east margin of Birmingham St (26th Ave W) as platted in said Minor's Add, a distance of 200.00 feet to the NW corner of said Block 9 Minor's Add.,

thence North 89 degrees 08'13" East along the south margin of Villard St (Galer St) as platted in said Minor's Add, a distance of 170.47 feet,

thence South 42 degrees 22'17" West a distance of 138.83 feet,

thence South 68 degrees 59'49" East a distance of 173.81 feet,

thence South 37 degrees 01'35" East a distance of 42.26 feet, to the north margin of said Oakes St and the TPOB of this description;

Parcel C:

Commencing at the Government Meander Corner, also known as the SE corner of the of Government Lot 4, Section 23, Township 25 North, Range 3 East, Willamette Meridian;

Thence South 89 degrees 08'13" West along the center line of W. Galer St. as platted in Magnolia Park Add., a distance of 397.56 feet to the intersection with the west margin of Amherst Ave extended south as platted in said Magnolia Park Add.,

thence North 00 degrees 34'02" East along said west margin extension a distance of 30.00 feet to the SE corner of Block 3 in said Magnolia Park Add and the TPOB of this description,

thence South 89 degrees 08'13" West along said south margin of Galer St, a distance of 94.18 feet to an intersection with the south margin of W. Garfield Street as established by Condemnation Ordinance 53518 in the City of Seattle,

thence north and east along a curve to the left on the south margin of said W. Garfield St, said curve having a radius of 530 feet, the radius point bearing North 28 degrees 23'21" West, a central angle of 2 degrees 28'46", and an arc distance of 115.44 feet to an intersection with the west margin of said Amherst Avenue,

thence South 00 degrees 34'02" West along the west margin of said Amherst Ave, a distance of 64.06 feet to the SE corner of said Block 3, and the TPOB;

Parcel D:

Commencing at the Government Meander Corner, also known as the SE

corner of the of Government Lot 4, Section 23, Township 25 North, Range 3 East, Willamette Meridian;

Thence South 89 degrees 08'13" West along the south line of said Government Lot 4, a distance of 210.00 feet to the TPOB of Magnolia Park Add.,

thence North 00 degrees 32'44" East along the east line of said Magnolia Park Add 30 feet to the SE corner of Block 4 in said Magnolia Park Add,

thence South 89 degrees 08'13" West along said north margin of Galer St, a distance of 127.55 feet to the SW corner of said Block 4, and the intersection with the east margin of Amherst Avenue as platted in said Magnolia Park Add.,

thence North 00 degrees 34'02" East along the east margin of Amherst Avenue, a distance of 94.11 feet to the TPOB of this description,

thence continuing North 00 degrees 34'02" East along the east margin of said Amherst Ave, a distance of 30.64 to the intersection with the south margin of West Garfield Street as established by Condemnation Ordinance 53518 by the City of Seattle,

thence North 40 degrees 58'18" East along said south margin of West Garfield St. a distance of 88.99 feet,

thence South 49 degrees 01'42" East a distance of 20.00 feet,

thence south and west on a line distant 20 feet and parallel to said south margin of West Garfield St. the following courses, South 40 degrees 58'18" West a distance of 100.00 feet to a point of curvature to the right, said curve having a radius of 550 feet, the radius point bearing North 49 degrees 01'42" West, a central angle of 1 degrees 17'03", and an arc distance of 12.33 feet to an intersection with the east margin of said Amherst Avenue and the TPOB;

Parcel E:

Those portions of 26th Avenue West (Birmingham), West Galer Street (W Galer St & Villard) and Amherst Avenue as platted in Minor's Add and Magnolia Park Add., described as follows:

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 89 degrees 08'13" West along the north margin of Oakes St, as platted in Minor's Addition, a distance of 349.97 feet to the intersection with the east margin of 26th Ave W (Birmingham) and the TPOB of this description,

thence continuing South 89 degrees 08'13" West a distance of 66.00 feet to the west margin of said 26th Ave W.,

thence North 00 degrees 51'47" West, a distance of 200.00 feet to the intersection with the south margin of W Galer St (Villard),

thence South 89 degrees 08'13" West along the south margin of W Galer (Villard), a distance of 110.11 feet,

thence North 00 degrees 51'47" West a distance of 3.00' to the south margin of West Garfield St as established by City of Seattle Condemnation Ordinance 53518,

thence north and east on a curve to the left along the south margin of said West Garfield St, the radius point bearing North 00 degrees 51'47" West, having a radius of 530 feet, a central angle of 27

degrees 31'34, an arc distance of 254.62 feet, to the intersection with the north margin of W Galer St,

thence North 89 degrees 08'13" East, along the north margin of W Galer St. a distance of 94.18 f feet, to the west margin of Amherst Ave,

thence North 00 degrees 34'02" East, along the west margin of Amherst Ave a distance of 64.06 feet, to the south margin of said W. Garfield St.,

thence north and east on a curve to the left along the south margin of said W Garfield St, the radius point bearing North 40 degrees 52'06 West, having a radius of 530 feet, a central angle of 08 degrees 09'36", an arc distance of 75.48 feet, to the point of tangency,

thence North 40 degrees 58'18" East, a distance of 11.01 feet to the intersection with the east margin of Amherst Ave.,

thence South 00 degrees 34'02" West, a distance of 30.64 feet,

thence south and west on a curve to the right, the radius point bearing North 47 degrees 44'39" West, having a radius of 550 feet, a central angle of 5 degrees 46'19", an arc distance of 55.41 feet,

thence South 28 degrees 13'08" East, a distance of 74.51 feet,

thence South 42 degrees 22'17" West, a distance of 71.95 feet, to the south margin of said W Galer St (Villard),

thence South 89 degrees 08'13" West, a distance of 170.47 feet, to the east margin of 24th Ave W (Birmingham),

thence South 00 degrees 51'47" East, a distance of 200.00 feet, to the north margin of Oakes St, and the TPOB; AND

Parcel F:

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 00 degrees 51'47" East, a distance of 94.75 feet to the intersection with the north margin of Marina Pl as described in Auditor's File #116480,

thence North 74 degrees 49'48" East, a distance of 98.84 to the TPOB of this description,

thence North 15 degrees 10'12" West, a distance of 18.72 feet,

thence North 73 degrees 34'01" East, a distance of 31.32 feet to a point of curvature,

thence east and north along a curve to the left, the radius point bearing North 16 degrees 25'59" West, with a radius of 80.00 feet, a central angle of 72 degrees 42'19" , an arc distance of 101.52 feet,

thence North 00 degrees 51'42" East, a distance of 43.38 feet,

thence North 88 degrees 18'21" West, a distance of 4.98 feet,

thence North 00 degrees 46'37" West, a distance of 107.79 feet,

thence North 23 degrees 01'25" West, a distance of 102.53 feet,

thence North 06 degrees 06'38" West, a distance of 83.97 feet, to a point of curvature,

thence north and west along a curve to the left, the radius point bearing South 83 degrees 53'25" West, with a radius of 30.00 feet, a central angle of 75 degrees 52'39", an arc distance of 39.73 feet,

thence North 81 degrees 59'14" West, a distance of 32.46 feet, to a point of curvature,

thence west and north along a curve to the right, the radius point bearing North 08 degrees 00'46" East, with a radius of 40.00 feet, a central angle of 101 degrees 14'18", an arc distance of 70.68 feet,

thence North 19 degrees 15'04" East, a distance of 85.61 feet,

thence North 02 degrees 15'17" East, a distance of 85.82 feet,

thence North 89 degrees 46'23" East, a distance of 106.30 feet,

thence North 12 degrees 54'49" West, a distance of 99.23 feet, to an intersection with the north line of the Property exception to Quit Claim Deed #7606300880,

thence North 89 degrees 46'23" East, a distance of 262.06 feet to the NE corner of the property exception to Quit Claim Deed #7606300880 and the west margin of 23rd Ave W as set forth in Auditor's File #116480,

thence South 00 degrees 10'17" East, along the east line of the property exception to said Quit Claim Deed #7606300880, a distance of 736.61 feet, to the intersection with the north margin of Marina Pl as set forth in said AF#116480,

thence South 89 degrees 00'00" West, along the south line of the said property exception, a distance of 167.69 feet,

thence South 74 degrees 49'48" West, a distance of 155.43 feet to the TPOB:

ALL accepted for park, recreation, and open space purposes and placed under the jurisdiction of the Department of Parks and Recreation, EXCEPT that portion of Parcel F lying within the boundaries of the Magnolia Bridge, as described in City of Seattle Ordinance 53518, which shall be accepted for transportation purposes and placed under the jurisdiction of the Seattle Department of Transportation.

AND:

Parcel H:

Lots 20 through 27, inclusive, Block 194, Gilman's Addition to the City of Seattle, according to the plat thereof recorded in Volume 5 of Plats, page 93, in King County, Washington; EXCEPT that portion thereof deeded to the Port of Seattle by Quit Claim Deed recorded under Recording Number 7606300880; TOGETHER WITH that portion of 23rd Avenue West and West Plymouth Street as condemned in USDC Cause Number 686, described as follows:

Beginning at the northwest corner of Lot 20, Block 194, Gilman's Addition to the City of Seattle, according to the plat thereof recorded in Volume 5 of Plats, page 93, in King County, Washington, said corner is the TRUE POINT OF BEGINNING;

Thence N 89 degrees 25'39"E a distance of 132.63 feet;

Thence S 7 degrees 33'54" W a distance of 6.95 feet;

Thence S10 degrees 25'39" W a distance of 93.56 feet;

Thence S18 degrees 31'09" W a distance of 59.62 feet;

Thence S25 degrees 00'24" W a distance of 89.47 feet;

Thence S85 degrees 46'24" W a distance of 57.67 feet;

Thence N0 degrees 07'21" W a distance of 240.49 feet, to the TRUE POINT OF BEGINNING,

accepted for general municipal purposes and placed under the jurisdiction of the Department of Parks and Recreation.

Section 2. The Superintendent of Parks and Recreation is authorized to negotiate and enter into, on behalf of The City of Seattle, an agreement with King County, in form and substance satisfactory to the Superintendent, for receipt of up to Three Million Dollars ($3,000,000) for acquisition and development of portions of the real property described in Section 1 above, consistent with King County Ordinance 14517. Upon receipt, the funds shall be deposited in the 2000 Parks Levy Fund.

Section 3. To pay for the acquisition authorized in Section 1 above and for related acquisition costs for which insufficient appropriations were made, the appropriation for the following in the 2003 Budget is increased from the funds shown, as follows:

Fund	Department	Budget Control Level	Amount
Shoreline Park Improvement Fund (33110)	Parks and Recreation	Smith Cove (K72961)	$852,000
2000 Parks Levy Fund (33850)	Parks and Recreation	2000 Parks Levy - Neighborhood Parks Acquisition (K723001)	$5,848,000

Section 4. The Superintendent of Parks and Recreation or his designee is authorized to offer for sale by sealed competitive public bid Parcel H, described in Section 1 above, which is hereby declared to be surplus and not subject to further review by or notification to City departments, and to accept the highest, acceptable price offered for the purchase of such parcel. An acceptable price shall be a price above a threshold set by the Superintendent below which he may reject any and all bids. The threshold shall be based on an opinion of value expressed as a range, and will not be made public prior to the bid opening. The Superintendent is further authorized to execute such documents as he deems reasonable or necessary to sell Parcel H for and on behalf of The City of Seattle, including, without limitation, a purchase and sale agreement, a deed and such agreements and documents as may be necessary to close the transaction. Net proceeds of the sale shall be used, first, to reimburse costs incurred in the sale and second, to reimburse the 2000 Parks Levy Fund. Ordinance 118477 shall not apply to the sale of Parcel H.

Section 5. The City Council anticipates that approximately Three Hundred Thousand Dollars ($300,000) of the funds to be received from King County as authorized in Section 2 will be used for the development at Smith Cove of an unlit grass ballfield for use primarily by children. It is the Council's intent, however, that no development of that ballfield occur until the Department of Parks and Recreation has presented its proposed plan for that ballfield's development at community meetings and has received and considered comments from the community. The Council therefore requests that the Superintendent of Parks and Recreation or his designee report to the Council's Parks, Education and Libraries Committee or its functional successor on that community process and the final plan for that ballfield's development before commencing construction.

Section 6. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and confirmed.

Section 7. The foregoing appropriations are made to meet actual necessary expenditures of the City for which insufficient appropriation has been made due to causes that could not reasonably have been foreseen at the time of the adoption of the 2003 Budget. Now, therefore, in accordance with RCW 35.32A.060, by reason of the facts above stated, this ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by a three-fourths (3/4) vote of all the members of the City Council the ____ day of _____, 2003, and signed by me in open session in authentication of its passage this _____ day of _____, 2003.

_____
President _____of the City Council

Approved by me this ____ day of _____, 2003.

_____
Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2003.

_____
City Clerk

ATTACHMENTS:

Attachment 1 to Ordinance - Public Law 105-262, Section 8143 Department of Defense Appropriation Act of 1999

Attachment 2 to Ordinance - Real Estate Purchase and Sale Agreement N4425502P00Z13

August 11, 2003
version #7
ta

Attachment 1

PUBLIC LAW 105-262 SECTION 8143
DEPARTMENT OF DEFENSE APPROPRIATION ACT OF 1999

SEC. 8143. (a) CONVEYANCE AUTHORIZED- The Secretary of the Navy may convey to the City of Seattle, Washington (in this section referred to as the `City'), all right, title, and interest of the United States in and to a parcel of real property, together with improvements thereon, consisting of approximately 11.82 acres, the location of the Magnolia housing area, Seattle, Washington, less such areas as the Secretary determines are required to support continued Navy family housing requirements.

(b) CONSIDERATION- As consideration for the conveyance under subsection (a), the City shall pay to the United States an amount equal to the fair market value (as determined by the Secretary) of the portion of the real property to be conveyed under subsection (a) that was not donated to the United States by the City. The portion of the real property to be conveyed under subsection (a) that was donated to the United States by the City will be returned to the City at no cost.

(c) CONDITION- The conveyance authorized by subsection (a) shall be subject to the condition that the City accepts the real property in its condition at the time of conveyance.

(d) DESCRIPTION OF PROPERTY- The exact acreage and legal description of the property to be conveyed for monetary consideration, as well as the acreage of the portion to be returned to the City at no cost as

described in subsection (b), shall be determined by a survey satisfactory to the Secretary. The cost of the survey shall be borne by the City.

(e) USE OF FUNDS- (1) The Secretary shall use any amounts paid to the Secretary under subsection (b) for Navy family housing purposes in the Puget Sound region.

(2) If amounts referred to in paragraph (1) remain unexpended after the use for Navy family housing purposes referred to in that paragraph, the Secretary shall deposit such unexpended amounts in the account established under section 204(h) of the Federal Property and Administrative Services Act (40 U.S.C. 485(h)).

(f) ADDITIONAL TERMS AND CONDITIONS- The Secretary may require such additional terms and conditions in connection with the conveyance under this section as the Secretary considers appropriate to protect the interests of the United States.

Attachment 2

REAL ESTATE PURCHASE AND SALE AGREEMENT
N4425502P00Z13

This Agreement is made by and between The UNITED STATES of AMERICA, acting by and through the Department of the Navy, hereinafter called the "Seller", and The CITY OF SEATTLE, a municipal corporation of the State of Washington, hereinafter called the "Purchaser", and both collectively called the "Parties". Subject to the terms and conditions set forth below, Seller agrees to convey to Purchaser and Purchaser agrees to acquire from Seller that certain real property situated in Seattle, King County, Washington, commonly known as the Navy Magnolia Housing (Parcels A, B, C, D, E, F, and H, comprising approximately 7.9264 acres), and legally described in Exhibit "A" attached hereto, together with all rights appurtenant thereto and all improvements thereon, hereinafter collectively referred to as the "Property." The effective date of this Agreement shall be the date this Agreement has been signed by both Seller and Purchaser.

1. AUTHORIZATION. The United States of America, acting by and through The Department of Navy, has been authorized to convey the Property to The City of Seattle by Section 8143 (a) of Public Law 105-262; the Department of Defense Appropriation Act of 1999, attached hereto as Exhibit "B".

2. PURCHASE PRICE. The total purchase price for the Property is SIX MILLION EIGHT HUNDRED TWENTY THOUSAND DOLLARS ($6,820,000.00) ("Purchase Price"). The Purchase Price is payable as follows:

2.1 DEPOSIT. Purchaser will deposit with Pacific Northwest Title Insurance Company, hereinafter called "Escrow Agent", the sum of TWENTY-FIVE THOUSAND DOLLARS ($25,000) ("Deposit") in the form of a check or by wire transfer deposited with the Escrow Agent ten (10) business days after the effective date of this Agreement or ten (10) business days after Purchaser receives notice from Seller, as provided in Section 12 of this Agreement, that Seller has executed this Agreement, whichever is later. The date of Seller's execution and the effective date of this Agreement shall be one and the same, provided the Agreement was heretofore executed by Purchaser. Further, upon execution of this Agreement, Seller will provide the Purchaser with a facsimile copy ("fax") of the Agreement as a courtesy to expedite the delivery of the Deposit as herein provided. Escrow Agent will apply or disburse the Deposit as provided in this Agreement and applicable escrow instructions. Escrow Agent will hold the Deposit in an interest bearing trust account pending closing. Upon closing, the Deposit with accrued interest will be applied to the Purchase Price.

2.2 BALANCE OF PURCHASE PRICE. The balance of the Purchase Price, SIX MILLION SEVEN HUNDRED NINETY-FIVE THOUSAND DOLLARS ($6,795,000.00) will be paid at closing by a cashier's check or by wire transfer deposited with Escrow Agent.

3. CONDITION OF PROPERTY AT CONVEYANCE. As set forth in Section 8143 (a) of Public Law 105-262, the Department of Defense Appropriation Act of 1999, this conveyance is subject to the condition that the City accept the real property in its condition at the time of conveyance. Except as otherwise expressly provided in Section 5 and in the quit claim deeds, copies of which are attached hereto as Exhibits "C-1", "C-2", and "C-3", the Property is offered "As Is" and "Where Is" without representation, warranty, or guaranty as to quantity, quality, title, character, condition, size, or kind, or that the same is in condition or fit to be used for the purpose for which intended, and no claim for any allowance or deduction upon such grounds will be considered.

4. TITLE

4.1 DEEDS. At closing, Seller will execute and deliver to Escrow Agent three quitclaim deeds to the Property: one for Parcels A, B, C and D collectively in the form attached as Exhibit "C-1"; one for Parcels E and F collectively in the form attached as Exhibit "C-2"; and one for Parcel H in the form attached as Exhibit "C-3", each subject only to encumbrances identified as Permitted Exceptions in Section 4.2.

4.2 TITLE INSURANCE. At closing, Purchaser's title to the Property shall be insurable in the full amount of the Purchase Price pursuant to the preliminary commitment for an owner's standard ALTA policy of title insurance, issued by Pacific Northwest Title Insurance Company, Inc. ("Title Company") Order Number 289397 (Fifth Report), dated October 1, 2002, together with Supplemental Report Number One, dated April 4, 2003, collectively attached hereto as Exhibit "D" and incorporated herein by reference and made a part hereof, subject only to Special Exceptions 1, 4, and 5, Schedule B, and to easements reserved by Seller in deeds described in Section 4.1 (collectively referred to as "Permitted Exceptions").

5. ENVIRONMENTAL PROVISIONS.

5.1 FINDING OF SUITABILITY FOR TRANSFER. Seller has completed an Environmental Baseline Survey (EBS) to examine the Property for hazardous substances. Based on the EBS, Seller has taken appropriate remedial action and has determined that the Property is suitable for transfer; said decision has been set forth in a Finding of Suitability for Transfer (FOST). Purchaser acknowledges that copies of the EBS and FOST referred to above have been made available to the Purchaser.

5.2 FINDING OF NO SIGNIFICANT IMPACT. Seller has completed an Environmental Assessment (EA) of the Property in accordance with the National Environmental Policy Act (NEPA) to examine the environmental impact of Seller conveying the Property to Purchaser that has resulted in a Finding of No Significant (FONSI). Purchaser acknowledges that copies of the EA and FONSI referred to above have been made available to Purchaser.

6. PURCHASER'S CONDITIONS. Purchaser's obligation to close this transaction is subject to fulfillment of the conditions precedent ("Purchaser's Conditions Precedent") described below, or waiver thereof by Purchaser, on or before date of closing as provided in Section 7.1. The Purchaser's Conditions Precedent are solely for the benefit of Purchaser and may be waived only in writing by Purchaser. Purchaser shall at all times have the right to waive any condition. The waiver by Purchaser of any condition in any specific circumstances shall not be a waiver of such condition with respect to any other

circumstances or a waiver of any other condition and shall not relieve Seller of any liability or obligation with respect to any representation, warranty, covenant or agreement of Seller, unless the waiver expressly so provides. If any Purchaser's Condition Precedent is not timely fulfilled and is not waived by Purchaser, Purchaser may terminate this Agreement by written notice to Seller, and Escrow Agent shall, if Purchaser so instructs, return to the Parties all funds and documents deposited by them, respectively with Escrow Agent and the parties shall have no further rights or obligations with respect to this Agreement.

6.1 CITY COUNCIL APPROVAL. There shall be an ordinance in effect, passed by the Seattle City Council and signed by the Mayor, authorizing the transaction contemplated by this Agreement and appropriating funds to complete this transaction.

6.2 TITLE. The Title Company shall be prepared to issue the title policy described in Section 4.2.

7. CLOSING.

7.1 TIME FOR CLOSING; TERMINATION DATE. Unless otherwise agreed to in writing, it is intended by both the Seller and Purchaser that this transaction be closed at the earliest possible date, but in no event later than August 31, 2003, which is the termination date of this Agreement, and no sooner than the effective date of the ordinance described in Section 6.1 above. Purchaser and Seller will deposit in escrow with Escrow Agent all instruments, documents, monies necessary to complete the sale in accordance with this Agreement. As used in this Agreement, "closing" or "date of closing" means the date on which all appropriate documents are recorded and proceeds of sale are available for disbursement to Seller. Funds held in reserve accounts pursuant to escrow instructions shall be deemed, for purposes of this definition, as available for disbursement to Seller.

7.2 PRORATIONS; CLOSING COSTS. Real property taxes and special district charges, which include surface water management (SWM) and conservation fees, for the current year and any delinquent years, if applicable, will be paid in full by Purchaser and shall not be prorated as of the date of closing. The Purchaser will pay the premium for its owner's standard ALTA policy of title insurance and the Escrow Agent's escrow fee. Seller and Purchaser expect that this transaction is exempt from payment of Washington State Real Estate Excise Tax, pursuant to WAC 458-61-420 (Government Transfer).

8. DEFAULT. Time is of the essence of this Agreement. If Seller has performed all of Seller's covenants and obligations under this Agreement, title is insurable as provided in Section 4.2, Seller's representations are true and accurate, Purchaser's conditions are satisfied or waived, and Purchaser fails or refuses to purchase the Property through no fault of the Seller, the Deposit will be forfeited to Seller and Purchaser will have no further obligations or liability under this Agreement. If Seller is unable to (or does not) perform its covenants and obligations under this Agreement, if title is not insurable as provided in Section 4.2, or if Seller's representations are not all true and accurate, Escrow Agent will return the Deposit with accrued interest to Purchaser upon demand by Purchaser.

9. OFFICIALS NOT TO BENEFIT. No member or delegate to the congress or resident commissioner shall be admitted to any share or part of the contract sale or to any benefit that may arise therefrom, but this provision shall not be construed to extend to the contract of sale if made with a corporation for its general benefit.

10. PARTIES RIGHTS. The failure of either party to insist upon or enforce strict performance by the other party of any provision of, or to exercise any right under this Agreement shall not be construed as a

waiver or relinquishment to any extent of such party's right to assert or rely upon any such provision in any other instance; rather the same shall remain in full force and effect.

11. LEGAL FEES. The Parties agree that each will be responsible for its own legal fees related to the conduct and closing of this transaction, including any future litigation resulting from or arising out of this transaction. In no case will the Seller be expected or asked to pay or reimburse the Purchaser for legal fees and/or cost incurred by them resulting from or arising out of this transaction and in no case will the Purchaser be expected or asked to pay or reimburse the Seller for legal fees and/or cost incurred by them resulting from or arising out of this transaction.

12. NOTICES. All notices, waivers, elections, approvals and demands required or permitted to be given under this Agreement must be in writing and personally delivered or sent by United States certified mail, return receipt requested, to the addressee's mailing address below. Any notice will be effective when actually received or, if mailed as provided herein, on the earlier of actual receipt or two (2) days after the date deposited in the mail.

If to Purchaser:
Department of Parks and Recreation
800 Maynard Ave. South, 3rd Floor
Seattle, WA 98134-1336
Attention: Donald M. Harris, Property & Acquisition Services Manager

If to Seller:
Michael D. Brady
Director, Real Estate (Code 05LR)
Engineering Field Activity, Northwest
Naval Facilities Engineering Command
19917 7th Avenue NE
Poulsbo, WA 98370-7570

If to Escrow Agent:
Pacific Northwest Title Insurance Company, Inc.
215 Columbia Street
Seattle, WA 98104
Attention: L. Dian Maxwell, Executive VP, Escrow Manager

13. POST-CLOSING OBLIGATIONS. Pursuant to Public Law 105-262 Section 8143 Department of Defense Appropriation Act of 1999, "to support continued Navy family housing requirements", the Secretary of the Navy has elected to retain Parcel G, legally described in Exhibit "E" attached hereto and incorporated herein, and hereinafter referred to as the "USA Property". Purchaser and Seller agree to perform the following post-closing obligations as set forth below:

13.1 No later than six (6) months after the date of closing, Purchaser shall install at Purchaser's expense a fence along the property boundary line between Parcel F and USA Property (the "Fence"). The Fence shall be constructed of eight (8) foot high chain link using schedule 20 pipe, 11 gauge wire, and 1 5/8" posts that are ten (10) feet on center. Seller shall thereafter be responsible for all costs associated with the Fence including, without limitation, costs of maintenance, repair and replacement of the Fence, and Seller shall at all times keep the Fence in good condition and repair. Until Purchaser installs the Fence, the existing fence located on Parcel F shall remain locked at all times (keys shall be made available to Purchaser at closing) to provide temporary security measures for the residence located on USA Property. From and after the date that Purchaser installs the Fence, Purchaser may, in its sole discretion, remove the existing fence located on Parcel F, unlock such existing fence, change the lock on such existing fence or take any other action with respect to such existing fence that Purchaser deems necessary or

desirable.

13.2 No later than one (1) year after the date of closing, Purchaser shall install at Purchaser's expense a new electric residential utility service line from Seattle City Light's electric distribution system in W Marina Place across USA Property to the existing residence located on USA Property ("Electric Line"). Seller shall thereafter be responsible for all costs associated with the Electric Line including, without limitation, costs of maintenance, repair and replacement of the Electric Line.

13.3 No later than one (1) year after the date of closing, Purchaser shall install at Purchaser's expense a new residential domestic water utility service line from Seattle Public Utilities' (SPU's) domestic water main in W Galer Street under USA Property to the existing residence located on USA Property ("Water Line"). The Water Line shall have sufficient flow to supply the residence and its existing adjacent fire hydrant on USA Property. Seller shall thereafter be responsible for all costs associated with the Water Line including, without limitation, costs of maintenance, repair and replacement of the Water Line.

13.4 Upon Purchaser's completion of the work described in Sections 13.2 and 13.3, Seller shall execute a quit claim deed to Purchaser relinquishing all of Seller's rights in and to the utility easements for water and electric service that are reserved to Seller in the quit claim deed for Parcels E and F, the form of which is attached hereto as Exhibit "C-2".

14. GENERAL. This is the entire agreement of Purchaser and Seller with respect to the Property and supersedes all prior agreements between them, written or oral. This Agreement may be modified only in writing, signed by Purchaser and Seller. Any waivers under this Agreement must be in writing. A waiver of any right or remedy in the event of a default will not constitute a waiver of such right or remedy in the event of any subsequent default. This Agreement is for the benefit of, and binding upon, Purchaser and Seller and their successors and assigns. The invalidity or unenforceability of any provision of this Agreement will not affect the validity or enforceability of any other provision. This Agreement shall be governed by the law of the State of Washington to the extent that the United States has waived its sovereign immunity to such law.

15. SIGNATURE IN COUNTERPARTS. This Agreement may be executed by the Parties in counterparts and together such counterparts shall constitute a single document.

16. SURVIVAL. The covenants, agreements, representations and warranties made in this Agreement shall survive closing unimpaired and shall not merge into the deeds and the recordation thereof.

PURCHASER: The City of Seattle, a municipal corporation of the State of Washington
BY Date
Kenneth R. Bounds, Superintendent
Department of Parks and Recreation

SELLER: United States of America, by the Department of the Navy
BY Date
ROBERT K. UHRICH
Director, Land Management
Engineering Field Activity, Northwest

Approved as to form and legality:
Naval Facilities Engineering Command
Real Estate Contracting Officer
Shelley K. Simcox

Assistant Counsel

EXHIBITS:

Exhibit "A" - Legal Description of Property (Parcels A, B, C, D, E, F, and H)
Exhibit "B" - Public Law 105-262, Section 8143
Exhibit "C-1" - Quitclaim Deed Parcels A,B,C and D
Exhibit "C-2" - Quitclaim Deed Parcels E and F
Exhibit "C-3" - Quitclaim Deed Parcel H
Exhibit "D" - Title Report
Exhibit "E" - Legal Description of USA Property (Parcel G)

STATE OF WASHINGTON)
) ss.
COUNTY OF KITSAP)

On this _____ day of _____2003, before me personally appeared Robert K. Uhrich, known or identified to me to be the authorized agent of the United States of America, the governmental entity that executed the instrument or the person who executed the instrument on behalf of said governmental entity, and acknowledged to me that such governmental entity executed the same.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Date: _____
NOTARY PUBLIC in and for the State of
Washington residing at
My commission expires:
PRINT NAME:

Use this space for Notary Seal/Stamp

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this _____ day of _____ , 2003, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Kenneth R. Bounds, to me known to be the Superintendent of Parks and Recreation of The City of Seattle, the municipal corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said municipal corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute the said instrument.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Date:
NOTARY PUBLIC in and for the State of
Washington residing at
My commission expires:
PRINT NAME:
Use this space for Notary Seal/Stamp

EXHIBIT "A"

Legal Description of Property (Parcels A, B, C, D, E, F and H)

Parcel A:

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 89 degrees 08'13" West along the north margin of Oakes St, as platted in Minor's Addition, a distance of 415.97 feet to the SE corner of Block6, Minor's Add. and the TPOB of this description,

thence continuing South 89 degrees 08'13" West along said north margin of Oakes St, a distance of 200.00 feet to the SW corner of Lot 16 in said Block 6, Minor's Add,

thence North 00 degrees 51'47" West, a distance of 200.00 feet to the NW corner of Lot 9, in said Block 6 Minor's Add.,

thence North 89 degrees 08'13" East along the south margin of Villard St (Galer St) as platted in said Minor's Add, a distance of 200.00 feet to the NE corner of said Block 6,

thence South 00 degrees 51'47" East along the west margin of Birmingham St (26th Ave W) as platted in said Minor's Add., a distance of 200.00 feet to the SE corner of said Block 6 and the TPOB.

Parcel B:

Commencing at the SW corner of Lot 17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 89 degrees 08'13" West along the north margin of Oakes St, as platted in Minor's Addition, a distance of 88.36 feet to the TPOB of this description,

thence continuing South 89 degrees 08'13" West along said north margin of Oakes St, a distance of 261.61 feet to the SW corner of Block 9 of said Minor's Add,

thence North 00 degrees 51'47" West, along the east margin of Birmingham St (26th Ave W) as platted in said Minor's Add, a distance of 200.00 feet to the NW corner of said Block 9 Minor's Add.,

thence North 89 degrees 08'13" East along the south margin of Villard St (Galer St) as platted in said Minor's Add, a distance of 170.47 feet,

thence South 42 degrees 22'17" West a distance of 138.83 feet,

thence South 68 degrees 59'49" East a distance of 173.81 feet,

thence South 37 degrees 01'35" East a distance of 42.26 feet, to the north margin of said Oakes St and the TPOB of this description.

Parcel C:

Commencing at the Government Meander Corner, also known as the SE corner of the of Government Lot 4, Section 23, Township 25 North, Range 3 East, Willamette Meridian;

Thence South 89 degrees 08'13" West along the center line of W. Galer St. as platted in Magnolia Park Add., a distance of 397.56 feet to the intersection with the west margin of Amherst Ave extended south as platted in said Magnolia Park Add.,

thence North 00 degrees 34'02" East along said west margin extension a distance of 30.00 feet to the SE corner of Block 3 in said Magnolia Park Add and the TPOB of this description,

thence South 89 degrees 08'13" West along said south margin of Galer St, a distance of 94.18 feet to an intersection with the south margin of W. Garfield Street as established by Condemnation Ordinance 53518 in the City of Seattle,

thence north and east along a curve to the left on the south margin of said W. Garfield St, said curve having a radius of 530 feet, the radius point bearing North 28 degrees 23'21" West, a central angle of 2 degrees 28'46", and an arc distance of 115.44 feet to an intersection with the west margin of said Amherst Avenue,

thence South 00 degrees 34'02" West along the west margin of said Amherst Ave, a distance of 64.06 feet to the SE corner of said Block 3, and the TPOB.

Parcel D:

Commencing at the Government Meander Corner, also known as the SE corner of the of Government Lot 4, Section 23, Township 25 North, Range 3 East, Willamette Meridian;

Thence South 89 degrees 08'13" West along the south line of said Government Lot 4, a distance of 210.00 feet to the TPOB of Magnolia Park Add.,

thence North 00 degrees 32'44" East along the east line of said Magnolia Park Add 30 feet to the SE corner of Block 4 in said Magnolia Park Add,

thence South 89 degrees 08'13" West along said north margin of Galer St, a distance of 127.55 feet to the SW corner of said Block 4, and the intersection with the east margin of Amherst Avenue as platted in said Magnolia Park Add.,

thence North 00 degrees 34'02" East along the east margin of Amherst Avenue, a distance of 94.11 feet to the TPOB of this description,

thence continuing North 00 degrees 34'02" East along the east margin of said Amherst Ave, a distance of 30.64 to the intersection with the south margin of West Garfield Street as established by Condemnation Ordinance 53518 by the City of Seattle,

thence North 40 degrees 58'18" East along said south margin of West Garfield St. a distance of 88.99 feet,

thence South 49 degrees 01'42" East a distance of 20.00 feet,

thence south and west on a line distant 20 feet and parallel to said south margin of West Garfield St. the following courses,

South 40 degrees 58'18" West a distance of 100.00 feet to a point of curvature to the right, said curve having a radius of 550 feet, the radius point bearing North 49 degrees 01'42" West, a central angle of 1 degrees 17'03", and an arc distance of 12.33 feet to an intersection with the east margin of said Amherst Avenue and the TPOB.

Parcel E:

Those portions of 26th Avenue West (Birmingham), West Galer Street (W Galer St & Villard) and Amherst Avenue as platted in Minor's Add and Magnolia Park Add., described as follows:

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 89 degrees 08'13" West along the north margin of Oakes St, as platted in Minor's Addition, a distance of 349.97 feet to the intersection with the east margin of 26th Ave W (Birmingham) and the TPOB of this description,

thence continuing South 89 degrees 08'13" West a distance of 66.00

feet to the west margin of said 26th Ave W.,

thence North 00 degrees 51'47" West, a distance of 200.00 feet to the intersection with the south margin of W Galer St (Villard),

thence South 89 degrees 08'13" West along the south margin of W Galer (Villard), a distance of 110.11 feet,

thence North 00 degrees 51'47" West a distance of 3.00' to the south margin of West Garfield St as established by City of Seattle Condemnation Ordinance 53518,

thence north and east on a curve to the left along the south margin of said West Garfield St, the radius point bearing North 00 degrees 51'47" West, having a radius of 530 feet, a central angle of 27 degrees 31'34, an arc distance of 254.62 feet, to the intersection with the north margin of W. Galer St.,

thence North 89 degrees 08'13" East, along the north margin of W Galer St. a distance of 94.18 feet, to the west margin of Amherst Ave,

thence North 00 degrees 34'02" East, along the west margin of Amherst Ave a distance of 64.06 feet, to the south margin of said W. Garfield St.,

thence north and east on a curve to the left along the south margin of said W Garfield St, the radius point bearing North 40 degrees 52'06 West, having a radius of 530 feet, a central angle of 08 degrees 09'36", an arc distance of 75.48 feet, to the point of tangency,

thence North 40 degrees 58'18" East, a distance of 11.01 feet to the intersection with the east margin of Amherst Ave.,

thence South 00 degrees 34'02" West, a distance of 30.64 feet,

thence south and west on a curve to the right, the radius point bearing North 47 degrees 44'39" West, having a radius of 550 feet, a central angle of 5 degrees 46'19", an arc distance of 55.41 feet,

thence South 28 degrees 13'08" East, a distance of 74.51 feet,

thence South 42 degrees 22'17" West, a distance of 71.95 feet, to the south margin of said W Galer St (Villard),

thence South 89 degrees 08'13" West, a distance of 170.47 feet, to the east margin of 24th Ave W (Birmingham),

thence South 00 degrees 51'47" East, a distance of 200.00 feet, to the north margin of Oakes St, and the TPOB.

Parcel F:

Commencing at the SW corner of Lot 17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 00 degrees 51'47" East , a distance of 94.75 feet to the intersection with the north margin of Marina Pl as described in Auditor's File #116480,

thence North 74 degrees 49'48" East, a distance of 98.84 to the TPOB of this description,

thence North 15 degrees 10'12" West, a distance of 18.72 feet,

thence North 73 degrees 34'01" East, a distance of 31.32 feet to a point of curvature,

thence east and north along a curve to the left, the radius point bearing North 16 degrees 25'59" West, with a radius of 80.00 feet, a central angle of 72 degrees 42'19" , an arc distance of 101.52 feet,

thence North 00 degrees 51'42" East, a distance of 43.38 feet,

thence North 88 degrees 18'21" West, a distance of 4.98 feet,

thence North 00 degrees 46'37" West, a distance of 107.79 feet,

thence North 23 degrees 01'25" West, a distance of 102.53 feet,

thence North 06 degrees 06'38" West, a distance of 83.97 feet, to a point of curvature,

thence north and west along a curve to the left, the radius point bearing South 83 degrees 53'25" West, with a radius of 30.00 feet, a central angle of 75 degrees 52'39", an arc distance of 39.73 feet,

thence North 81 degrees 59'14" West, a distance of 32.46 feet, to a point of curvature,

thence west and north along a curve to the right, the radius point bearing North 08 degrees 00'46" East, with a radius of 40.00 feet, a central angle of 101 degrees 14'18", an arc distance of 70.68 feet,

thence North 19 degrees 15'04" East, a distance of 85.61 feet,

thence North 02 degrees 15'17" East, a distance of 85.82 feet,

thence North 89 degrees 46'23" East, a distance of 106.30 feet,

thence North 12 degrees 54'49" West, a distance of 99.23 feet, to an intersection with the north

line of the Property exception to Quit Claim Deed #7606300880,

thence North 89 degrees 46'23" East, a distance of 262.06 feet to the NE corner of the property exception to Quit Claim Deed #7606300880 and the west margin of 23rd Ave W as set forth in Auditor's File #116480,

thence South 00 degrees 10'17" East, along the east line of the property exception to said Quit Claim Deed #7606300880, a distance of 736.61 feet, to the intersection with the north margin of Marina Pl as set forth in said AF#116480,

thence South 89 degrees 00'00" West, along the south line of the said property exception, a distance of 167.69 feet,

thence South 74 degrees 49'48" West, a distance of 155.43 feet to the TPOB.

Parcel H:

Lots 20 through 27, inclusive, Block 194, Gilman's Addition to the City of Seattle, according to the plat thereof recorded in Volume 5 of Plats, page 93, in King County, Washington; EXCEPT that portion thereof deeded to the Port of Seattle by Quit Claim Deed recorded under Recording Number 7606300880;

TOGETHER WITH that portion of 23rd Avenue West and West Plymouth Street as condemned in USDC Cause Number 686, described as follows:

Beginning at the northwest corner of Lot 20, Block 194, Gilman's Addition to the City of Seattle, according to the plat thereof recorded in Volume 5 of Plats, page 93, in King County, Washington, said corner is the TRUE POINT OF BEGINNING; Thence N 89(25'39"E a distance of 132.63 feet; Thence S 7(33'54" W a distance of 6.95 feet;

Thence S10(25'39" W a distance of 93.56 feet; Thence S18(31'09" W a distance of 59.62 feet; Thence S25(00'24" W a distance of 89.47 feet; Thence S85(46'24" W a distance of 57.67 feet; Thence N0(07'21" W a distance of 240.49 feet, to the TRUE POINT OF BEGINNING.

EXHIBIT "B"

PUBLIC LAW 105-262 SECTION 8143

DEPARTMENT OF DEFENSE APPROPRIATION ACT OF 1999

SEC. 8143. (a) CONVEYANCE AUTHORIZED- The Secretary of the Navy may convey to the City of Seattle, Washington (in this section referred to as the `City'), all right, title, and interest of the United States in and to a parcel of real property, together with improvements thereon, consisting of approximately 11.82 acres, the location of the Magnolia housing area, Seattle, Washington, less such areas as the Secretary determines are required to support continued Navy family housing requirements.

(b) CONSIDERATION- As consideration for the conveyance under subsection (a), the City shall pay to the United States an amount equal to the fair market value (as determined by the Secretary) of the portion of the real property to be conveyed under subsection (a) that was not donated to the United States by the City. The portion of the real property to be conveyed under subsection (a) that was donated to the United States by the City will be returned to the City at no cost.

(c) CONDITION- The conveyance authorized by subsection (a) shall be subject to the condition that the City accepts the real property in its condition at the time of conveyance.

(d) DESCRIPTION OF PROPERTY- The exact acreage and legal description of the property to be conveyed for monetary consideration, as well as the acreage of the portion to be returned to the City at no cost as described in subsection (b), shall be determined by a survey satisfactory to the Secretary. The cost of the survey shall be borne by the City.

(e) USE OF FUNDS- (1) The Secretary shall use any amounts paid to the Secretary under subsection (b) for Navy family housing purposes in the Puget Sound region.

(2) If amounts referred to in paragraph (1) remain unexpended after the use for Navy family housing purposes referred to in that paragraph, the Secretary shall deposit such unexpended amounts in the account established under section 204(h) of the Federal Property and Administrative Services Act (40 U.S.C. 485(h)).

(f) ADDITIONAL TERMS AND CONDITIONS- The Secretary may require such additional terms and conditions in connection with the conveyance under this section as the Secretary considers appropriate to protect the interests of the United States.

EXHIBIT "C-1"

Quitclaim Deed for Parcels A, B, C, and D

When Recorded Return to:
Seattle Department of Parks and Recreation
800 Maynard Ave. South, 3rd Floor
Seattle, WA 98134-1336
Attention: Marcia Flynn, Sr. Real Property Agent

Document Title: QUITCLAIM DEED AND RESERVATION OF EASEMENTS
Reference Number of Document Assigned or Released: Not Applicable

Grantor's Name: THE UNITED STATES OF AMERICA

Grantee's Name: THE CITY OF SEATTLE

Abbreviated Legal Description:

Parcel A: Lots 9-16, Block 6, Minor's Addition to the City of Seattle, Volume 2 of Plats, page 12, in King County, Washington.

Parcel B: Lots 1 & 24, portions of Lots 2-4, and portions of Lots 19-23, ALL in Block 9, Minor's Addition to the City of Seattle, Volume 2 of Plats, page 12, in King County, Washington.

Parcel C: That portion of Lots 14 & 15, Block 3, Magnolia Park Addition, Volume 15 of Plats, page 55, in King County, Washington, lying southeasterly of W Garfield Street as extended and established by City of Seattle Ordinance #53518.

Parcel D: A portion of Lots 1-3, Block 4, Magnolia Park Addition, Volume 15 of Plats, page 55, in King County, Washington, lying southeasterly of W Garfield Street as extended and established by City of Seattle Ordinance #53518.

Assessor's Property Tax Parcel Account Numbers: portion of 555330-0580-02, portion of 555330-0315-00 and all 555330-0415-03.

QUITCLAIM DEED AND RESERVATION OF EASEMENTS

This Deed is made this ____ day of _____, 2003, by THE UNITED STATES OF AMERICA, acting by and through the Department of the Navy (herein called "Grantor" or "USA"), in favor of THE CITY OF SEATTLE, a municipal corporation of the State of Washington (herein called "Grantee" or "City").

RECITAL

This conveyance of property is made pursuant the authority granted in Section 8143 (a) of Public Law 105-262; the Department of Defense Appropriation Act of 1999, attached hereto as Exhibit "A". The property was donated to USA by the City and is returned to the City at no cost pursuant to the authority granted in Section 8143 (b) of said Public Law.

CONVEYANCE

Grantor does hereby release, convey and quitclaim to Grantee, its successors and assigns, all Grantor's right, title and interest, together with all after-acquired title of the Grantor and any and all rights in abutting streets, in and to the real property and all improvements thereon and appurtenances thereto (the "Property"), located in King County, Washington and described in Exhibit "B" attached hereto and incorporated herein by this reference ("City Property"), subject to the following:

1. Grantor hereby reserves a non-exclusive easement in gross ("Utility Easement") in, on, over, under and across the following described portion of the City Property (such portion is referred to as the "Utility Easement Area"):

A strip of land twenty (20) feet in width, lying ten (10) feet on each side of the centerline of as-built utility service line for cable television; running from the existing main or primary line to the point of entry onto the Grantor's real property, legally described in Exhibit "C" attached hereto and incorporated herein by this reference ("USA Property").

The purpose of the Utility Easement is for the operation, maintenance and repair of an existing cable television line ("Utility Line") to serve one existing single-family dwelling known as the Admiral's quarters located on USA Property, so long as USA Property is owned and

occupied by Grantor, and for no other purpose.

2. Grantor hereby reserves an exclusive easement in gross ("FAA Easement") on, over, and across that portion of the City Property legally described in Exhibit "D" attached hereto and incorporated herein by this reference ("FAA Easement Area"). The

purpose of the FAA Easement is for the use, maintenance and repair of an existing air navigational and telecommunications facility (the "Facility"), with ingress and egress thereto, known as the Seattle Outer Marker Site administered by the United States Federal Aviation Administration related to air traffic at King County (Boeing) Airport, Seattle, Washington, and for no other purpose.

3. Matters disclosed on surveys recorded under King County Recording Numbers 200007179000012 and 20010312900002.

4. General taxes and special taxes not yet assessed by the King County Assessor's Office under tax account numbers 555330-0415-03, 555330-0580-02 (portion), and 503730-0315-00 (portion).

REPRESENTATIONS, COVENANTS AND RESTRICTIONS

1. The Grantor represents as follows: Grantor has performed an Environmental Baseline Survey (EBS) to examine the property for hazardous substances and has taken appropriate remedial action resulting in a decision that the property is suitable for transfer, said decision is set forth in a Finding of Suitability for Transfer (FOST). Copies of the EBS and FOST referred to above have each been made available to Grantee and are each incorporated herein by reference.

2. ENVIRONMENTAL COVENANTS. The United States of America, in accordance with 42 USC 9620(h), hereby covenants and warrants to the Grantee, its successors and assigns, that (1) all remedial action necessary to protect human health and the environment with respect to any hazardous substance remaining on the Property has been taken before the date of this deed and (2) any additional remedial action found to be necessary after this date shall be conducted by the United States of America, acting by and through the Department of the Navy. The United States of America, acting by and through the Department of the Navy, reserves necessary access rights to the Property in any case in which remedial or corrective action is found to be necessary after the date of this deed.

3. In connection with Grantor's covenant made in paragraph 2, the Grantee agrees on behalf of itself, its successors and assigns, as a covenant running with the land, that Grantor, and its officers, agents, employees, contractors and subcontractors, shall have the right, upon reasonable notice to Grantee, its successors and assigns, to enter upon the Property in any case in which a response or corrective action is found to be necessary at such Property after the date of this deed.

4. The right to enter described in paragraph 3 shall include the right to conduct tests, investigations and surveys, including, where necessary, drilling, test-pitting, boring and other similar activities. Such right shall also include the right to construct, operate, maintain or undertake any other response or corrective action as required or necessary including, but not limited to, monitoring wells, pumping wells and treatment facilities. Any such entry, including such activities, response or corrective actions, shall be coordinated with the Grantee or its successors and assigns, and shall be performed in a manner which minimizes a) any damage to any structures on the Property and, b) any disruption or disturbance of the use and enjoyment of the Property. The Grantor shall be responsible, to the extent provided in the Federal Tort Claims Act,

for any personal injury or property damage or claims, suits or penalties related to Grantor's environmental activities on the property.

5. Except for Grantor's responsibilities, if any, arising from paragraphs 2, 3 and 4 above, the Grantee accepts the Property in its condition at the time of conveyance. The recording of this deed on behalf of the Grantee shall be conclusive evidence of the Grantees acceptance of both this deed, and the condition of all property conveyed hereby.

6. GRANTEE COVENANTS for itself, its heir, successors, and assigns and every successor in interest to the property hereby conveyed, or any part thereof, that the said Grantee and such heirs, successors, and assigns shall not discriminate upon the basis of race, color, religion, or national origin in the practices conducted thereon. This covenant shall not apply, however, to the lease or rental of a room or rooms within a family dwelling unit; nor shall it apply with respect to religion to premises used primarily for religious purposes. The United States of America shall be deemed a beneficiary of this covenant without regard to whether it remains the owner of any land or interest therein in the locality of the property hereby conveyed and shall have the sole right to enforce this covenant in any court of competent jurisdiction.

GRANTOR:
UNITED STATES OF AMERICA
By_____
ROBERT K. UHRICH
Real Estate Contracting Officer
Engineering Field Activity, Northwest
Naval Facilities Engineering Command

Reviewed and Approved
As to Form and Legality:
_____
Shelley K. Simcox
Assistant Counsel

Legal Description Approved:
_____
Jerrell Tomeo, Engineering Technician

GRANTEE:
THE CITY OF SEATTLE
By_____
Kenneth R. Bounds, Superintendent
Department of Parks and Recreation

EXHIBITS
Exhibit "A" - Public Law 105-262, Section 8143, Department of Defense Appropriation Act of 1999

Exhibit "B" - Legal Description of City Property (Parcels A, B, C, and D)

Exhibit "C" - Legal Description of USA Property (Parcel G)

Exhibit "D" - Legal Description of FAA Easement Area

STATE OF WASHINGTON)
) ss.
COUNTY OF KITSAP)

On this _____ day of _____ 2003, before me personally appeared Robert K. Uhrich, known or identified to me to be the authorized agent of the United States of America, the governmental entity that executed the instrument or the person who executed the instrument on behalf of said

governmental entity, and acknowledged to me that such governmental entity executed the same.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Date:
NOTARY PUBLIC in and for the State of
Washington residing at
My commission expires:
PRINT NAME:

Use this space for Notary Seal/Stamp

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this _____ day of _____, 2003, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Kenneth R. Bounds to me known to be the Superintendent, Department of Parks and Recreation of The City of Seattle, the municipal corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said municipal corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute the said instrument.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

Date:
NOTARY PUBLIC in and for the State of
Washington residing at
My commission expires:

PRINT NAME:

Use this space for Notary Seal/Stamp

EXHIBIT "A" TO QUITCLAIM DEED

PUBLIC LAW 105-262 SECTION 8143

DEPARTMENT OF DEFENSE APPROPRIATION ACT OF 1999

SEC. 8143. (a) CONVEYANCE AUTHORIZED- The Secretary of the Navy may convey to the City of Seattle, Washington (in this section referred to as the `City'), all right, title, and interest of the United States in and to a parcel of real property, together with improvements thereon, consisting of approximately 11.82 acres, the location of the Magnolia housing area, Seattle, Washington, less such areas as the Secretary determines are required to support continued Navy family housing requirements.

(b) CONSIDERATION- As consideration for the conveyance under subsection (a), the City shall pay to the United States an amount equal to the fair market value (as determined by the Secretary) of the portion of the real property to be conveyed under subsection (a) that was not donated to the United States by the City. The portion of the real property to be conveyed under subsection (a) that was donated to the United States by the City will be returned to the City at no cost.

(c) CONDITION- The conveyance authorized by subsection (a) shall be subject to the condition that the City accepts the real property in its condition at the time of conveyance.

(d) DESCRIPTION OF PROPERTY- The exact acreage and legal description

of the property to be conveyed for monetary consideration, as well as the acreage of the portion to be returned to the City at no cost as described in subsection (b), shall be determined by a survey satisfactory to the Secretary. The cost of the survey shall be borne by the City.

(e) USE OF FUNDS- (1) The Secretary shall use any amounts paid to the Secretary under subsection (b) for Navy family housing purposes in the Puget Sound region.

(2) If amounts referred to in paragraph (1) remain unexpended after the use for Navy family housing purposes referred to in that paragraph, the Secretary shall deposit such unexpended amounts in the account established under section 204(h) of the Federal Property and Administrative Services Act (40 U.S.C. 485(h)).

(f) ADDITIONAL TERMS AND CONDITIONS- The Secretary may require such additional terms and conditions in connection with the conveyance under this section as the Secretary considers appropriate to protect the interests of the United States.

EXHIBIT "B" TO QUITCLAIM DEED

Legal Description of City Property (Parcels A, B, C and D)

Parcel A:

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 89 degrees 08'13" West along the north margin of Oakes St, as platted in Minor's Addition, a distance of 415.97 feet to the SE corner of Block 6, Minor's Add. and the TPOB of this description,

thence continuing South 89 degrees 08'13" West along said north margin of Oakes St, a distance of 200.00 feet to the SW corner of Lot 16 in said Block 6, Minor's Add,

thence North 00 degrees 51'47" West, a distance of 200.00 feet to the NW corner of Lot 9, in said Block 6 Minor's Add.,

thence North 89 degrees 08'13" East along the south margin of Villard St (Galer St) as platted in said Minor's Add, a distance of 200.00 feet to the NE corner of said Block 6,

thence South 00 degrees 51'47" East along the west margin of Birmingham St (26th Ave W) as platted in said Minor's Add., a distance of 200.00 feet to the SE corner of said Block 6 and the TPOB.

containing 40,000 sq.ft/0.9183 acre.

Parcel B:

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

Thence South 89 degrees 08'13" West along the north margin of Oakes St, as platted in Minor's Addition, a distance of 88.36 feet to the TPOB of this description,

thence continuing South 89 degrees 08'13" West along said north margin of Oakes St, a distance of 261.61 feet to the SW corner of Block 9 of said Minor's Add,

thence North 00 degrees 51'47" West, along the east margin of Birmingham St (26th Ave W) as platted in said Minor's Add, a distance

of 200.00 feet to the NW corner of said Block 9 Minor's Add.,

thence North 89 degrees 08'13" East along the south margin of Villard St (Galer St) as platted in said Minor's Add, a distance of 170.47 feet,

thence South 42 degrees 22'17" West a distance of 138.83 feet,

thence South 68 degrees 59'49" East a distance of 173.81 feet,

thence South 37 degrees 01'35" East a distance of 42.26 feet, to the north margin of said Oakes St and the TPOB of this description.

containing 31,033 sq.ft/0.7124 acre.

Legal Description of City Property (Parcels A, B, C and D) - continued

Parcel C:

Commencing at the Government Meander Corner, also known as the SE corner of the of Government Lot 4, Section 23, Township 25 North, Range 3 East, Willamette Meridian;

Thence South 89 degrees 08'13" West along the center line of W. Galer St. as platted in

Magnolia Park Add., a distance of 397.56 feet to the intersection with the west margin of Amherst Ave extended south as platted in said Magnolia Park Add.,

thence North 00 degrees 34'02" East along said west margin extension a distance of 30.00 feet to the SE corner of Block 3 in said Magnolia Park Add and the TPOB of this description,

thence South 89 degrees 08'13" West along said south margin of Galer St, a distance of 94.18 feet to an intersection with the south margin of W. Garfield Street as established by Condemnation Ordinance 53518 in the City of Seattle,

thence north and east along a curve to the left on the south margin of said W. Garfield St, said curve having a radius of 530 feet, the radius point bearing North 28 degrees 23'21" West, a central angle of 2 degrees 28'46", and an arc distance of 115.44 feet to an intersection with the west margin of said Amherst Avenue,

thence South 00 degrees 34'02" West along the west margin of said Amherst Ave, a distance of 64.06 feet to the SE corner of said Block 3, and the TPOB.

containing 2,774.1 sq.ft/0.0637 acre.

Parcel D:

Commencing at the Government Meander Corner, also known as the SE corner of the of Government Lot 4, Section 23, Township 25 North, Range 3 East, Willamette Meridian;

Thence South 89 degrees 08'13" West along the south line of said Government Lot 4, a distance of 210.00 feet to the TPOB of Magnolia Park Add,

thence North 00 degrees 32'44" East along the east line of said Magnolia Park Add 30 feet to the SE corner of Block 4 in said Magnolia Park Add,

thence South 89 degrees 08'13" West along said north margin of Galer St, a distance of 127.55 feet to the SW corner of said Block 4, and

the intersection with the east margin of Amherst Avenue as platted in said Magnolia Park Add.,

thence North 00 degrees 34'02" East along the east margin of Amherst Avenue, a distance of 94.11 feet to the TPOB of this description,

thence continuing North 00 degrees 34'02" East along the east margin of said Amherst Ave, a distance of 30.64 to the intersection with the south margin of West Garfield Street as established by Condemnation Ordinance 53518 by the City of Seattle,

thence North 40 degrees 58'18" East along said south margin of West Garfield St. a distance of 88.99 feet,

thence South 49 degrees 01'42" East a distance of 20.00 feet,

Legal Description of City Property (Parcels A, B, C and D) - continued

thence south and west on a line distant 20 feet and parallel to said south margin of West Garfield St. the following courses,

South 40 degrees 58'18" West a distance of 100.00 feet to a point of curvature to the right, said curve having a radius of 550 feet, the radius point bearing North 49 degrees 01'42" West, a central angle of 1 degrees 17'03", and an arc distance of 12.33 feet to an intersection with the east margin of said Amherst Avenue and the TPOB.

containing 2,014.2 sq.ft/0.0462 acre.

EXHIBIT "C" TO QUITCLAIM DEED

Legal Description of USA Property (Parcel G)

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880), and the TPOB of this description;

Thence South 89 degrees 08'13" West, along the north margin of Oakes St. as platted in said Minor's Add, a distance of 88.36 feet,

thence North 37 degrees 01'35" West, a distance of 42.26 feet,

thence North 68 degrees 59'49" West, a distance of 173.81 feet,

thence North 42 degrees 22'17" East, a distance of 210.79 feet,

thence North 28 degrees 13'08" West, a distance of 74.51 feet, to a point of curvature,

thence east and north along a curve to the left, the radius point bearing North 41 degrees 58'19" West, with a radius of 550.00 feet, a central angle of 07 degrees 03'22" , an arc distance of 67.73 feet,

thence North 40 degrees 58'18" East, a distance of 100.00 feet,

thence North 49 degrees 01'42" West, a distance of 20.00 feet, to the south margin of W Garfield St, as set established by City of Seattle Condemnation Ordinance 53518, and a point of curvature,

thence east and north along a curve to the right, the radius point bearing South 49 degrees 01'42" East, with a radius of 470.00 feet, a central angle of 14 degrees 07'59", an arc distance of 115.93 feet,

thence North 03 degrees 31'36" East, a distance of 179.84 feet, to the NW corner of the property exception to Quit Claim Deed #7606300880,

thence North 89 degrees 46'23" East, a distance of 124.51 feet,

City of Seattle Legislative Information Service

Information retrieved on October 21, 2014 1:15 PM

Council Bill Number: 114645
Ordinance Number: 121250

AN ORDINANCE relating to certain United States of America government- owned surplus real property near Smith Cove in the Magnolia area of Seattle; authorizing acquisition of such real property; increasing appropriations from the Shoreline Park Improvement Fund and from the 2000 Parks Levy Fund in the Department of Parks and Recreation's 2003 Budget for the acquisition of such real property and related costs; authorizing entering into an agreement with King County to accept funds for acquisition and development of portions of such real property; and authorizing the subsequent disposal of one parcel of such real property and the deposit of proceeds of sale in the 2000 Parks Levy Fund, all by a three-quarters vote of the City Council.

Status: Passed As Amended
Date passed by Full Council: August 11, 2003
Vote: 7-0 (Excused: Licata, McIver)
Date filed with the City Clerk: August 19, 2003
Date of Mayor's signature: August 19, 2003
(about the signature date)

Date introduced/referred to committee: July 28, 2003
Committee: Parks, Education and Libraries
Sponsor: STEINBRUECK

Index Terms: PARKS, MAGNOLIA, LAND-ACQUISITION, US-GOVERNMENT

Fiscal Note: Fiscal Note to Council Bill No. 114645

Text

AN ORDINANCE relating to certain United States of America government-owned surplus real property near Smith Cove in the Magnolia area of Seattle; authorizing acquisition of such real property; increasing appropriations from the Shoreline Park Improvement Fund and from the 2000 Parks Levy Fund in the Department of Parks and Recreation's 2003 Budget for the acquisition of such real property and related costs; authorizing entering into an agreement with King County to accept funds for acquisition and development of portions of such real property; and authorizing the subsequent disposal of one parcel of such real property and the deposit of proceeds of sale in the 2000 Parks Levy Fund, all by a three-quarters vote of the City Council.

WHEREAS, the United States of America, acting through the Secretary of the Navy, under Section 8143 of Public Law 105-262, DEPARTMENT OF DEFENSE APPROPRIATION ACT OF 1999, a copy of which is attached hereto as Attachment 1, is authorized to convey surplus real property to The City of Seattle, subject to such terms and conditions as the Secretary of the Navy deems appropriate; and

WHEREAS, The Secretary of the Navy has determined that the real property identified in Section 1 below as Parcels A through F, inclusive, and Parcel H are surplus and may be conveyed to the City; and

WHEREAS, Parcels A, B, C, and D, were donated by the City to the Navy in 1942 under authority of Ordinance 72017 for military use during World War II, and The Secretary of the Navy is authorized to return

those parcels to the City without payment; and

WHEREAS, the Navy has determined that Parcels E, F, and H must be disposed of together, and has agreed to sell the properties to the City at a purchase price established by appraisal as Six Million Eight Hundred Twenty Thousand Dollars ($6,820,000); and

WHEREAS, acquisition of real property in the vicinity of Smith Cove is a priority under the Neighborhood Park Acquisitions sub-category of the 2000 Parks Levy; and

WHEREAS, King County has appropriated Three Million Dollars ($3,000,000) for The City of Seattle's acquisition and playfield development at Smith Cove, Two Million Seven Hundred Thousand Dollars ($2,700,000) of which may be used for acquisition, subject to the City's execution of an agreement with King County; and

WHEREAS, the real property identified as Parcel F is encumbered by an easement in favor of the City for the Magnolia Bridge and the City's fee ownership of that parcel will accommodate future improvement or expansion of the Magnolia Bridge, if necessary; and

WHEREAS, the real property identified as Parcel H contains two residential structures, located at 1963 and 2301 West Newton Street, and is not practical or desirable for the City to own; and

WHEREAS, re-sale of Parcel H by the City would recover revenue that could be used to off-set the cost of purchase; and

WHEREAS, the real property identified as Parcel H is not being acquired, and will not be used or held, for park and recreation use, and Ordinance 118477, which adopted Initiative 42, is not applicable to the re-sale of Parcel H;

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Superintendent of Parks and Recreation is authorized, on behalf of The City of Seattle, to acquire real property from the United States of America in accordance with the Real Estate Purchase and Sale Agreement, a copy of which is attached hereto as Attachment 2, and to accept the deeds for such real property by attaching to each his written acceptance thereof and to record the same. Such real property is legally described as follows and shall be accepted for the purposes and placed under jurisdiction of the Departments specified below:

Parcel A:

Commencing at the SW corner of Lot17, Block 9, Minor's Add to the City of Seattle, also known as the TPOB of the Quit Claim Deed (Rec#7606300880);

thence South 89 degrees 08'13" West along the north margin of Oakes St, as platted in Minor's Addition, a distance of 415.97 feet to the SE corner of Block 6, Minor's Add. and the TPOB of this description,

thence continuing South 89 degrees 08'13" West along said north margin of Oakes St, a distance of 200.00 feet to the SW corner of Lot 16 in said Block 6, Minor's Add,

thence North 00 degrees 51'47" West, a distance of 200.00 feet to the NW corner of Lot 9, in said Block 6 Minor's Add.,

thence North 89 degrees 08'13" East along the south margin of Villard St (Galer St) as platted in said Minor's Add, a distance of 200.00

Appendix D

Joint Development Agreement

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ORIGINAL

1 of 2

JOINT DEVELOPMENT AGREEMENT

Seattle Department of Transportation
And
Seattle Department of Parks and Recreation

Whereas; The Seattle Department of Transportation (SDOT) initiated the planning process for replacing the Magnolia Bridge early in 2002, and

Whereas; In January 2003 a determination was made by SDOT, in consultation with Washington State Department of Transportation (WSDOT), to develop an Environmental Impact Statement (EIS) to evaluate alternatives and select a preferred alternative for replacing the Magnolia Bridge, and

Whereas; In August 2003 the City of Seattle (City) purchased from the US Navy certain properties (Smith Cove Properties) which are adjacent to and underneath the existing Magnolia Bridge and its approaches, and

Whereas; The City placed said properties under the jurisdiction of the Superintendent of Parks, for park purposes, except that portion which is occupied by the existing Magnolia Bridge which was placed under the jurisdiction of the Director of SDOT, and

Whereas; Each of the Magnolia Bridge Replacement alternatives being evaluated at the time of the acquisition of the property for parks used a portion of the acquired property, and

Whereas; In March 2006 the City selected a preferred alternative for replacing the Magnolia Bridge, and

Whereas; The preferred alternative is located south of and adjacent to the existing bridge requiring use of the Department of Parks and Recreation (Parks) property, and

Whereas; Parks has no long range plans to alter upper existing park, Parcels A through E shown in Attachment A, use as a view point, and

Whereas; The preferred alternative's use of a small portion of the view point area is not a significant impact and through joint design could improve access to and overall use of the viewpoint, and

Whereas; The lower "ball field for kids" area, Parcel F shown in Attachment A, is currently divided into two parcels by the footprint of the existing Magnolia Bridge, and

Whereas; The footprint of the preferred alternative continues to divide Parcel F but the proposed column spacing will result in a net increase of usable park area, and

Smith Cove – Mag Bridge Rreplacement Agrmnt SDOT-DPR- 1-22-07

ORIGINAL

Whereas; Parcel F has been improved as a temporary use pending further planning and possible redevelopment, and

Whereas; Early discussions have taken place between Parks and the Port of Seattle concerning the possible trade of all or a portion of Parcel F for adjacent waterfront property,

Now Therefore SDOT and Parks agree as follows:

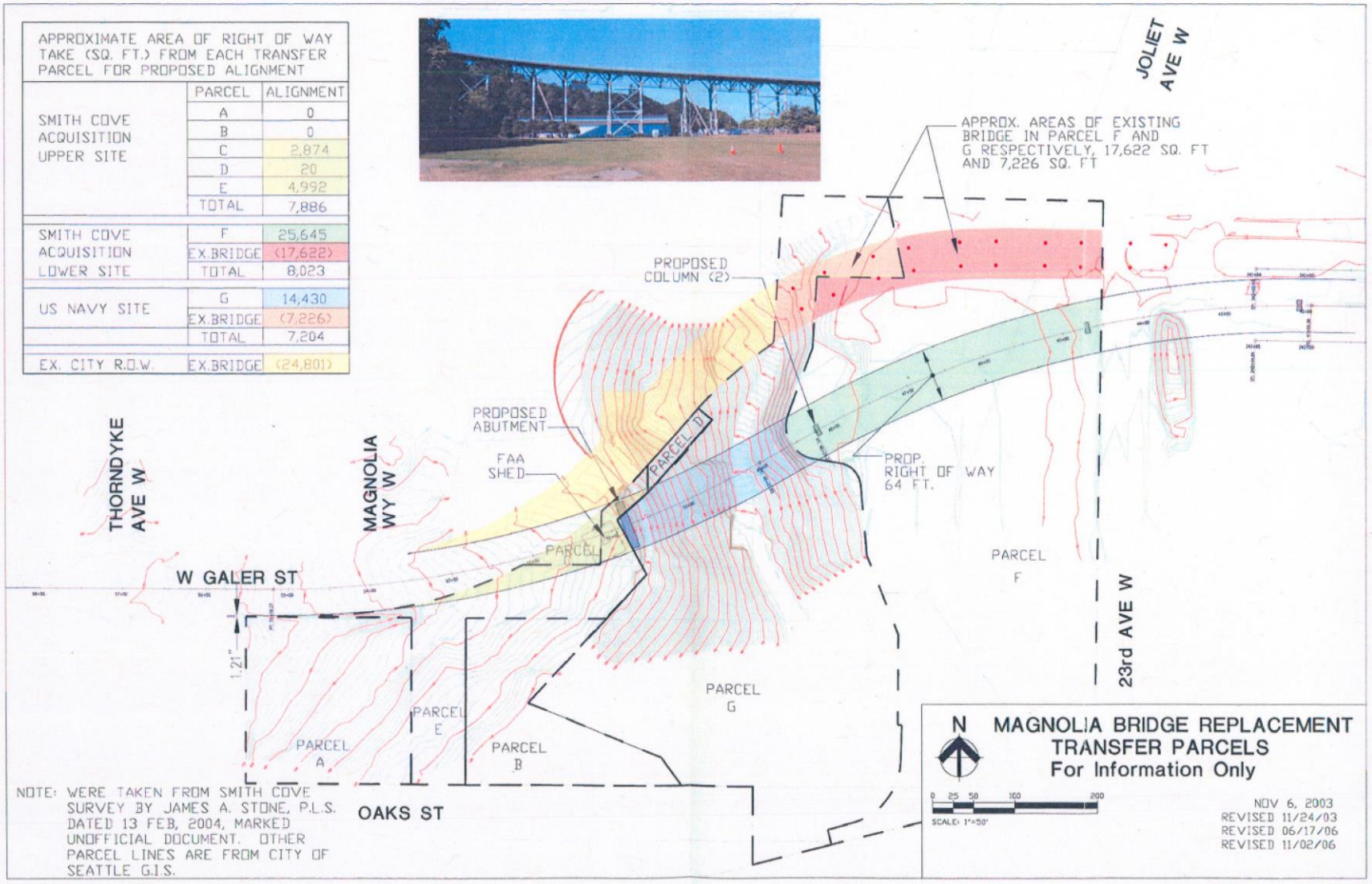
SDOT and Parks will jointly plan for the development and/or redevelopment of each of their respective facilities in and adjacent to the Smith Cove Properties. This joint planning effort is to ensure minimal impact(s) upon one another's facilities, to agree on any mitigation measures, and to develop the best overall combination of public facilities at this location for the citizens of Seattle.

For the use of property currently under the jurisdiction of Parks by the replacement Magnolia Bridge, Parks and SDOT will jointly sponsor legislation to the City Council to transfer jurisdiction of those rights to SDOT which are necessary to construct and maintain the bridge and roadway over and across said properties.

When a replacement Magnolia Bridge is constructed and the existing bridge is removed, SDOT and Parks will jointly sponsor legislation to the City Council to transfer jurisdiction to Parks those properties under the jurisdiction of SDOT bisecting Parcel F, as long as Parcel F is still owned by the City and under the jurisdiction of Parks.

Director of Transportation:		Superintendent of Parks:	
Grace Crunican	2/6/7 Date	Kenneth R. Bounds	1/24/07 Date

Smith Cove – Mag Bridge Rreplacement Agrmnt SDOT-DPR- 1-22-07


APPROXIMATE AREA OF RIGHT OF WAY TAKE (SQ. FT.) FROM EACH TRANSFER PARCEL FOR PROPOSED ALIGNMENT
PARCEL ALIGNMENT
SMITH COVE ACQUISITION UPPER SITE
A 0
B 0
C 2,874
D 20
E 4,992
TOTAL 7,886
SMITH COVE ACQUISITION LOWER SITE
F 25,645
EX.BRIDGE (17,622)
TOTAL 8,023
US NAVY SITE
G 14,430
EX.BRIDGE (7,226)
TOTAL 7,204
EX. CITY R.O.W.
EX.BRIDGE (24,801)
JOLIET AVE W
APPROX. AREAS OF EXISTING BRIDGE IN PARCEL F AND G RESPECTIVELY, 17,622 SQ. FT AND 7,226 SQ. FT
PROPOSED COLUMN (2)
PROPOSED ABUTMENT
FAA SHED
PARCEL D
PROP. RIGHT OF WAY 64 FT.
THORNDYKE AVE W
MAGNOLIA WY W
W GALER ST
PARCEL C
PARCEL F
23rd AVE W
PARCEL G
PARCEL E
PARCEL A
PARCEL B
OAKS ST
NOTE: WERE TAKEN FROM SMITH COVE SURVEY BY JAMES A. STONE, P.L.S. DATED 13 FEB, 2004, MARKED UNOFFICIAL DOCUMENT. OTHER PARCEL LINES ARE FROM CITY OF SEATTLE G.I.S.
N
MAGNOLIA BRIDGE REPLACEMENT
TRANSFER PARCELS
For Information Only
0 25 50 100 200
SCALE: 1"=50'
NOV 6, 2003
REVISED 11/24/03
REVISED 06/17/06
REVISED 11/02/06
Joint Development Agreement
SDOT and DPR
Attachment A

Appendix E

De Minimis Findings, Temporary Occupancy and Parks Resources

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City of Seattle
Parks and Recreation
Property and Acquisition Services

December 1, 2014

Mr. Ed Conyers
Local Programs Engineer
Washington State Department of Transportation
Northwest Region
PO Box 330310
Seattle, Washington 98133-9710

RE: Magnolia Bridge Replacement Project
Section 4(f) de minimis Finding
HER-1533(005)

Dear Mr. Conyers,

The Seattle Department of Transportation (SDOT) proposes to replace the existing Magnolia Bridge in northwest Seattle with a new bridge located south of its current alignment. The new bridge will include a new mainline structure and approach ramps similar to the existing bridge (Figure 1). Two Section 4(f) parks and recreation resources owned by the Seattle Department of Parks and Recreation (Parks) lie adjacent to the exiting bridge. They are Smith Cove Playfield and Ursula Judkins Viewpoint (Figure 2). The following summarizes potential impacts to these Parks properties from construction and operation of the Magnolia Bridge Replacement Project Locally Preferred Alternative (LPA).

Smith Cove Playfield

The Smith Cove Playfield includes 4.93 acres of property along 23rd Avenue West. The playfield functions as a turf area and accommodates passive and non-organized activities. It is part of a larger parcel currently bisected by the Magnolia Bridge. The playfield lies on the southern portion of the site between the Magnolia Bridge and West Marina Place. The northern section of the parcel is currently un-useable due to the location of eight bridge columns occupying the site. A public parking lot lies adjacent to the playfield. The playfield and parking lot are accessed via 23rd Avenue West. The hours of operation are 4:00 a.m. to 11:30 p.m.

The LPA would relocate the bridge structure south of its existing location and into a portion of the Smith Cove Playfield. This would require 0.59 acres of parks property for right-of-way via a permanent easement (Figure 3). This *use* of this Section 4(f) property was approved by both the Parks and the City Council in 2003 in City Council Bill 114645 which authorizes the purchase of several parcels by Parks within Smith Cove including the Smith Cove Playfield (then known as the 'lower site' or Parcel F) for the development of a playfield. The Bill also set

Donald Harris, Manager
Property and Acquisition Services
800 Maynard Avenue South, 4th Floor
Seattle, WA 00000-0000

Tel (206) 684-8018
Fax (206) 233-7038

aside the *use* of a portion of Parcel F for transportation purposes to accommodate the Magnolia Bridge.

In 2007, the Superintendent of Parks and the Director of SDOT established a Joint Development Agreement (JDA) that allows "siting of the [locally] preferred alternative over and within the Smith Cove Playfield, the alignment to be jointly developed at a future date" (Attachment 1). The JDA provides for the transfer of existing bridge rights-of-way (0.40 acres) from SDOT to Parks. In exchange Parks would provide land to accommodate the LPA.

With 0.40 acres of existing rights-of-way occupied by the Magnolia Bridge recovered for park purposes, the net *use* of the Smith Cove Playfield would be 0.19 acres.

***Use* of Smith Cove Playfield**

	(sq ft)	(acres)
Area Used by Locally Preferred Alternative	25,645	0.59
Existing Bridge Offset	(17,622)	(0.40)
Total *Use*	15,909	0.19

In moving the bridge alignment south, the LPA will remove the existing physical barrier caused by bridge columns by reducing the number of columns within the property from eight to one. This will allow connection of the northern and southern portions of the site and enhance the recreational use of this property. Access to the Smith Cove Playfield is currently provided directly from 23rd Avenue West and will remain the same after construction of the LPA. The adjacent parking lot will also remain the same.

For a period of approximately ten months, construction activities for the LPA would be ongoing within the northern one-third of Smith Cove Playfield. During that time, the construction area would not be available for recreational use. Existing bridge demolition during the last two months of project construction would require the use of park property near the bridge for equipment access and a safety buffer. The proposed temporary equipment marshaling or laydown area for the LPA would be located east of 23rd Avenue West.

Ursula Judkins Viewpoint

The Ursula Judkins Viewpoint is comprised of 2.43 acres and located immediately south of West Galer Street on the Magnolia Bluff west of the existing Magnolia Bridge. The viewpoint functions as a small neighborhood park and viewpoint. It includes 0.13 acres of public parking. Cars, pedestrians and bicyclists access the park from West Galer Street. The park provides views of Elliott Bay, Queen Anne Hill and the north area of downtown Seattle. Park hours are from 4 a.m. to 11:30 p.m.

The LPA would move the bridge alignment south into 0.18 acres of the 2.43 acre Ursula Judkins Viewpoint property (Figure4). This will require a permanent easement of 0.18 acres through the north eastern portion of the site. The bridge would be at or close to grade at this location and would occupy the entire area beneath the bridge.

Use of Ursula Judkins Viewpoint

	(sq ft)	(acres)
Area *Used* by LPA	7,886	0.18
Parcel Size	105,751	2.43

Currently, 0.12 acres of this area of the park is fenced off and not accessible for recreational purposes. Existing views from the portion of the park in this area are currently limited due to existing vegetation. The LPA would not impact current or future views from the park. Moving the alignment of the new Magnolia Bridge to this location would not impede or degrade other portions of the site that provide views of the city and waterfront. The remaining portions of the Ursula Judkins Viewpoint would continue to provide the same views of the city and waterfront.

The JDA allows for construction of the new bridge over the Ursula Judkins Viewpoint and determined that use of the Ursula Judkins Viewpoint would not have an adverse effect on park functions:

"(t)he Locally Preferred alternative's use of a small portion of the view point area is not a significant impact and through joint design could improve access to and overall use of the viewpoint…."

Public access is currently from West Galer Street and will continue as such with the LPA. However, the existing driveway will be shifted west to accommodate the new bridge approach. Adjacent to the park is a small parking lot. The lot is not striped but can accommodate approximately 18 parking spots. The LPA will maintain the existing parking lot but would result in the loss of approximately 6 parking spots. This *use* of Section 4(f) property would not impede access to the site or degrade other portions of the site that provide views of the city and waterfront.

For a period of about one year at the beginning of project construction, construction activities would be ongoing within the northern one-third of the Ursula Judkins Viewpoint. During that period, the construction area would not be available for recreational use.

De minimis Finding

Parks has been involved in the planning and evaluation of the Magnolia Bridge Replacement Project since 2002. We have participated in the development of alternative bridge alignments and selection of a Locally Preferred Alternative (LPA) - which we endorse.

We have reviewed the properties inventoried for the Magnolia Bridge Replacement Project and concur that the proposed project will not adversely affect the activities, features, or attributes that make the Smith Cove Playfield and Ursula Judkins Viewpoint eligible for Section 4(f) protection. We agree that this project will be a *de minimis* impact on these resources.

Sincerely,

Donald M Harris

Donald Harris
Manager, Property and Acquisition Services
Planning & Development Division
Seattle Department of Parks and Recreation

Attachment: Figure 1 – Magnolia Bridge Locally Preferred Alternative
Figure 2 – Parks Section 4(f) Resources
Figure 3 – *Use* of Smith Cove Playfield
Figure 4 – *Use* of Ursula Judkins Viewpoint
Attachement 1 – Parks/SDOT Joint Development Agreement

Copy: Harry Haslam, WSDOT Project Engineer
Trevin Taylor, WSDOT Environmental Engineer
Kit Loo, SDOT Project Manager
Sandy Gurkewitz, SDOT Sr. Environmental Planner

Figure 1 – Magnolia Bridge Locally Preferred Alternative

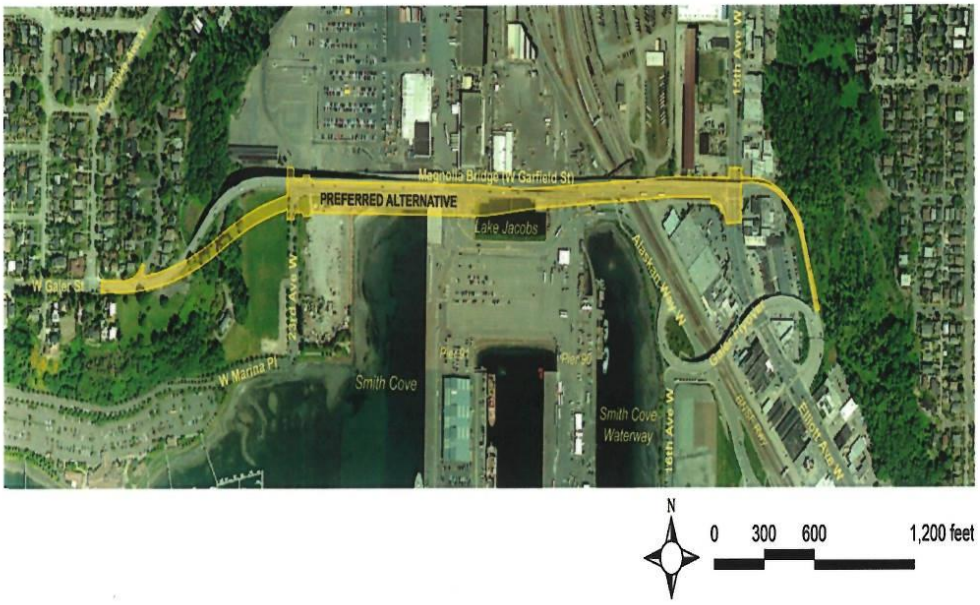


Figure 2 – Parks Section 4(f) Resources

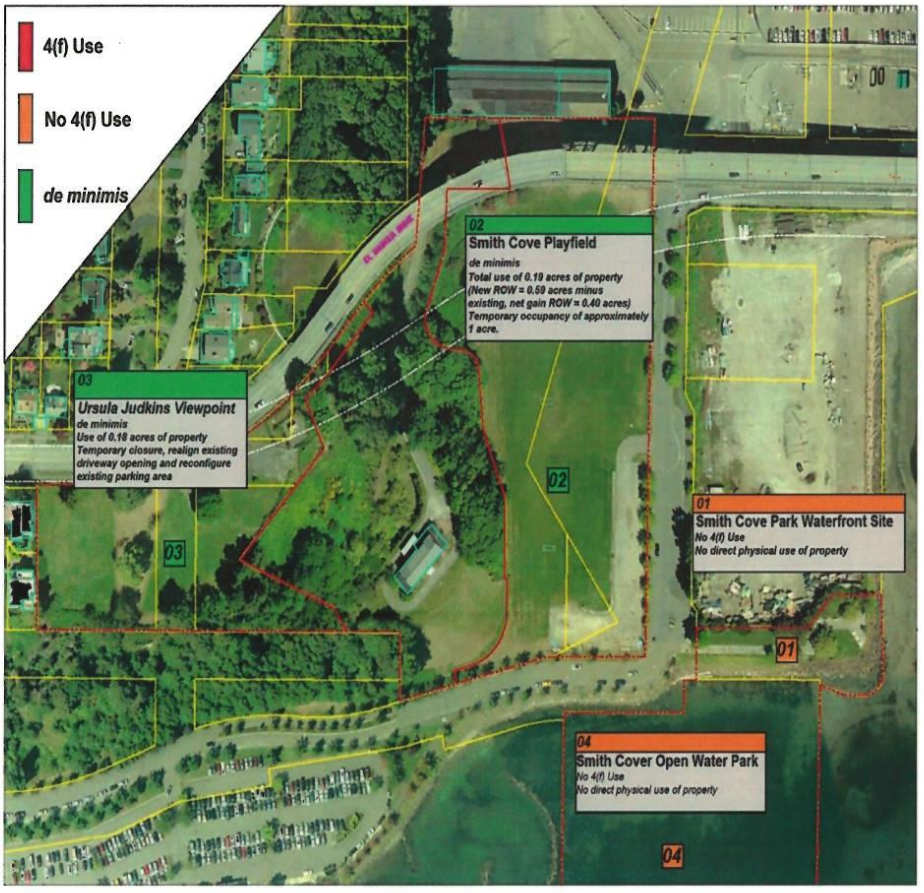
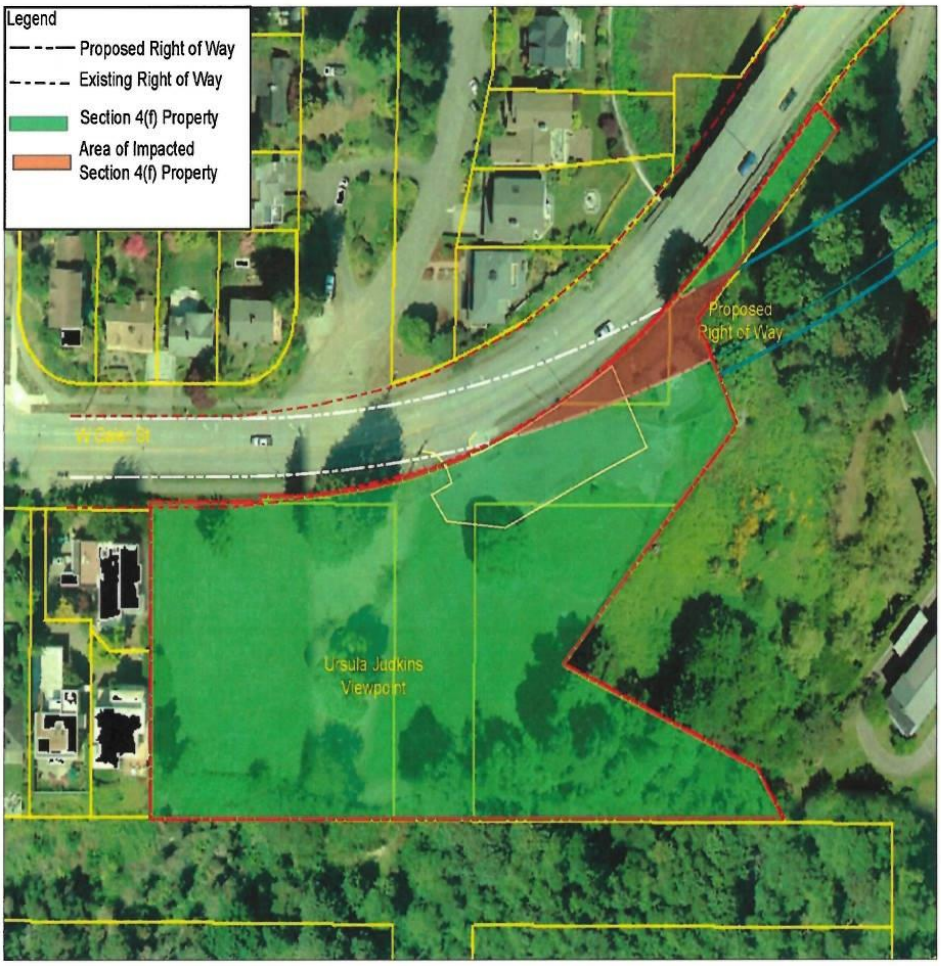


Figure 3 – *Use* of Smith Cove Playfield

Figure 4 – *Use* of Ursula Judkins Viewpoint



Attachment 1– Parks/SDOT Joint Development Agreement

ORIGINAL

JOINT DEVELOPMENT AGREEMENT

Seattle Department of Transportation
And
Seattle Department of Parks and Recreation

Whereas; The Seattle Department of Transportation (SDOT) initiated the planning process for replacing the Magnolia Bridge early in 2002, and

Whereas; In January 2003 a determination was made by SDOT, in consultation with Washington State Department of Transportation (WSDOT), to develop an Environmental Impact Statement (EIS) to evaluate alternatives and select a preferred alternative for replacing the Magnolia Bridge, and

Whereas; In August 2003 the City of Seattle (City) purchased from the US Navy certain properties (Smith Cove Properties) which are adjacent to and underneath the existing Magnolia Bridge and its approaches, and

Whereas; The City placed said properties under the jurisdiction of the Superintendent of Parks, for park purposes, except that portion which is occupied by the existing Magnolia Bridge which was placed under the jurisdiction of the Director of SDOT, and

Whereas; Each of the Magnolia Bridge Replacement alternatives being evaluated at the time of the acquisition of the property for parks used a portion of the acquired property, and

Whereas; In March 2006 the City selected a preferred alternative for replacing the Magnolia Bridge, and

Whereas; The preferred alternative is located south of and adjacent to the existing bridge requiring use of the Department of Parks and Recreation (Parks) property, and

Whereas; Parks has no long range plans to alter upper existing park, Parcels A through E shown in Attachment A, use as a view point, and

Whereas; The preferred alternative's use of a small portion of the view point area is not a significant impact and through joint design could improve access to and overall use of the viewpoint, and

Whereas; The lower "ball field for kids" area, Parcel F shown in Attachment A, is currently divided into two parcels by the footprint of the existing Magnolia Bridge, and

Whereas; The footprint of the preferred alternative continues to divide Parcel F but the proposed column spacing will result in a net increase of usable park area, and

ORIGINAL

Whereas; Parcel F has been improved as a temporary use pending further planning and possible redevelopment, and

Whereas; Early discussions have taken place between Parks and the Port of Seattle concerning the possible trade of all or a portion of Parcel F for adjacent waterfront property,

Now Therefore SDOT and Parks agree as follows:

SDOT and Parks will jointly plan for the development and/or redevelopment of each of their respective facilities in and adjacent to the Smith Cove Properties. This joint planning effort is to ensure minimal impact(s) upon one another's facilities, to agree on any mitigation measures, and to develop the best overall combination of public facilities at this location for the citizens of Seattle.

For the use of property currently under the jurisdiction of Parks by the replacement Magnolia Bridge, Parks and SDOT will jointly sponsor legislation to the City Council to transfer jurisdiction of those rights to SDOT which are necessary to construct and maintain the bridge and roadway over and across said properties.

When a replacement Magnolia Bridge is constructed and the existing bridge is removed, SDOT and Parks will jointly sponsor legislation to the City Council to transfer jurisdiction to Parks those properties under the jurisdiction of SDOT bisecting Parcel F, as long as Parcel F is still owned by the City and under the jurisdiction of Parks.

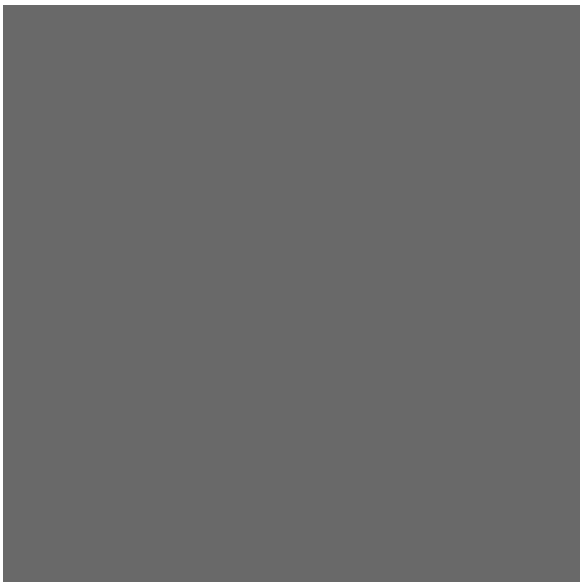
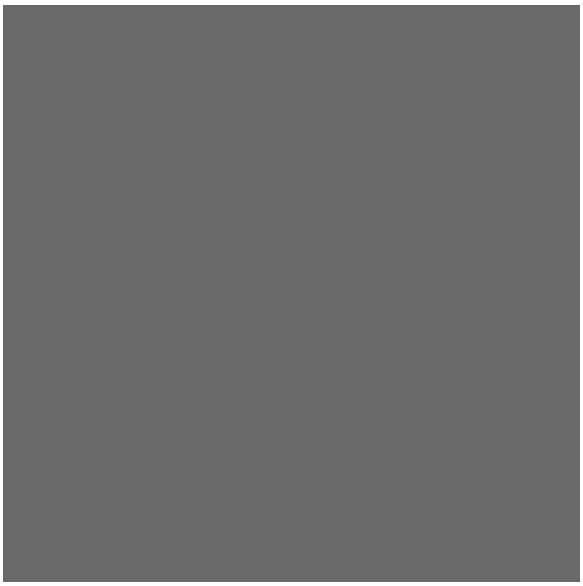
Director of Transportation:		Superintendent of Parks:	
Grace Crunican	2/6/7 Date	Kenneth R. Bounds	1/24/07 Date

Smith Cove – Mag Bridge Rreplacement Agrmnt SDOT-DPR- 1-22-07

Section 4(f) Temporary Occupancy Approval (per 23 CFR 774.13(d))

Date:	2/13/15
Lead Agency:	Seattle Department of Transportation
Project:	Magnolia Bridge Replacement Project
Project Description:	The Seattle Department of Transportation is proposing to replace the existing Magnolia Bridge with a new bridge south of the existing alignment. The new bridge would have the same street connections to 15th Avenue West, 23rd Avenue West, and West Galer Street on Magnolia Bluff. The east side of the bridge connecting to 15th Avenue West would be in the same location as the existing bridge.
Section 4(f) Resource:	Intersection of Magnolia Way West and West Galer Street – The Magnolia Way West/West Galer Street intersection is the entrance to Magnolia Way West which provides northern and southern access to Thorndyke Park. There are no protected Section 4(f) activities associated with the intersection. There are however protected Section 4(f) activities associated with Thorndyke Park which includes a walking path and views of Mt. Rainier and Puget Sound through the trees. The park is located approximately 0.16 miles northwest of the intersection (See Figure 1)[25].
Type of 4(f)	X Public Park or Recreational Area

[25] Note: Magnolia Way West, a Parks Boulevard, was previously owned by the Seattle Department of Transportation (SDOT) as street rights-of-way and was vacated to Parks.

Resource:	 National-Register Eligible Historic Site  Publicly-owned Wildlife or Waterfowl Sanctuary
Impact on the 4(f) Resource:	The Magnolia Bridge Replacement Project may close the Magnolia Way West/West Galer Street intersection for a period of 1-2 months for reconstruction of the roadway to match the alignment of the surface street resulting from the construction of the Preliminary Alternative. While the *temporary occupancy* of the intersection would block access to the park from the south, access would be maintained from the north via the Magnolia Way West/Thorndyke Ave inetersection. The *temporary occupancy* would not touch Thorndyke Park or degrade portions of the park that provide a walking path and

	views of Mt. Rainier and Puget Sound through the trees.
Official with Jurisdiction:	Seattle Department of Parks and Recreation (Parks)

Description of how the conditions for Temporary Occupancy are met

1. *Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;*

   There will be no change in ownership of the Magnolia Way West/West Galer Street intersection. The intersection would be closed for a 1-2 month period. Construction of the Preliminary Alternative would take up to three years.

2. *Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;*

   Realigning the intersection would include modifications to existing curb ramps to meet the new surface street alginment and ADA standards.

3. *There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;*

   There are no Section 4(f) protected activities, features or attributes associated with the Magnolia Way West/W Galer Street intersection.

4. *The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and*

   The Magnolia Way West/West Garfield intersection will be restored per City of Seattle Street and Sidewalk pavement Opening and Restoration Rules. In addition, the existing curbs will be updated to meet current ADA standards.

5. *There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

   See attached e-mail from Parks.

Request for Approval

Based upon this analysis we request FHWA concurrence that this project's temporary occupancy of

the Section 4(f) resource described above satisfies the conditions set forth in 23 CFR 774.13 (d) and is so minimal as to not constitute a use within the meaning of Section 4(f).

Name, Environmental Engineer | Date

WSDOT Local Programs

FHWA Approval

Name, Title (typically the Area Engineer will sign) | Date

FHWA Washington Division

Figure 1 – Thorndyke Park and Intersection of Magnolia Way W/W Galer Street

Gurkewitz, Sandra

From: Harris, Donald
Sent: Monday, February 16, 2015 10:41 AM
To: Loo, Kit
Cc: Gurkewitz, Sandra
Subject: RE: Magnolia Bridge Replacement: Magnolia Way West and Thorndyke Park

Kit,
In addition to my earlier response/comment regarding the absence or lack of adverse impacts of relatedthe referenced project on Smith Cove Park & playfield, I have reviewed this additional information regarding the potential of impacts to Magnolia West and Thorndyke Park and I agree with your assessment that there does not appear to be any adverse impacts to either of the park properties.

Thank you for the opportunity to review your determination.

Donald M. Harris
Manager, Property and Acquisition Services
Seattle Parks and Recreation
800 Maynard Avenue South
Seattle, Wa. 98134
206-684-8018

Explore More

ParkwaysBlog | ParksFacebook | @SeattleParks | Parks Flickr

From: Loo, Kit
Sent: Friday, January 09, 2015 4:17 PM
To: Harris, Donald
Cc: Gurkewitz, Sandra
Subject: Magnolia Bridge Replacement: Magnolia Way West and Thorndyke Park

Donald,

We are close to completing our environmental submittals for the Magnolia Bridge Replacement Project and have identified a potential impact to parks property that we had previously assumed was street right-of-way. On the parcel maps, it has been identified that Magnolia Way West is actually Parks property and is identified as a "Boulevard". In order to maintain operation of the existing bridge as long as possible, the new bridge was purposely aligned at the far west end just south of the existing bridge. In order make this new bridge alignment function correctly, there a portion of the West Galer Street up to the intersection of Magnolia Way West will need to be realigned and reconstructed. The roadway work could require a temporary closure of the intersection for approximately 1-2 months. The proposed work will consist of street restoration, curb improvements, and landscape restoration in order realign the roadway.

Per discussion with our Environmental Lead, we believe this temporary occupancy will not impact access to residents that live along Magnolia Way West and access to Thorndyke Park; access along Magnolia Way and to Thorndyke Park will be via the north end of Magnolia Way West, which will remain open throughout construction. The roadway realign work will not have any permanent adverse impacts on the intersection. As part of our checklist regarding parks within the project area, Thorndyke Park is identified within the project area, however, is not in proximity of the work site and will not have any permanent and/or adverse physical impacts to Thorndyke Park or will be touched by the construction work. The construction activity and work site is far enough away from Thorndyke Park that the existing walking path and views of Mt. Rainier and Puget Sound through the trees, would not be degraded.

We wanted to double to check with you that we did not miss anything and that you concur with this assessment. Thanks.

Kit

Kit Loo, PE
Project Manager
City of Seattle DepartmentofTransportation
O: 206.684.3669 | F: 206.615.1237 | Kit.loo@seattle.gov

06
Thorndyke Park and Magnolia Way W
06
06
06
Intersection of
Magnolia Way W and
W. Galer Street

Appendix F

The Admiral's House Memorandum of Agreement

MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE DEPARTMENT OF NAVY, THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER, THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, PACIFIC NORTHWEST COMMUNITIES, LLC, AND THE CITY OF SEATTLE EXECUTED PURSUANT TO 36 CFR 800.6(b)(iv)
REGARDING THE MAGNOLIA BRIDGE PROJECT
CITY OF SEATTLE, KING COUNTY, WASHINGTON

WHEREAS, the U.S. Department of Transportation, Federal Highway Administration (FHWA) has determined that the City of Seattle's Magnolia Bridge Project (Project) will have an adverse effect on the U.S. Department of Navy-owned Admiral's Residence, which is eligible for listing in the National Register of Historic Places, and has consulted with the Washington State Historic Preservation Officer (SHPO), in accordance with Section 106 of the National Historic Preservation Act (16U.S.C. § 470), and its implementing regulations 36 CFR Part 800; and

WHEREAS the adverse effect is the construction of a new Magnolia Bridge, which will modify character-defining attributes of the Admiral's Residence; and

WHEREAS pursuant to 36 CFR 800.6(c)(2) FHWA has invited the U.S. Navy (NAVY), the Washington State Department of Transportation (WSDOT), Pacific Northwest Communities, LLC (PNC), and the City of Seattle (CITY) to sign this Memorandum of Agreement (MOA); and

WHEREAS in accordance with 36 CFR Section 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination, and the Council has chosen not to participate in the consultation pursuant to 36 CFR Section 800.6(a)(1)(iii);

NOW, THEREFORE, FHWA, SHPO, NAVY, WSDOT, PNC, and the CITY agree that upon FHWA's decision to proceed with the Project, FHWA shall ensure that the following stipulations are implemented in order to take into account the adverse effect of the Project on historic properties, and that these stipulations shall govern the Project and all of its parts until this MOA expires or is terminated.

I. STIPULATIONS

FHWA shall ensure that the following measures are carried out:

1. Pre-Construction Condition Surveys. Within 120 days of the start of the project, the City will retain certified professionals, under the direction of an individual that meets the Secretary of the Interior's Qualifications as a Historical Architect, with expertise in structural engineering, landscaping, architecture or historic preservation, as appropriate, to conduct pre-construction surveys of the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, and all other identified historic character-defining features (hereinafter "Admiral's Residence" as defined by the legal parcel of land on which these features sit) in accordance with the following:

a. **Admiral's Residence.** A pre-construction survey of the Admiral's Residence will be conducted including, but not limited to, an evaluation of all existing cracks, sticking doors and windows, and structural distress. Photographs and video recording shall be taken at locations most likely to be disturbed by construction.
b. **Garage and Access Road.** The pre-construction survey will document existing structural integrity and condition of the garage and driveway/access road.
c. **Geotechnical**: A geotechnical survey will determine if the slope is sufficiently stable to withstand the construction of the new bridge and deconstruction of the old bridge without harming the Admiral's Residence, garage, driveway/access road, retaining wall, or other identified historic character-defining feature. If it is found that the slope is insufficiently stable, recommendations will be made to correct the deficiencies.
d. No construction shall start until the preconstruction surveys, photographs, video tape recording, and geotechnical report have been completed and finalized as set forth in this paragraph and the work specified in paragraph 2 has been completed. The Navy or future owner of the APE (Subsequent Owner), FHWA, SHPO, and WSDOT shall have an opportunity to comment on the draft documents prior to construction and be provided with a copy of all final materials.

2. Based on the results of the Pre-Construction Condition Surveys, the City, in consultation with its Historic Preservation Officer, will document existing cracks, openings and other damage to the exterior of the Admiral's Residence.
   a. The City shall at this time perform repairs so as to minimize infiltration of dust and dirt into the structure and interior spaces. Repairs shall be completed no more than 30 days before beginning of construction or deconstruction in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and with local historic preservation requirements in force at the time of the Pre-Construction Condition Survey.
   b. The City, in consultation with the City's Historic Preservation Officer, will install storm windows in the Admiral's Residence in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and with the local historic preservation requirements in force at the time of the Pre-Construction Condition Survey that will prevent dust and dirt from entering the building through open spaces in the sills or surrounds, as well as reduce noise.
   c. If the Pre-Construction Condition Surveys identify a material structural defect in the garage, the City and the Navy or Subsequent Owner will discuss what pre-construction remedial action is necessary to address the defect.
   d. If the results of the geotechnical survey indicate that mitigation measures are required to defend the slope stability, such measures will be proposed to the City's Historic Preservation Officer and the Navy or Subsequent Owner. Upon approval, such actions will be taken at the time specified by the geotechnical engineer.

3. The City shall develop a Tree Preservation, Replanting, and Mitigation Planting Plan based on a pre-construction tree survey to be conducted by the City, replacing the limited number of trees and shrubs that must be removed to construct the new bridge and/or

demolish the old bridge, and installing landscaping materials to mitigate the noise and visual impacts to the Admiral's Residence associated with the bridge replacement project. The plan for installing the anticipatory mitigation landscaping will comply with the following:

a. The plan will be submitted to the City's Historic Preservation Officer and the Navy or Subsequent Owner of the Admiral's Residence for comment and review no less than one year prior to the anticipated start of construction or deconstruction.
b. These anticipatory landscape plantings will be planted at a time to be mutually agreed upon by the City and the Navy or Subsequent Owner.
c. The anticipatory plantings will mitigate both the visual and noise impacts of the decreased distance between the Admiral's Residence and the Magnolia Bridge.
d. The plan will require the City or its landscaping contractor to monitor the condition of all new plantings on at least an annual basis during construction of the new bridge and demolition of the old bridge, and to replace any plantings that die, are damaged or destroyed during or within one year after completion of the Magnolia Bridge project.

4. Prior to and as needed during construction, the City, in consultation with its Historic Preservation Officer, will provide training to all on-site construction personnel to assist the personnel in the identification of historic and cultural resources and to help them understand measures to avoid and protect historic properties. The briefing will include:
   a. Identification of the Admiral's Residence, garage, driveway/access road, retaining wall, and other identified historic character-defining features,
   b. Explanation of the project's Inadvertent Discovery Plan, and
   c. Measures to avoid and protect cultural resources during construction in accordance with the local historic preservation requirements in force at the time of the Pre-Construction Condition Survey.

5. The City will take every measure, including developing a construction fencing plan, to avoid damaging the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, or any other identified historic character-defining feature during the deconstruction of the existing bridge and the construction of the new bridge. In the event that bridge construction or deconstruction activities inadvertently damage the visual or structural characteristics of the Admiral's Residence, driveway/access road, garage, landscaping, retaining wall, or any other identified historic character-defining feature, the City, in consultation with its Historic Preservation Officer, FHWA, SHPO, WSDOT, and the Navy or Subsequent Owner, will repair any damages to preconstruction conditions within 30 days unless otherwise agreed, with repairs meeting the Secretary of the Interior's Standards for the Treatment of Historic Properties.

6. In order to maximize use of the Admiral's Residence during construction and to minimize both the potential economic hardship to the Navy or Subsequent Owner, and impacts resulting from construction-related noise, dirt, or dust, the City will:
   a. Maintain adequate access to the Admiral's Residence.

b. Ensure continued utility service.
c. Six months prior to initiating construction or deconstruction, consult with the Navy or Subsequent Owner to develop an agreed-upon plan for scheduling access interruptions, utility outages, or other interruptions to full use of the Admiral's Residence.
d. If a noise variance is required, identify construction noise mitigation measures such as maximum noise limits; restricted hours for noisier construction activities; and use of Best Management Practices (BMPs), including using quieter equipment and techniques.
e. Use BMPs to control air pollution, noise and mud.

7. During construction, the City, in consultation with its Historic Preservation Officer, will follow protocols outlined in the project's Inadvertent Discovery Plan (IDP) (Attachment A). The IDP will be developed by an individual that meets the Secretary of the Interior's qualifications (48 FR 44716) as an archaeologist. Should any prehistoric or historic cultural remains (such as but not limited to bone, fire cracked rock, shell, or other artifacts) be discovered during demolition or construction, all work in the area of the discovery shall cease and the IDP will be followed. The IDP will be reevaluated prior to construction, and revised if industry standards or other policies have changed in the period between the signing of this MOA and construction.

8. The City will retain certified professionals, under the supervision of an individual that meets the Secretary of the Interior's qualifications as a Historical Architect, with expertise in structural engineering, landscaping, architecture and historic preservation, as appropriate, to conduct Post-Construction Condition Surveys of the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, and all other identified historic character-defining features at the conclusion of the Magnolia Bridge Replacement Project.
   a. The City will disclose any additional damage or changes to, but not limited to, vertical settlement or to cracks/doors/windows, or any increased structural distress to FHWA, SHPO, WSDOT, and the Navy or Subsequent Owner within 30 days of its discovery.
   b. If the Post-Construction Condition Surveys identify increased (as compared to the Pre-Construction Condition Surveys) cracks, sticking doors and windows, structural distress, etc. to the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, or any other identified historic character-defining feature, the City will repair said damage to the buildings, road, landscaping, retaining wall, or any other identified historic character-defining feature to pre-construction conditions within 60 days, unless otherwise agreed, in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and with the local historic preservation requirements in force at the time of the Pre-Construction Condition Survey and in consultation with FHWA, SHPO, WSDOT, and the Navy or Subsequent Owner.

9. One year after the completion of (a) the Post-Construction Condition Surveys identified in the preceding paragraph or (b) any repair or restoration work performed pursuant to the

Post-Construction Condition Surveys, whichever is later, the City will repeat the post-construction surveys of the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, and all other identified historic character-defining features. The City will disclose any changes to, but not limited to, vertical settlement or to cracks/doors/windows, or any increased structural distress to FHWA, SHPO, WSDOT, and the Navy or Subsequent Owner within 30 days of its discovery. The City will repair any increased cracks, sticking doors and windows and structural distress to the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, or any other identified historic character-defining feature to pre-construction conditions within 60 days unless otherwise agreed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and with the local historic preservation requirements in force at the time of the Pre-Construction Condition Survey and in consultation with FHWA, SHPO, WSDOT, and the Navy or Subsequent Owner. The intent of this stipulation is to remedy damages due to change in geotechnical stability of the Admiral's Residence that may not become apparent until a wet seasonal cycle has elapsed. The City's certified professional consultants performing the Post-Construction Condition Surveys shall identify damage attributable to changes in geotechnical stability. Any change in geotechnical stability shall be assumed to have been caused by the Bridge project.

10. CITY shall bear the cost for Stipulations 1-9, recognizing the costs of the stipulations are eligible project expenses as mitigation costs.

II. DISPUTE RESOLUTION

Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of the MOA are implemented, FHWA shall consult with the objecting party(ies) to resolve the objection. If FHWA determines, within 30 days, that such objections cannot be resolved, FHWA shall:

1. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR Section 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise FHWA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from parties to the MOA, will be taken into account by FHWA in reaching a final decision regarding the dispute.

2. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, FHWA will give consideration to comments from the parties to the MOA and make a final decision.

3. FHWA's responsibilities to carry out all other actions subject to the terms of this MOA that are not subject of the dispute will remain unchanged. FHWA will notify all parties of its decision in writing before implementing that disputed portion of the Project. FHWA's decision will be final.

III. AMENDMENTS, TERMINATION AND NONCOMPLIANCE

If any signatory to this MOA determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR 800.6(c)(7) and 800.6(c)(8). The amendment will be effective on the date a copy is signed by all of the original signatories and is filed with the Council. If a MOA is not amended following the consultation set out in accordance with Dispute Resolution, it may be terminated by any signatory. Within 30 days following termination, FHWA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36 CFR 800.6(a)(1) or request the comments of the Council under 36 CFR 800.7(a) and proceed accordingly.

IV. DURATION

The MOA will take effect immediately upon execution by the Signatory Parties. FHWA will review the MOA annually to determine whether an amendment is necessary. The terms of this MOA shall be satisfactorily fulfilled within one year following the completion of the project. Prior to such time, FHWA may consult with SHPO to reconsider the terms of the agreement and propose its amendment in accordance with Section III above. Unless terminated pursuant to Section III, this MOA will be in effect until FHWA, in consultation with SHPO, determines that all of its terms have been satisfactorily fulfilled.

V. EXECUTION OF AGREEMENT

Execution and implementation of the terms of this Memorandum of Agreement by FHWA, NAVY, SHPO, WSDOT, PNC, and CITY serves as evidence that FHWA has afforded the Council and all concerned parties the opportunity to comment on the project and the effects on historic properties, and that FHWA has taken into account the effects of the Project on the Admiral's Residence and has satisfied the requirements of Section 106 of the National Historic Preservation Act (16 U.S.C. 470 (f)).

FEDERAL HIGHWAY ADMINISTRATION

By: _____ Date: 11/1/2011

for Daniel M. Mathis, FHWA Division Administrator

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

By: _____ Date 11 / 1 / 11

Allyson Brooks, PhD, State Historic Preservation Officer

U.S. DEPARTMENT OF NAVY

By: _____ Date 11/28/11

D. T. BIESEL, Rear Admiral
Commander, Navy Region Northwest

CONCUR:

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: _____ Date 10·31·11
Kathleen Davis, Director, Highway and Local Programs

PACIFIC NORTHWEST COMMUNITIES, LLC

By: _____ Date 10·25·11
Michael Nanney, Senior Project Executive

CITY OF SEATTLE

By: _____ Date 10·21·11
Peter Hahn, Director, Department of Transportation

Appendix G

Admiral's House Landmark Ordinance

The City of Seattle Ordinance No. 124135 adds the Admiral's House and a portion of the property on which it is located to the Table of Historical Landmarks of the Seattle Municipal Code (SMC 23.32). The ordinance imposes controls on the specific features and characteristics designated for preservation.

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Elizabeth Chave/jom
DON Admiral's House Landmark Designation ORD
February 7, 2012
Version #3a

ORDINANCE 124135

AN ORDINANCE relating to historic preservation, imposing controls upon the Admiral's House, a landmark designated by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code, and adding it to the Table of Historical Landmarks contained in Chapter 25.32 of the Seattle Municipal Code.

WHEREAS, the Landmarks Ordinance, Chapter 25.12 of the Seattle Municipal Code (SMC), establishes a procedure for the designation and preservation of sites, improvements and objects that are more than 25 years old and have historical, cultural, architectural, engineering or geographic significance; and

WHEREAS, the Landmarks Preservation Board (the Board), after a public meeting on July 7, 2010, voted to approve the nomination of the improvement (the building) and a portion of the parcel of property on which the improvement is located at 2001 West Garfield Street in Seattle, which are together referred to as the Admiral's House for purposes of this ordinance, for designation as a landmark under SMC Chapter 25.12; and

WHEREAS, after a public meeting on August 18, 2010, the Board voted to approve the designation of the Admiral's House under SMC Chapter 25.12; and

WHEREAS, on March 2, 2011, the Board and the owner of the designated landmark agreed to controls and incentives; and

WHEREAS, the Board recommends that the City Council enact a designating ordinance approving the controls and incentives; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. DESIGNATION: Pursuant to SMC 25.12.660, the designation by the Landmarks Preservation Board (the Board) of the improvement (the building) and a portion of the parcel of property on which the improvement is located at 2001 West Garfield Street in Seattle, which are together referred to as the Admiral's House for purposes of this ordinance, is hereby acknowledged.

A. Legal Description.

1. The Admiral's House is located on the property legally described as:

DWS CITY CLERK

Parcel "G" of that certain real property described and shown on the record of survey recorded under King County Auditor's file No. 20040220900002, records of King County, Washington. Said parcel is situated in the southwest ¼ of Section 23 and the northwest ¼ of Section 26, all in Township 25 North, Range 3 East, W.M., and is more particularly described as follows:

Beginning at the southwest corner of Lot 17, Block 9, Minor's Addition to the City of Seattle, also known as the True Point of Beginning of Quit Claim Deed recorded under King County Auditor's file No. 7606300880, and the true point of beginning of this description, said point being a 1" brass disk in concrete;
thence south 89°08'13" west, along the north margin of Oakes Street as platted in said Minor's Addition, a distance of 88.36 feet to a 1" brass disk in concrete,
thence north 37°01'35" west, a distance of 42.26 feet to a fence corner,
thence north 68°59'49" west, a distance of 173.81 feet to a fence corner,
thence north 42°22'17" east, a distance of 210.78 feet to a concrete monument with tack & lead,
thence north 28°13'08" west, a distance of 74.51 feet to a concrete monument with tack & lead,
thence east and north along a curve to the left, the radius point bearing north 41°58'19" west, with a radius of 550.00 feet, a central angle of 07°03'22", an arc distance of 67.73 feet to a 1" brass disk in concrete,
thence north 40°58'18" east, a distance of 100.00 feet to a concrete monument with tack & lead,
thence north 49°01'42" west, a distance of 20.00 feet, to the south margin of West Garfield Street, as established by the City of Seattle condemnation ordinance 53518, and a point of curvature, said point being a rebar and aluminum cap,
thence east and north along a curve to the right, the radius point bearing south 49°01'42" east, with a radius of 470.00 feet, a central angle of 14°07'59", an arc distance of 115.93 feet to a rebar and aluminum cap,
thence north 03°31'36" east, a distance of 179.84 feet, to the northwest corner of the property exception to said quit claim deed (afn#7606300880), said point being a rebar and aluminum cap,
thence north 89°46'23" east, a distance of 124.51 feet to a concrete monument with tack & lead,
thence south 12°54'49" east, a distance of 99.23 feet to a rebar and aluminum cap,
thence south 89°46'23" west, a distance of 106.30 feet to a concrete monument with tack & lead,
thence south 02°15'17" west, a distance of 85.82 feet to a concrete monument with tack & lead,
thence south 19°15'04" west, a distance of 85.61 feet, to a point of curvature and a concrete monument with tack & lead,

CITY CLERK

thence south and east along a curve to the left, the radius point bearing south 70°44'56" east, with a radius of 40.00 feet, a central angle of 101°14'18", an arc distance of 70.68 feet to a concrete monument with tack & lead,
thence south 81°59'14" east, a distance of 32.46 feet to a concrete monument with tack & lead,
thence east and south along a curve to the right, the radius point bearing south 08°00'46" west, with a radius of 30.00 feet, a central angle of 75°52'39", an arc distance of 39.73 feet to a concrete monument with tack & lead,
thence south 06°06'38" east, a distance of 83.97 feet to a concrete monument with tack & lead,
thence south 23°01'25" east, a distance of 102.53 feet to a concrete monument with tack & lead,
thence south 00°46'37" east, a distance of 107.79 feet to a rebar and aluminum cap,
thence south 88°18'21" east, a distance of 4.98 feet to a rebar and aluminum cap,
thence south 00°51'42" west, a distance of 43.38 feet, to a point of curvature, said point being a concrete monument with tack & lead,
thence south and west along a curve to the right, the radius point bearing north 89°08'18" west, with a radius of 80.00 feet, a central angle of 72°42'19", an arc distance of 101.52 feet to a concrete monument with tack & lead,
thence south 73°34'01" west, a distance of 31.32 feet to a rebar and aluminum cap,
thence south 15°10'12" east, a distance of 18.72 feet, to the north margin of Marina Place as set forth in Auditor's file No. 116480, said point being a concrete monument with tack & lead,
thence south 74°49'48" west, a distance of 98.84 feet to a rebar and aluminum cap,
thence north 00°51'47" west, a distance of 94.75 feet to the True Point of Beginning.

Said parcel containing 169,449.30 square feet or 3.89 acres, more or less.

Situated in the City of Seattle, County of King, State of Washington.

2. The portion of the property designated as a Landmark is described as follows:

That portion of parcel "G" of that certain real property described and shown on the Record of Survey recorded under King County Auditor's file No. 20040220900002, records of King County, Washington, situated in the southwest ¼ of Section 23 and the northwest ¼ of Section 26, all in Township 25 North, Range 3 East, W.M., and more particularly described as follows:

Commencing at the southwest corner of Lot 17, Block 9, Minor's Addition to the City of Seattle, also known as the True Point of Beginning of Quit Claim Deed

SEA CITY CLERK

recorded under King County Auditor's file No. 7606300880, said point being a 1" brass disk in concrete;
thence south 89°08'13" west along the north margin of Oakes Street as platted in said Minor's Addition a distance of 88.36 feet to a 1" brass disk in concrete;
thence north 37°01'35" west a distance of 27.50 feet to a point on the westerly line of said parcel "G" and the True Point of Beginning for this description;
thence leaving said westerly line north 48°33'00" east a distance of 37.50 feet;
thence south 41°27'00" east a distance of 1.00 feet;
thence north 51°49'00" east a distance of 22.00 feet;
thence north 38°11'00" west a distance of 12.00 feet;
thence north 49°47'00" east a distance of 41.00 feet;
thence north 41°45'00" east a distance of 31.00 feet;
thence north 10°35'00" east a distance of 27.00 feet;
thence north 39°52'00" west a distance of 20.00 feet;
thence north 68°45'00" west a distance of 31.50 feet;
thence north 01°33'00" east a distance of 34.50 feet;
thence north 20°31'00" east a distance of 32.00 feet;
thence north 42°00'00" east a distance of 30.20 feet;
thence north 17°21'00" east a distance of 22.50 feet;
thence north 17°06'00" west a distance of 6.00 feet;
thence south 87°27'00" west a distance of 14.50 feet;
thence north 02°33'00" west a distance of 24.00 feet;
thence north 87°27'00" east a distance of 15.50 feet;
thence south 30°10'00" east a distance of 5.00 feet;
thence south 15°46'00" east a distance of 14.30 feet;
thence south 18°33'00" east a distance of 14.10 feet;
thence south 22°14'00" east a distance of 18.50 feet;
thence south 26°40'00" east a distance of 14.40 feet;
thence north 60°46'00" east a distance of 26.20 feet;
thence south 35°30'00" east a distance of 41.60 feet;
thence south 39°00'00" east a distance of 24.50 feet;
thence south 63°14'00" east a distance of 9.5 feet;
thence south 35°37'00" east a distance of 25.20 feet;
thence south 42°21'00" east a distance of 17.20 feet;
thence south 02°53'00" west a distance of 17.30 feet;
thence south 14°00'00" east a distance of 25.00 feet;
thence south 11°39'00" east a distance of 23.50 feet;
thence south 46°55'00" east a distance of 50.30 feet;
thence north 73°31'00" east a distance of 22.04 feet to a point on the easterly line of said parcel "G", said point being a concrete monument with tack & lead;
thence along the easterly and southerly lines of said parcel "G" south 88°18'21" east a distance of 4.98 feet to a rebar and aluminum cap;

CITY CLERK

thence south 00°51'42" west a distance of 43.38 feet to a point of curvature, said point being a concrete monument with tack & lead;
thence south and west along a curve to the right, the radius point bearing north 89°08'18" west, with a radius of 80.00 feet, a central angle of 72°42'19", an arc distance of 101.52 feet to a concrete monument with tack & lead;
thence south 73°34'01" west a distance of 31.32 feet to a rebar and aluminum cap;
thence south 15°10'12" east a distance of 18.72 feet to the north margin of Marina Place as set forth in Auditor's file No. 116480, said point being a concrete monument with tack & lead;
thence south 74°49'48" west a distance of 98.84 feet to a rebar and aluminum cap;
thence north 00°51'47" west a distance of 94.75 feet to the True Point of Beginning.
Said parcel containing 1.242 acres, more or less.

Situated in the City of Seattle, County of King, State of Washington.

B. Specific Features and/or Characteristics Designated. Pursuant to SMC 25.12.660.A.2, the following specific features and/or characteristics of the Admiral's House are designated:

1. The exterior of the building.
2. The property legally described in Section 1.A.2, located at 2001 West Garfield Street in Seattle, excluding the existing garage.

C. Basis of Designation. The designation was made because the Admiral's House is more than 25 years old and has significant character, interest or value as a part of the development, heritage or cultural characteristics of the City, state or nation, it has integrity or the ability to convey its significance, and because it satisfies the following from SMC 25.12.350:

1. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state or nation (SMC 25.12.350.C);

CITY CLERK

2. It embodies the distinctive visible characteristics of an architectural style, or period, or of a method of construction (SMC 25.12.350.D); and

3. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the city (SMC 25.12.350.F).

Section 2. CONTROLS: The following controls are hereby imposed on the features and characteristics of the Admiral's House that were designated by the Board for preservation:

A. Certificate of Approval Process.

1. Except as provided in Section 2.A.2 or Section 2.B of this ordinance, the owner must obtain a Certificate of Approval issued by the Board pursuant to SMC Chapter 25.12, or the time for denying a Certificate of Approval must have expired, before the owner may make alterations or significant changes to the following specific features or characteristics:

   a. The exterior of the building.

   b. The property legally described in Section 1.A.2, located at 2001 West Garfield Street in Seattle, excluding the existing garage.

2. No Certificate of Approval is required for the following:

   a. Any in-kind maintenance or repairs of the features listed in Section 2.A.1.

   b. Installation, removal or alteration of the following landscape elements: trees less than 8 inches in diameter measured 4 ½ feet above ground, shrubs, perennials and annuals.

CITY CLERK

c. Installation, removal, or alteration of temporary site furnishings, including benches, movable planter boxes, and movable water features.

d. Installation, removal or alteration of underground utilities and irrigation systems, provided that the site is restored in-kind.

B. City Historic Preservation Officer (CHPO) Approval Process.

1. The CHPO may review and approve the items listed in Section 2.B.3 of this ordinance according to the following procedure:

a. The owner shall submit to the CHPO a written request for the alterations, including applicable drawings and/or specifications.

b. If the CHPO, upon examination of submitted plans and specifications, determines that the alterations are consistent with the purposes of SMC chapter 25.12, the alterations shall be approved without further action by the Board.

c. If the CHPO does not approve the alterations, the owner may submit revised materials to the CHPO, or apply to the Board for a Certificate of Approval under SMC Chapter 25.12, as provided in Section 2.A.

2. The CHPO shall transmit a written decision on the owner's request to the owner within 14 business days of receipt of the request. Failure of the CHPO to approve or disapprove the request within 14 business days shall constitute approval of the request.

DNS CITY CLERK

3. CHPO approval for changes or alterations to the designated features or characteristics of the landmark described in Section 2.A.1. of this ordinance, is available for the following:

   a. The addition or elimination of duct conduits, HVAC vents, grilles, pipes, and other similar wiring or mechanical elements necessary for the normal operation of the building.

   b. Removal of hazardous trees more than 8 inches in diameter measured 4 ½ feet above ground.

   c. Installation, removal, or alterations of exterior light fixtures, including exterior security lighting, and security system equipment.

   d. Installation, removal, or alterations of exterior door hardware.

   e. Removal or alterations of existing fences and gates.

   f. Removal or alterations of existing walkways and driveways.

C. Emergency Action to Protect Property.

1. In the event of an actual or threatened landslide that is damaging or threatening to imminently damage the site or building, the Owner may take reasonable emergency action to protect the site or building without first obtaining a Certificate of Approval pursuant to Section 2.A. of this ordinance or CHPO approval pursuant to Section 2.B. of this ordinance, provided that the Owner shall provide as much advance notice of its proposed emergency actions to the CHPO as circumstances permit. Once the emergency is past, the Owner shall either restore the site and building to their prior condition or apply for a Certificate of

CITY CLERK

Approval or CHPO approval within ten working/business days of the event for any ongoing alterations or significant changes.

Section 3. INCENTIVES: The following incentives are hereby granted on the features and characteristics of the Admiral's House that were designated by the Board for preservation:

A. Uses not otherwise permitted in a zone may be authorized in a designated Landmark by means of an administrative conditional use permit issued pursuant to Seattle Municipal Code Title 23.

B. Exceptions to certain requirements of the Seattle Building Code, SMC Chapter 22.100, and the Energy Code of the City, SMC Chapter 22.700, may be authorized pursuant to the applicable provisions thereof.

C. Special tax valuation for historic preservation may be available under Chapter 84.26 RCW upon application and compliance with the requirements of that statute.

Section 4. Enforcement of this ordinance and penalties for its violation are as provided in SMC 25.12.910.

Section 5. The Admiral's House is hereby added alphabetically to Section I, Residences, of the Table of Historical Landmarks contained in SMC Chapter 25.32.

Section 6. The City Clerk is directed to record a certified copy of the ordinance with the King County Director of Records and Elections, deliver two certified copies to the CHPO, and deliver one copy to the Director of the Department of Planning and Development. The CHPO is directed to provide a certified copy of the ordinance to the owner of the landmark.

CITY CLERK

Section 7. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the 11th day of March, ~~2012~~ 2013, and signed by me in open session in authentication of its passage this 11th day of March, ~~2012.~~ 2013.

President _____ of the City Council

Approved by me this 15th day of March, 2012.

Michael McGinn, Mayor

Filed by me this 19th day of March, 2012.

Monica Martinez Simmons, City Clerk

(Seal)

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Appendix H

Admiral's House Historic Preservation Easement

The Historic Seattle Preservation and Development Authority is the Grantee of historic preservation easement and covenants for the Admiral's House Landmark Site. This easement and these covenants apply to the Landmark Site in perpetuity.

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FIDELITY NATIONAL TITLE
6W 0 SS2W1 15188

RECORDING REQUESTED BY AND
AFTER RECORDING RETURN TO:

FOSTER PEPPER PLLC
1111 Third Avenue, Suite 3400
Seattle, WA 98101-3299
Attention: Patrick J. Schneider

20130611002100
FIDELITY NATIO EAS 158.00
PAGE-001 OF 015
06/11/2013 15:57
KING COUNTY, WA

HISTORIC PRESERVATION EASEMENT AND COVENANTS

GRANTOR:	PACIFIC NORTHWEST COMMUNITIES, LLC
GRANTEE:	HISTORIC SEATTLE PRESERVATION AND DEVELOPMENT AUTHORITY
ABBREVIATED LEGAL DESCRIPTION:	POR. SW ¼ OF SEC. 23, NW ¼ OF SEC. 26, TWP 25 N., RNG. 3 E., W.M. Complete legal description on Exhibit A
ASSESSOR'S TAX PARCEL ID #:	King County Tax Parcel No. 2325039106 05 2325039106 06
REFERENCE # (If applicable):	

EXCISE TAX NOT REQUIRED
King County Records Division
By Michele Beck, Deputy

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HISTORIC PRESERVATION EASEMENT AND COVENANTS

(ADMIRAL'S HOUSE)

This Historic Preservation Easement and Covenants (the "Agreement") is made this 7th day of June, 2013, by and between PACIFIC NORTHWEST COMMUNITIES, LLC, a Delaware limited liability company ("Grantor"); and HISTORIC SEATTLE PRESERVATION AND DEVELOPMENT AUTHORITY, a Washington public corporation ("Grantee").

RECITALS:

A. Grantor is the owner in fee simple of the real property located at 2001 W. Garfield St, Seattle, Washington, as more fully described in Exhibit A attached hereto and incorporated herein by this reference (the "Entire Property"). Located on the Entire Property is the Admiral's House, which was completed in 1944 and used from that date until 2006 as the official residence of the Admiral responsible for the U.S. Navy's Seattle-area operations.

B. The Admiral's House and a sub-area of the Entire Property have been designated a City of Seattle landmark by Ordinance No. 124135 (the "Designating Ordinance"), pursuant to the standards for designation in Seattle Municipal Code 25.12.350, subsection C ("It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the City"), subsection D ("It embodies the distinctive visible characteristics of an architectural style, period, or of a method of construction"), and subsection F ("Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the City and contributes to the distinctive quality or identity of such neighborhood or the City.")

C. The Admiral's House also has been nominated for listing in the National Register of Historic Places under Criterion A for its association with the history of the Navy presence in Seattle and under Criterion C for its embodiment of the Colonial Revival style.

D. The Features of Significance, as described in the Designating Ordinance, are the "exterior of the building" and "the site, excluding the existing garage," (collectively the "Features of Significance") within the sub-area of the Entire Property identified in the Designating Ordinance as "the site" and more fully described in Exhibit B attached hereto (the "Landmark Site").

E. As set forth in the Designating Ordinance and the approved Controls and Incentives Agreement with the City, Grantor may not make changes to the Features of Significance without first obtaining the approval of the City of Seattle's Landmarks Preservation Board ("LPB") or the City's Historic Preservation Officer.

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F. Grantor desires to preserve and maintain the historic and architectural character of the Features of Significance, as required by the Controls and Incentives Agreement, regardless of any future changes in the City's regulations, and to make a "qualified conservation contribution" as defined in Treasury Regulations 1.170A-14, and applicable case law, to Grantee.

G. Grantee is a public corporation formed for the purpose of preserving historically important structures. Grantee desires to preserve and maintain the historic and architectural character of the Features of Significance.

AGREEMENT

1) Recitals. The foregoing recitals are true and correct and are hereby incorporated herein by this reference.

2) Grant of Easement. In recognition of the foregoing and as a gift to Grantee, Grantor hereby grants and conveys to Grantee a perpetual conservation easement in the Landmark Site, as the Landmark Site is described in Exhibit B hereto, for the purpose of preserving the Features of Significance, including without limitation the exterior appearance, materials, and structure of the Admiral's House, and the general appearance of the landscaping. Grantee's rights in the Landmark Site hereunder are immediately vested in Grantee.

3) Appraised Value. Grantor has obtained an appraisal that establishes that Grantee's interest in the Landmark Site has a fair market value, at the time of this gift, of $25,000, equal to less than one percent of the fair market value of the Entire Property at the time of this gift (Grantee's "Proportionate Value"). In addition, Grantor has given a contribution to Grantee in the amount of $ 23,625.00, to create an endowment sufficient to defray the cost of administering the easement in perpetuity.

4) Grantor's Covenants. In furtherance of the foregoing, Grantor hereby imposes the following restrictions on the Features of Significance and makes the following covenants in favor of Grantee, which covenants will be restrictive covenants against the Landmark Site.

(a) Grantor will not use the Admiral's House in any manner that is inconsistent with conservation of the Features of Significance.

(b) Subject to the casualty provisions of Section 9 below, Grantor will maintain and repair the Features of Significance in a good and sound state of repair so that the exterior of the Admiral's House is preserved and no more than minimal deterioration occurs, and so that the landscaping is maintained in a good and attractive condition.

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(c) Grantor will not commit or permit waste to or of the Landmark Site.

(d) Subject to the exception in subsection (f) of this section 4, Grantor shall obtain the written consent of Grantee in accordance with section 7 whenever the Controls and Incentives Agreement requires Grantor to obtain a certificate of approval from the City's Landmarks Preservation Board or administrative approval from the City Historic Preservation Officer. As provided in the Controls and Incentives Agreement, Grantor shall apply for such written consent before undertaking construction, alteration, remodeling, repair, repainting to a different color, attachment of decoration that is more than seasonal (Christmas or similar decorations do not require written consent), signs or symbols, or any other action that would (i) make alterations or significant changes to the Features of Significance, including, without limitation, changes to the dimensions, height, materials, design, or color of the exterior of the Admiral's House; (ii) adversely affect the structural soundness of the Admiral's House; or (iii) impair the view of the Admiral's House from the east or south. Notwithstanding the above, the Grantor may, without the prior approval of Grantee, make in-kind maintenance or repairs to the Features of Significance, provided that such activity does not change the appearance of the Admiral's House as that appearance is established in the Landmark Nomination Form submitted to the City of Seattle. Grantor may also, without the prior approval of Grantee, install, remove or alter:

i. the following landscape elements: trees less than eight inches (8 inches) in diameter measured four and one half feet (4 ½ feet) above ground, shrubs, perennials and annuals;

ii. temporary site furnishings, including benches, movable planter boxes, and movable water features; and

iii. underground utilities and irrigation systems, provided that the Landmark Site is restored in kind.

(e) The Admiral's House shall not be demolished without the prior written consent of Grantee, subject to the casualty provisions of Section 9 hereof. The garage, however, that is on the Landmark Site at the time of the Designating Ordinance was not included in the Features of Significance and may be demolished or remodeled without the prior written consent of the Grantee so long as a certificate of approval is first obtained from the LPB.

(f) In the event of an actual or threatened landslide on or near the Landmark Site that is damaging or threatening to imminently damage the Features of Significance, Grantor may take reasonable emergency action to protect the Features of Significance without first obtaining the written consent of Grantee, even if such consent would

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Unofficial Document

otherwise be required by this Agreement, provided that Grantor shall provide as much advance notice to Grantee of its proposed emergency actions as circumstances permit. Once the emergency is past, Grantor shall either restore the Features of Significance to their condition prior to the emergency, subject to section 9 below, or apply, within ten working days of the emergency action, for Grantee's written consent for any changes.

5) Grantee's Warranties. Grantee hereby warrants the following to Grantor:

(a) Grantee is a qualified organization under Section 509(a)(1) and Section 170 of the Internal Revenue Code of 1986 (the "Code") organized for the primary purpose of preserving historically important and certified historic structures. Grantee is not a Private Foundation, as defined in Section 509(a)(2) of the Code.

(b) Grantee is not affiliated with or controlled by Grantor. Grantee has adequate funds to enforce the restrictions imposed by this instrument.

6) Grantee's Covenants. Grantee hereby covenants as follows:

(a) Grantee may not transfer, convey or assign its rights or interests hereunder to another person or entity whether for consideration or not, unless (i) the conservation purposes for which Grantor is making this conveyance will continue to be carried out after the transfer; (ii) the transferee is a charitable corporation or trust dedicated to the preservation of historic buildings that is an "eligible donee" within the meaning of Section 170(h)(3) of the Internal Revenue Code of 1986 as amended and the regulations thereunder; (iii) the transferee agrees in writing to assume Grantee's rights and obligations hereunder, and (iv) Grantee has obtained Grantor's prior written consent, which shall not be unreasonably withheld. The foregoing requirements shall not be required, however, in circumstances meeting the conditions of section 9 below.

(b) If Grantee shall at any time become a fee simple owner of the Landmark Site, Grantee agrees if it subsequently conveys the Landmark Site, it will create a new easement containing similar provisions to this Agreement and will either retain such easement in itself or convey such easement to a similar charitable corporation or trust dedicated to the preservation of historic buildings that is an "eligible donee" within the meaning of Section 170(h)(3) of the Internal Revenue Code of 1986 as amended and the regulations thereunder.

7) Grantee's Consent To Alteration of Features of Significance. Whenever the Controls and Incentives Agreement requires Grantor to apply for certificate of approval from the LPB or its successor agency, and/or to apply for administrative review and approval by the City Historic Preservation Officer, Grantor shall provide Grantee with notice of the proposed alteration at least 14 days prior to submittal of an application to the LPB or City Historic Preservation Officer. Grantee shall have 14 days to review the proposal and approve,

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deny or conditionally approve the proposed alterations. Grantee's failure to respond within 14 days shall constitute Grantee's approval. If Grantee approves the alterations (with or without conditions), then Grantor does not need to seek re-approval of any additional or different conditions requested or imposed by the LPB or the City Historic Preservation Officer.

8) Insurance; Casualty; Condemnation.

(a) Grantor shall continuously keep the Landmark Site insured against casualty loss with such limits, deductibles and policy provisions as are reasonable for a residence of similar value, in the judgment of Grantor.

(b) In the event of casualty loss to the Features of Significance for which insurance proceeds are made available to Grantor by Lenders or any future lenders or secured parties, Grantee shall be entitled to a proportionate share of the insurance proceeds not to exceed the Grantee's Proportionate Value. Grantee shall, however, make its portion of the proceeds available to Grantor to repair or restore the Features of Significance unless this easement and covenants are extinguished according to section 9 below. Grantee may condition its release of such funds upon Grantor's compliance with the terms of this easement and covenant.

(c) In the event of condemnation of a portion or all of the Features of Significance, Grantee shall be entitled to a portion of the condemnation award equal to Grantee's Proportionate Value. Grantee shall make its share of such proceeds available to Grantor to repair or restore the Features of Significance unless this easement and covenants are extinguished according to section 9 below. Grantee may condition its release of such funds upon Grantor's compliance with the terms of this easement and covenant.

9) Extinguishment of Easement and Covenants. If a casualty loss to the Landmark Site makes the continued preservation of the Features of Significance impossible or impractical, this easement and covenants may be terminated by judicial proceedings in the Superior Court of the State of Washington in King County. Upon such termination, Grantee must use all of Grantee's proportionate value from any subsequent sale, exchange or involuntary conversion of the Entire Property for further historic conservation purposes in a manner consistent with the conservation purposes of Grantor's original contribution under this instrument.

10) Inspection. Grantee and its agents, employees and other representatives shall have the right at all reasonable times to inspect the Features of Significance, provided that reasonable, prior notice of the time and date of each inspection is given to Grantor.

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11) Consents. Where the terms of this Agreement require the consent of Grantee such consent shall be requested by written notice, as provided in Section 14 below, to Grantee. Consent must be evidenced in writing signed by the executive director or other authorized representative of Grantee. Grantee shall give notice of its consent or lack thereof within 14 days after receipt of notice of the request for consent. Grantee shall give or withhold its consent in its reasonable discretion in light of the purposes of this Agreement.

12) Successors, and Assigns. This Agreement touches and concerns the Landmark Site and shall run with the Landmark Site in perpetuity. This Agreement is binding on Grantor, its heirs, devisees, transferees, successors and assigns and shall inure to the benefit of Grantee and its heirs, devisees, transferees, successors and assigns.

13) Notice. Any notice required hereunder shall be in writing and shall be given by certified or registered mail, with postage and return receipt requested, addressed to the other party, as set forth below, except that notice of inspections of the Features of Significance by Grantee may be given by more informal means if, and for so long as, the parties agree in writing to such informal notice. In the event of a sale of the Landmark Site by Grantor, or a transfer by Grantee of its rights or interests hereunder, it shall be the responsibility of the party selling the property or transferring its interest to give notice to the other party of the sale or transfer, and such notice shall include the name and address of the successor-in-interest to whom future notices required hereunder shall be given, provided that the party giving any notice required hereunder shall always make reasonable efforts to ensure that actual notice is given.

If to Grantor: Pacific Northwest Communities, LLC
19578 10th Avenue NE
Poulsbo, WA 98370
Attention: Project Executive

If to Grantee: Historic Seattle Preservation and Development Authority
The Dearborn House
1117 Minor Ave.
Seattle, WA 98101
Attention: Executive Director

14) Construction. This Agreement shall be construed to promote the preservation of the historic and architectural character of the Features of Significance and to conserve their condition for both this and future generations, while maintaining the usefulness of the Landmark Site as a residence to Grantor.

15) Governing Law. The terms of this Agreement shall be construed in accordance with the laws of the State of Washington.

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Unofficial Copy Not Signed

16) Tax Issues. Grantee makes no representations or warranties about the suitability of this Agreement to support or qualify for any charitable or other deduction by Grantor for tax purposes, or any other tax matter.

17) Hold Harmless. Except hereafter provided, Grantor shall indemnify and hold Grantee harmless from and against all liability, damages and claims that may be asserted against or incurred by Grantee, its trustees, officers, employees and agents arising out of or as a result of the granting of the interests herein or the exercise of the rights granted herein. Notwithstanding the foregoing, this indemnity and hold harmless provision shall not apply to liability, damages and claims (i) that may be asserted by persons entering the Entire Property as part of the inspections described in Section 10 above, provided that such liability, damages or claims do not arise, in whole or in part, from Grantor's negligence or willful misconduct, or (ii) to the extent caused by the conduct of Grantee.

18) No Waiver. The failure of Grantee to at anytime enforce any provision of this Agreement shall not be deemed a waiver of its right to later enforce that or any other provision of this Agreement.

19) Remedies. If either party breaches this Agreement, the non-defaulting party may seek such relief in law and equity as it may deem necessary to enforce the terms of this Agreement, including without limitation actions for affirmative or negative injunction, specific performance and damages. If either party institutes legal proceedings to enforce the terms of this Agreement, the substantially prevailing party shall be entitled to its costs thereof and reasonable attorneys' fees. Except in cases of emergency or that present the substantial likelihood of irreparable harm, neither party shall seek an injunction without first giving at least 14 days written notice to the other party of the alleged breach and opportunity to cure. Grantee shall also have the right, after 14 days written notice of breach and opportunity to cure, to enter the Entire Property to perform maintenance or repairs to the Features of Significance if Grantor has breached its maintenance obligations hereunder.

IN WITNESS WHEREOF, this Agreement is executed by the parties, intending to be legally bound, effective as of the date first written above.

Draft

GRANTOR: PACIFIC NORTHWEST COMMUNITIES. LLC
a Delaware limited liability company

By: Northwest Military Communities, LLC
A Delaware limited liability company

By: FC Northwest, Inc.
a Washington corporation

By: _____
Its: VICE PRESIDENT

GRANTEE: HISTORIC SEATTLE PRESERVATION AND DEVELOPMENT AUTHORITY, a Washington public corporation

By: Katherine Brooks
Its: Executive Director

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STATE OF WASHINGTON

COUNTY OF Kitsap | ss.

I certify that I know or have satisfactory evidence that Gregory Scott Raap is the person who appeared before me, and said person acknowledged that said person signed this instrument, on oath stated that said person was authorized to execute the instrument and acknowledged it as the vice president of FC Northwest Inc., a Washington Corporation, to be the free and voluntary act of such limited liability company for the uses and purposes mentioned in the instrument.

Dated this 6th day of June, 2013.

(Signature of Notary)

Robert Michael Lester

(Legibly Print or Stamp Name of Notary)

ROBERT MICHAEL LESTER
NOTARY PUBLIC
COMMISSION EXPIRES 06-28-16
STATE OF WASHINGTON

Notary public in and for the state of Washington, residing at Poulsbo/Kitsap

My appointment expires 6-28-16

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Unofficial Document

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that KATHLEEN BROOKS is the person who appeared before me, and said person acknowledged that said person signed this instrument, on oath stated that said person was authorized to execute the instrument and acknowledged it as the EXEC. DIRECTOR of HISTORIC SEATTLE PDA, a ~~national banking association~~ WASHINGTON PUBLIC CORPORATION to be the free and voluntary act of such national banking association for the uses and purposes mentioned in the instrument.

Dated this 10th day of JUNE, 2013.

(Signature of Notary)

Kji A. Kelly
(Legibly Print or Stamp Name of Notary)

KJI A. KELLY
NOTARY PUBLIC
STATE OF WASHINGTON
MY COMMISSION EXPIRES 02/01/2016

Notary public in and for the state of Washington, residing at KING CO.

My appointment expires 2/1/16

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EXHIBIT A

"ENTIRE PROPERTY"

Parcel "G" of that certain real properly described and shown on the Record of Survey recorded under King County Auditor" File No. 20040220900002, records of King County, Washington. Said parcel is situated in the Southwest 1/4 of Section 23 and the Northwest 1/4 of Section 26, all in Township 25 North, Range 3 East, W.M., and is more particularly described as follows:

BEGINNING at the southwest corner of Lot 17, Block 9, Minor's Addition to the City of Seattle, also known as the True Point of Beginning of Quit Claim Deed recorded under King County Auditor" File No. 7606300880, and the TRUE POINT OF BEGINNING of this description, said point being a 1" Brass Disk in concrete;
Thence South 89°08'13" West along the north margin of West Oakes Street as platted in said Minor's Addition a distance of 88.36 feet to a 1" Brass Disk in concrete;
Thence North 37°01'35" West a distance of 42.26 feet to a fence corner;
Thence North 68°59'49" West a distance of 173.81 feet a fence corner;
Thence North 42°22'17" East a distance of 210.78 feet to a Concrete Monument with Tack & Lead;
Thence North 28°13'08" West a distance of 74.51 feet to a Concrete Monument with Tack & Lead;
Thence east and north along a curve to the left, the radius point bearing North 41°58'19" West, with a radius of 550.00 feet, a central angle of 07°03'22", an arc distance of 67.73 feet to a 1" Brass Disk in concrete;
Thence North 40°58'18" East a distance of 100.00 feet to a Concrete Monument with Tack & Lead;
Thence North 49°01'42" West a distance of 20.00 feet to the south margin of West Garfield Street as established by the City of Seattle Condemnation Ordinance 53518, and a point of curvature, said point being a Rebar and Aluminum Cap;
Thence east and north along a curve to the right, the radius point bearing South 49°01'42" East, with a radius of 470.00 feet, a central angle of 14°07'59", an arc distance of 115.93 feet to a Rebar and Aluminum Cap;
Thence North 03°31'36" East a distance of 179.84 feet to the Northwest corner of the property exception to said Quit Claim Deed (AFN#7606300880), said point being a Rebar and Aluminum Cap;
Thence North 89°46'23" East a distance of 124.51 feet to a Concrete Monument with Tack & Lead;
Thence South 12°54'49" East a distance of 99.23 feet to a Rebar and Aluminum Cap;
Thence South 89°46'23" West a distance of 106.30 feet to a Concrete Monument with Tack & Lead;

EXHIBIT A
Page A-1

Thence South 02°15'17" West a distance of 85.82 feet to a Concrete Monument with Tack & Lead;
Thence South 19°15'04" West a distance of 85.61 feet to a point of curvature, and a Concrete Monument with Tack & Lead;
Thence south and east along a curve to the left, the radius point bearing South 70°44'56" East, with a radius of 40.00 feet, a central angle of 101°14'18", an arc distance of 70.68 feet to a Concrete Monument with Tack & Lead;
Thence South 81°59'14" East a distance of 32.46 feet to a Concrete Monument with Tack & Lead;
Thence east and south along a curve to the right, the radius point bearing South 08°00'46" West, with a radius of 30.00 feet, a central angle of 75°52'39", an arc distance of 39.73 feet to a Concrete Monument with Tack & Lead;
Thence South 06°06'38" East a distance of 83.97 feet to a Concrete Monument with Tack & Lead;
Thence South 23°01'25" East a distance of 102.53 feet to a Concrete Monument with Tack & Lead;
Thence South 00°46'37" East a distance of 107.79 feet to a Rebar and Aluminum Cap;
Thence South 88°18'21" East a distance of 4.98 feet to a Rebar and Aluminum Cap;
Thence South 00°51'42" West a distance of 43.38 feet to a point of curvature, said point being a Concrete Monument with Tack & Lead;
Thence south and west along a curve to the right, the radius point bearing North 89°08'18" West, with a radius of 80.00 feet, a central angle of 72°42'19", an arc distance of 101.52 feet to a Concrete Monument with Tack & Lead;
Thence South 73°34'01" West a distance of 31.32 feet to a Rebar and Aluminum Cap;
Thence South 15°10'12" East a distance of 18.72 feet to the north margin of Marina Place as set forth in Auditor's File #116480, said point being a Concrete Monument with Tack & Lead;
Thence South 74°49'48" West a distance of 98.84 feet to a Rebar and Aluminum Cap;
Thence North 00°51'47" West a distance of 94.75 feet to the TRUE POINT OF BEGINNING.

Said parcel containing 3.89 acres, more or less.

Situated in the City of Seattle, County of King, State of Washington.

Draft Document

EXHIBIT A
Page A-2

EXHIBIT B

"LANDMARK SITE"

LEGAL DESCRIPTION:

THAT PORTION OF PARCEL "G" OF THAT CERTAIN REAL PROPERTY DESCRIBED AND SHOWN ON THE RECORD OF SURVEY RECORDED UNDER KING COUNTY AUDITOR'S FILE NO. 20040220900002, RECORDS OF KING COUNTY, WASHINGTON, SITUATED IN THE SOUTHWEST 1/4 OF SECTION 23 AND THE NORTHWEST 1/4 OF SECTION 26, ALL IN TOWNSHIP 25 NORTH, RANGE 3 EAST, W.M., AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 17, BLOCK 9, MINOR'S ADDITION TO THE CITY OF SEATTLE, ALSO KNOWN AS THE TRUE POINT OF BEGINNING OF QUIT CLAIM DEED RECORDED UNDER KING COUNTY AUDITOR" FILE NO. 7606300880, SAID POINT BEING A 1" BRASS DISK IN CONCRETE;
THENCE SOUTH 89°08'13" WEST ALONG THE NORTH MARGIN OF OAKES STREET AS PLATTED IN SAID MINOR'S ADDITION A DISTANCE OF 88.36 FEET TO A 1" BRASS DISK IN CONCRETE;
THENCE NORTH 37°01'35" WEST A DISTANCE OF 27.50 FEET TO A POINT ON THE WESTERLY LINE OF SAID PARCEL "G" AND THE TRUE POINT OF BEGINNING FOR THIS DESCRIPTION;
THENCE LEAVING SAID WESTERLY LINE NORTH 48°33'00" EAST A DISTANCE OF 37.50 FEET;
THENCE SOUTH 41°27'00" EAST A DISTANCE OF 1.00 FEET;
THENCE NORTH 51°49'00" EAST A DISTANCE OF 22.00 FEET;
THENCE NORTH 38°11'00" WEST A DISTANCE OF 12.00 FEET;
THENCE NORTH 49°47'00" EAST A DISTANCE OF 41.00 FEET;
THENCE NORTH 41°45'00" EAST A DISTANCE OF 31.00 FEET;
THENCE NORTH 10°35'00" EAST A DISTANCE OF 27.00 FEET;
THENCE NORTH 39°52'00" WEST A DISTANCE OF 20.00 FEET;
THENCE NORTH 68°45'00" WEST A DISTANCE OF 31.50 FEET;
THENCE NORTH 01°33'00" EAST A DISTANCE OF 34.50 FEET;
THENCE NORTH 20°31'00" EAST A DISTANCE OF 32.00 FEET;
THENCE NORTH 42°00'00" EAST A DISTANCE OF 30.20 FEET;
THENCE NORTH 17°21'00" EAST A DISTANCE OF 22.50 FEET;
THENCE NORTH 17°06'00" WEST A DISTANCE OF 6.00 FEET;
THENCE SOUTH 87°27'00" WEST A DISTANCE OF 14.50 FEET;
THENCE NORTH 02°33'00" WEST A DISTANCE OF 24.00 FEET;
THENCE NORTH 87°27'00" EAST A DISTANCE OF 15.50 FEET;
THENCE SOUTH 30°10'00" EAST A DISTANCE OF 5.00 FEET;
THENCE SOUTH 15°46'00" EAST A DISTANCE OF 14.30 FEET;
THENCE SOUTH 18°33'00" EAST A DISTANCE OF 14.10 FEET;

EXHIBIT B
Page B-1

Unofficial Document

THENCE SOUTH 22°14'00" EAST A DISTANCE OF 18.50 FEET;
THENCE SOUTH 26°40'00" EAST A DISTANCE OF 14.40 FEET;
THENCE NORTH 60°46'00" EAST A DISTANCE OF 26.20 FEET;
THENCE SOUTH 35°30'00" EAST A DISTANCE OF 41.60 FEET;
THENCE SOUTH 39°00'00" EAST A DISTANCE OF 24.50 FEET;
THENCE SOUTH 63°14'00" EAST A DISTANCE OF 9.50 FEET;
THENCE SOUTH 35°37'00" EAST A DISTANCE OF 25.20 FEET;
THENCE SOUTH 42°21'00" EAST A DISTANCE OF 17.20 FEET;
THENCE SOUTH 02°53'00" WEST A DISTANCE OF 17.30 FEET;
THENCE SOUTH 14°00'00" EAST A DISTANCE OF 25.00 FEET;
THENCE SOUTH 11°39'00" EAST A DISTANCE OF 23.50 FEET;
THENCE SOUTH 46°55'00" EAST A DISTANCE OF 50.30 FEET;
THENCE NORTH 73°31'00" EAST A DISTANCE OF 22.04 FEET TO A POINT ON THE EASTERLY LINE OF SAID PARCEL "G", SAID POINT BEING A CONCRETE MONUMENT WITH TACK & LEAD;
THENCE ALONG THE EASTERLY AND SOUTHERLY LINES OF SAID PARCEL "G" SOUTH 88°18'21" EAST A DISTANCE OF 4.98 FEET TO A REBAR AND ALUMINUM CAP;
THENCE SOUTH 00°51'42" WEST A DISTANCE OF 43.38 FEET TO A POINT OF CURVATURE, SAID POINT BEING A CONCRETE MONUMENT WITH TACK & LEAD;
THENCE SOUTH AND WEST ALONG A CURVE TO THE RIGHT, THE RADIUS POINT BEARING NORTH 89°08'18" WEST, WITH A RADIUS OF 80.00 FEET; A CENTRAL ANGLE OF 72°42'19", AN ARC DISTANCE OF 101.52 FEET TO A CONCRETE MONUMENT WITH TACK & LEAD;
THENCE SOUTH 73°34'01" WEST A DISTANCE OF 31.32 FEET TO A REBAR AND ALUMINUM CAP;
THENCE SOUTH 15°10'12" EAST A DISTANCE OF 18.72 FEET TO THE NORTH MARGIN OF MARINA PLACE AS SET FORTH IN AUDITOR'S FILE #116480, SAID POINT BEING A CONCRETE MONUMENT WITH TACK & LEAD;
THENCE SOUTH 74°49'48" WEST A DISTANCE OF 98.84 FEET TO A REBAR AND ALUMINUM CAP;
THENCE NORTH 00°51'47" WEST A DISTANCE OF 94.75 FEET TO THE TRUE POINT OF BEGINNING.

SAID PARCEL CONTAINING 1.242 ACRES, MORE OR LESS.

SITUATED IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

EXHIBIT B
Page B-2

Draft Document

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Appendix I
Summary of Section 4(f) Resources in Project Area

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Summary of Section 4(f) Resources in the Project Area

	Name	Facility Type	Location	Ownership	Primary Function of Property/Activities, Features and Attributes
1	Smith Cove Park Waterfront Site	Park	The Smith Cove Park waterfront site is located south of the Magnolia Bridge.	City of Seattle Parks and Recreation	1.1 acre park Waterfront access, benches, picnic tables, and views of Elliot Bay.
2	Smith Cove Playfield	Playfield	The Smith Cove Playfield is located at the southeast foot of Magnolia Bluff between the Magnolia Bridge and the Elliott Bay Marina.	City of Seattle Parks and Recreation	4.93 acre park along 23rd Avenue West at the southeast foot of Magnolia Bluff between the Magnolia Bridge and the Elliott Bay Marina. The site is bisected by the existing Magnolia Bridge
3	Ursula Judkins Viewpoint	Public Viewpoint-Park	The Viewpoint is located on the south side of West Galer Street on the Magnolia Bluff immediately west of the existing Magnolia Bridge.	City of Seattle Parks and Recreation	2.43 acre neighborhood park with partial views of Elliott Bay and downtown Seattle and Queen Anne Hill.
4	Smith Cove Open Water Park	Aquatic Habitat	Open Water Park is located south of the Smith Cove Playfield and West Marina Place.	City of Seattle Parks and Recreation	14.04-acre tideland area approximately 440 feet wide and extending approximately 1,500 feet into Elliott Bay.
5	Centennial Park	Linear Park	Centennial Park is located along the east side of the Smith Cove Waterway and along Elliott Bay in the vicinity of Terminal 86 Grain Facility.	Port of Seattle	11 acre linear park including benches, trees and parking. A bicycle/pedestrian facility, (owned by SDOT – as City rights of way) the Elliott Bay Trail, runs through the park and allows connections from the West Galer Flyover and the trail.
6	Thorndyke Park and Magnolia Way West	Neighborhood Park	Thorndyke Park is located xxx miles NW of the Magnolia Bridge. It is accessed by Magnolia Way West, a Parks owned street (boulevard).	City of Seattle Parks and Recreation	1.4 acre neighborhood park that includes a walking path. The park has peek-a-boo views Mt. Rainier and the Puget Sound through the trees.
7	Magnolia Greenbelt	Greenbelt	The Magnolia Greenbelt lies north of the Magnolia Bridge along the eastern bluff between West Howe Street and Dartmouth Avenue West. It consists of 10 Parks owned parcels (3547900435, 3547900735, 3547900720,3547900705, 35447900695, 3547900680, 3547900650, 2325039077, 2325039024, 2325039027).	City of Seattle Parks and Recreation/ Private ownership	2.75 acres of undeveloped land owned by Parks. There are no public amenities or public access to the greenbelt. It serves as a public open space.
8	Magnolia Park	Park	The Magnolia Park	City of Seattle Parks and Recreation/	12.1 acres along the western bluff of Magnolia located at1461 magnolia Blvd West, provides a magnificent view of Puget Sound, includes picnic facilities, restrooms, paths, a play area and many beautiful trees. Access to the park is from Magnolia Blvd. A parking lot lies adjacent to the eastern boundary of the park
9	Southwest Queen Anne Greenbelt	Greenbelt	The SW Queen Anne Greenbelt is located on	City of Seattle	35 acre urban natural area mostly in private ownership. 12.5 acres is owned by Parks. This

Summary of Section 4(f) Resources in the Project Area

	Name	Facility Type	Location	Ownership	Primary Function of Property/Activities, Features and Attributes
			Queen Anne Hill east of the Magnolia Bridge ramp from northbound Elliott Avenue West. It includes 24 parcels owned by Parks (6169900266, 6169900327, 6169900320, 6169900285, 6169900470, 6169900400, 616990345, 6169901335, 6169901445, 7705100080, 7705100080, 7705100066, 7705100067, 7705100055, 7705100016, 7705100021, 7705100036, 7705100037).	Parks and Recreation/SDOT and Private ownership	area is separated from the Magnolia Bridge by street rights-of-way and private property.
10	The Admiral's House	Historic Building and property surrounding the building	2001 W Garfield Street	Private	A two-story building, built in 1944, is 8,500 square feet in size and home of the Navy commanding admiral and his family while stationed at Sandpoint U.S. Naval Air Station in Seattle from 1945 to 2006. The Admiral's House is listed in the NRHP and is significant for its association with the U.S. Navy and its role in Seattle from World War II until the 1990s and its embodiment of the Colonial revival architecture. The property is 3.89 acres.
11	Snider Petroleum Warehouse, Port of Seattle Warehouse	Historic Building	2001 W Garfield Street The Snider Petroleum Warehouse is located on Port property adjacent to and west of the Burlington Northern Santa Fe (BNSF) railroad tracks and north of the Terminal 91 Tank Farm (the former Texas Oil refinery)	Port of Seattle	The Snider Petroleum Warehouse built in 1925 for the Texas Company Refinery, is approximately 15,300 square feet in size and is accessed via the Terminal 91 Main Gate or East Gate. The Snider Petroleum building at the Port of Seattle is an intact example of a 1920s petroleum products warehouse and is part of the original Texas Company's refinery. The warehouse was used to store oil drums, repackage, and distribute lubricants and fuels providing support to the U.S. Navy during World War II. It was part of the Terminal 91 Tank Farm and appears to meet criterion "C" for listing in the NRHP.

Appendix J

Use of Section 4(f) Properties by Build Alternatives

USE OF SECTION 4(F) RESOURCES

Right-of-Way Needs for Magnolia Bridge Build Alternatives

Smith Cove Playfield

	ROW #	Square Feet	Acres
Alternative A (Figure J-1)	7 8	7170 18,366 **25,536**	0.16 0.42 **0.59**
Alternative C*[26]	NA	**131**	**0.003**
Alternative D (Figure J-3)	17	**456**	**.01**

Ursula Judkins Viewpoint

	ROW #	Square Feet	Acres
Alternative A (Figure J-1)	10 11	10,668 1,993 **12,661**	0.24 0.05 **0.29**[27]
Alternative C (Figure J-2)	19 20	2825 7485 **10,310**	0.06 0.17 **0.24**
Alternative D (Figure J-3)	19 20	2,825 7,598 **10,423**	0.06 0.17 **0.24**

The Admiral's House

	ROW #	Square Feet	Acres
Alternative A (Figure J-1)	9	**16,908**	**0.39**
Alternative C (Figure J-2)	17 18	24,583 2,375 **26,958**	0.56 0.06 **0.62**
Alternative D (Figure J-3)	16 18	25,481 2,375 **27,856**	0.58 0.06 **0.64**

[26] Source: Magnolia Bridge Replacement Project Public Lands/Section 4(f) Resources DR (2004).

[27] The amount of ROW required from the Ursula Judkins Viewpoint from the PA was refined during development of the JDA and reduced to 0.18 acre or 7,886. See Appendix D.

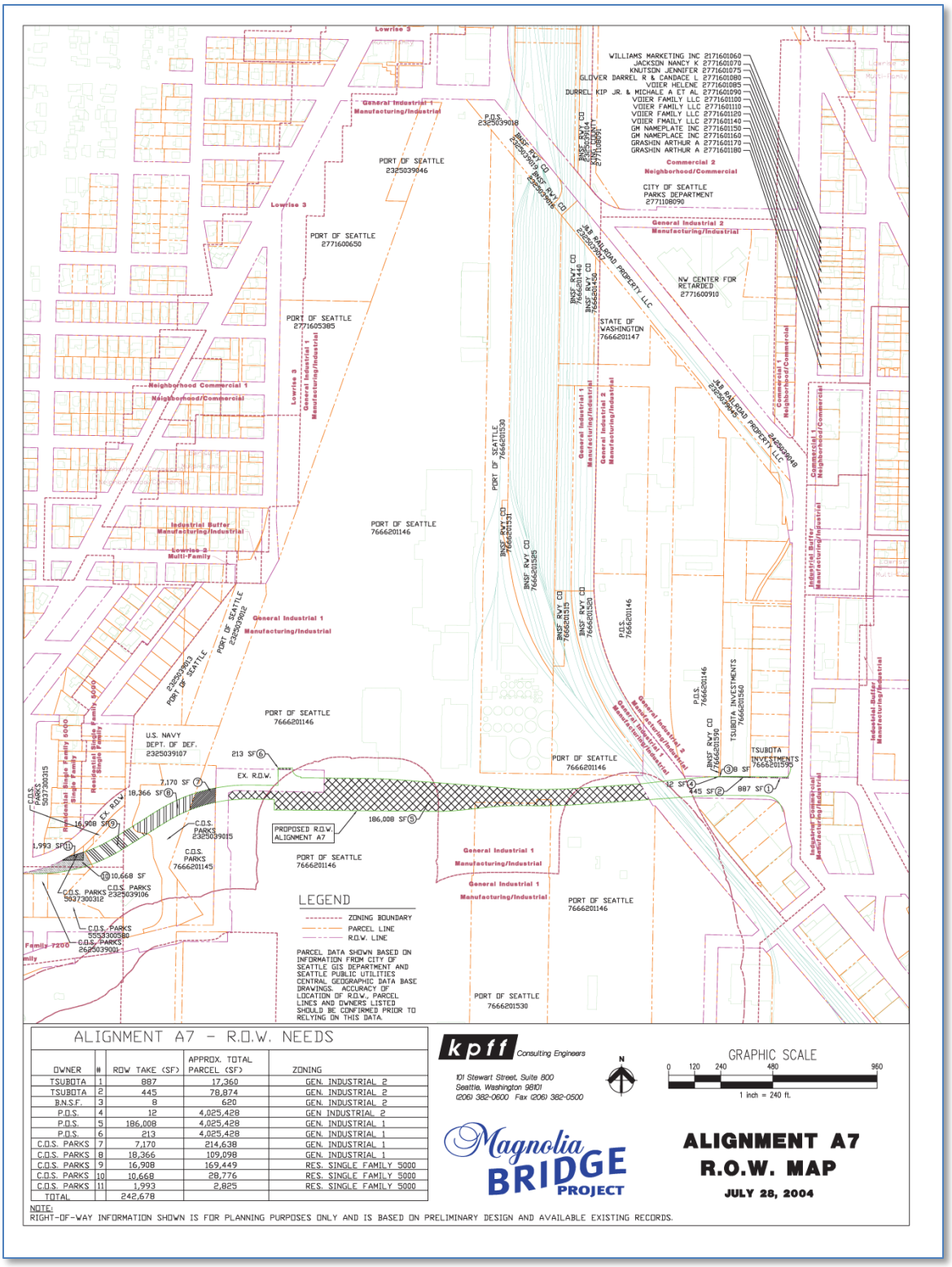
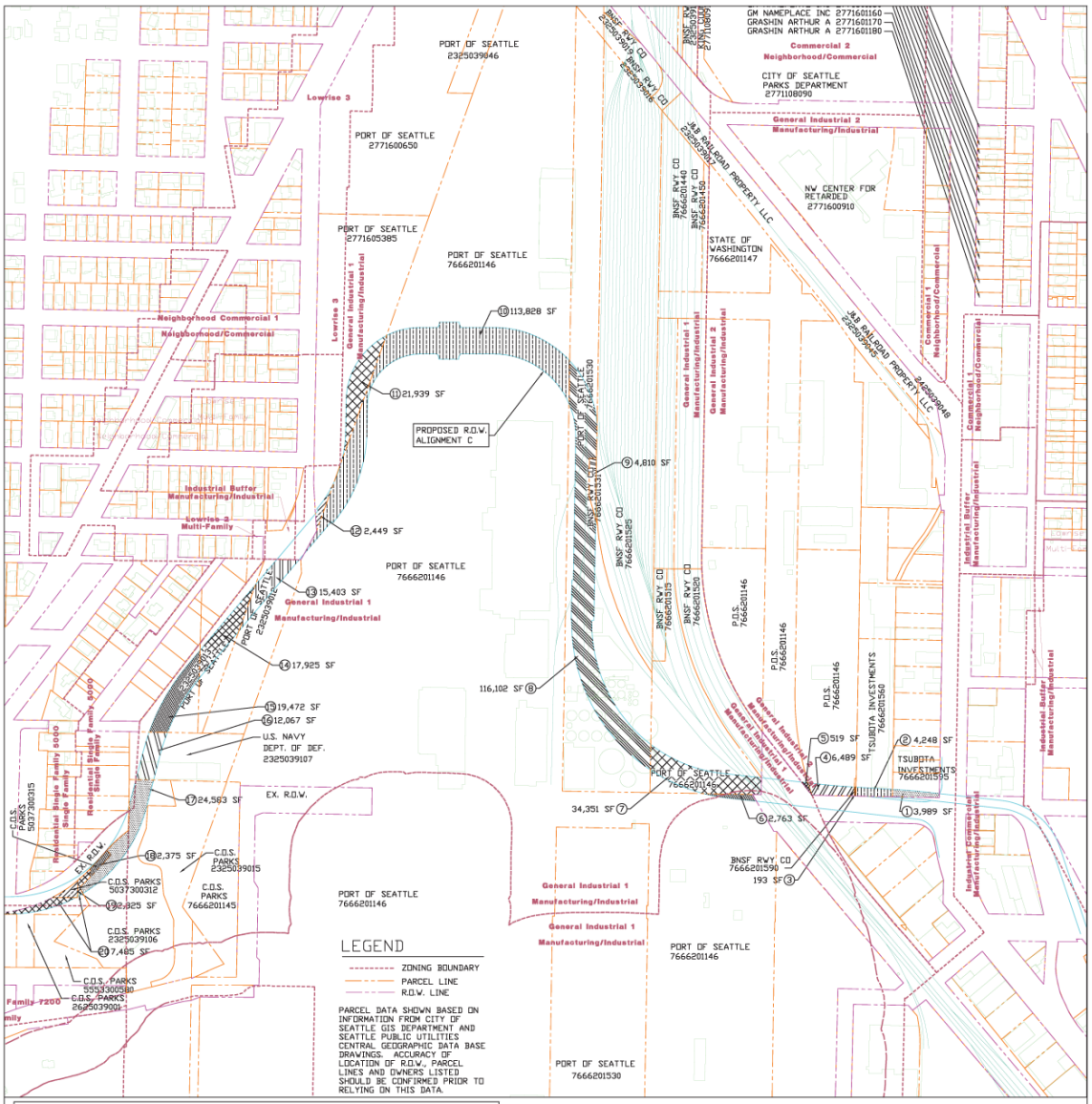


Figure J-1 Alternative A – Preferred Alternative ROW Needs



ALIGNMENT C – R.O.W. NEEDS

OWNER	#	ROW TAKE (SF)	APPROX. TOTAL PARCEL (SF)	ZONING
TSUBOTA	1	3,989	17,360	GEN. INDUSTRIAL 2
TSUBOTA	2	4,248	78,874	GEN. INDUSTRIAL 2
B.N.S.F.	3	193	620	GEN. INDUSTRIAL 2
P.O.S.	4	6,489	4,025,428	GEN. INDUSTRIAL 2
P.O.S.	5	519	4,025,428	GEN. INDUSTRIAL 2
P.O.S.	6	2,763	4,025,428	GEN. INDUSTRIAL 1
P.O.S.	7	34,351	4,025,428	GEN. INDUSTRIAL 1
P.O.S.	8	116,102	1,254,528	GEN. INDUSTRIAL 1
B.N.S.F.	9	4,810	5,051	GEN. INDUSTRIAL 1
P.O.S.	10	113,828	4,025,428	GEN. INDUSTRIAL 1
P.O.S.	11	21,939	256,697	GEN. INDUSTRIAL 1
P.O.S.	12	2,449	256,697	GEN. INDUSTRIAL 1
P.O.S.	13	15,403	107,593	GEN. INDUSTRIAL 1
P.O.S.	14	17,925	80,586	GEN. INDUSTRIAL 1
P.O.S.	15	19,472	80,586	GEN. INDUSTRIAL 1
U.S. NAVY	16	12,067	200,360	GEN. INDUSTRIAL 1
C.O.S. PARKS	17	24,583	169,449	RES. SINGLE FAMILY 5000
C.O.S. PARKS	18	2,375	2,375	RES. SINGLE FAMILY 5000
C.O.S. PARKS	19	2,825	2,825	RES. SINGLE FAMILY 5000
C.O.S. PARKS	20	7,485	28,776	RES. SINGLE FAMILY 5000
TOTAL		413,815		

NOTE:
RIGHT-OF-WAY INFORMATION SHOWN IS FOR PLANNING PURPOSES ONLY AND IS BASED ON PRELIMINARY DESIGN AND AVAILABLE EXISTING RECORDS.

kpff Consulting Engineers
101 Stewart Street, Suite 800
Seattle, Washington 98101
(206) 382-0600 Fax (206) 382-0500

N

GRAPHIC SCALE
0 120 240 480 960
1 inch = 240 ft.

Magnolia BRIDGE PROJECT

ALIGNMENT C
R.O.W. MAP
JULY 28, 2004

Figure J-2 Alternative C - ROW Needs

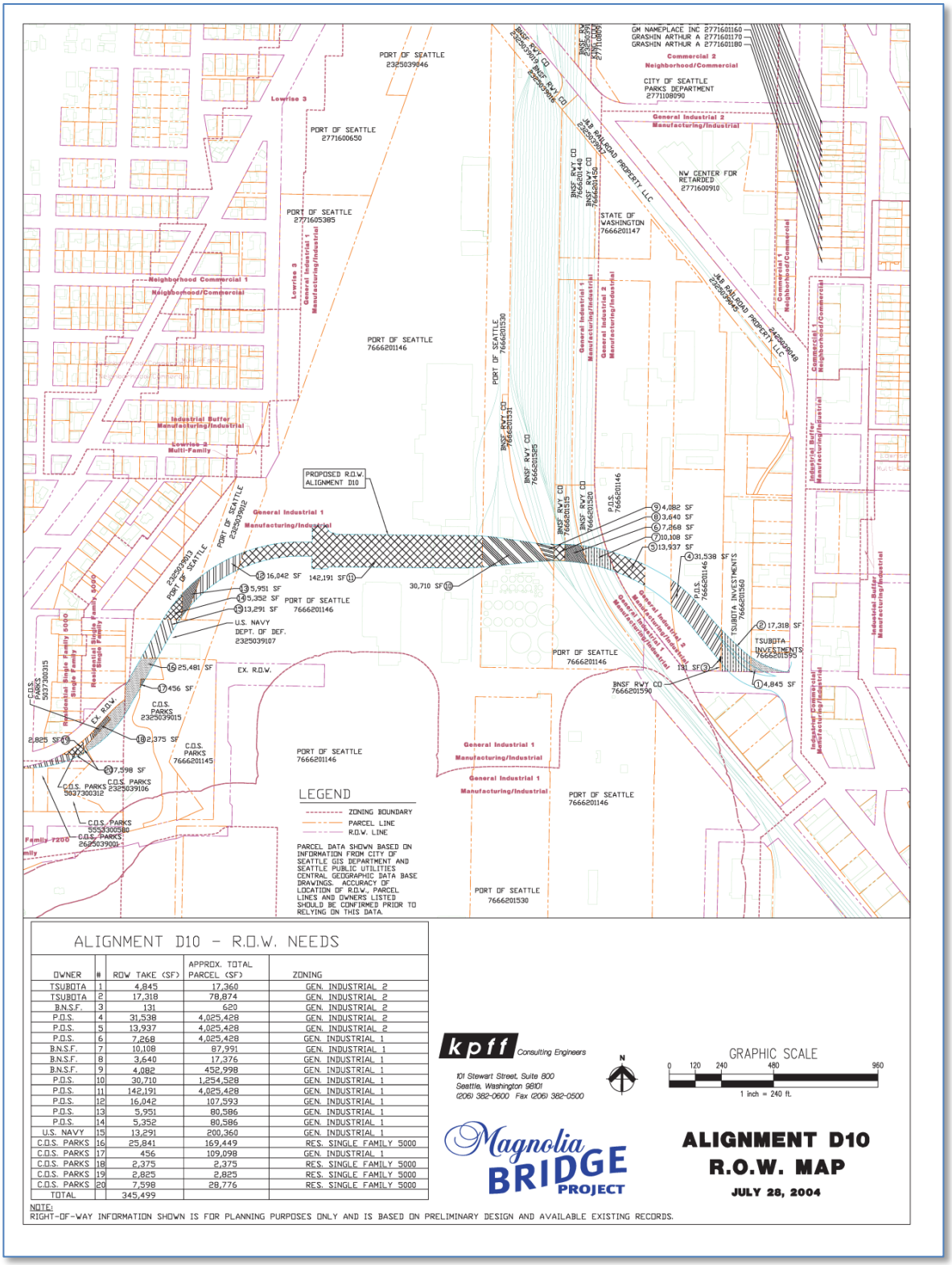


FIGURE J-3 Alternative D – ROW Needs

Appendix K

Avoidance Alternatives

The U.S. DOT may not approve the use of Section 4(f) property unless it is determined that there is no prudent and feasible alternative to the use of land from the property, or that any use of Section 4(f) property would be a *de minimis* impact. An alternative is not prudent according to 23 CFR 774.17(3) if it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated Purpose and Need.

In early phases of the project twenty-five initial alignment options were developed for replacement of the Magnolia Bridge. Of these initial alignments, nine would avoid Section 4(f) resources. These were alignments 9, 10, 11, 12, 13, 21, 22, 23 and 25. They are summarized in the Avoidance Alignments section below.

The nine avoidance alignments were further evaluated for overall project impacts. As a result four were screened out because they would have significant residential and business displacements and significant changes in traffic flow that would create substantial community disruptions. Avoidance alignments 9, 10, 21, and 22 were deemed not feasible or prudent.

The five surviving alignments were developed into alternatives E, F1, F2, H and I. At a later date, a Rehabilitation Alternative was developed that would also avoid Section 4(f) resources. They are summarized in the Avoidance Alternatives section below.

The five avoidance alternatives were further refined and put through another screening process. Due to significant traffic impacts from many of these alternatives that could not be mitigated or the fact that they did not meet the project purpose and need, none of the avoidance alternatives were deemed not feasible or prudent and not moved forward.

For a more detailed discussion of project alternatives screening please see *Chapter 3 of the Magnolia Bridge Environmental Assessment* and the *Magnolia Bridge Replacement Draft Alignment Study Report (See Appendix B).*

Avoidance Alignments

Table 1 Avoidance Alignment Screening Summary

Alignment	Alignment Description	Reason Rejected
9	Alignment 9 was proposed as a surface road to the east and north of the existing Magnolia Bridge. The surface street would begin at the W Galer St Flyover, cross under existing Magnolia Bridge and run along west side of BNSF railroad tracks. The surface road would continue north to near W Halladay St where it would turn to the west and extend up the hill with a ramp or bridge connecting to 20th Ave W and 21st Ave W and Thorndyke Ave W.	Alignment 9 was eliminated because the W Galer St Flyover connection to 15th Ave W has limited capacity to carry traffic from both the waterfront/Port areas and traffic to and from Magnolia. As a result, traffic would be degraded and accesses in the area diminished. Because of these impacts Alignment 9 did not meet the project purpose and need and was determined not prudent or feasible.
10	Alignment 10 was proposed as an elevated structure beginning in the east approximately 500 feet north of the existing Magnolia Bridge. The elevated structure would cross the BNSF Railroad tracks then drop down and continue as a surface road over Port property. The road would turn north and move into a fill and/or structure to connect with Thorndyke Ave W north of 22nd Ave W.	Alignment 10 was eliminated because traffic distribution on Thorndyke Ave W from this alignment would be significantly degraded, existing access to the waterfront/Port areas would be eliminated and traffic flow on 15th Ave would be significantly degraded. Because of these impacts Alignment 10 did not meet the project purpose and need and was determined not prudent or feasible.
11	Alignment 11 would be located north of the existing Magnolia Bridge. In the east, the alignment would begin at W Wheeler St and 15th Ave W, continue straight west and cross the BNSF Railroad tracks and cross the Port uplands in an elevated structure. The western	Alignment 11 was developed into Alternative E.

Alignment	Alignment Description	Reason Rejected
	connection would be at Thorndyke Ave W/ 23rd Ave W. The alignment would include a half diamond intersection in the middle of the bridge to provide connection with Port uplands from east side only, and a surface road connection with 21st Ave W.	
12	Alignment 12 would be located north of the existing bridge. The eastern portion of the alignment would begin at W Armory Way and 15th Ave W, continue on W Armory Way cross over the BNSF Railroad tracks on an elevated structure, angle northwest across Port uplands and connect to Thorndyke Ave W at W Halladay St.	Alignment 12 was redeveloped into Alternative F1
13	Alignment 13 would be located north of the existing bridge. The eastern portion of the alignment would begin at W Wheeler St and 15th Ave W at grade, continue and cross over the BNSF Railroad tracks at an angle, continue in an elevated structure across Port uplands and connect to Thorndyke Ave W at W Halladay St.	Alignment 13 was developed into Alternative F2
21	Alignment 21 would remove the existing Magnolia Bridge without replacing it. Improvements would be made to connections through W Dravus St and Emerson Viaduct.	Alignment 21 would degrade traffic on W Dravus St, the Emerson Viaduct and 15th Ave W. In addition, since the alignment does not provide a 'replacement' for the bridge structure or approaches it does not meet the project purposed and need. Because of this, the Alignment 21 was determined not prudent or feasible.
22	Alignment 22 would be located	Alignment 22 was

Alignment	Alignment Description	Reason Rejected
	north of the existing magnolia Bridge. The eastern portion of the alignment would begin at W Armory Way and 15th Ave W at grade and continue on W Armory Way approx.imately 500', turn west and cross over BNSF Railroad tracks in an elevated structure. The alignment would drop down and continue surface road, and connect to a tunnel under the Magnolia Bluff along W McGraw St. The west portal would be located at 32nd Ave W/McGraw St.	eliminated due to the high cost of tunnel construction relative to the other bridge options. In addition, the western tunnel portal in Magnolia would have significant construction impacts to traffic, residential displacements and impacts on the neighborhood. Because of this, the Alignment 22 was determined not prudent or feasible.
23	Alignment 23 would be located north of the existing Magnolia Bridge. It would consist of two parallel structures one in the south and one in the north. The southern portion of the alignment would connect at grade with the W Galer St Flyover cross under the existing Magnolia Bridge, run along the west side of the BNSF Railroad tracks for approximately 1700 feet, it would turn west to connect with a new structure at W Galer St. The northern portion of the alignment would begin at W Armory Way and 15th Ave W at grade, continues on W Armory Way northward and cross the BNSF Railroad tracks at an angle. The alignment would then turn west and continue on an elevated structure connecting to Thorndyke Ave W at 23rd Ave W.	Alignment 23 was developed into Alternative H.
25	Alignment 25 would located be north of the existing Magnolia Bridge. It would begin at W Armory Way and 15th Ave W at grade and head straight west	Alignment 25 was redeveloped into Alternative I.

Alignment	Alignment Description	Reason Rejected
	crossing over BNSF Railroad tracks. It would continue as an elevated structure over Port uplands property and cross 23rd Ave W at grade then continue along W Crockett St to Thorndyke Ave W.	

Figure 27 - Alignment 9

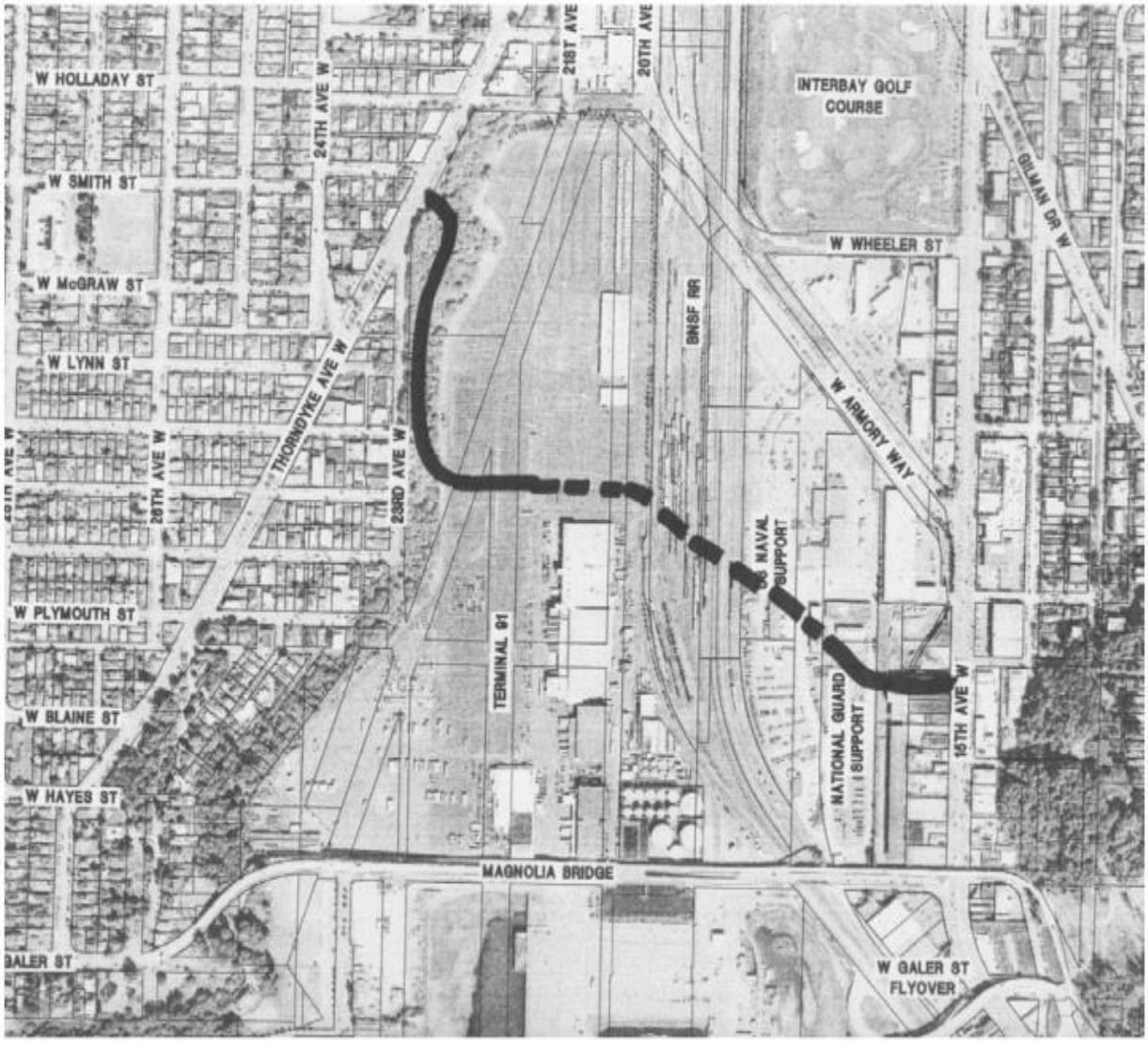


Figure 28 - Alignment 10

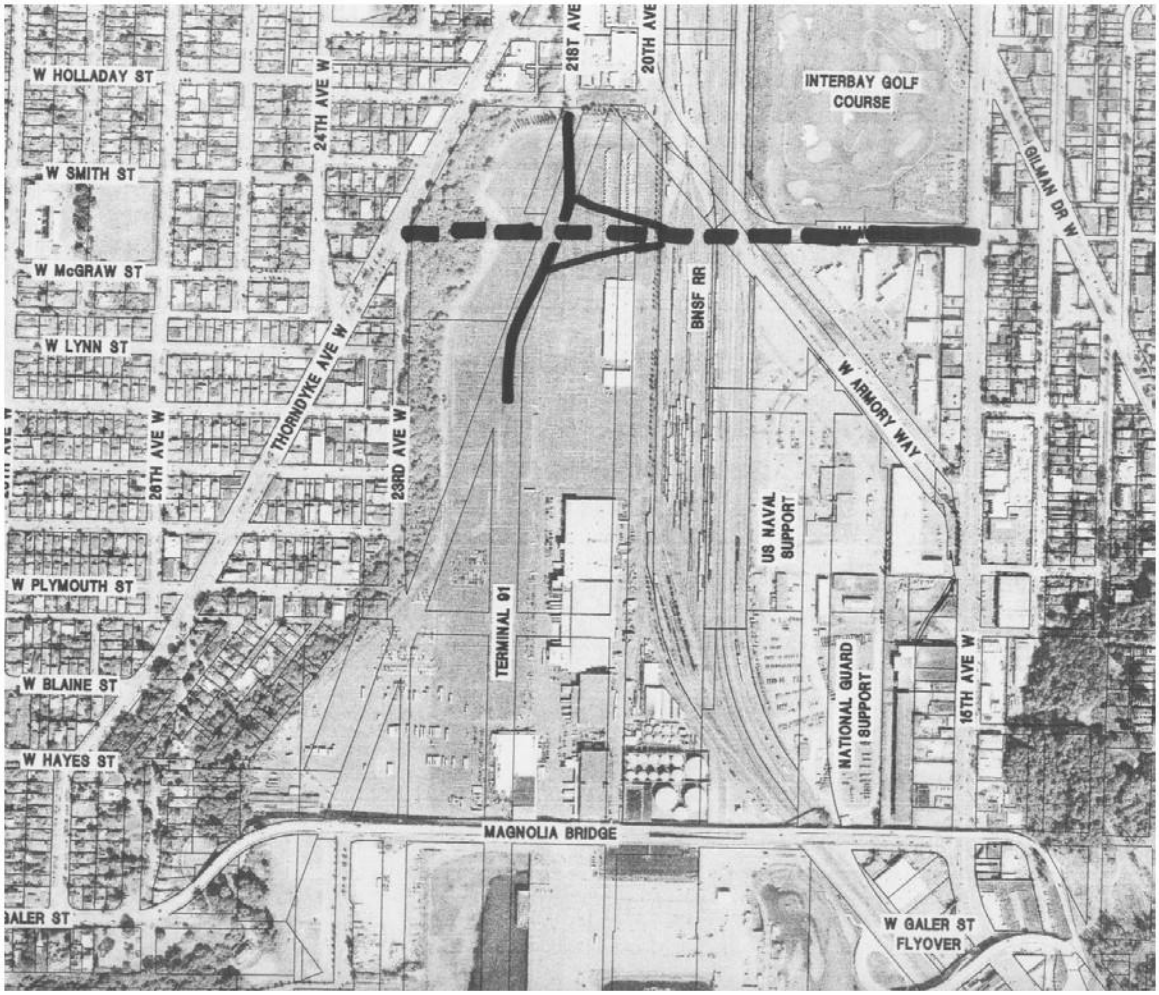


Figure 29 - Alignment 11

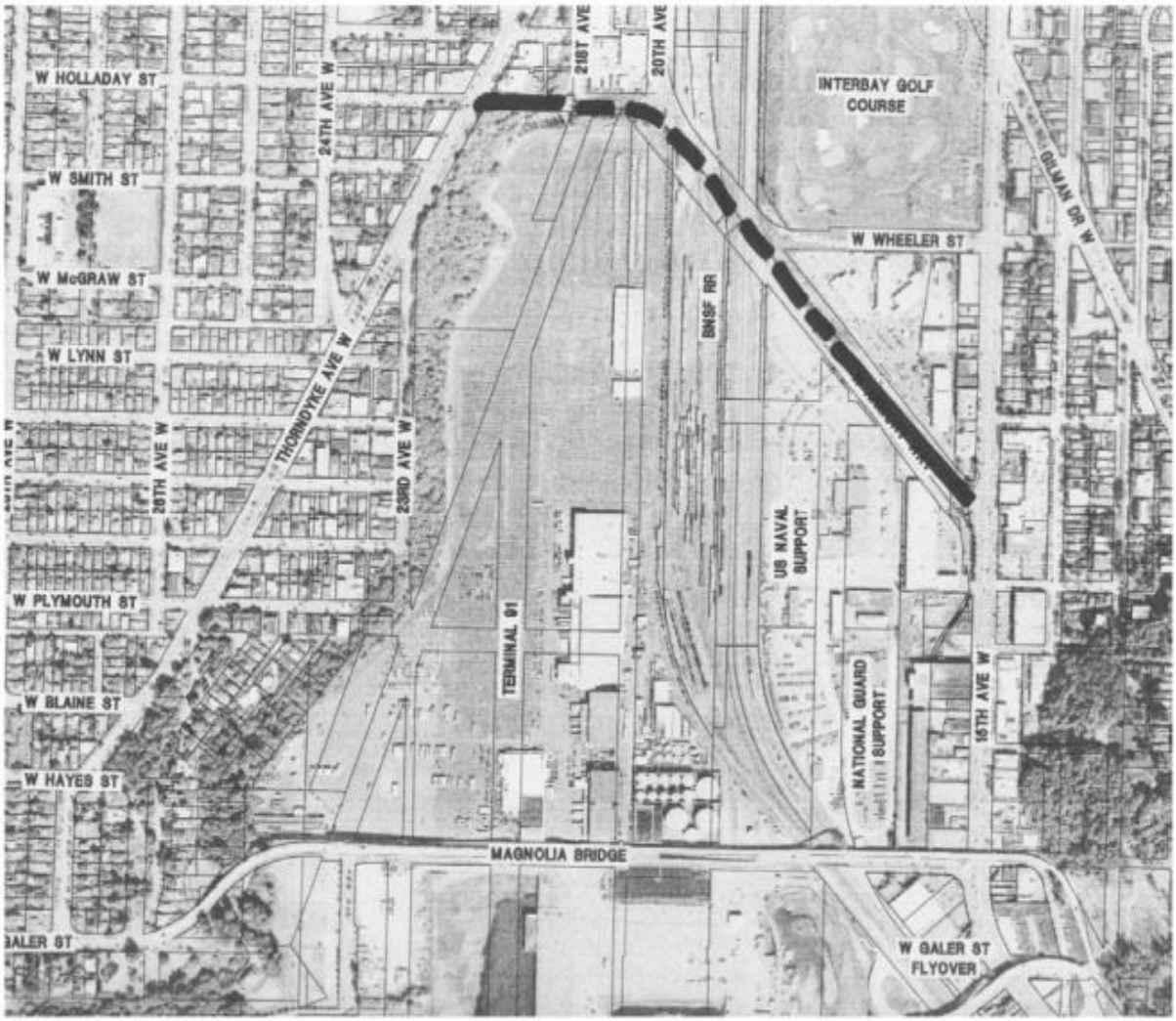


Figure 30 - Alignment 12

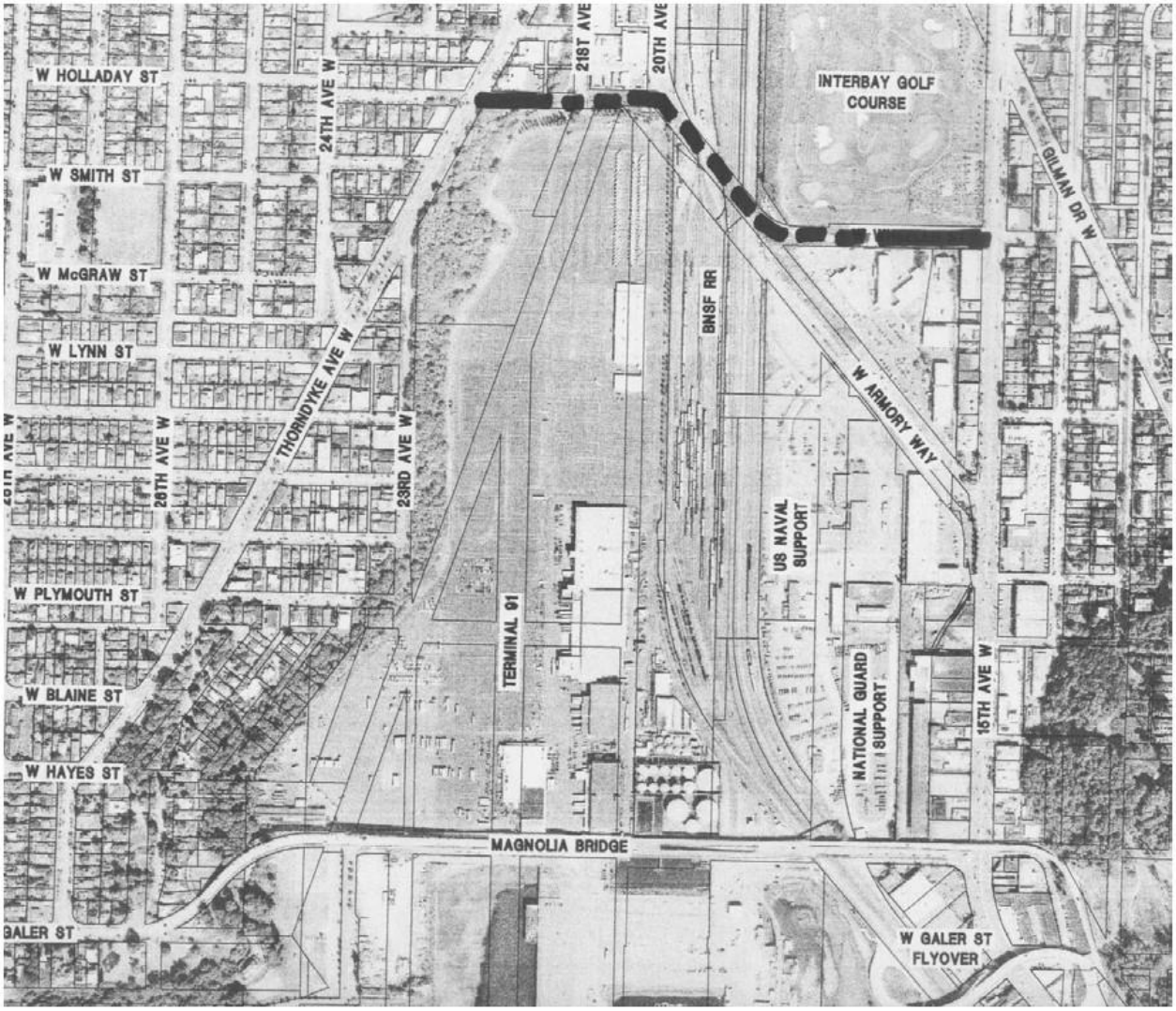


Figure 31 - Alignment 13

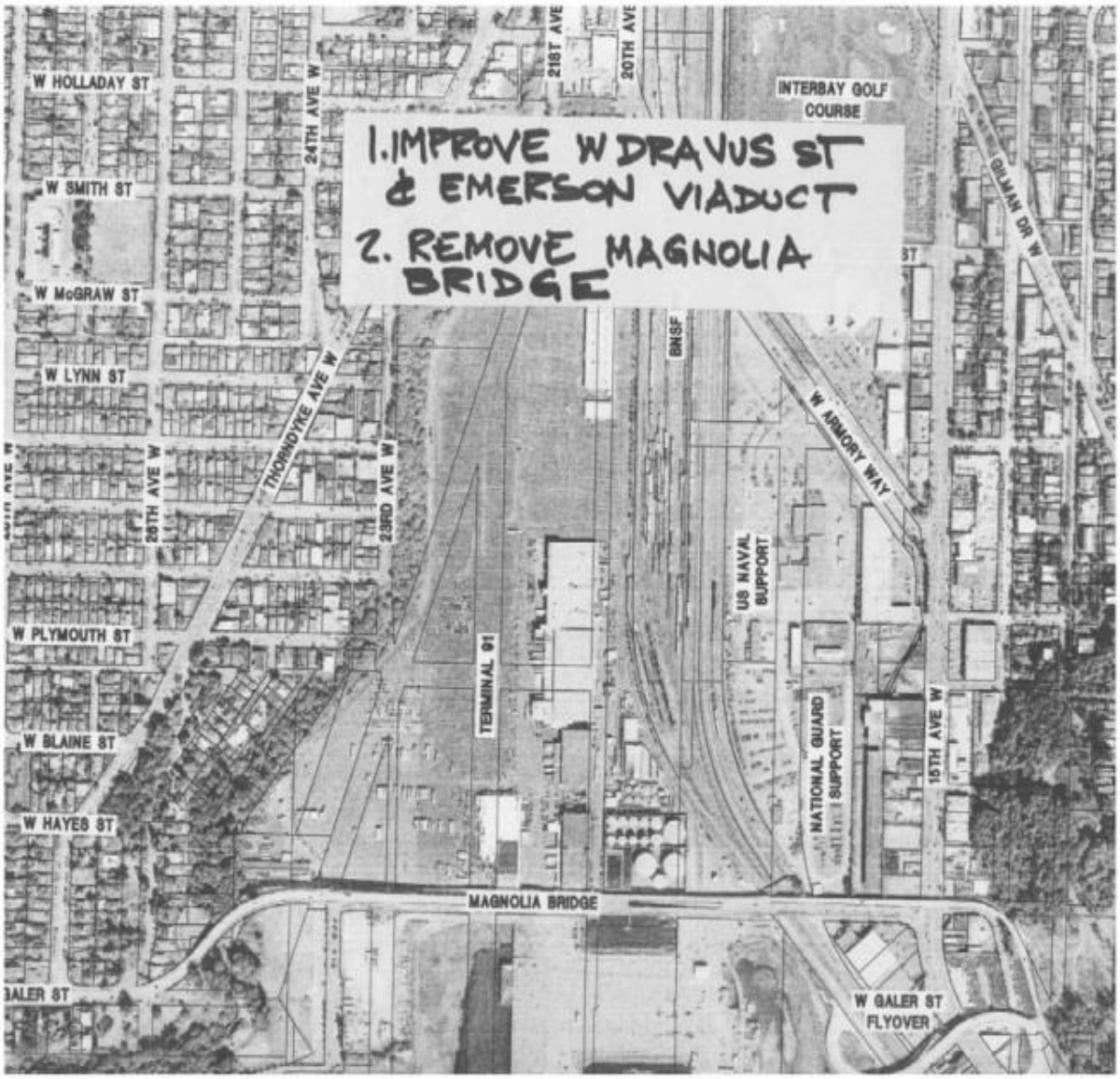


Figure 32 - Alignment 21

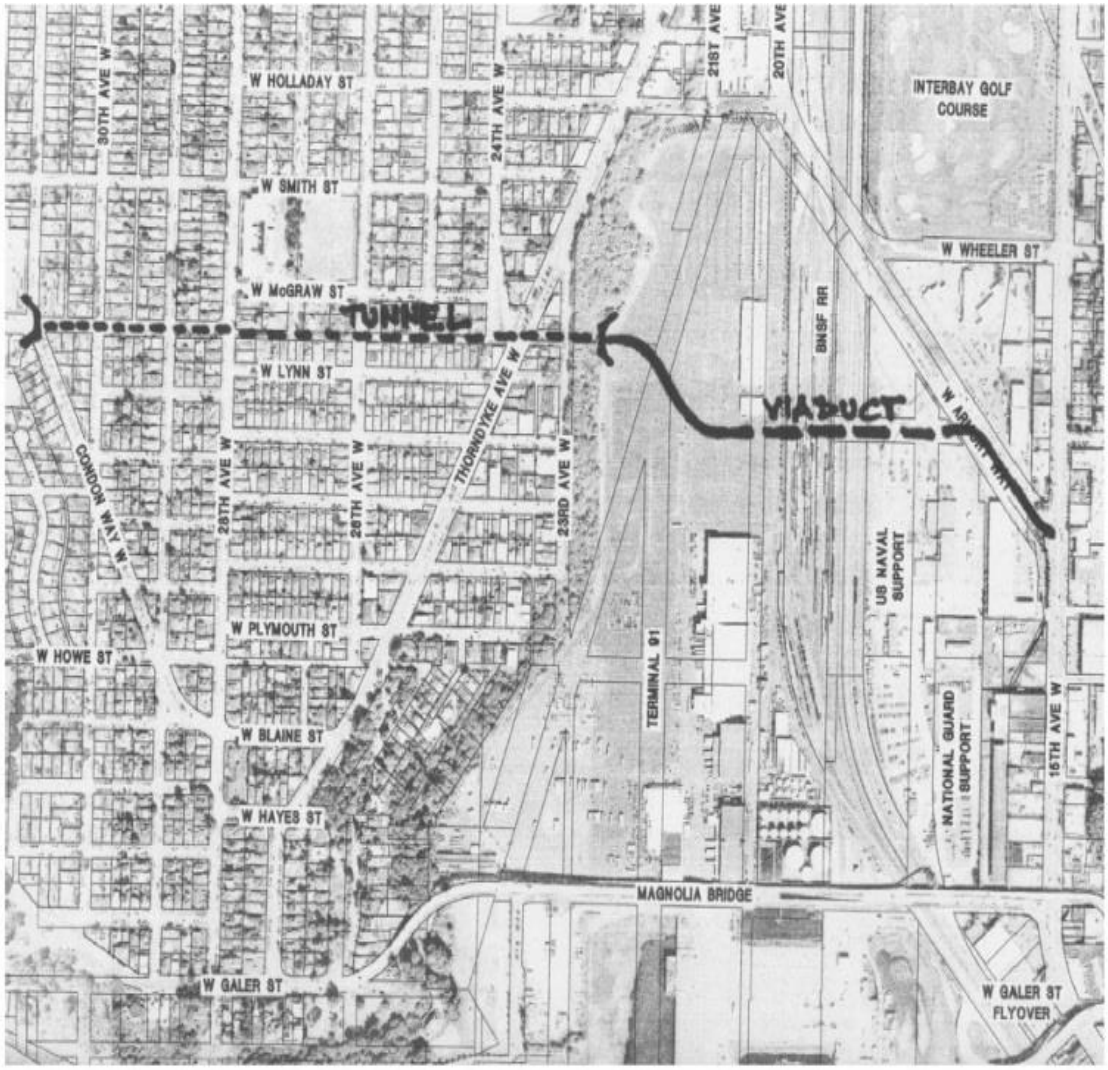


Figure 33 - Alignment 22

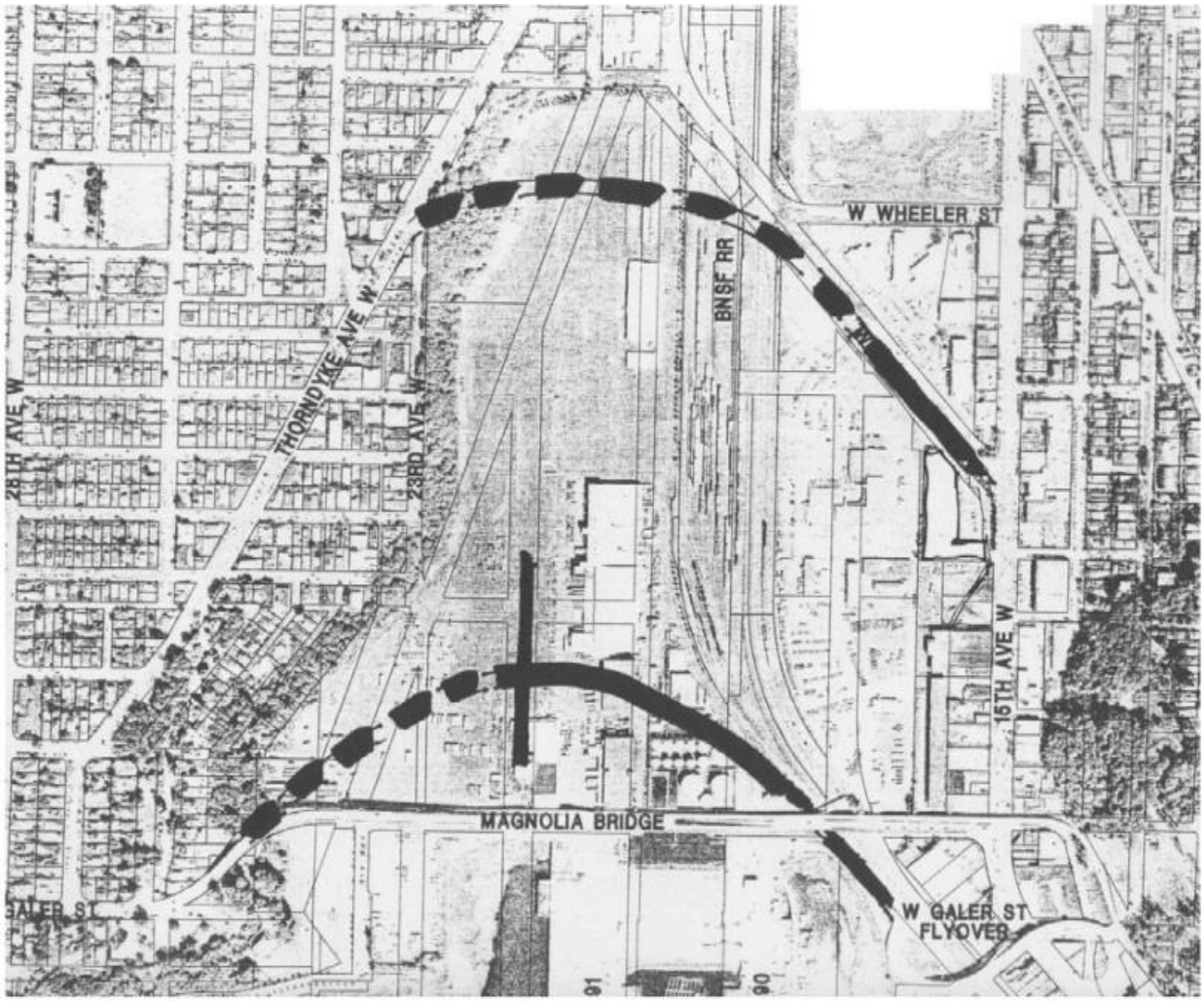


Figure 34 - Alignment 23

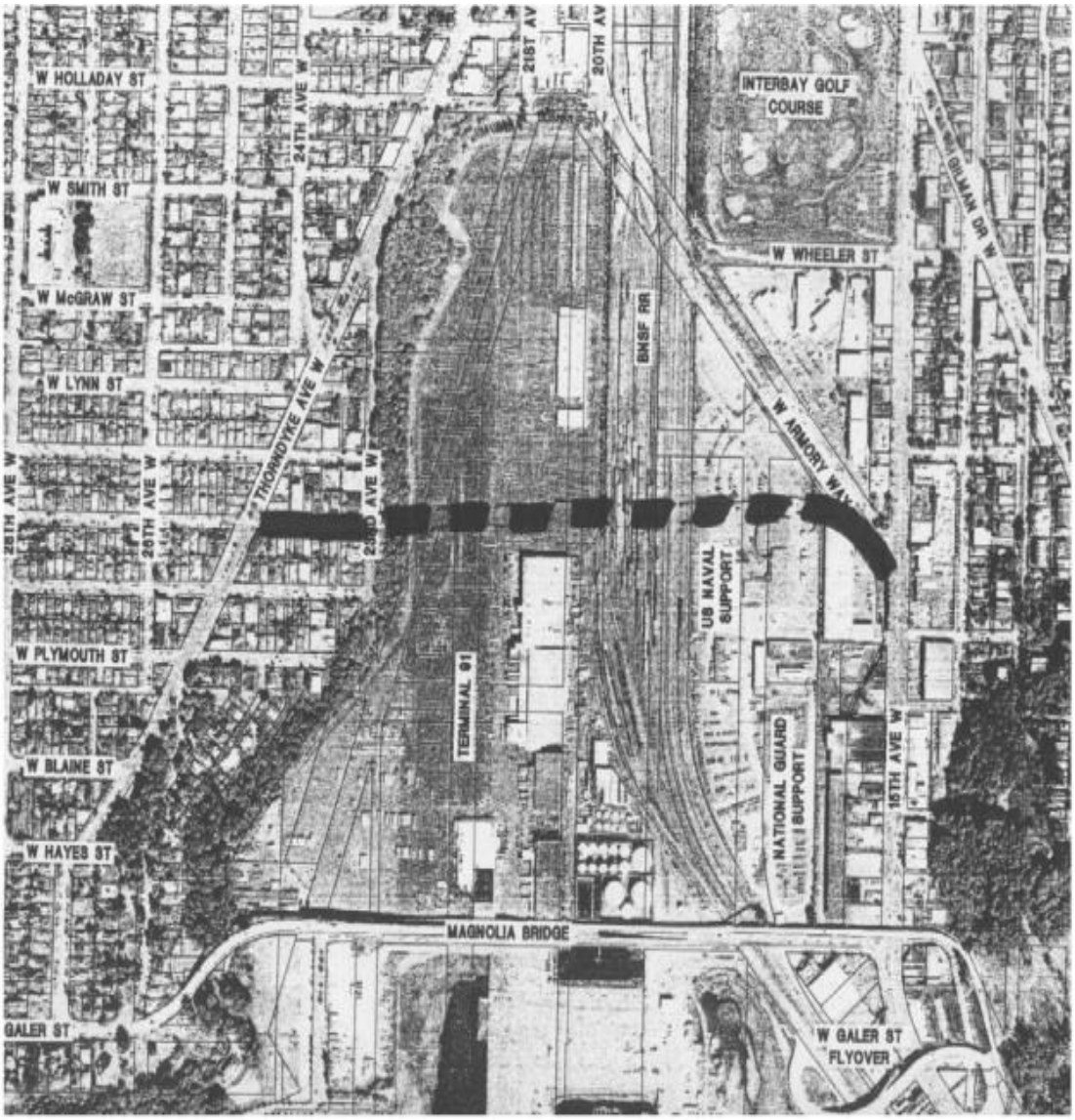


Figure 35 - Alignment 25

Table 3 Avoidance Alternatives Screening Summary

Alternative	Alternative Description	Reason Rejected
E	Alternative E would include a flyover ramp from 15th Avenue West (south of West Wheeler Street) that would loop northbound to West Wheeler Street, over 15th Avenue West and the BNSF Railroad and continue west across Port property as an elevated structure. The west end of this alternative would connect to the intersection of Thorndyke Avenue West and 23rd Avenue West. To accommodate development proposed by the Port in 2007, Alternative E would include construction of a half diamond interchange at the eastern portion of the structure. This structure would allow connection to a new road (proposed by the Port) extending 21st Avenue West across Port property to the waterfront in the south. See Figure 1.	Alternative F1 would have significant environmental impacts: • Residential and business displacements - The Wheeler Street ramp would displace approximately 15 single-family residences and 3 multifamily residential buildings and would displace at least 1 business. • Noise – Approximately 60 residences at the Thorndyke terminus would be affected by operational noise. • Geologic hazards – the steep slope at the Thorndyke connection is in liquefaction and potential landslide areas. In addition, Alternative H would require construction within the 1,000 foot buffer for the Interbay Landfill. Alternative E would have the highest rights-of-way costs and displacement costs of all alternatives. Without construction of a new road by the Port of Seattle, Alternative E would not provide access to the waterfront and waterfront businesses and therefore would not meet the project purpose and need. Because of these impacts and costs Alternative E was determined not prudent or feasible.
F1	Alternative F1 would include a flyover ramp over 15th Avenue West to West Armory Way. The flyover would continue along West Armory Way onto an elevated structure that would cross the BNSF Railroad tracks and Port property and connect with Thorndyke Avenue West at West Halladay Street. To accommodate development proposed by the Port in 2007, Alternative F1 would include an interchange that would allow a connection to a new road proposed by the Port) extending 21st Avenue West across Port property to the waterfront in the south. See Figure 2.	Alternative F1 would have significant environmental impacts: • Business displacements: The West Armory Way ramp would displace 2 businesses fronting the east side of 15th Ave W. • Noise – Approximately 60 residences at the Thorndyke terminus would be affected by operational noise. • Geologic hazards – the steep slope at the Thorndyke connection are both in liquefaction and potential landslide areas. In addition, Alternative F1 would require construction within the 1,000 foot buffer for the Interbay Landfill. Without construction of a new road by the Port of Seattle, Alternative F1 would not provide access to the waterfront and waterfront businesses and therefore would not meet the project purpose and need. Because of these impacts Alternative F1 was determined not prudent or feasible e.
F2	Similar to Alternative E, Alternative F2 would include a flyover ramp from 15th Avenue West (south of West Wheeler Street) that would loop northbound to West Wheeler Street, over 15th Avenue West. It would then cross the BNSF Railroad tracks at an angle, turn west and continue on an elevated structure to connect with Thorndyke Avenue West at West Halladay Street. Similar to Alternative F1, to accommodate development proposed by	Alternative F2 would have the same impacts as Alternative E. Because of these impacts and costs Alternative F2 was determined not a prudent or feasible.

Alternative	Alternative Description	Reason Rejected
	the Port in 2007, Alternative F2 would include an interchange that would allow a connection to a new road proposed by the Port) extending 21st Avenue West across Port property to the waterfront in the south. See Figure 2.	
H	Alternative H would include a north and a south alignment (the south crossing would not provide the necessary capacity alone): **North Crossing**: Similar to Alternative F1, Alternative H would include a flyover at West Armory Way and 15th Avenue West, continuing on West Armory Way and crossing the railroad tracks at a skewed angle. The alternative would continue the elevated structure to the west at Wheeler Street West connecting to Thorndyke Avenue West at 23rd Avenue West. **South Crossing**: The southern crossing of Alternative H includes a surface road from the west end of the West Galer Street flyover that would cross under the existing bridge. From here the alternative would run along the west side of railroad tracks for approximately 1,700 feet, and turn west to connect with a new structure ascending to Magnolia at West Galer Street. Access to Port uplands and the waterfront would be provided by a surface connection north to 21st Avenue West and south and west to West Marina Drive. See Figure 3.	Alternative H would have significant environmental impacts: • Business displacements –Alternative H would displace 2 existing businesses on Port properties. The West Armory Street ramp would displace 2 businesses fronting the east side of 15th Ave W. • Noise – Approximately 10 residences at the southern alignment and 60 residences at the Thorndyke terminus would be affected by operational noise. • Geologic hazards/risks – the steep slope at the Thorndyke connection of the north crossing is in liquefaction and potential landslide areas. In addition, Alternative H would require construction within the 1,000 foot buffer for the Interbay Landfill. • Construction costs –high construction costs compared to other alternatives. Because of these impacts and costs Alternative H was determined not prudent or feasible
I	Alternative I would include a flyover ramp over 15th Avenue West to West Armory Way. The alignment would turn west across the BNSF Railroad tracks, and continue on an elevated structure over the Port uplands. The alternative would cross over 23rd Avenue West and continue along West Boston Street to Thorndyke Avenue West. Alternative I would include ramps in the middle of the structure that would connect to the Port proposed surface road extending existing 21st Avenue West. See Figure 4.	Alternative I would have significant impacts: • Business and residential displacements - The Armory Street ramp would displace 2 businesses fronting the east side of 15th Avenue W near Newton and Howe Streets Potential displacement of 7 multiifamily buildings along Boston Street, east of Thorndyke Avenue. • Noise –Approximately 350 residencies in vicinity of the Boston/Throndyke intersection would be affected by operational noise. • Geologic hazards/risks – the steep slope at the Thorndyke connection of the north crossing is in liquefaction and potential landslide areas. In addition, Alternative I would require construction within the 1,000 foot buffer for the Interbay Landfill. Alternative I would not include direct access to the waterfront and therefore does not meet the project purpose and need. Because of these impacts and costs Alternative I was determined not prudent or feasible.

Figure 36 - Alternative E

Figure 37 - Alternative F

Figure 38 - Alternative H

Figure 39 - Alternative I

Appendix L

Public Involvement

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EIS Scoping Comment Summary

October 7, 2003

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Introduction

The Magnolia Bridge Project team is developing an Environmental Impact Statement (EIS) to identify a preferred alternative for replacing the facility. This report summarizes the comments and issues that have been identified during the alternatives development and scoping phases. A compact disc containing the entire database of public comments over the life of the project is attached as Appendix A, along with instructions for using the database. Hard copies of all written comments and a transcript of verbal comments submitted at the EIS public scoping meeting are available at the City of Seattle's Clerk's office 600 Fourth Avenue, Floor 3. These letters, e-mails, and transcripts are also

available for viewing in pdf format on the Magnolia Bridge Project website at www.seattle.gov/transportation/magbridgelibrary.htm.

Scoping Approach

The Magnolia Bridge Project team began in Summer 2002 with the intent to develop a Type, Size, and Location (TSL) Study. As alternatives development continued, it became clear that all but one of the replacement alignments fell outside of the existing bridge corridor. For this reason, the project team was advised to complete an EIS to assess impacts to the natural and human environment in more detail. Specific public involvement requirements outlined in the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) helped the team modify the public involvement plan to meet legal requirements.

Scoping Activities

A variety of activities supported the public involvement plan during the TSL Study and EIS scoping phase. All comments received have been included in the database, which is described in more detail after this section.

Stakeholder Interviews. Approximately 25 people identified as stakeholders were interviewed at the project's outset to help the team understand key issues and concerns. Those interviewed are listed below, along with their affiliations.

Name	Date	Affiliation
John Coney	9/3/02	Queen Anne Community Council
Attila Szabo	9/3/02	Restaurants Unlimited (Palisades)
Dwight Jones	9/3/02	Elliott Bay Marina
Mike Smith	9/4/02	Magnolia Chamber of Commerce
Doug Lorentzen	9/4/02	Uptown Alliance & Friends of Queen Anne
Fran Calhoun	9/5/02	Queen Anne Chamber of Commerce
Bob Holmstrom	9/6/02	Mag/QA District Council, Mag Chamber, Mag Comm. Club
Jose Montano	9/6/02	Magnolia Community Club
Jack Rosling, Kim Suelzle	9/9/02	City Ice
Chief James (Jim) Fosse	9/10/02	Seattle Fire Department
Scott Foutch	9/11/02	Louis Dreyfus Corp.
Cholly Mercer	9/11/02	Rainier Petroleum
Ron Sudderth	9/11/02	Urban Commercial Properties LLC

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Name	Date	Affiliation
Dakota Chamberlain, Tom Tierney Mark Griffin	9/12/02	Port of Seattle
Lise Kenworthy	9/12/02	BINMIC, SMBC
Brian Horman Kristin Wennberg	9/12/02	Amgen (formerly Immunex)
Don Harris Michele Finnegan Terry Dunning	9/16/02	Seattle Department of Parks and Recreation
Robert Foxworthy	9/18/02	Friday Group & Magnolia Community Council
Eric Fahlman	9/19/02	Bike Alliance of America
John Phillips Shirley Henry	9/20/02	Builder's Hardware
Emory Lehman Mike Williams	9/30/02	National Guard Armory
Jim Blackstock	10/2/02	Blackstock Lumber
Warren Aekervik	10/16/02	Chair, BINMIC Action Committee
Eric Davidson	10/22/02	King County Metro – Utilities
Chief John Nelson	10/02	Assistant Deputy Fire Marshal
Ray Schutte	4/23/03	Interbay P-Patch leadership

Meetings to Support the Type, Size, and Location Study. In addition to stakeholder interviews, a series of meetings were held to acquaint local community, government, and business groups with the project and to keep them informed of progress. These meetings are listed below, along with a brief description of their intent and the date each occurred.

Meeting	Description	Date(s)
City of Seattle Council	Briefings of the Transportation Committee	9/25/02, 12/17/02, 3/4/03
Public Open House	All-community meeting designed to solicit broad input (pre-alternatives development)	10/9/02
Seattle Design Commission	Briefing to solicit input on project progress	10/17/02, 4/17/03
Queen Anne Transportation Committee	Project briefing	10/30/02
Queen Anne Chamber of Commerce Board	Project briefing	11/5/02
Seattle Port Commission or Executives	Project briefings at Commission and executive levels to inform and solicit feedback	11/20/02, 12/10/02, 1/15/03, 2/11/03
Seattle Port Neighborhood Advisory Committee	Project briefing	11/20/02
Magnolia Chamber of Commerce	Project briefing	11/21/02, 2/13/03

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Meeting	Description	Date(s)
Queen Anne/Magnolia District Council	Project briefing	12/2/02
Public Open House	All-community meeting designed to solicit input on nine project alternatives	12/5/02
BINMIC Action Committee	Project briefing	12/11/02, 4/9/03
15th Avenue Corridor Business Briefing	Project briefing targeting business people along the 15th Ave/Elliott Ave corridor	12/11/02
Magnolia Community Club	Project briefing	2/13/03
32nd Avenue W Neighborhood	Targeted neighborhood briefing	2/19/03
Thorndyke Avenue Neighborhood	Targeted neighborhood briefing	3/11/03
Wheeler Avenue Neighborhood	Targeted neighborhood briefing	3/19/03
Galer Street Neighborhood	Targeted neighborhood briefing	4/16/03

EIS Scoping Meetings. The decision to develop an EIS (and expand beyond the originally planned TSL Study) triggered additional public involvement requirements. SEPA and NEPA required the publication of official scoping notices through separate, legally mandated processes, and scoping meetings for interested agency personnel and the public were required. Please see Appendix B for a description of the processes required for advertising scoping notices, as well as copies of the documents.

Agency and public EIS scoping meetings were held on May 22, 2003. The agency meeting was held from 10:30 AM to noon, and was followed by a bus tour of the project study area. The public meeting was held that same evening, from 5:30 to 8:30 PM, and included an open house portion, a presentation, and the opportunity for attendees to make formal verbal comments to a court reporter.

Scoping Results

Background. At the beginning of the Magnolia Bridge Project (Fall of 2002), EnviroIssues created an electronic database to capture public and agency input submitted in many different formats. This database, originally designed for only the TSL Study, allowed those entering comments to "code" them based on the topics that they addressed. The database also allowed users to generate mailing and email lists to notify interested persons of project updates and opportunities for involvement.

Upon completion of the initial TSL Study phase and the decision to develop an EIS in April 2003, the database was modified to correspond more closely with topics typically addressed in an EIS. Input gathered during the TSL phase was re-coded using the modified topics and is included in this report.

Forms of Input Gathered. The database currently contains approximately 530 comments. Several forms of input were gathered and entered in the database, including:

- **Comment Forms:** Made available at public meetings, comment forms included a series of questions and space for additional comments and contact information. Comment forms were constantly updated based on the information desired by the project team.

- **Project Website Comments:** Because the City of Seattle's main website hosts the project web page, comments submitted via the internet form are first transmitted to city staff. Each day, these comments are redirected to EnviroIssues, and new comments received are entered into the database on a regular basis.

- **Emails to Project Team Members:** Individuals have the option of emailing project team members directly via addresses provided on the website and in project materials. These emails are forwarded to EnviroIssues and entered into the database.

- **Letters, Petitions, and Attachments:** Members of the public have submitted to the project team hardcopies of letters, petitions, copies of regulations, and other attachments. Input submitted electronically or that can be easily scanned has been entered into the database. If the attachment, letter, or petition is too large or does not scan well (i.e., a graphic or sketch), the content of the attachment is summarized in [brackets].

- **Phone Calls to Team Members:** Members of the public have phoned different members of the project team with comments and questions. Team members have summarized the comments and questions raised during these phone calls, which have been entered into the database.

- **Scoping Meeting Transcripts:** During the public EIS scoping meeting, attendees had the opportunity to record verbal comments with a court reporter. These verbatim comments are entered into the database.

Input Summaries by Technical Topic

The following categories emerged repeatedly during the scoping process and were included as coding options in the updated version of the database.

Access to Magnolia	Business impacts	Employment
Aesthetics while driving	Compatible uses & siting	Fisheries
Aesthetics from ground	Construction	Freight
Air quality	Design	Funding/cost
Bicycles	Displacement	Geology and soils
	Emergency response	Habitat

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Hazardous waste	Parks	Transit
Landfill	Pedestrians	Urban Design
Land use and zoning	Port	Views
Light rail/commuter rail	Property	Waterfront access
	Public involvement	Waterfront streetcar
Local Impacts	Railroad	Waterfront Use
Monorail	Seismic safety	Water quality
Noise	Shorelines	Wildlife
Open space	Traffic	

Appendix A includes a table identifying the number of comments received that address a particular topic (comments could be coded for more than one issue). The topics that commenters most often addressed were (in no particular order): access to Magnolia, business impacts, design, displacement, funding/cost, local and neighborhood impacts, property concerns/values, public involvement, traffic, uses and siting, and waterfront access.

General EIS categories are listed below, along with summaries of the kinds of comments that addressed each. Please note that these summaries are not comprehensive. Please refer to the complete database for the entire list of comments pertaining to a particular topic.

Aesthetics and Visual Quality

Only a few comments related to visual impacts were submitted, though some did voice concerns related to aesthetics. Residents were concerned about views from homes or other areas that could be impacted by a new alignment (e.g., a resident on the eastern slope of Magnolia was concerned that Alignment D would impact her view). Others mentioned that they appreciated the view of Seattle and the beautiful entryway to Magnolia available when driving on the existing bridge. One resident noted concern that new alignments near residences could create glare resulting from headlights of passing cars.

Air Quality

Only a few comments were submitted pertaining to air quality. Specifically, members of the public voiced concern about diminishing air quality in neighborhoods that would experience higher traffic volumes, especially along Thorndyke Avenue. Gardeners at the Interbay P-Patch are also concerned about how additional exhaust could impact the quality of produce grown at the location.

Earth

Given past closures of the Magnolia Bridge due to landslides and earthquakes, many residents in Magnolia are concerned about the seismic safety of the new bridge. Many cited seismic safety as one of the most important considerations for the new facility. In

addition, contaminated soils along the routes, as well as the presence of the tank farm and landfill beneath the golf course, were issues of concern.

Plants, Animals, Fisheries

Comments about plants, animals, and fisheries were not plentiful, but highlighted a few key locations. For example, Alignment A would likely require in-water work, which could create impacts to fisheries and marine life. Gardeners at the Interbay P-Patch also note that potential wetlands just beyond their property should be evaluated and protected. Magnolia residents report observing herons, otters, and additional wildlife species in the project's vicinity.

Noise

Magnolia residents and Interbay P-Patch gardeners voiced concern about higher noise levels associated with new alignment configurations.

Parks & Recreation

A variety of parks, open space areas, and other recreational opportunities are located in the project area, particularly along the shoreline. Comments specifically mentioned the need to protect areas like Smith Cove Park, the undeveloped public land along the eastern slope of Magnolia, and the existing bike path around the Interbay property. Public comments emphasized the need to include adequate and safe pedestrian and bicycle routes as part of any preferred alignment. The public also asked that new bike and pedestrian paths connect well to the existing pathways network. Several Magnolia residents supported the idea of maintaining Magnolia Village's pedestrian nature, as well as improving the connection from Magnolia to the Elliott Bay Marina.

Water Quality

Only a few comments submitted to the project team mentioned stormwater, referring most often to impacts created by runoff from new facilities and potential construction impacts to water quality.

Relationship to Plans and Policies

A few commenters referred to specific plans and policies that could influence project development, most of which provided limitations or guidance about particular activities and developments allowable in the area. For example, City of Seattle codes identify land use restrictions and processes for evaluating projects that potentially impacted parties asked the project team to consider.

Environmental Justice

No comments related to environmental justice were received.

Social and Economic Conditions

Comments related to social and economic conditions covered a wide range of topics (some of which address displacement and relocation, discussed below). In general, commenters asked that the following questions be addressed and considered in the EIS:

- How will the project impact industrial, maritime, and other business in the BINMIC area?
- How will traffic flow on 15th Avenue impact freight delivery?
- Will businesses and jobs be lost to other areas?
- Will the "cluster economy" phenomenon – the synergistic interplay of support services for water-related industry – be compromised by the project?
- How will the bridge impact Magnolia Village?
- Will Port property businesses (CityIce, Trident Seafood, etc.), 15th Avenue businesses, or homes be displaced?

Displacement/Relocation

The Magnolia Bridge Project could displace homes, businesses, and potentially a portion of the Interbay P-Patch. Parties that could potentially be displaced asked that these impacts be eliminated or minimized, and that fair compensation be offered for any property takings.

Historic & Cultural Resources

No comments identified potential historic or cultural resources to be considered in the project area.

Transportation

Because the Magnolia Bridge Project will replace a transportation facility, many comments pertained to a variety of transportation issues. While many comments stated support or opposition to a particular alignment (without offering issue-specific comments), the following issues appeared often in scoping comments.

Multi-Modal Options. Commenters asked that many different modes of transit be explored and potentially coordinated to more easily move people through the 15th Avenue corridor. For example, the forthcoming monorail, BNSF railroad, waterfront streetcar, buses, and light/commuter rail were mentioned. In addition, co-locating several transit modes to provide easy transfer between them was an attractive option for many.

Access. Several commenters expressed the need for a fourth access point to Magnolia (provided under Alignment H). While many comments expressed support for improving access to Magnolia, others did not think that a fourth access point was necessary, arguing

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that it would destroy the quiet nature of the neighborhood. Magnolia residents also asked repeatedly that access to the waterfront be improved.

Traffic Patterns and Congestion. Commenters urged the project team to consider how re-routing traffic could potentially change neighborhood characteristics. In particular, many residents are concerned that Alignment H, which would funnel additional cars to Thorndyke Avenue, will create high levels of cut-through traffic on local streets not equipped for larger traffic volumes. In addition to "overwhelming" local, quiet neighborhoods, commenters also cautioned that traffic changes and impacts on Magnolia Village should be considered.

Utilities

Very few comments about utilities were submitted.

Public Services

Only a few comments pertaining to public services were submitted, and most expressed concern over emergency vehicles' ability to get to and from Magnolia. Similarly, some residents would like the project team to consider providing redundant access points to facilitate quick evacuations from the neighborhood if there were an emergency.

Hazardous Materials

Contaminated sediments and hazardous materials in the Interbay area could create health, safety, and cost issues in relation to project construction. The area near the tank farm, as well as the area near the old landfill (upon which the Interbay Golf Course is located) concerned several commenters.

Land Use

Comments pertaining to land use covered a variety of topics, including:

Redevelopment. Many commenters voiced concern over plans to redevelop the Port's Northbay (Interbay) property. Commenters urged the project team to carefully consider and coordinate with the Port's plans, but not lend the agency too much weight in the overall decision-making process. While beyond the scope of this project, industrial interests voiced strong opposition to changing zoning and land use classifications in the area, which could harm the industrial/maritime sector.

Compatible Uses and Siting. Several parties with interests in the project area are concerned that the bridge (and related land uses) will not be compatible with adjacent land uses. For example, a new route could disturb quiet neighborhoods, parks, shorelines, the Interbay P-Patch, etc.

Other Comments

Additional comments were submitted about the following topics:

Funding/Cost. Many commenters urged that the City spend public dollars sensibly, and often favored the alternative(s) they perceived to be the least expensive. Many commenters asked how the City planned to fund the project and expressed skepticism about finding funding sources.

Construction. Many commenters (especially those with businesses in Magnolia Village) urged that any replacement solution keep the bridge open for as long as possible to minimize business loss and impacts to traffic congestion at Emerson and Dravus.

Urban Design. Many comments related to impacts to a neighborhood's "character," and/or the interplay of vehicles, pedestrians, development, nature, etc. These comments are captured under the topic of "urban design," a category that encompasses the intersection of several technical disciplines.

Alternatives. Several comments suggested the addition of alternatives or variations of proposed alternatives in the study. As a result, two additional alternatives were evaluated using the project screening criteria. It was determined that they did not merit being carried forward through the EIS process. The Alignment Study Report documents the alternative selection process and includes the evaluation information related to these suggested alternatives.

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Appendix A: Comment Database

Summary

The Magnolia Bridge Project comments are provided in a Microsoft Excel spreadsheet on the attached compact disc. Excel lays out each comment as a single row in the spreadsheet, and organizes comment information into the following columns:

- Comment ID: A unique ID number assigned to each comment.
- Stakeholder organizational affiliation.
- Comment Source: The medium through which the comment was received.
- Comment Date: Date the comment was made.
- Comment: Text of the comment.
- Categories: List of comment categories for organizing comments by technical topics.
- Parties: List of involved parties referenced in the comment.
- Routes: Alternatives or locations referenced in the comment.

The Categories field exists as a tool for organizing comments by technical topics. EnviroIssues established 42 distinct comment topics for tracking public and agency input. Most comments are coded to at least one category, and many are coded to several categories. These categories, and the number of comments coded to each, include:

Access to Magnolia	205	Monorail	24
Aesthetics while Driving	35	Noise	59
Aesthetics from the Ground	36	Open Space	39
Air Quality	29	Parks and Green Space	62
Bicycles	39	Pedestrians	58
Business Impacts	144	Port of Seattle	61
Construction	65	Property Concerns/Values	118
Design	148	Public Involvement	181
Displacement	109	Railroad	6
Emergency Response	9	Seismic Safety	61
Employment	9	Shorelines	73
Fisheries	11	Traffic	242
Freight	11	Urban Design	86
Funding/Cost	144	Uses and Siting	109
Geology and Soils	66	Views	45
Hazardous Waste	6	Water Quality	10
Landfill	0	Waterfront Access	104
Land Use/Zoning	53	Waterfront Streetcar	3
Light Rail/Commuter Rail	3	Waterfront Use	76
Local and Neighborhood Impacts	237	Wildlife	37
Mass Transit/Bus	28	Wildlife Habitat	50

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Comments Review
The complete text of the comments database has been provided as an attached Excel file. Comments can be browsed, searched through, and sorted with the usual Excel tools. A "Filtering Macro" function was also developed for the file in order to facilitate sorting the comments by their attached category/categories. Instructions for using and maneuvering within the Excel spreadsheet are provided below.

Opening the Document
The comments spreadsheet includes macros (customized programming commands) for some of its functionality. As macros can be used illicitly to spread computer viruses, Excel will commonly warn you when opening a document that contains macros. When you open the comment database, a pop-up box will allow you the opportunity to enable or disable the embedded macros. For this document, users should enable the macros by clicking on the "Enable Macros" button – they are performing a legitimate task and will not infect your computer.

Browsing Comments
Excel lays out each comment as a single row in the spreadsheet, and organizes comment information into columns. The first columns contain information about the commenter – Comment ID, and related organization (if specified). Next is the information on where and when the comment was submitted, then the text of the comment itself, and finally comment category information. All information can be reviewed or added to with basic Excel browsing.

Searching Comments
Excel includes a search tool for finding text or keywords in spreadsheets. To use this tool, select **Find** from the **Edit** menu, or hit **Ctrl + F**. A textbox will pop up, in which text can be entered – Excel will search out the first occurrence of this text anywhere in the spreadsheet. To search over a single column of information, highlight the column to search on before running the Find tool. For example, a user could search the Categories column for all comments pertaining to a particular topic of interest.

Sorting Comments
Excel also provides a tool for sorting comment information by alphabetical or date order, by a category of choice. To run this tool, first highlight the entire spreadsheet (by clicking once on the box in the upper left hand corner of the sheet above row 1 and to the left of column A), and then select **Sort** from the **Data** menu. (NOTE: Failing to highlight the entire spreadsheet can cause one column to be sorted while others are not – this will scramble user information and cause a general headache. Avoid this.)

When sorting, you can choose up to three columns to sort by, in priority order, and choose to sort either Ascending or Descending. Choosing "Comment Date – Descending", for example, sorts all comments in reverse date order, showing the most recently submitted comments first. To reorder comments in the order originally presented, sort by "Stakeholder ID – Ascending".

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Filtering Macro
This tool provides an input box for the user to enter in a category title, and view all the comments (and only those comments) in that comment category. This tool can be accessed by pressing **Ctrl + Shift + F** on the keyboard. In the text box provided, enter the name of any category; the tool will show only those comments with the category listed. (Keeping a printout of this summary sheet at hand is useful, to know which categories can be referenced.)

To view all comments again, press **Ctrl + Shift + H**.

A Note on Long Comments
Some comments submitted are very long, and do not display well in the Microsoft Excel format. (The full text of these comments is present in the file, but not all the text can display on the screen.) The easiest way to view the full text of these comments is to click on the cell containing the comment text, **Copy** the cell (from the **Edit** menu or using **Ctrl + C**), and **Paste (Ctrl + V)** it into Microsoft Word or another word-processing application.

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Appendix B: Display Advertisements, Scoping Notices, and Distribution Lists

Display advertisements for each of the large public meetings (10/9/02, 12/5/02, and 5/22/03) were published in three local newspapers: (1) The Seattle Times, (2) The Seattle Post-Intelligencer, and (3) The Magnolia/Queen Anne News. These advertisements provided information about the time, location, and topics of discussion for each meeting.

Legally mandated processes outlined in SEPA and NEPA also provide instructions about the publication of official scoping notices. A NEPA Notice of Intent was published in the Federal Register on April 18, 2003, and was prepared according to the guidelines found in Federal Highway Administration (FHWA) Technical Advisory T6640.8A. A SEPA Declaration of Significance and Scoping Notice was prepared and distributed in conformance with WAC 197-11-360, 408, and 980. The Declaration of Significance and Scoping Notice was first published on May 7, 2003 in The Daily Journal of Commerce and on May 8, 2003 in the City of Seattle Land Use Information Bulletin. Due to an oversight, it was not published in the SEPA Register of the Washington State Department of Ecology in May. On August 11, 2003, the SEPA Declaration of Significance and Scoping Notice was entered in the SEPA Register of the Washington State Department of Ecology. The Declaration of Significance and Scoping Notice was published again in The Daily Journal of Commerce on August 20, 2003. The NEPA and SEPA scoping notices provided brief descriptions of the project alternatives and the elements of the environment proposed for analysis in the EIS, and described where to submit written EIS scoping comments. Copies of the notices are attached. The SEPA comment period for scoping closed on September 10, 2003.

Open House Summary
October 9, 2002
Blaine School, 5:30 to 8:30 pm

Overview

The first Magnolia Bridge Project Open House was held on October 9, 2002, from 5:30 to 8:30 PM at the Blaine K-8 School in Magnolia. Stations were set up in the Blaine School cafeteria to address the following topics (names in parentheses are those who manned each station):

- History of Magnolia Bridge (unmanned)
- Public involvement and common themes (Brad Hoff, EnviroIssues)
- Urban design opportunities (Lesley Bain, Weinstein Copeland; Stevan Johnson, Johnson Architecture & Planning)
- Environmental concerns (Richard Butler, Shapiro)
- Transportation and traffic (Don Samdahl, Marai)
- Route alignment input (Lamar Scott, Andrew Laski, KPFF)

Also in attendance from the project team were Kirk Jones (Seattle Department of Transportation Project Manager), Marybeth Turner (Seattle Department of Transportation), Lee Holloway and Peter Smith (HNTB), and Sarah Brandt and Hadley Greene (EnviroIssues). Approximately 140 people signed in at the meeting, but it is estimated that nearly 200 members of the public attended the open house.

Public input was gathered at the meeting in several ways: (1) through discussions with project team members, who took personal notes and kept lists of comments on large notepads near their stations, (2) on large notepads, where the public was invited to personally write any comments or questions about the project, and (3) on comment forms attached to the end of the informational handout provided (meeting attendants were invited to complete the comment form and leave it at the meeting or mail it in at a later date). Approximately 30 comment forms were collected at the meeting.

The public expressed concern and interest in a variety of topics during the Open House. Several themes were mentioned repeatedly on the comment forms, on flipcharts, or during discussions at the Open House. To avoid redundancy, substantive comments collected at the Open House are summarized below. Following the general summary are brief descriptions of the nature of responses captured on the comment sheets (i.e., what topics were emphasized in response to each question) and flipcharts. Attachments at the end of this document provide verbatim responses from comment forms and the flipcharts.

General Summary

The following issues were raised during the open house during discussions with project team members or listed on flipcharts or comment forms.

- **Keep the bridge open during construction** to maintain access to Magnolia. Minimize, to the extent possible, other impacts associated with construction of the new facility.

- **Minimize localized impacts** on Magnolia residents and the community (e.g., noise, interruptions in traffic flow and patterns, etc) by either maintaining the current location of the bridge or creating a transportation solution that adequately disperses traffic throughout Magnolia (and does not disproportionately congest smaller existing roads or intersections). Additional neighborhood impacts highlighted included displacement of homes and residents, construction impacts, aesthetic changes, and local impacts on businesses.

- **Maintain aesthetic qualities of the area** (e.g., scenic views from the bridge, attractive design of the current bridge, etc.), and do not impact existing view corridors with the new facility.

- **Maintain Magnolia's "community feel"** by creating a replacement facility aesthetically and functionally congruent with the neighborhood and community values of Magnolia (e.g., safe, not a destination location, quiet, etc.). A tension exists between those who want to increase access to Magnolia and commercial establishments, and those who think that limited access is acceptable to ensure Magnolia's neighborhood feel.

- **Improve direct access between Elliott Bay Marina and the Magnolia Bridge**. Connection and access to the Elliott Bay Marina and waterfront is difficult – a missed opportunity that many community members are excited about improving.

- **Create an at-grade access point to improve emergency access**. With only three entrances to Magnolia, all of which are bridges, access to and from the neighborhood during emergency situations can be difficult. The new facility should provide improved emergency access to and from Magnolia, which might best be achieved with a route that remains on the surface to the extent possible.

- **Create a facility that continues to funnel cars towards, and thus protects, Magnolia Village businesses.** Moving the bridge's location could hurt Magnolia businesses if traffic is diverted elsewhere and convenient routes to the Village are not maintained. This sentiment, while widely voiced, was balanced against some commenters who warned against routing too many vehicles through the Village and compromising the neighborly, pedestrian-friendly feels.

- **Alignment preferences varied considerably**, from those who support maintaining a bridge in its current location (preserving the historic "gateway" to Magnolia and minimizing changes to local commute routes) to those who expressed concerns more focused on the bridge's functionality (e.g., provide convenience, a direct route, multiple access points, etc.). General input

encouraged the design of a facility that supports efficient, free-flowing traffic, limits congestion, and precludes speeding. The public is sensitive about commute times (do not lengthen them by moving the bridge too far north), maintaining efficient access to southern and western Magnolia from the 15th Avenue/Elliott Avenue corridor, and limiting traffic impacts on neighborhood streets not designed to carry higher volumes.

Specific alignment possibilities included building a bridge in the same corridor, extending a surface road along the waterfront and connecting with 32nd Avenue, moving the bridge north and connecting to Thorndyke, or a combination of these to develop a fourth access point. Comments were also submitted that opposed each of these alignment suggestions.

- **Stay on target in terms of cost and schedule** (do not spend the entire budget on planning, studies, and consultants). Concern was also raised about how funding will be obtained (Magnolia resident's don't want to be disproportionately burdened with higher taxes.)

- **Create a safer facility in terms of seismic events and landslides.** Many commenters are excited about creating a new bridge that greatly reduces potential disruptions caused by earthquakes and landslides, as well as improves access to Magnolia. Geologic and soil-stability limitations were also mentioned as primary challenges for the project team to overcome.

- **Create a facility that is capable of linking with present and future multi-modal transportation opportunities.** Coordination with monorail, streetcar, and other transit opportunities, as well as with bike and pedestrian paths, were often mentioned as important factors in project design.

- **Make the solution long-term and reliable.** Do it right the first time!

- **Create a facility that will serve future (and as yet undefined) uses in the uplands area.** Future development of the area is not yet planned, but design of the facility (to the extent possible) should not limit potential development scenarios.

- **Consider public input.** Members of the public appreciate the chance to voice their opinions (and be seriously considered) prior to project team decisions. One of the largest challenges cited by several commenters was the ability of the project team to reach consensus among disparate stakeholders, as well as the ability to battle "not in my backyard" (NIMBY) attitudes.

Comment Sheet Specifics

While the common themes expressed above were mentioned repeatedly on the comment sheets, some points were emphasized more than others depending on the specific question. Question-specific summaries are provided below.

What are the three most important factors we should consider when designing a replacement for the Magnolia Bridge?

A wide variety of important factors (nearly all of those mentioned in the general summary) were listed in response to this question. Most frequently mentioned factors included maintaining access during construction, minimizing neighborhood impacts, and enhancing local traffic flow. The public also identified a variety of specific alignment preferences.

What excites you the most about replacing the Magnolia Bridge? What opportunities exist?

The most frequently cited reason for excitement among responders was improving the safety of the route in terms of seismic and landslide threats. Opportunities to create new and innovative entrances to the community that would improve local traffic flows and access to Magnolia Village were also listed as reasons for excitement. The public also noted its appreciation for the opportunity to provide public input into project decisions.

Several community members also expressed skepticism and negativity about the project, voicing concern that impacts would be inconvenient and difficult to endure, and that the new facility could change Magnolia's character. (As one responder noted, "It's about as exciting as a bad headache.")

What are the most significant challenges we will face in replacing the Magnolia Bridge?

Many responses to this question focused on the challenge of reaching consensus among project stakeholders. The opposition of residents with NIMBY attitudes will also present an obstacle to project success. Other frequently mentioned challenges included minimizing impacts associated with construction, the immediate neighborhood, and traffic/congestion.

The Magnolia Bridge Project will be a success if:

A fairly even distribution of responses covered a variety of the main topics discussed in the general description. Particular emphasis was placed on meeting schedule, budget, and project goals (without weighing one group's needs or protests more heavily than others), improving local traffic/travel patterns, and limiting neighborhood impacts.

Additional comments:

Most additional comments centered on each commenter's personal preference for a specific alignment option. Several comments were phrased in the negative (i.e., "Don't place the bridge here…"). Other topics mentioned included praise for public involvement efforts, protection of Magnolia Village business interests, minimizing neighborhood impacts, mitigating construction impacts, and creating a safe facility.

Flipchart Summary

Many issues noted on flipcharts duplicated those conveyed on comment sheets. Common issues recorded included:

- Improving access to Elliott Bay Marina and the local waterfront
- Protecting Magnolia Village business interests
- Remedying landslide/seismic safety issues
- Completing the project on time, on budget, and correctly the first time
- Minimizing neighborhood impacts
- Considering aesthetic impacts and attractive design features
- Facilitating multi-modal transit connections
- Limiting construction impacts
- Preserving local community values
- Providing emergency evacuation route(s)
- Complying with environmental regulations (particularly shoreline regulations associated with the 32nd Avenue waterfront alignment).

Input recorded on flipcharts placed more emphasis than comment forms on the desire for bike and pedestrian accommodations, careful consideration of open space and park resources in the area, and specific design and alignment requests and suggestions.

Attachment A: Flipchart Notes

Common Themes, Pubic Involvement (Brad Hoff, EnviroIssues)

- Access to Marina (with two check marks)
- Magnolia Village lifeline
- Pedestrian access to waterfront
- Reduce speed after getting off bridge; must enforce the speed limit
- Access to Magnolia from the water
- Increased traffic patterns on 15th and Mercer access to I-5
- What will Port Commission do with the land if the bridge is relocated – if waterfront hotels and large office space, access is further congested
- Improve seismic/landslide safety
- Diffuse traffic as it "lands" on Magnolia (with two check marks)
- If a new bridge is constructed, the design should represent Magnolia's historical architecture
- You have already messed up entrance to the bridge with the Immunex flyover. There are probably 50-60 cars that enter Magnolia for every 1 car that goes to the now reduced facility for Immunex. Driving a normal speed requires braking to make the turn – evidence the barriers that are already broken! What confidence do you instill in Magnolia residents to do the job right? Where is the money?
- Want less freight going by residential areas
- Views from bridge are not important and are potentially a safety hazard
- Better signage – people are frequently lost
- Bicycle improvements important
- Views from bridge are key
- Junction at 15th is a mess – needs to flow freely
- Explore parks space by land before bridge "at top" on south side – maybe navy and airport signal tower
- Explore monorail parking under bridge
- Pedestrian connection to bridge needs to be on the west side of BNSF tracks and updated to include bike escort path
- Think biking and pedestrian safety and easy access!!!
- Include bike ramps (smooth paths along the edge of steps that allow cyclists to easily walk their bikes up stairs) on pedestrian bridges
- Connect bike lanes on bridge directly to bike path at Myrtle Edwards Park
- Pro-ground level routes: Why build a bridge in a seismic-sensitive area when you have an alternative route?
- Where is the money going to come from?
- Avoid impacting open spaces and parks (bluff, 32nd waterfront access, greenbelts) at all costs! We do not need transportation at a loss of parks.

Urban Design Opportunities (Lesley Bain, Weinstein Copeland)

- Keep access during construction
- Why replace a bridge that you know is vulnerable? On a volatile hillside?

- Speed at the west end of bridge is terrible and unsafe (three check marks)
- Clise bypass is important so McGraw is pedestrian friendly
- Consider access during construction
- Consider "Y" at approach to Magnolia to split traffic
- Use paved at-grade surface as temporary access to 23rd? or 21st?
- Consider "ravine" route past marina
- Street pattern on Magnolia should be improved to match access
- "Gateway" to Magnolia = existing route = sense of place
- Consider Olmsted Plan
- Multiple connections/diffusion
- Existing connection not necessary to reuse (3 check marks) – look at 23rd or ravine or Thorndyke
- Address "center of hill"
- Ravine connection
- Newton/23rd access point affects many residences
- Pedestrian/bike access at Galer Flyover (East end) from Queen Anne slope (in future?) (2 check marks)
- Bike access across 90/91 N, S, E, W (2 check marks)
- More than 1 way off Magnolia during construction
- Thorndyke connection affects many residences (2 check marks)
- Flow onto 15th needs to be safer
- Thorndyke not safe in current configuration
- 32nd/ravine route is direct and gets to water – Beautiful (minimal impact) (4 check marks)
- Slope at east bluff a problem
- Wheeler = "Straight shot"
- Blaine/Thorndyke is a connection point
- Evacuation route needed – earthquake safety
- Multiple connections
- Connect to business community
- Ravine route raises shoreline issues
- 23rd/Newton affects residences
- Connect Magnolia to waterfront – Smith Cove Park
- Flyover to Ravine = least expensive?
- Only 1 access (Garfield) that serve west side
- Would the 32nd route disrupt the character of the park above? And houses along the ravine?
- People speed on the bridge and into Magnolia because they are frustrated waiting in traffic on 15th/Elliott
- Improve Pedestrian crossing on west side of tracks
- Consider use of fenced-off potential viewpoint
- Avoid impacts to parks/open space especially waterfront access!
- Consider more central connection to population (Central Thonrdyke)
- Flyover congested

Connections We've Heard (Lamar Scott, Andrew Laski, KPFF)

- Has anyone considered a tunnel under the railroad and implications?
- Or water access to Magnolia – good evacuation plan if bridges fail because of "likely" slope slippage or earthquake?
- Please consider traffic flow to the west hill – current route allows use of Clise/village bypass. Moving bridge entrance north may force traffic through McGraw, which would make the village a thoroughfare
- Stat on households please – we (Magnolia Historical Society) thinks it might be a little different (more steady … new DCLU allowable density in areas (many critical – 40% slope – not sticking to single residence ideal – (given/taken to/from Magnolia in Urban History Plan under Rice may be a case for stats being more "right" this decade – Big? [I believe this commenter would like accurate household statistics and population density information, and wants assurance that assumptions made about the project and local land uses will be based on correct information.]
- Concerned that if replacement bridge moved too far north will disrupt village business and make commute for west side Magnolia much longer
- 32nd is not a good place for traffic to merge onto – playfields, school – too many kids crossing the street and school buses – not safe

Transportation (Don Samdahl, Marai)

- What is the proportion of nonresidents on the bridge? (such as playfield users) – Business/residential?
- What are the accidents at the new ramp at Galer St?
- If the bridge is moved further north than present it will cause greater congestion with the Dravus Street and Thorndyke Street traffic!
- School bus use of bridge? – not supposed to use? Use new flyover.
- Transit routes
- Connect to central Thorndyke – More center of Magnolia population; Lower elevation – lower profile bridge

Environment (Richard Butler, Shapiro)

- Thorndyke access – narrow streets to village problematic
- 32nd Ave minimum impact compared to other routes
- Natural sound barrier
- Few residents on 32nd
- 32nd ends up as a spoke to disperse traffic at south edge of village
- Why not repair the bridge?
- [Response to comment above] No! Millions have been [spent] to try – mother nature will win.
- Send bridge to central Thorndyke – more central to population
- Lower level option has adverse impacts on shoreline, including Smith Cove and Navy land that may be incorporated into Smith Cove Park.

- No lower level shoreline road! – It's a beautiful shoreline and is walked on during low tides!
- Replace bridge with road going up the hill. Lowest cost and fast.
- EIS & shorelines will never go for 32nd. AH through shoreline ravine. Houses on ravine would love it, they been for sale
- Need to feed traffic to Village and to Magnolia Boulevard rather than using side streets
- Absolutely no lower level shoreline road!!! Keep the bridge where it is.
- Make our street better for kids! (28th)

Attachment B: Comment Forms

Information from individual comment forms is recorded below verbatim. Horizontal lines separate the contents of individual comment sheets.

Three most important factors:
- Efficient traffic distribution into neighborhood
- Maintain access during construction
- Create new direct access to marina

Excites/Opportunities:
- Earthquake/slide damage prevention
- Coordination with monorail and streetcar opportunities
- Access to marina

Challenges:
- Maintaining access over current bridge during construction to help businesses and commuters
- Environmental impact if alternate route chosen
- Poor distribution of traffic into neighborhoods

Will be a success if:
- It is well designed, constructed, and built on budget
- Construction is not dictated by "NIMBY" attitude
- Increases in traffic volume are incorporated in design for next 50 years

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Three most important factors:
- Do not by-pass Magnolia Village
- Access from Magnolia to the marina
- Emergency evacuation routes

Three most important factors:
- Residents have invested in their properties based on the current bridge locations, traffic flows etc. The new bridge should be located as close as possible to the current one and try to keep the same traffic flows.
- Keep the "neighborhood" feel of the overall community--we know it is not always "easy" for others to visit our area (that's OK).

Challenges:
- Displacement of homes
- Increased traffic on some roads

Will be a success if:
- People's driving routines/routes are changed as little as possible

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Three most important factors:
- Maintain current location and view / gateway to Magnolia
- Historical significance of bridge location and Frederick Law Olmstead
- Concerns of Magnolia community and sense of place

Excites/Opportunities:
- That the City/Port of Seattle destroys a beautiful community with historical significance just for monetary gain and port access!! A crime.

Will be a success if:
- Stays in current location
- Maintain view while traveling up bridge
- Connection to village

Three most important factors:
- Cost
- Improve access to Magnolia business district
- Timely completion

Excites/Opportunities:
- Current bridge is a life/safety hazard due to its design. New bridge should greatly reduce potential disruption from earthquake and landslide as well as improving access to Magnolia.

Challenges:
- Reaching a community agreement on new bridge location that is affordable, improves access to and from the community and allows completion in a timely manner.

Will be a success if:
- Project complete on time and within budget
- Disruption to community is minimized
- Bridge is earthquake and land slide resistant

Additional:
- I favor the possible "marina" route.

Three most important factors:
- Convenience
- Safety
- Cost

Excites/Opportunities:
- Building a safer route into Magnolia.
- Making it more convenient for businesses in the Magnolia village
- Easier access to the marina

Challenges:
- Cost, relocation of people and their homes. And, of course, getting everyone to agree!! Much less, getting it done on time.

Will be a success if:
- All of the above are achieved.

Additional:
- Marina road plan is favored here.

Three most important factors:
- Impact on residences
- Impact on the" village"

Excites/Opportunities:
- It's about as exciting as a bad headache. If it must be done-- do it right the first time. Don't spend all the money on planning.

Challenges:
- Location--steep bluff, landfill areas, rail lines -- not to mention residents' outrage.

Will be a success if:
- It serves our needs--not the needs of contractors

Additional:
- Use as much as possible of the existing bridge and build the part that must be replaced where it now exists. We can stand a little inconvenience for a lifetime of a new bridge in its EXISTING location.

Three most important factors:
- Efficient traffic flow
- Minimize impact on existing community
- Connecting with present and future transit modes

Excites/Opportunities:
- Reducing traffic on residential streets
- Opportunity to extend Marina road to a connection with 32nd Ave, and thus a direct, low impact route into the heart of Magnolia.

Challenges:
- Over some status quo, change the NIMBY syndrome, convincing people that the benefits outweigh the temporary troubles.

Will be a success if:
- It comes close to meeting 1, 2 and 3 above.

Additional:
- Thanks for the preliminary work, for involving citizens, residents, business interests, environmentalists, marina access, etc.

Three most important factors:
- Traffic congestion
- Impact on Magnolia

Excites/Opportunities:
- Build the bridge in the same location

Challenges:
- Do not disturb a first-class neighborhood

Will be a success if:

- If any change doesn't disturb traffic patterns on Magnolia

Three most important factors:
- Most direct route
- Enough thoroughfares to serve all destinations
- Do not negatively impact present structures

Excites/Opportunities:
- Moving to a permanent structure that compliments the approach to Magnolia

Challenges:
- Traffic by-passed to handle 1/3 of traffic that presently used the present bridge

Will be a success if:
- It properly serves the traffic needs
- It is pleasantly designed
- It serves the Magnolia and Interbay properties

Three most important factors:
- Traffic flow
- Cost

Challenges:
- Maintain existing traffic flow
- Bridge construction in unstable area

Will be a success if:
- Planning stage does not drag on

Three most important factors:
- Impact
- Long-term, reliable use

Excites/Opportunities:
- 32nd would be the best route
- It ends in a spoke to disperse traffic in all directions
- Less neighborhood impact

Challenges:
- Keeping everyone happy
- Designing a successful route

Will be a success if:
- See above

I am in favor of GROUND LEVEL proposal. Why build a bridge in a seismic-sensitive area when there are ground-level alternatives which would probably cost less to construct and maintain?

Three most important factors:
- Please eliminate the Magnolia Bridge "speedway".
- Please design a replacement that says, "you are entering a residential neighborhood".
- Please make sure the replacement will last a long time.

Excites/Opportunities:
- Find a new route into Magnolia. Entry by way of the marina route will be good for marina businesses as well as Magnolia village.

Challenges:
- It's really big. Where does all the old concrete go? What about construction noise?

Will be a success if:
- You find a great alternate route
- Do it soon
- Don't spend all your money on consultants.

Additional:
- Again, please don't build a freeway for arrogant SUV drivers.

Newton is a complete neighborhood with a lot of new construction. What about Plymouth St.? "NOT Newton". Thank you.

Three most important factors:
- Do we really need a new bridge vs. repair?
- Enhancement to Magnolia, not a detriment
- Do not disrupt traffic during construction

Excites/Opportunities:
- Afraid I am not all that excited.

Challenges:
- Getting a design people agree on
- Cost
- Limiting disruption

Will be a success if:
- It enhances the flow of traffic
- Does not add to commute time

Three most important factors:
- Effects on Magnolia village
- Don't lengthen commute by moving bridge too far north
- Consider putting fourth entry to Magnolia

Excites/Opportunities:
- Possible fourth entry to Magnolia

Challenges:

- Funding
- Traffic during construction period

Will be a success if:

- End result is more stable
- Traffic patterns are improved or at least not disrupted
- Character of Magnolia is preserved

Three most important factors:

- Efficient access to the south side from 15th (maintaining same route)
- Cost-effective
- Design--it should architecturally/aesthetically represent what Magnolia is about -- not ruin what is enjoyable about Magnolia views etc…

Excites/Opportunities:

- To have a structurally sound way to come home. But, I am not excited by the current proposals other than replacing the current bridge--especially routing us through Interbay. Magnolia surface streets I do not think can handle the latter.

Challenges:

- Coming up with a justification of why we shouldn't just replace the unstable portion of the bridge with a new structure.

Will be a success if:

- Keeps efficient access for south-end residents
- Maintains "quality of living issues", I.e.: views, access, noise, beauty of entrance

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Three most important factors:

- Access to and from Magnolia village
- Traffic congestion
- Easy access for all the residents on the east side of Magnolia

Excites/Opportunities:

- Stability of the bridge to withstand earthquakes

Challenges:

- Everyone's different ideas
- Least impact on Magnolia
- Least cost (our taxes are high enough, not everyone in Magnolia is rich!)

Will be a success if:

- You leave it where it is and upgrade or build a new one there

Additional:

- I would adamantly object to moving the new access along the water--it would take me three times longer to get to my home.
- I object to moving the bridge further north-- to increase congestion with Dravus St.

Please examine closely the interaction between the Clise by-pass and McGraw/village traffic. Forcing west hill traffic down McGraw may hurt the village and make it pedestrian un-friendly.

Three most important factors:
- Location, keeping in same southern vicinity
- View connection to Elliott Bay and downtown
- Bicycle friendly

Excites/Opportunities:
- Better accommodation for #2 and #3 above.

Challenges:
- Speed transition from bridge to neighborhood
- Not disrupting the neighborhood where bridge lets out
- Aesthetically pleasing structure

Will be a success if:
- Budget is met
- View connections maintained/improved
- Way-finding is clear

Three important factors:
- Avoid neighborhood impacts in implementing plans (noise, detours, interruptions to traffic flow)
- Improve seismic/landslide safety
- Design for free-flowing traffic with alternate routes available

Excite/Opportunities:
- Living right above the bridge and using it daily, I have been most concerned about the impact of seismic activity on the safety of users. Top-of-the-line engineering for safety and pleasing aesthetics excite me the most.

Challenges:
- Dravus needs work since it is inadequate for the amouth of traffic it already handles and is destined to handle in the future. Moreover, it is important to preserve the peace and quiet of homeowners by maintaining its neighborhood feel.

Will be a success if:
- The view is not marred by construction
- The ambience of the Magnolia community is preserved
- The traffic flow is safe, smooth, convenient throughout construction and thereafter

Additional:
- Implementing a plan that distances Magnolia residents from unnecessary intrusion of eye-sores, noise,traffic build-ups, and slide/seismic dangers is important to me and no doubt to my neighbors.

Three important factors:
- Keeping old bridge in operation to max extent while constructing old one
- Maintaining efficient flow of traffic from 15th Ave
- Providing easy access to South end of Magnolia
- Protecting Magnolia business district

Excites/Opportunities:
- Replacing old bridge before it falls down.

Successful if:
- Replaces old bridge
- Protects Magnolia Business District and maintains easy access to south Magnolia
- 15th Ave traffic is not impeded

Three important factors:
- Access from bridge entrance to West hill. East hill access is easy!
- Not forcing traffic down McGraw/Village to access West hill
- Easy access from 15th - no new lights or longer commute

Excites/Opportunities:
- I like the current bridge. Works well. Only thing I would change is Marina access.

Challenges:
- Managing traffic to the West hill
- Down time - I'd rather go without a bridge for a year and have the current alignment maintained than have an entrance moved north.

Successful if:
- Current easy access is maintained
- Marina is accessible
- Village stays pedestrian friendly - need to maintain use of Clise bypass

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Three important factors:
- Current bridge remains open during construction
- Ease of access
- Do not route vehicles through the village

Excites/Opportunities:
- Improve traffic flow

Challenges:
- Not to disrupt the "feel" of Magnolia - I.e., pedestrian-friendly village, main traffic routes are not through residential streets

Successful if:
- Items 1-3 in the first question are met.

Additional:
- Maintain easy access to west/south Magnolia
- Ensure current bridge remains open during construction
- Ensure entrance/exit to new bridge minimally impacts existing residential streets

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Enforce speed limit of 30 MPH across the bridge. Between 29thand the blind curve enforce the 25 MPH speed signs.

Three important factors:
- Impact on the neighborhoods
- Direct (as possible) access to business district
- Keeping current access during re-design

Excites/Opportunities:
- It's fear, not excitement
- Opportunity for Magnolia residents to input decisions that effect their daily lives
- Environmentally and neighborhood friendly access via bridge

Challenges:
- Meeting the concerns/ideas of Magnolia residents
- Costs
- Timeline to complete work
- Keeping access open

Successful if:
- It bypasses the neighborhoods
- It is build near the current bridge, or
- Repair the current bridge

Additional:
- Why not fix the bridge?

Public Comment Report

Open House 2

Blaine School, December 5, 2002

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Introduction

The second Magnolia Bridge Replacement Project open house was held on December 5, 2002, at the Blaine School in Magnolia. This document includes the comments captured verbatim on flipcharts during the meeting, and input submitted via comment forms both at and following the open house (an evaluation and summary of submitted comments will follow). The five questions asked on the comment form were as follows:

- Which are your top three alternatives? Why?
- Which alternatives do you like the least? Why?
- Please comment on the evaluation process.
- The Magnolia Bridge Project will be a success if…
- Additional comments.

Several people attached additional documents to their comment forms or submitted copies of letters at the open house. These text from these documents have also been included below.

Flipchart Comments

The following comments were captured on flipcharts during the second Magnolia Bridge Replacement Project open house (December 5, 2002).

General Comments

- I like how you are looking at a wide range of options. This forces us all to think about priorities and alternatives. Debate is good!
- I approve of alternatives A and D.
- A and D are the best alternatives. Why eliminate our beautiful entrance?
- I like the use of the existing entrance and exit – this works well for access.
- I suggest providing a water-taxi from downtown during construction.
- We don't need another steep bridge like Dravus. Snow can close both and leave us with no access to Magnolia.
- The same location as the old bridge is best.
- A fourth path is needed during construction of replacement or repair.
- A link from Marina Drive to 32nd Ave W is okay, but without condemnation or extreme roadwork.

Alignment A

- This is the best option. We can live with a temporary bridge closure.
- This alternative offers the least impact to the neighborhood, and doesn't ruin the charm of why we live here!
- This is the only sane option presented here.
- I agree, this is the only sane option presented.
- Replace the bridge with a beautiful new one.
- This is the best of all possible worlds!
- A 2-year wait is nothing – people can deal with that.
- This is a fair solution. Impacts to residents remain relatively constant.
- This offers poor bicycle and pedestrian access and facilities, because of the steep grade on the structure.
- This alternative makes the most sense – we can live with a bridge closure during construction. This is the best solution for traffic flow and minimal disruption to the neighborhood.
- This is a huge structure on unstable ground.
- This alternative does not look to future needs of traffic flow.
- This alternative is poorest in terms of **safety** – it has the highest risk to City and residents because of the bad landfill.
- This has no/nominal aesthetics.
- This offers the best traffic solution. Traffic can dispense to 28th or Thorndyke on Magnolia Village without traffic controls.
- I don't mind a bridge closure during construction to maintain good access.
- Bridge closures are not a problem. This is a "100 year" bridge – what's a few months? Do it right.
- This is the best solution with the least impact on residents. It avoids traffic bottlenecks.
- This is the best proposal – "if it ain't broke, don't fix it." We can deal with the inconvenience for the right solution.
- I agree, this is the best solution and any inconvenience can be dealt with.
- This works now.

(Alignment A continued)

- I like this alternative!
- This alternative needs a "fourth access" for traffic during construction and to handle traffic to future developers of Port flatland.

- This looks very good.
- A straight line may cost less money and means minimal adverse impacts to property owners.
- We need a 4th access at grade. Earthquakes break bridges.
- This is a perfect idea with a perfect location.
- This maintains three good accesses to south, north, and west Magnolia.
- This is the only idea that makes good sense.
- This alternative is the most at risk to a future earthquake!
- It makes sense to use part of the existing route.
- Minimize the bridge closures during construction, or use a different plan.
- This is what I prefer. Now, I live in central Magnolia, so of course I prefer it. However, there are the greatest number of people in the Magnolia area severed by this alternative – and the most access to the Village.
- I like this alternative for biking.
- This option maintains great access to south Magnolia.
- This is my preferred solution!
- I suggest water-taxi and streetcar enhancements during construction, which would remain afterward. The streetcar would run from Magnolia Village to the Downtown Waterfront Streetcar.
- This alternative makes good use of the existing infrastructure on East and brings traffic into the appropriate area in south Magnolia. It works for the family wage job-earners now living there. "B" also holds promise with regards to a structure east of the bluff and cost.
- Yes.
- This alternative makes sense. It keeps the existing traffic pattern with the least disruption.
- This is one of the most logical alternatives.
- This one will work and does not have so many curves.

Alignment B:

- Not good for canyon residents. Environmental protest noise problems. Marine concerns. Least preferred.
- No "causeway" out over the water.
- Visual – noise blight on the Magnolia Bluffs – thumbs down!
- No! Keep the BLUFFS beautiful.
- Good backup for Magnolia residents and access to marina this should not be a major path but only back up. No condemnation of property and keep two lanes only!
- Does not smoothly diffuse traffic – dumps all traffic in one spot – ruins the feel of our magnolia community. Unsafe.
- I like this route, but I am concerned about the termination point. Traffic stays in a high-pedestrian area.

(Alignment B continued)

- I like this route. It provides great access to the marina, village, and provides gentle grad for pedestrians and bicyclists. The view to the water is a bonus.
- Great direct access to village (Magnolia Business Center) – keeps route out of neighborhoods (residential areas).
- Users of the marina would have easier access to village.

- Could be a beautiful entrance to the community.
- Best southern route. Low cost. Best as two-lane road. Must combine with north access at W. Armor Way to distribute traffic load. Best emergency access for SFD.
- Best long-term aesthetics will outweigh costs.
- Bravo! Two thumbs up.
- Provides needed south access and access to village and commercial areas.
- How do you get to Magnolia Blvd.? There is no access to the W. Howe St. Bridge.
- This would be the worst alternative!
- Worst idea I've ever imagined to ruin perfectly beautiful waterfront.
- This looks like the "Magnolia Viaduct" built along the beautiful waterfront. We don't want a bridge built along the water.
- Best way NO bridge at all.
- Have we not learned – no to another viaduct along the waterfront.
- Minimal shoreline impact, direct route to village but all the traffic winds up there…Queen Anne? Minimal impact on residential area.
- Terrible wetland impacts.
- Finally some relief for long suffering Magnolia merchants.
- To lose a good beach is nonsensical.
- Shop at village and walk to beach – couldn't if B. were used.
- Should open gate to Park and include path.
- This solution means residents lose their homes – drs. placed by road – houses razed.
- Eastern Segment could work if span is elevated further to allow moving cargo from pier to cold storage north of bridge. Has good possibilities.
- Good alternative – gives pedestrian & bicycle access to Magnolia without climbing a steep hill.
- This makes the least sense of any alternative. Destroys wetlands, eliminates park, destroys existing neighborhood, and puts too much traffic directly into village.
- High geological hazard is right! How can we build below an unstable slope in earthquake country?
- This is a very good way to go.
- Absolute Best. A great approach to a beautiful community.
- Good noise control.
- Why do we need more Thorndyke access other than Dravus? I like this.
- How is it beautiful to destroy the only remaining easily accessible beach in Magnolia? All the traffic winding up in downtown Magnolia will place a heavy burden on pedestrians. It's already very dangerous to walk through downtown. Who wants another Queen Anne traffic nightmare?

(Alignment B continued)

- Substantial noise mitigation for large number of people. Routes commercial traffic directly to commercial area.
- Outlandish! Sacrifice saltwater beach for a road!
- 1987 Federal Environmental Impact Statement? Just ignore it?
- Why ruin a lovely beach in Magnolia? Crazy!!
- We don't want a road built on top of our homes.
- Great Idea! Love it!

- Prohibited by federal impact study Jan. 1987 Elliot Bay Marina, Technical appendix, page P-27 & P-12.
- Makes perfect sense!
- What about the old Wolf Creek. Does this impact restoration?
- Like it – good access to west hill.
- Ridiculous! – High shoreline impact, urban design should not be graded so highly.
- Negative impact on shoreline and greenbelt.
- This will cause major traffic at the village and would require traffic lights. Boo.
- Seattle cannot use any more beach, and beach access – puts all traffic into center of village, bad traffic flow.
- Waterfront is our unique resource. Lets not put a major road on it.
- Why use waterfront instead of Interbay right-of-way??
- Save the beach – think of future generations use also! This alternative would drastically alter the pedestrian oriented character of Magnolia village not a good solution!

Alignment C

- No residential displacement but <u>significant</u> impact to homes on the hillside – including disturbing a slide sensitive area.
- Agree with above, also too long and complicated. This serves port group only and development of that property.
- Doesn't help us in Magnolia. Too curvy.
- Very poor for peds and bicycles – long way around and steep hill.
- Too close to hillside that is unstable. Vibrations from traffic may cause slides.
- No! And please quit assuming what Mag wants is rep on citizen's committee – these <u>all</u> serve the Village, marina interests, as well as, development at Smith Cove (about 1/3 Mag is involved…)…and DLCI can <u>approve</u> (probably will!) anything… BUT – slope is critical – how many millions have we spent since 1931 on "slope," earthquake issues – middle of road is Wheeler or some form of Lawton [?] Trestle of (old!). THANKS for your work!!!
- Don't like it – introduces a stop.
- No more stops.
- Free pork for the Port – NO!
- Ridiculous flow-design.
- This appears to have significant slide impact to residences along the hill.
- Wipes out path along greenbelt; path not shown on any drawings.
- A 90-degree turn? This doesn't make sense.

Alignment D

- I like this solution, especially from an environmental perspective. Let's keep the bridge with the Interbay areas, an area that is urban, not parkland and wild life habitat.
- NO! TOO LONG & INVOLVED. The "Magnolia Bridge" is being rebuilt to serve Magnolia not the Port of Seattle, which already has to many built in "perks" & little regulation in public oversight.
- Good: maintains access to southern Mag.
- Close to proposed ETC station.

- Good access to central business district.
- Poor access for pedestrians and bicycles.
- Too expensive – doesn't make use of new Elliott Ave flyover.
- Consider emission pollution for residents. Wind generally comes from SE.
- Huge noise and exhaust impact to residents above.
- High risk w/ slide area – high liability for city and drivers.
- Poor access for emergency vehicles.
- Simple, fluid solution takes unused space and uses it well. Non-Stop.
- Like it! Existing connection points work well.
- Adverse impact for property owners on east bluff. We already deal with Port and RR noise. Ditto- no freebies for the port!
- Great.
- Good, simple solution. Uses existing infrastructure at each end.
- It's a winner.
- Great! Nice way into Magnolia and future for Port property.
- Highest construction cost – let the Port build their own access.
- Looks pretty good.

Alignment E

- Good solution, in part, for extra pathway.
- Where would Monorail stop be located?
- Bad traffic impact – no direct access to village – filtering thru residential neighborhoods will occur.
- "T" intersection at head of bridge will create a bottleneck traffic nightmare!
- Very objectionable – no water access poor for village access.
- NO!
- Best Choice – No snow closures, due low grade on Thorndyke.
- How often does it snow?
- No access to southern Magnolia.
- Not aligned with (proposed) ETC station.
- Not good access to central business district.
- Makes walking to waterfront from central and southern Magnolia more difficult.
- Terrible – would turn W. Boston into a heavily trafficked thoroughfare, as its becomes the major access to village.
- NO! Very awkward & Boston St. can't handle that traffic.
- Moves southern Magnolia access farther north – BAD idea.

(Alignment E continued)

- (I'm a kid) to: the best school in the west from Sarah (?). I don't want the bridge to move because there will be traffic on Boston Street.
- Terrible alternative. Please improve access to Village and Magnolia. This makes it more difficult. Sight distances are already bad for drivers getting on to Thorndyke. Increase in traffic volumes will only create accident problems.
- Good option with Alignment B.
- Like it-.
- Works well.
- Hate it. Puts too much traffic through residential areas.
- Don't like. Will divert traffic away from Village, suppressing business and Village vitality.

- This is building along a slide-sensitive area with homes above. It puts extra exhaust fumes into a valley, which pushes the dirt and fumes up into homes.
- This is further from the Monorail station at 15th and Galer.
- This design is patently absurd, and way too long. We pay the Port enough in taxes without a further subsidy!
- This alternative is good for the Port, but not good for Magnolia.
- Isn't this a bridge to Magnolia? Forget the Port, all the way.
- This is a good option. It maintains the current access to Magnolia, which is good.
- This is too long. Let the Port build their own road!
- This alternative adversely affects property owners along the east bluff, with more noise than Port and railroad cause now.
- This is too steep and too long.
- No way! No pork for the Port!

Alignment H

- Can we afford two bridges? Could they be one-way (possibly a better use!???) Too much…stay with I – Village can attract customers if they practice "sound" (no pun intended) business practices serve customers needs!
- Fourth access is good especially when port develops flatland
- Need to retain existing 15th Ave ramp (along with flyover). Why? Southbound traffic off Magnolia.
- Good solution. Addresses Magnolia's future growth.
- Bad design too steep.
- The "bait & switch" scheme – you draw two and build one.
- Forces use of new flyover, which is used by trucks. Also introduces a stop.
- Displaces 500+ jobs – high mitigation cost?
- Don't force us over the flyover. Too slow.
- No
- Bicycles don't want to have to wait for traffic; too dangerous.
- Huge impact on homes above – noise – exhaust fumes.
- Don't want two bridges.
- Nose and pollution on hillside.

(Alignment H continued)

- Increased slide exposure to hillside.
- Marina access is confusing.
- Poor emergency vehicle access.

Alignment I

- It would be sad to lose our beautiful entry to Magnolia – save!
- With minimal impact to bike routes, will any access for bikes be provided?
- Will cutoff Mag. Village?
- Traffic nightmare for left turns at head of bridge. Sever impacts on Thorndyke residents. And the village is isolated.
- Bad traffic impact on Thorndyke – keep our current Gateway to Magnolia.
- W. Boston cannot handle the traffic.
- This is the worst idea. Horrible! Boston is a small, residential street. It isolates the village. I hate this one!

- This is awful. West Boston is too narrow and this would disrupt the neighborhood. Access to the village would be hampered with negative impact on business.
- Moves southern Magnolia access point farther north-bad.
- Steep grade hard for pedestrian and bicycle access.
- A good 4th bridge, keep I+H and A (?).
- Too close to Dravus Access. Need to put access further south.
- Not a good idea, bad idea.
- Does not support access to village.
- No clear how bus access would be impacted.
- Not aligned at proposed ETC station.
- Must have a bike path! Thanks.
- Street directly off bridge is too small to handle traffic that didn't know to go left on right. Very poor design traffic wise.
- Hate it!!
- Ditto that!
- Also above
- Streets too small to handle thousands of cars.
- Ruin village business.
- Too far to village.
- This is the worst proposed – I thought you were thinking to improve traffic?
- This is best by far…in all areas of consideration!
- Not connected to village business narrow street (Boston)
- Good compromise!
- Make a good use of currently useless space.
- (Incorrect this area is highest density of people)
- This stinks! We lose our "front door" and get another back door. Neighborhood streets can't handle the traffic
- No coordination with village access.
- Residential streets would become major thruways.

Comment Form Input

More than fifty comment forms were submitted during or after the open house. The input from these forms is captured below. Several comment forms were attached to additional documents, which have also been included. Comments from individuals are separated by horizontal lines.

Which are your top three alternatives? Why?
We are in favor of plan B – beautiful approach, quieter and most importantly seems to disturb fewer residences.

Which alternatives do you like the least? Why?
Anything using Thorndyke as an entrance to or from Magnolia – Thorndyke would have to be widened, thereby creating condemnation, by eminent domain, of many dwellings.

Please comment on the evaluation process:

Appreciation of efforts to involve residents of Magnolia, but wonder if our input will carry weight. Final decision will be the Port Authority, we think.

The Magnolia Bridge Project will be a success if:

1) It happens in our lifetime. Good luck!

Which are your top three alternatives? Why?

1) "A" – no residence or traffic changes.
2) "D" – no traffic pattern changes.
3) "B" – direct feed to the center of Magnolia, but at the cost of some homes, which I feel, is needless taking of property.

Which alternatives do you like the least? Why?

I, F, and E. All three would disrupt the traffic and arterial flows and would adversely affect the peace and quiet of the neighborhoods, as we now know them.

The Magnolia Bridge Project will be a success if:

1) Not even one homeowner is forced to vacate.
2) It promotes arterial usage, not shortcutting through residential areas.
3) When it's complete, it feels as if nothing has changed.

Additional comments:

Magnolia is a fully matured residential area with established arterials and traffic patterns, not an opening of developable land. As such the bridge should be replaced in kind and location.

Which are your top three alternatives? Why?

A, B, and D. They provide direct access to the south portion of Magnolia. The north portion is adequately taken care of by Emerson Street and Dravus Street. The new roadways must provide nonstop merging for southbound traffic onto Elliot Ave on 15th Ave without traffic lights or stop signs.

Which alternatives do you like the least? Why?

C, H, and G. They are too convoluted and do not provide direct access to the south areas of Magnolia Bluff.

Please comment on the evaluation process:

Too early to comment – let's see some concrete actions first.

The Magnolia Bridge Project will be a success if:

1) Its primary purpose is to serve the residents, i.e. homeowners of Magnolia, and is not biased to serve the Port of Seattle or the limited business interests on Magnolia, including real estate.
2) Both north and south traffic from the new bridge route have uninterrupted merging into Elliot Ave and 15th Ave W.

3) Access to the south portion of Magnolia is provided by the most direct route from Elliot Ave.

Additional comments:
Don't plan or engineer to accommodate the Monorail. It will be a passing fancy.

Which are your top three alternatives? Why?
1) Plan A.

Which are your top three alternatives? Why?
H – By far the best alternative if it can be financed. Hold a rummage sale and auction.
B – A great route to the center of Magnolia.
A – We won't need a road map.

The Magnolia Bridge Project will be a success if:
Listen to input and try to get more input by having a daylong display – I had just a few minutes available tonight.

Additional comments:
I like the presentation.

Which are your top three alternatives? Why?
A – Has the least impact and lowest cost. Straight lines are cheapest.
D – Offers minimal impact.
I – A good fourth bridge alternative.

Which alternatives do you like the least? Why?
B – there is high shoreline and slope alteration, and high cost for a slightly quicker drive.

Please comment on the evaluation process:
No pens inside.

The Magnolia Bridge Project will be a success if:
1) A 4th access is made.
2) There are no slope or shoreline impacts.

Which are your top three alternatives? Why?
B is great because it does not rely on a high-level bridge and gives good access to the marina and Smith Cove. A is acceptable because it replaces what we currently have. D would also be okay as it is similar to A.

Which alternatives do you like the least? Why?
E, F, and I put too much traffic on Thorndyke.

The Magnolia Bridge Project will be a success if:

1) There isn't too much disruption to existing traffic patterns.
2) There continues to be a "grand" entrance to south Magnolia.
3) Project schedule and budget are met.

Which are your top three alternatives? Why?
Only 2 – A and B for the advantages noted and connection with Magnolia Village.

Which alternatives do you like the least? Why?
I – Too much residential impact.
H – Too much!
G – Too convoluted.
F – Too far north.

Please comment on the evaluation process:
Good opportunity for input.

The Magnolia Bridge Project will be a success if:

1) A connection is made to Magnolia Village.
2) The least possible residential impact occurs.
3) A new structure is built close to the site of the current bridge.

Which are your top three alternatives? Why?
A – Existing entry. Keeps traffic flow as is. Limited disruption of homes or businesses. Keeps entry to Magnolia as it is. Also, by building beside the existing bridge, it minimizes closure time.
D – For the same reasons as A.
H – This adds another entry to spread traffic more.

Which alternatives do you like the least? Why?
B – Would create havoc in Magnolia Village. All cars coming to Magnolia via bridge would exit at one location, which would be a nightmare.
G – No advantage over a just longer route. Also needs new exit lanes on 15th.
I – Enters Magnolia and requires an immediate left or right turn. Bad traffic flow upon entry.
F – Same as I, only worse.
E – Same as I, only worse.
C – Not good flow, longer route – no great advantage.

Please comment on the evaluation process:
Excellent! Everyone who has an opinion can voice it.

The Magnolia Bridge Project will be a success if:

1) Keep traffic flow to and from Magnolia smooth.
2) Do not jeopardize the waterfront or create new traffic problems.

3) Find an option supported by residents.

Additional comments:
Great process. A or D is very acceptable. H is best because it adds another entry.

Which are your top three alternatives? Why?
E – Straight shot into Magnolia, not a lot of building over Port land.
F – Same as for E, just two choices to jump onto bridge.

Which alternatives do you like the least? Why?
B – Land not stable.
C – Hillside not stable.
G – Hillside not stable.

Please comment on the evaluation process:
Looks like you are including people's comments. Thank you!

The Magnolia Bridge Project will be a success if:
1) You really listen to residents.

Which are your top three alternatives? Why?
1) A – Well tested route
2) H
3) D

Which alternatives do you like the least? Why?
B, C, and E. Too many curves on each.

Please comment on the evaluation process:
Thanks.

The Magnolia Bridge Project will be a success if:
1) Listen to the people.

Additional comments:
Please keep the bridge open as long as possible.

Which are your top three alternatives? Why?
A & D are the only viable options. B harms the waterfront too greatly and all the others don't provide adequate access to Magnolia Village and south Magnolia.

Which alternatives do you like the least? Why?

All those that move the bridge dramatically north would greatly destroy Magnolia Village and create bizarre traffic patterns where residents would end up winding through residential streets to get to the Village, home, or Magnolia Blvd.

The Magnolia Bridge Project will be a success if:
1) Existing traffic patterns aren't jeopardized.
2) Access to the marina is improved.

Additional comments:
Don't destroy Magnolia Village by forcing access via Thorndyke.

Which are your top three alternatives? Why?
The only one I like is plan B. It's the best for Village and marina businesses. Apparently, the City and consultants have not even thought about the problem of landslides along that route – so how can you figure an estimated cost? Plus – can you override DCLU and other legal barriers?

Which alternatives do you like the least? Why?
Most of the other alternatives are unacceptable to homeowners who will be impacted by that route.

Please comment on the evaluation process:
This style of presentations is nice, but limited. We need to hear a spokesperson (who can actually answer questions – not refer us to "that guy over there" who knows more). We need to sit down as a community group. You talk, we listen, and then we ask questions.

The Magnolia Bridge Project will be a success if:
Stop calling it a "Bridge project". Rename to "access route" or something. Make the new access peaceful, tree lined, homey. We don't need a freeway into our neighborhood.

Additional comments:
You should release a printout/record of comments from citizens. We are going to a lot of trouble to give you this feedback. I would like to know what others (no names necessary) say.

Which are your top three alternatives? Why?
A, because it's about what we have and it works.
B, think it would be best for Magnolia business.
H, maybe, but a distant third choice. Would like more info first.

Which alternatives do you like the least? Why?
E, too close to Dravus and seems redundant.
G, anything that parallels Thorndyke or east slope and cuts off pedestrian/bicycle access.
I, adds too much traffic to Thorndyke.

Please comment on the evaluation process:
Great, good job – I appreciate it!

The Magnolia Bridge Project will be a success if:
1) The southern Magnolia area is served.
2) Magnolia Village has good access.
3) No greenbelts, bike paths, or walkways are lost.

Additional comments:
I live on Thorndyke. There are documented problems with run-off and mudslides on the east slope. Also, Thorndyke already serves as a major arterial – please do not add more traffic to it. Finally, the Olmsted plan was mentioned at the meeting – it would be helpful to know what that vision was.

Which are your top three alternatives? Why?
A is great; there's a need to replace the bridge.
B is a good emergency access idea, and offers great marina access.

Which alternatives do you like the least? Why?
E, F, G, H, and I. These seem quite poor, and some will hurt Magnolia Village business.

Please comment on the evaluation process:
Good process to hear opinions.

The Magnolia Bridge Project will be a success if:
1) South end access is improved – marina access is a plus.
2) Village business is fostered and access remains good.
3) Do a combination of alternatives A and B!

Which are your top three alternatives? Why?
A and D, as they offer the least impact.

Which alternatives do you like the least? Why?
C, E, F, and I. Each afford multiple larger negative impacts.

The Magnolia Bridge Project will be a success if:
1) It goes fast and is most like the existing bridge access.
2) Minimal environmental impacts.

Which are your top three alternatives? Why?
A. Works well now – no homeowners displaced. Good and even distance from Gilman and Dravus. Beautiful drive.
D. Both A and D are good ideas because they allow traffic to d.

Which alternatives do you like the least? Why?

Do not screw up beach with "B". Very costly. Would not fly with Shoreline Act. The Shoreline Management Agreement was signed in 1992 by the Magnolia Community Club, the Elliot Bay Marina, the City of Seattle, the Department of Ecology, and the Puget Sound Alliance, in which it was agreed there would be "No future construction" west of the marina! The marina was given its permits with this condition. Plan "B" is contrary to the basis by which the City received a deed to marina property. Plan B opposes Shoreline Act.

The Magnolia Bridge Project will be a success if:

1) It does not take away the serenity of the saltwater beach at the bottom of 32nd.
2) Does not dump traffic in one spot in Magnolia Village.
3) Does not congest the center of our Magnolia neighborhood. Right now traffic is smoothly diffused as it comes off the Bridge. Magnolia residents can use Thorndyke, 28th and the West Howe Bridge and disperse. Plan "B" does not diffuse the traffic smoothly but causes congestion all in 1 spot on 32nd.
4) Does not take homes or displace families.

Additional comments:
You are going to have EPA attorneys up the ying yang with Plan B. Very expensive maintenance building a road on beach clay! Think of the storms that are going to shut down the road. We like Magnolia quieter than Plan B will accomplish. Plan B will assure the City litigation.

Additional attached comments:
February 18, 1993

Melissa Riesland
Magnolia News
225 W. Galer
Seattle, Washington 98119

Dear Ms. Riesland:

Your front page article (February 17 issue) regarding the proposed bike trail was most interesting. I'd be remiss, however, if I did not point out some facts that were omitted, such as the following:

1. The Shoreline Management Agreement was not only signed by Elliott Bay Marina and the Magnolia Community Club but also by a) the city of Seattle, b) the Department of Ecology, c) the Puget Sound Alliance, and d) four individual residents.

2. The language in the agreement is fairly clear:

"No future construction of any kind may occur in the area between said line and the western edge of the Fill Area..."

"Such prohibition does not apply to underground utilities, underwater habitat enhancement...".

"Such construction prohibition shall not be deemed to prohibit the grant to the City of a public pedestrian easement over the access area... and the tidelands portion..."

3. The present easement is from our parking lot to the tidelands, not up to the Park property.

4. Elliott Bay Marina's property abuts the Park property. No one has asked EBM for approval to "use" more of our property.

5. The Environmental Impact Study may also play a factor - I'm asking our lawyers to look into this issue.

6. I believe I also have a document - although I haven't located it yet - that specifies that EBM had to build a fence, w1thout gates, separating our west property line from the Parks' property line. I'll try to find these agreements.

7. Elliott Bay Marina and the Parks Department to date have yet to resolve the dispute regarding the existing utility easement agreement.

Another very key question. Does the definition of "pedestrian" include bicycles? I don't believe it does.

Elliott Bay Marina has been asked "What's our position on this issue?" I cannot respond until the legal agreements are thoroughly critiqued and clarified. From my current perspective, it appears that nothing can be constructed west of the marina.

Sincerely,

Martin D. Harder
General Manager

cc: Dave Takami
Seattle Parks Department

bcc: Lee Horn
John Kaiser
Glenn Edwards
Don Filer

TO: Mayor Norm Rice
Hon. George Benson, Council President
Hon. Martha Choe
Hon. Cheryl Chow
Hon. Susan Donaldson
Hon. Sherry Harris
Hon. Jane Noland
Hon. Margaret Pageler
Hon. Jim Street
Hon. Tom Weeks

DATE: June 17, 1993
SUBJECT: Proposed Elliott Bay 32nd Ave West Trail (Via West Galer Street)

We urge your rejection of the proposed trail. It would run from the Elliott Bay Marina parking lot area upland, to the eastern terminus of 32nd Ave West.

Our Neighborhood Does Not Support This Trail

We live on 32nd Ave West, Logan Street & West Galer, a narrow, substandard street. Safe passage for bikers and pedestrians on West Galer is compromised, by it's narrow width topography, residence location, and parking. We enclose a picture for your understanding, and, we invite you to come out and visit with us to understand our concerns. Our neighborhood opposes the trail, and the Magnolia Community Club, despite efforts to get it's support, has not supported this trail. Further, parties to the Elliott Bay Marina dispute, (i.e., Haggard, et al) do not support the trail.

Trail Contruction Is Contrary to the City's Agreement and Permits for the Elliott Bay Marina

Our privacy and safety were issues which, in part, resulted in permit conditions to (a) build an earthen and vegetative berm to protect our residences from the marina, (b) build a fence on the western side to preclude public access to the uplands, and (c) provide only one fence opening for the one western access to the tidelands. Mr. Walt Hundley, Parks Superintendent, in his EIS comment, believed public access was desirable to the tidelands --and it was provided. Current efforts to add another access is contrary to the SHB settlement, and issued permits, (see enclosed letter from Joel Haggard).

Trail Authorization Will Likely Cause Us To Raise Substantial Legal Issues -- A Waste of Money and Time For All of Us.

Legal disputes over authority to provide the trail may be contrary to the basis by which the City received a deed to marina property. SEPA compliance for the legislative proposal authorizing the trail is an issue, so is the permit, SHB, and judicial review processes for trail construction. We raise these questions not as a threat, but as legitimate issues for your careful consideration.

Frankly, we believe what is far more important is the attempt to break our trust in the City. We believed the matter was resolved when (a) the City authorized us to install a gate to preclude public access to the upland area, (b) the Parks Department wanted only tideland access for the marina and we agreed, and (c) the marina plans were approved with a fence and only one public access to the west.

Please recognize our trust in, and dependence upon you. Please delete the Marina/32nd Avenue West trail from the proposed SPIF recommendation.

[Petition signed by 32 Magnolia residents.]

June 18, 1993

Mr. Henry L. Horn
3033 W. Galer
Seattle, WA 98199

RE: Proposed Elliott Bay/32nd Ave. W. Trail

Dear Lee:

You have requested our opinion as to the development of a trail connection from the Elliott Bay Marina parking lot area to the eastern end of a sub-standard street, W. Galer St. We conclude that the multi-party settlement agreement over the Elliott Bay Marina precludes such an extension. We also note that the agreement, contrary to assertions by trail proponents, binds the Park Department as part of the City of Seattle. Finally, we suggest such a trail extension is contrary to the intent and purpose of the agreement and presents liability issues for the City.

Our analysis follows.

CONTEXT: The Elliott Bay Marina Settlement Agreement and Documents Provided Public Access to the Tidelands --That Was All That Was Desired and Was Provided.

A proposal to develop a marina with associated shore facilities and a restaurant was proposed for the southeast shore area of Magnolia west of the Pier 90-91 area. The marina is west of the Smith Cove Open Water Park. The proposal required an EIS as part of the permit review process. Two issues relevant to the present dispute involved the location of the western terminus of the marina and the public access to the undeveloped portion of the property west of that termination point.

Mr. Walter Hundley, Parks Department Superintendent, wrote a comment letter on the DEIS on October 18,1984. Mr. Hundley squarely addressed the issue of public access to the west. He noted the applicant had proposed no walkway or other such development for pedestrian access to the west. Mr. Hundley suggested that a public access to the tidelands be provided. Supporting reasons included the public's opportunity to walk the tidelands from Smith Cove to Discovery Park. Subsequently revised and approved plans did provide for an access to the tidelands from the western marina development limit.

You and other neighbors along Galer had expressed concerns over any upland trail connection because of past security problems and the narrowness of the street. You also expressed concerns over times of tideland access to preclude people being forced by the tide to exit the tidelands through your private residential areas.

The issue of pedestrian access and public use of the western viewpoint area was a specific issue in the permit dispute process. Foremost in this process was the appeals (No.86-14 and 86-15) to the State Shorelines Hearings Board. A Stipulated Order resolving the appeals was entered on July 30, 1986. The Stipulated Order was signed on behalf of "the City of Seattle" with no indication that "the City of Seattle" excludes the Park Department.

The Stipulated Order contains provisions relevant to your question. They are:

1. No material deviation from the Revised Site Plan shall be allowed.

2. The Marina would quitclaim to the City a portion of the Marina property west of the western breakwater. No future construction of any kind may occur in the Undeveloped Area except for "the western access" and other items unrelated to this dispute.

3. The western access is specifically identified in Revised Plan B-1 and is required under Condition 15 of the SDP. "The Group (ed: Marina) shall not construct any other access nor grant any other easements for access to or from the western border of the Marina. /P7, Haggard et al/Marina Agreement.

4. The fence on the western border will be interrupted only by the westerly access at the western border of the fill area as shown on Revised Site Plan E-l. /P10, Haggard et al/Marina Agreement.

5. The City signed the Stipulated Order which affirmed the appeal was resolved in consideration of the imposition of the conditions and mitigation measures contained in the Haggard et al. Settlement as well as other settlement agreements.

The City Parks Department is reportedly now proposing to provide another trail access through Marina property westerly on the upland (not tideland) area to connect with the eastern terminus W. Galer St. No such access connection is provided for in the Marina Plans as reflected in the SHE order or the subsequently issued permits.

The Marina Settlement Agreements Preclude Pedestrian (or other) Access from the Westerly Portion of the Marina to Upland Areas.

The historic context of the permit review process affirms an issue over access by the public to the west, i.e.,

(a) Neighbors on 32nd Ave. W., W. Galer St. and Logan St. had concerns over public safety issues due to historic problems. To minimize these problems, the neighbors were permitted to install a fence near the easterly terminus of W. Galer St. to preclude any public access to the Parks Department upland property.

(b) Mr. Walt Hundley, Superintendent of the Parks Department, commented that the public should be provided access to the tidelands from the westerly portion of the Marina. This was specifically provided for in the approved marina plans by allowing one fence gate for the sole purpose of tideland access during daylight hours.

The access issue was resolved to the satisfaction of all parties, which includes the City of Seattle. The marina plans were revised to provide one access from the west to the tidelands. The approved plans provide no indication of any future, proposed or possible added trail connection to the uplands and on to W. Galer St. We, therefore, conclude that the existing permits preclude any trail installation event, such an upland connection is specifically contrary to the public access provision intent, and that is to the tidelands.

The SHE order specifically provides in /P2.b that the Marina Project shall be as shown on the Revised Site Plan. This Plan includes Exhibit E of the Haggard et al. Settlement. The SHE further provided that "no material deviation" shall be allowed from that Plan. The Plan shows no access to the upland area or future provision for such. The Haggard et al. Settlement specifically provides a basis for understanding what would constitute a material deviation from the Plan. /P3 of that settlement provides that no future construction may be done in the area between the Fill Area and the eastern line of property to be dedicated to the City except for enumerated actions including the western access. This western access provides access only to the tidelands. We also note that the Marina Group is specifically precluded from granting any other easements for access to or from the western border of the marina. Thus, provision for added access to the upland areas and to W. Galer St. would be considered a material deviation and be precluded by the SHE order.

The Present Trail Proposal Is Contrary to the Understanding and Expectation of All Parties.

Parties to the Marina dispute were concerned over the western extent of the Marina. Once this was resolved, the focus shifted to activities on the western edge. Immediate neighbors on 32nd Ave. W., W. Galer St. and Logan St. were concerned about noise, light and glare and public safety. These concerns were resolved, upon agreement by all parties including the City. An earth and vegetative berm was provided to shield the residents on W. Galer St. from intrusive activities. Access to the tidelands was provided but restricted to one access location and between certain hours. The current upland connection from the Marina to W. Galer St. is a material deviation from the expressed concerns and accepted access resolution.

An upland neighbor (i.e., the undersigned) was concerned over the potential fire hazard over public use of the area. This issue was resolved by providing for fire pit restrictions in the public viewpoint area. Providing upland public access would increase the potential fire hazard, particularly during the dryer periods.

While not explicitly referenced in the permits and order, we note that the City has permitted neighbors on W. Galer St. to install a gate to preclude upland public access. This action was well founded because of the illegal and disruptive activities that occurred.

We believe it is reasonable to conclude that additional access in the upland area between the Marina and W. Galer St. would be contrary to the understanding and expectation of neighbors who had participated in the Marina permit and appeal process.

Based upon the above, we believe that meritorious issues exists as to the Staff's proposed installation of a trail from the Marina parking lot across the uplands to the eastern terminus of W. Galer St. First, the City's compliance with SEPA is uncertain as to the overall legislative proposal which includes the trail. It appears likely an EIS is required. This can be reviewed further if you desire. Second, the City's right to construct the trail appears contrary to the implicit conditions of the property deed transfer it received as a result of the SHB settlement. Third, depending upon the SEPA issue and other concerns,

a judicial appeal may be appropriate over the validity of the legislative proposal (if adopted) which includes this trail proposal. Fourth, normal City permit processes as well as SHB and judicial review provide further mechanisms of challenge if the trail proposal is adopted.

Sincerely yours,
Joel Haggard

Which are your top three alternatives? Why?
A – cost, route, no disruption to homes and low environmental impact.
H – reasons listed on comment sheet.

Which alternatives do you like the least? Why?
B – higher cost, longer route, disruptive to homes currently along route up from water.

The Magnolia Bridge Project will be a success if:

1) The amount of closure/construction time is minimized.
2) It doesn't disrupt homes or shorelines.
3) The cost is low for a safe, efficient alternative.

Additional comments:
Why not keep same direct route as we have today? Don't ruin what makes Magnolia seem so charming.

Additional comments:
Concerning plan B and perhaps C:
Building over the Magnolia tidelands has already been to court and the City's position upheld – that it is contrary to the Seattle Shoreline Master Plan (SSMP) to build on or over the tidelands including above a submerged right-of-way. This was originally ruled by a City of Seattle hearing examiner in 1992 and when appealed by a real-estate developer was upheld by Superior Court, the Court of Appeals, and the Washington State Supreme Court in 1997.

Larry D. Zahnow
Vs.
City of Seattle, et al
Superior Court #95-2-21899-7
Court of Appeals #38114-8-1
Washington State Supreme Court #66073-5

Judith Barbow of the Seattle City Attorney's office represented the City from 1992-97. Magnolia residents were interveners in the case in support of the City.
I am astonished that shoreline options are under consideration. The City of Seattle has already spent an enormous amount of money and time to prevent such construction over any area that is within one or two miles of the Magnolia Bridge.

Which are your top three alternatives? Why?
A – least impact.
D – most like existing with minor changes.

Which alternatives do you like the least? Why?
C.
E.
F – terrible access.
I.

The Magnolia Bridge Project will be a success if:
1) Goes fast.
2) Most like existing bridge.
3) Minimal environmental impact.

Which are your top three alternatives? Why?
(A) Is the only sensible solution. Why waste money and time rerouting traffic and wreak havoc on the neighborhood when we already have a route that works?

Which alternatives do you like the least? Why?
(I) Because I live on West Boston and I see the impact of the traffic on this street already. It's very narrow and unsafe for what we have to accommodate now, let alone with more traffic.

Please comment on the evaluation process:
Thanks for giving us all a chance to voice our opinions, but please just keep the location the same.

The Magnolia Bridge Project will be a success if:
1) It produces a safe new bridge where the current one exists.
2) It does not force people to accept major traffic passing through their streets after people have bought homes years ago and would now be unfairly impacted. The bridge has been here a long time and houses that were built near it were built knowing that they were near the bridge route.

Which are your top three alternatives? Why?
A, B, and D. Least impact, utilizes current space for bridge. All other options seem to carry horrible traffic impacts to neighborhoods and Magnolia Village.

Which alternatives do you like the least? Why?
I, F, and E. Just baffles me how traffic is supposed to flow via Thorndyke and Boston. Horrible negative impact, cuts off the Village.

Please comment on the evaluation process:
Do you mean this process? As long as the comments you receive tonight are utilized, I think this is very good. Points for the patient explanations by employees.

The Magnolia Bridge Project will be a success if:

1) It makes sense to the community.
2) Solves the traffic objectives.
3) Has a reasonable budget.

Which are your top three alternatives? Why?
Alignment "D" is the only really practical way to build. It is only a slight detour from the Bridge itself.
H is also a practical way to go – least construction costs.

Which alternatives do you like the least? Why?
B, C, F, E, and I. These connect to Thorndyke and will force motorists to go to Dravus (only 2 lane) and cannot handle any more traffic. Or – go south to Blaine and go down Condon Way to get out of Magnolia Village.

Please comment on the evaluation process:
No taxes are raised – use Port and federal grants.

The Magnolia Bridge Project will be a success if:

1) Costs are held to a minimum.

Which are your top three alternatives? Why?
A, D, and H. They maintain traditional south bluff access to Magnolia Village and do not appear to require stop signs or signals.

Which alternatives do you like the least? Why?
B and E, no shoreline fill please. Also, one directs traffic away from the Village and into quiet neighborhoods. I live two blocks away from the Village and want to build economic vitality there.

Please comment on the evaluation process:
I like the diversity of alternatives even though I would not like some as a primary choice. Forces us to think critically. Thanks for all your hard work; I admire your openness and dedication.

The Magnolia Bridge Project will be a success if:

1) Maintain Village directed traffic.
2) No stops or signals required.
3) Minimize shoreline impacts and stay within budget and timeframe.

Which are your top three alternatives? Why?
A – This bridge is for Magnolia, not the Port. Least impact on residences.
B – Nice except for buses and services to east hill.

I – Except for bus service to many.

Which alternatives do you like the least? Why?
G – Too long, high impact on residences.
H – Winds around and still has steep grade.
C – Driver's nightmare!

Please comment on the evaluation process:
I appreciate it but fear the decision is already made.

The Magnolia Bridge Project will be a success if:
1) You listen to ALL the people.
2) No side agendas.

Additional comments:
Make it work for us! Thanks!

Which are your top three alternatives? Why?
A – Not my personal favorite but the fairest to all homeowners in the community.
B – I agree, could be beautiful. Access to the marina, good connection to Magnolia Village.
E – Simple and direct.

Which alternatives do you like the least? Why?
C – Bad traffic routing, huge impact to homeowners, impact to slide-sensitive area.
D and H – Impact to residences, noise and fumes will flow from valley into homes.
G – Huge cost, huge impact to homeowners on the bluff, noise and fumes.

Please comment on the evaluation process:
It's frustrating to review nine alternatives but be told by representatives they really have it pretty well narrowed to two or three.

The Magnolia Bridge Project will be a success if:
1) Does not impact homes with additional traffic, noise and car fumes.
2) Keeps views intact.
3) Flows to the Village.

Additional comments:
Proposal "A" is definitely the best!

Which are your top three alternatives? Why?
H – No shoreline impacts, lowest mitigation costs, worse access to the waterfront is okay, as it needs to be preserved.
D – No residential displacement, similar to what the Bridge is now.
A – No residential displacement, no business displacement.

Which alternatives do you like the least? Why?
B – Take the automobile count on top of the Bridge and insert it into 32nd W and Clise intersection, that is a dangerous safety issue. Greedy business merchants without integrity seem to be pumping this plan. Plan B is illegal by way in which the City conveyed the deed to the marina property.

Please comment on the evaluation process:
Too many choices that are really not possible, nor would they even be doable. Like giving the community the choice between cancer and polio.

The Magnolia Bridge Project will be a success if:
1) It follows all proceeding treaties and conveyances of deeds.
2) Avoids damaging the environment.
3) No home displacement which would make the City look like a real bully, when there's other options.

Additional comments:
Please don't displace residences. It would send a bad message. Keep things the same if you must. A bike trail was proposed through the same area and was denied. Save yourself some time and money and look up the proposed litigation.

Which are your top three alternatives? Why?
Alternative B is the only one I like because it provides access up 32nd directly to Magnolia Village with the marina along the way. All others have either connections along Thorndyke or at the existing bridge connection – both in highly residential areas.

Which alternatives do you like the least? Why?
I don't like Alternatives A, C, D, E, F, G, H, and I because they connect farther north than the existing connection, are longer (mostly) than the existing connection, connect to highly residential areas, and don't provide good pedestrian and bicycle access to the Village.

Please comment on the evaluation process:
Thank you for the opportunity to comment. I hope our comments will be considered in the final alternatives analysis process.

The Magnolia Bridge Project will be a success if:
1) There is good bicycle and pedestrian access.
2) There is good connection for transit and access by monorail.
3) There is good access directly to the Magnolia Village (business center).

Additional comments:
As you can see by my comments I am a strong transit supporter. I don't drive, which makes my life very difficult living in Magnolia (bus service stinks!) If it weren't for my family, I would not live here. I grew up in Magnolia and like everything else about it. If you could provide good pedestrian and bicycle access, good access to transit services and good access to the Village, it would be most appreciated.

Which are your top three alternatives? Why?
A – clearly the best. Uses existing travel template and leaves port land available for a variety of uses. I don't mind the cost of having the bridge out of commission during construction.

Which alternatives do you like the least? Why?
B – impact on shoreline and further stifles ability of north community to get access
H – accident on H1 shuts down bridge
C – its obvious – hard turn will slow traffic
D – looks like a port design

The Magnolia Bridge Project will be a success if:
1) Keep it simple in design.
2) Leverage what already works
3) Listen to the community the bridge serves

Which are your top three alternatives? Why?
B, D and H – keep general existing access and supplement with improved/more access

Which alternatives do you like the least? Why?
Those eliminating access to village and "center"

Please comment on the evaluation process:
I defer. You have good consultants and I trust their judgment.

The Magnolia Bridge Project will be a success if:
1) Improves aesthetics
2) Improves access
3) Improves pedestrian/bike access

Additional comments:
Tough choices. KPFF is a great firm…excellent choice.

Which are your top three alternatives? Why?
B, B, B

Which alternatives do you like the least? Why?
C – least practical

The Magnolia Bridge Project will be a success if:
1) Does not increase traffic in Magnolia
2) Improves access
3) Is not too costly $$

Which are your top three alternatives? Why?
D, G, and H

Which alternatives do you like the least? Why?
B, C, F

Which are your top three alternatives? Why?
A – no residential displacements. Keeps things as close to the same as existing.

Which alternatives do you like the least? Why?
B – It would either bury or destroy the value of our home. No comparable sales so the city would just low-ball us.

Please comment on the evaluation process:
Excellent public involvement/communication

The Magnolia Bridge Project will be a success if:
1) If we can keep good access to the community
2) Without displacing anyone.

Which are your top three alternatives? Why?
B – will not be allowed per Fed. EIS dated Jan 1987. It is expected. No western vehicle access to the Marina except pedestrian across the tide flats signed by city, administrative judge, Puget Sound Alliance, Elliot Bay Marina several individuals, state shoreline hearing and board, Elliot Bay Marina. Also the end of Marina Drive is capped at its west end by 30 ft. of Marina Property separating it from the riffraff and beach. Also Marina Drive is riddled by slides and impossible every year or two. No brainer. Ice plant of the bridge, along the now bike path to 21st and Thorndyke. Used to be a heavy track route. The port can live with a temporary widening of 20 ft or so – only requires pushing the fence back, duh!

The Magnolia Bridge Project will be a success if:
You use the ice planet – Thorndyke route, described above Construction costs – nil.

Which are your top three alternatives? Why?
A – All preserve (mostly) current vistas and traffic patterns. D and H

Which alternatives do you like the least? Why?
B – Difficult access to West Hill. Too much car traffic thru the village. We will lose our pedestrian-friendly village.

Which alternatives do you like the least? Why?
Appears (so far) to be very sensitive to the desires of the community

The Magnolia Bridge Project will be a success if:
1) Maintain current vistas and traffic patterns
2) Avoid turning residential streets into cut-throughs and thorough-fares

Additional comments:
What is the long-term viability of Magnolia Blvd. between the current bridge and the Howe St Bridge? This area appears to be slumping towards the water.

Which are your top three alternatives? Why?
A – best, D – okay

Which alternatives do you like the least? Why?
B – "Magnolia Viaduct"
E, F, G, I – no access to south Magnolia. Hard to access central business district.

The Magnolia Bridge Project will be a success if:
1) Maintain good access to south Magnolia
2) Maintain good access to central business district
3) Avoid building an "open eye sore" along the waterfront.

Which are your top three alternatives? Why?
A, B, and H – These offer best routes to village with least traffic impacts on existing residential neighborhoods. B sound interesting in terms of rec. Use residents and access to village.

Which alternatives do you like the least? Why?
I & E – bad traffic impacts on already overloaded Thorndyke, will negatively impact and ruin the East hill neighborhood as cars fan out to get to village, too close to Dravus, W. Blaine is not equipped for traffic flow to village. This neighborhood already has to deal with port noise – train noise, pile driving, air traffic, traffic would kill this neighborhood if proposals E & I are adopted.

The Magnolia Bridge Project will be a success if:
The public is kept well informed.

Additional comments:
I'm not opposed to a fourth access point so long as there is a route to the village along the lines of the current route.

Additional comments:
Plan A is the only one that neither destroys residential neighborhoods with narrow streets nor destroys wetlands – greenbelt integrity.

Which are your top three alternatives? Why?
A – only. Least disruptive to land which would be taken for other routes.

Which alternatives do you like the least? Why?
B & F – what would you do with heavy traffic at end in village?
I & E – westbound traffic would turn W. Boston into a heavy use route.

Which are your top three alternatives? Why?

1) H because it provides a true 4th access. Use B alternative as south route. Use both W. Armory Way and Wheeler for entry/exit off 15th W. Try northbound access to Wheeler as underpass to eliminate flyover.
2) B. Create partial 4th access route with N/S surface arterial through Port uplands to Dravus/Thorndyke.
3) G. Has many surface arterial connections and improved Port land access at W. Galer Flyover.

Which alternatives do you like the least? Why?

1) A repeats current poor access to Magnolia, very costly, quake prone
2) C too slow, no fourth access
3) F. No S. access to Magnolia, but a good N. route.

The Magnolia Bridge Project will be a success if:

1) Provides 4th access to ensure continuous access to Fisherman's Terminal and industry in N. Magnolia via Emerson Bridge when 1 of 4 accesses is closed.
2) Uses best combination of N and S routes
3) Refines 15th Ave W access points. Fits with Monorail for bus/monorail transfer

Additional comments:
Now mix and match for best combo of north and south routes connecting 15th W with Magnolia.

Which are your top three alternatives? Why?
B – Great idea for B along the water and into the village. Perfect.

Which alternatives do you like the least? Why?
All the ones with the new steep bridges coming from the north. Might as well keep the old bridge.

Please comment on the evaluation process:
Need to put costs of each project.

Additional comments:
Alignment D is clean and efficient in design and least complicated.
Alignment H addresses future growth and Magnolia's need for extra roads for influx.
Do not like any of the others.

Which are your top three alternatives? Why?
"D" flows the best. It uses what's existing to its fullest. Sets up north side of bridge for commercial development. Squeeze out the Port.
"A" I can live through construction, period.

Which alternatives do you like the least? Why?
E, F, H, and I. This side of the hill already deals with train noise. Property values are now doing well. Having access as far south as possible impacts the fewest.
"C" is too roundabout.

Please comment on the evaluation process:
This seems pretty standard. Would like to hear a few speakers to explain the rationale behind each option.

The Magnolia Bridge Project will be a success if:
1) Utilize existing traffic infrastructure
2) Don't dump traffic off of traffic system

Additional comments:
Port interest should be a much lower priority. Harbor Island and South Bay should be their focus. The Interbay area is only useful for fishing fleet.

Which are your top three alternatives? Why?
"A" is the most direct and equal access to East and West Hill.
("B" would be OK if another route to East Hill is made)

Which alternatives do you like the least? Why?
C and I – Too much traffic on Thorndyke.

Which are your top three alternatives? Why?
Alignments B, A and D – Good use of gully space; nice views; not through residential area; good access to Magnolia Village.

Which alternatives do you like the least? Why?
Alignments I, F and E – Too far north; too close to Dravus; poor access to Magnolia Village and central Magnolia.

Please comment on the evaluation process:
Good, thorough. Nice work. Lots of alternatives with pros/cons/impacts.

The Magnolia Bridge Project will be a success if:

1) Stable structure that will last a long time
2) Good traffic flow / access to central Magnolia and Village
3) It works and makes sense
4) Keep heavy traffic out of residential streets that were not meant to be arterials

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Which are your top three alternatives? Why?
Alignment B – Solves many needs with this alignment. Excellent access to marina, waterfront and village merchants. The grades are low, which allows pedestrians and bicyclists to use this route.

Which alternatives do you like the least? Why?
Alignments E, G and F – Hard to get to village. Businesses may be impacted by this routing through Thorndyke. Does not spread traffic from Dravus entry/exit.

Please comment on the evaluation process:
Good displays and opportunity for input. Would like to know how the preferred alternatives will be decided and by whom. What are the criteria in the decision-making?

The Magnolia Bridge Project will be a success if:

1) Ties into monorail station – especially for other modes such as pedestrians and bicyclists.
2) Improves access for pedestrians and bicyclists
3) Keeps good access to the marina and the village.

Additional comments:
I would like to see the bridge replacement address the future needs of the community. Magnolia is difficult to access as it is. It would be nice to allow and encourage people to get out of their cars. Better access to the marina should be addressed along with more direct access to the village.

Which are your top three alternatives? Why?
A – Legacy solution seems nice even with the bridge down for a while.
I – Direct solution with access to Thorndyke
D – Offers non-stop access. Low environmental impact. Nice compromise.

Which alternatives do you like the least? Why?
B – Unthinkably damaging to beach and greenbelt area. Throws traffic into a congested area.

Please comment on the evaluation process:
Very fair, open and valuable discussion on this important project. Great job. I hope information will continue to be available.

The Magnolia Bridge Project will be a success if:

1) No environmental impact

2) Cost is within reason
3) Does not introduce excessive traffic congestion

One person added comments to the reproduction of the board comparing the preliminary evaluations, indicating that Alternative A was best with the addition of a walk and bike way, and that Alternative B was a bad alignment because it ruins the park.

December 10,2002

President, Magnolia Community Club
3213 West Wheeler #136
Seattle, WA 98199

Dear President:

I have been following the Magnolia Bridge Replacement project and have become aware that one of the proposals under consideration, Alternative B, will fatally impact my home so, of course, I am against it. However, I would be against it even if my home were not threatened.

Alternative B will create a traffic nightmare in Magnolia Village as every single vehicle, after traveling up 32nd Ave W., will spill into the Village at the same point. There will be no dispersement of traffic as there is now. The Village streets were not meant to handle such a traffic load and reconfiguring them to do so will have a negative impact on the Village. The commercial core will no longer be a unique, pleasant, shopping area, but rather a noisy thoroughfare similar to Market St. in Ballard. Parking will be more difficult than it is now, encouraging shoppers to further defect to the malls and Fred Meyer-type stores where parking is assured.

Alternative B defies good Urban Design principles, which encourage pedestrian friendly shopping areas, off street parking and safe, quiet walkways for shoppers. Good urban design argues for the preservation of green belts and quiet enclaves, which is how the targeted section of 32nd Ave W. could now be described. Good urban design encourages the creation of community villages much like what we have now in Magnolia Village. Alternative B would destroy this.

Alternative B would damage and destroy sensitive shoreline property. It is hard to imagine that a major roadway along Elliot Bay shoreline is even something that is being considered. Environmentally, this Alternative is an assault on a precious and limited resource. We must not do more damage to our shoreline. Also, currently the beach is the only one in Magnolia that is easily accessible by foot and car. (Smith Cove does not have a beach and Discovery Park requires a long hike or a permit for a vehicle.) In a community that is surrounded by water we have little access to it. It is shortsighted to destroy a quiet beach by building a major roadway along it.

Like many issues that affect people, the final decisions are usually based on cost. I can only hope that Alternative B will prove to be too costly and therefore eliminated from the

list of considered alternatives. I don't know how many dollars it will cost, but I do know for sure that Alternative B will cost me my home, it will cost Magnolia Village its "village character", and it will cost the environment another piece of shoreline.

Alternative B should be removed from the list of options under consideration.

Sincerely,

Sue Olson, Magnolia Resident
2002 33rd Ave w.
Seattle, W A 98199

cc to: Paula Ross, President, Magnolia Chamber of Commerce and
Kirk T. Jones, Project Manager, Seattle Transportation

November 22, 2002

Kirk T. Jones P.E.
Project Manager
Magnolia Bridge Replacement Study
Seattle Department of Transportation
700 Fifth Avenue
Suite 3700
Seattle, WA 98104

Dear Mr. Jones:

The Queen Anne Community Council wishes to be on record as supporting the inclusion in the four alternative routes to be considered in the Magnolia Bridge Study of a fourth point of access between the 15th Avenue West corridor and a Magnolia arterial.

Many Queen Anners work, shop, and use services in Magnolia which is an integral part of the BINMIC. When one of the three existing Magnolia access bridges is closed, trips for Queen Anners and others to Magnolia are slow, dangerous, and difficult. When only two access bridges are open, much Magnolia business is lost.

The Council looks forward to the results of your Magnolia Bridge Study. Please continue to use John Coney as your Queen Anne Community Council contact:
djohnconey@aol.com

Sincerely,
Ellen Monrad,
President

Which are your top three alternatives? Why?

1) A – Existing connection points work well no matter where you live on the hills.
2) D – Keeps existing connection points – good access to Interbay if developed
3) B – Puts traffic on the center of the hill – still good access

Which alternatives do you like the least? Why?
E, F, I – putting all cars on Thorndyke forces traffic through residential areas. Also forces use of Condon and makes those who live on the west hill go through the village, making it less pedestrian friendly.
C – Introduces stop G, too circuitous and longer

Please comment on the evaluation process:
Like it! Good job!

The Magnolia Bridge Project will be a success if:

1) Existing connection points are kept
2) Don't mind bridge closure to do the job right!

[Hand-drawn proposed alternative plan utilizing combination of Alternative B and underpass at Wheeler, creating two connection points.]

[Hand-drawn modification to Alignment E, drawing traffic flow south on Thorndyke and utilizing a new bypass connection at Clise.]

Open House Summary
November 20, 2003
Blaine K-8 School, 5:30 to 8:30 pm

Overview

The third Magnolia Bridge Project Open House was held on November 20, 2003 from 5:30 to 8:30 PM at the Blaine K-8 School in Magnolia. Stations were set up in the Blaine School lunchroom to present the three alternatives, plus a no build alternative, being evaluated in the Draft Environmental Impact Statement (EIS). Information was also available on the extended project schedule, public involvement initiatives to date, PM peak traffic analysis for 2030, and topics being analyzed in the discipline reports currently being prepared by the project team. Project team members were on hand to answer questions, explain each of the alternatives under consideration, and describe the EIS process. Representatives from the Port of Seattle's North Bay Project and the Seattle Monorail Project were on hand to answer questions about how those projects will coordinate with the bridge replacement project.

Members of the project team in attendance were Kirk Jones (Seattle Department of Transportation Project Manager), Teresa Platt and Marybeth Turner (Seattle Department of Transportation), Pete Smith and Katharine Hough (HNTB), Lesley Bain (Weinstein A|U), Don Samdahl (Mirai), Anthony Katsaros (Shapiro), and Brad Hoff, Hadley Greene, Tom DePonty, and Kathleen Dowd-Gailey (EnviroIssues). Approximately 85 people signed in at the meeting, but it is estimated that over 100 members of the public attended the open house.

Kirk Jones gave a brief presentation on the alternatives being evaluated in the Draft EIS. He reviewed the modified project schedule, and described some preliminary traffic analysis showing traffic distribution for 2030 across all Magnolia bridges. After the presentation, Kirk invited the public to ask questions or offer comments using the microphone set up for that purpose.

Public input was gathered at the meeting in several ways: (1) through discussions with project team members, (2) on large flip charts located near each alternative description, where the public was invited to personally write any comments or questions about the project, (3) on comment forms (meeting attendees were invited to complete the comment form and leave it at the meeting or mail it in at a later date), and (4) through oral comments heard after the presentation. Approximately 21 comment forms were collected at the meeting and approximately 9 people gave oral comments. An American Sign Language interpreter was available to interpret questions to the project team, as well as to translate the presentation. A Spanish translator was also present, along with sign-in materials in Spanish.

General Summary

The following issues were raised during the open house, either in discussions with project team members, on flipcharts, during the question and comment period after the presentation, or on comment forms.

- **Minimize localized impacts** on Magnolia residents and the community (e.g., noise, interruptions in traffic flow and patterns, etc). Many commenters expressed preference for maintaining existing traffic patterns into Magnolia. Commenters are concerned about the traffic on narrow, residential streets and would like to see traffic calming measures implemented. Many expressed concern about the impacts of Alternative H on the Thorndyke neighborhood around Halladay Street.

- **Maintain traffic flow.** Some commenters expressed concern about a traffic signal on the bridge slowing traffic and disrupting traffic flow, while others believe the signal will help reduce speeds in the Galer/Thorndyke neighborhood. Conversely, some commenters thought a traffic light on the bridge could slow traffic down to the speed limit.

- **Emphasize connection with transit alternatives.** Maintain or improve local bus service and ensure that the new facility allows for connections with monorail stations along 15th Avenue West. Conversely, some commenters encouraged the project team to move forward without slowing down the design process to accommodate the monorail.

Alignment Preferences

Three build alternatives (A, D and H) and a No Build alternative are being studied in the Draft EIS. The public identified a variety of specific alternative preferences, and commented on perceived flaws in each design.

As the following matrix shows, comments were submitted that both supported and opposed each of the alignment options.

Alternative	Positive Comments	Negative Comments
A	18	6
D	3	5
H	8	22

Alignment preferences varied considerably, from those who support maintaining a bridge in its current location to those who hope that a new alignment will help improve access to Magnolia, Smith Cove Park, and Port properties. As the matrix above indicates, the public generally expressed preference for Alternative A. In general, negative

comments regarding Alternative H outweighed negative observations for the other alternatives.

General Public Input

The following includes comments captured verbatim on flipcharts during the meeting, oral comments and questions after the presentation, and input submitted via comment forms returned at the open house and by mail.

Flipchart Comments

The following comments were captured on flipcharts placed near the profiles and maps of the alternatives.

General Comments

- Improve safety – speed limit enforcement, crosswalks at Galer and Thorndyke.
- Keep bridge where it is. Leave old one open while building new one and make exits east and west to Smith Cove Park.
- An intersection with traffic lights on the bridge leads to bad traffic flow.
- I don't like the idea of an intersection. It slows traffic.
- Keep transit stops. They are used.
- Consider future light rail, streetcar, monorail, and *Sounder* connections.

Alignment A

- Good alternative. Long-term solution.
- Short-term – no bridge access.
- Speed up construction – provide contractor incentives for early completion.
- Don't make the bridge like a freeway. Don't build a half diamond interchange for the Port property. T-ramp and interchange is much better. Think traffic calming techniques.
- Alternative A – Intersection on bridge would help slow traffic on bridge.
- No traffic signals on bridge please! Have Port traffic and marina traffic merge onto the bridge. Serve the masses. A-Ramps would be best, but why not better ramps to allow traffic from Magnolia, to access marina, Smith Cove Park and Port better?
- Alternative A is the best plan to avoid development of the shoreline south of the bridge, in an area that would block views.
- Alternative A is the best solution with the least impact.
- Alternative A-Ramps allows for the best traffic flow. Introducing intersections seems counterintuitive.
- Alternative A is far better – preserves more of Magnolia.

Alignment D

- This alternative significantly impacts the residents on the bluff.
- The "landslide" hill in this alternative has to be adversely affected by overhead bridge construction.

Alignment H

- Two bridges = too many = too much money.
- The neighborhood impact would be severe – narrow streets, no garages and parking on both sides of the street, many children. This alternative is dangerous.
- Two bridges will be necessary in the long run. Build the north one first to handle the traffic from the current bridge. Focus on the arterials and the traffic flow. Be smart, but not overly controlled by short-term costs.
- Seems wasteful to build a north bridge that does not tie into the proposed Port north/south route.
- Rather than build the north bridge, funds could be well spent improving capacity on Dravus and Emerson.
- North bridge will have poor traffic integration into existing Magnolia arterials.
- North bridge provides no enhancements of traffic to Village merchants.
- Any solution that includes the Galer Flyover is flawed.
- Alternative H would dramatically affect traffic flow on Howe St., between Condon Way and 32nd. People on the west hill use this street to cut over to Thorndyke. It would be awful and dangerous.
- It significantly impacts residents on the bluff and sits directly next to a hillside know for slide activity.
- Alternative H impacts very adversely those Interbay residents on the lower, western slope of Queen Anne. I certainly do not want an overpass, more noise, gas emissions and headlights in my backyard.
- Alternative H makes great sense for the traffic flow on Thorndyke and the main bridge, and it adds flexibility should the main bridge need to be closed.
- *(Written next to the above comment)* The main bridge is being replaced so it won't have to be closed anymore.
- Alternative H is the highest impact of all. There are no problems with access as is.
- It seems a shame to impact another area of the community adversely, as Alternative H does, unless there is some very great, unapparent, need.

Oral Comments/Questions

Approximately 9 people spoke after the presentation, offering comments and asking questions of the project team.

- I like the view from the existing bridge and would like to see it preserved. Alternative D entails moving the bridge to the north. Why does the Port like this

alternative with the bridge in the middle of everything? Alternative A is best, as it leaves the uplands open. Alternative H is cumbersome.

- When will traffic analysis be available for neighbors to study? *After WSDOT and FHWA have seen the analysis – perhaps in 4-6 weeks.*
- What is the appeal of Alternative H?
- I have concerns about Alternative H because I live on Halladay. Noise, air pollution, and lowered property values are all neighborhood concerns. Why can't the north bridge be moved to the south? To the south is an open space with no houses. I have concerns about the impact on the whole neighborhood, especially with the monorail and other projects.
- If Alternative H is chosen, what can be done to mitigate the impacts?
- What are the impacts on cost with the monorail and the required changes to the Galer Flyover? How would the monorail affect Alternative H at the north end and at the flyover? How are the two projects working together?
- What are the estimated costs of changes to the Galer Flyover?
- When will the funding process begin?
- Is there a reason why the existing Magnolia Bridge connection (east end) cannot be used?
- I am concerned that the multiple stops on the southern part of Alternative H will not make that concept as viable.
- What will happen to the bicycle and pedestrian trails on either side of the Port property?
- Alternative H dumps vehicles into an area where there are no major routes or accommodations.
- Do not forget existing Metro routes and the importance of transit. Some bus riders connect to trails beneath the bridge. The east/west bus routes are a vital connection for pedestrians.

Comment Form Input

More than twenty-one comment forms were submitted during or after the open house. The three questions asked on the comment form were:

- What are your thoughts on the three alternatives being studied in the Draft EIS?
- Is there anything you would like more information about as the EIS process moves forward?
- Additional Comments

The input from these forms is captured verbatim below. Horizontal lines separate individual comments responses. Some citizens only chose to respond to the first question.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Alternative H is a horrible design. We don't need another bridge at Halladay. This will adversely affect Thorndyke.

Alternative A makes the most sense because it's the most similar to the current configuration. There is nothing wrong with the current configuration – it's only the actual structure that is the problem.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Leave the bridge configuration as it is and to come into Magnolia as it does. If you change it to Thorndyke, they will use all of the cross streets and have more accidents. Enough said.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Favor A.
D is second choice.
Eliminate H because of: traffic impacts on narrow streets in neighborhood leading off Thorndyke, poor visibility on side streets, cars parked on both sides because most homes do not have garages, houses close to street.

Is there anything you would like more information about as the EIS process moves forward?
Info, info, info. Keep meeting with us. Have a meeting in "H" neighborhoods.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Alternative H would have heavy traffic (i.e. emissions) right under our windows, especially if a stoplight is placed at Halladay and Thorndyke.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Alternative A-Ramps seems most sensible and less disruptive to homeowners in the area. Both Alternative Ds seem like a lot of extra curving around that is not necessary. Alternative H seems like a waste of money. We do not need more entrances/exits to Magnolia. It would change the peaceful, community feel.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Alternative H impacts too many residences and businesses. Our property values would go down due to the noise, light and traffic. Other alternatives do not seem to impact as many residences and businesses. Cost estimates would be helpful.

Is there anything you would like more information about as the EIS process moves forward?
I think your presentation boards need to be clearer – the intersections should be labeled with a traffic light, and label the time that the Magnolia Bridge would be out of service for each alternative.

What are your thoughts on the three alternatives being studied in the Draft EIS?
All three seem to be workable possibilities. Prefer Alternative H, as it would create a greater dispersion of traffic and less down time.

Is there anything you would like more information about as the EIS process moves forward?
Thank you for an excellent presentation. Thank you for presenting the monorail information as well.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Alternative H appears to be the only option that will both handle current and future traffic and maximize future development in Interbay.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Queen Anne, Uptown and Ballard need Alternative H. They need the access to Thorndyke for job access and for emergency periods when the Magnolia Bridge, Emerson Bridge, or Dravus Bridge is blocked.

Seattle needs its industrial areas (BINMIC) to have excellent freight mobility and access. Alternative H does this.

Is there anything you would like more information about as the EIS process moves forward?

Additional:
Don't leave us with only two Magnolia access points during construction.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Oppose Alternative H. I see negative impact on Thorndyke and folks going to/from south and west Magnolia. Also, there is a negative impact on the Interbay P-Patch with Alternative H.

What are your thoughts on the three alternatives being studied in the Draft EIS?
I like Alternative A-Ramps the best.

What are your thoughts on the three alternatives being studied in the Draft EIS?
I am concerned about the costs of the various alternatives. I think this would greatly influence my decision. Also, it would be nice to know exactly what the Port of Seattle is planning to do. Their development will tremendously impact the traffic on Elliott. Being that the monorail now appears to have reduced traffic from 6 lanes to 4 lanes, I am in favor of no further development of the Port property so consequently, I would only favor alternatives that would not enhance the Port's properties – so, that would imply that only Alternative A should be considered.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Keep new bridge clear of the new city park.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Flyover access to the south bridge (Alternative H) seems inefficient for accommodating increased traffic volume, both short term and long term. Therefore, anticipate the north bridge would have the most use. The north bridge does not improve access to neighborhoods or village, nor does it connect to Port property. Wouldn't traffic burden increase on residential streets?

Is there anything you would like more information about as the EIS process moves forward?
Would construction be funded separately for 2 bridges even though the 2-bridge option is a package deal?

With a new and improved Magnolia Bridge why is a 2nd bridge needed, especially one that does not access Port property and increases peak traffic throughout neighborhoods?

What facilitates best access to village and accommodates commercial vehicles with least impact on neighborhoods – volume, speed, safety, and noise?

What are your thoughts on the three alternatives being studied in the Draft EIS?
I like Alternative H's north bridge, but not all of the south bridge. I don't like the use of the Galer Flyover.

For Alternative A, I don't like moving the bridge further south over the water. It cramps the park and the new park area. I don't like the intersection idea – putting a light halfway down the bridge will slow the traffic too much.

I like Alternative D-Ramps. It moves the bridge further north and uses the present access for the bridge at Elliott W.

What are your thoughts on the three alternatives being studied in the Draft EIS?
I would prefer Alternative A-Intersection. It allows Magnolia residents access to Smith Cove, reduces the development of two areas (as seen in Alternative H), takes advantage of existing bridge land. Alternative H creates higher costs, impacts more neighborhoods with traffic, and impacts the wetlands on Wheeler.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Alternative H is the best alternative for flexibility. Plus, it will improve traffic flow on Thorndyke and take traffic pressure off the Thorndyke Park neighborhood. Alternative H is also better for flexibility in case the new main bridge needs to be closed. It is better for emergency response too.

Alternative H is the preferred choice. It is already highly populated at north Thorndyke and it makes sense to have another access route in that area.

Is there anything you would like more information about as the EIS process moves forward?
Any proposal should contemplate and include concrete measures to regulate and soften traffic noise on Thorndyke, near Thorndyke Park.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Alternative H with modified Flyover – access to southbound Elliott plus the monorail lane restrictions creates a huge bottleneck on Elliott. Who is looking at this?

What are your thoughts on the three alternatives being studied in the Draft EIS?
Alternative H is terrible and unnecessary. It has high impacts.
Choose to replace the existing bridge with the least impacts and a plan acceptable to all. No businesses or neighbors should be impacted.

Is there anything you would like more information about as the EIS process moves forward?
How to get communal input on Alternative H.

What are your thoughts on the three alternatives being studied in the Draft EIS?
I don't want this project to make a freeway type of roadway. I do not like the half diamond interchange shown for Alternative A and D. Please consider more alternative modes of transportation in the investigation of each alternative (bicycles, pedestrians, transit, access to monorail). The best solution for everyone is to get cars off the roads. If

that is not possible, please implement traffic calming techniques to make alternate transportation modes safer (i.e. slower car speeds and less aggressive drivers).

Is there anything you would like more information about as the EIS process moves forward?
Traffic and transportation – especially options for pedestrians and bicyclists, and close coordination with Metro and the monorail.

What are your thoughts on the three alternatives being studied in the Draft EIS?
Alternative A makes the most sense. Does not upset existing traffic flow, to or within Magnolia. Alternate D is okay (see above), but is certainly more circuitous. Alternative H has little to recommend it. Upsets 50-year-old traffic patterns within Magnolia. Also significantly slows commute to all Magnolia neighborhoods, which is a quality of life issue.

Alternative A gives the opportunity for a signature architectural feature on the Seattle waterfront (see Kobe, Japan or St. Petersburg, FL etc…).

What are your thoughts on the three alternatives being studied in the Draft EIS?
I live in SW Magnolia on the bluff. The two recent times the bridge has been out were a great hardship – adding 20 minutes to my commute time (I take the bus to downtown, so that's about double the time). The traffic congestion on Dravus was extreme. I heard many people at the open house say that these closures were "no big deal." I think they have very short memories. I favor Alternative H because I think additional access to Magnolia is crucial, and I am extremely concerned about "down time."

What are your thoughts on the three alternatives being studied in the Draft EIS?
I'd like to comment on Alternative H. As I live on 14th Ave W and Boston, I am very opposed to the building of another bridge. This second bridge, which seems to be extraneous and not very cost-effective, would create more noise air pollution and traffic directly in my backyard. With a new bridge structure, my property value would be decreased. Why are we even considering Alternative H which effects two residential areas, Queen Anne and Magnolia, when the other two alternatives do not directly effect residential neighborhoods? I have not spoken with anyone who supports this H Alternative. I think keeping the bridge close to it original structure, such as in A or D, is the most rational approach.

Additional comments:
Will you be speaking with residents in the QA and Magnolia neighborhoods who will be affected by it, just as you plan to speak with businesses affected by the alternatives? Making contact with residential owners only seems fair.

What are your thoughts on the three alternatives being studied in the Draft EIS?
It seems like Alternative A Intersections is the most logical and least expensive of the alternatives.

Is there anything you would like more information about as the EIS process moves forward?
Alternative A Intersection is the logical and common sense way to go. Any other alternative is not practical. The fact the Alternative H is even being discussed is a waste of time and money. Someone with authority should have nixed that idea from the start.

Open House Summary
October 26, 2004
Blaine K-8 School, 5:30 to 8:30 pm

Overview

The fourth Magnolia Bridge Project Open House was held on October 26, 2004, from 5:30 to 8:30 PM at the Blaine K-8 School in Magnolia. Stations were set up in the Blaine School lunchroom to present the three alternatives and a no build alternative being evaluated in the Draft Environmental Impact Statement (EIS). The important development to convey to the public was dropping Alternative H from further study (due to traffic issues) and adding Alternative C to those being brought forward through the EIS. Information was also available on the project schedule, predicted impacts associated with each alternative, and the project goals. Project team members were on hand to answer questions, explain each of the alternatives under consideration, and describe the EIS process. Representatives from the Port of Seattle's North Bay Project were also present to answer questions about property development plans north of the bridge.

Members of the project team in attendance included Kirk Jones (Seattle Department of Transportation Project Manager), Pete Smith and Katharine Hough (HNTB), Lesley Bain (Weinstein A|U), Don Samdahl (Mirai), Anthony Katsaros (Shapiro), Lamar Scott and Ben Spencer (KPFF), Steve Johnson (Johnson Architects), and Brad Hoff, Chelsea Galano, Sarah Brandt, and Kathleen Dowd-Gailey (EnviroIssues). Approximately 75 people signed in at the meeting.

At 7:00 pm, Kirk Jones gave a brief presentation on the alternatives being evaluated in the Draft EIS. He also reviewed the project history, schedule, and key issues. After the presentation, Kirk invited the public to ask questions or offer comments using the microphone set up for that purpose.

Public input was gathered at the meeting in several ways: (1) through discussions with project team members, (2) on large flip charts located near each alternative description, where the public was invited to personally write any comments or questions about the project, (3) on comment forms (meeting attendees were invited to complete the comment form and leave it at the meeting or mail it in at a later date), and (4) through oral comments heard after the presentation. Approximately 17 comment forms were collected at the meeting and approximately 20 people gave oral comments. A Spanish interpreter was also present, along with project materials translated in Spanish and Vietnamese.

General Summary

The following common questions and concerns were raised during the open house, either in discussions with project team members, on flipcharts, during the question and comment period after the presentation, or on comment forms. This list is not all-inclusive, but attempts to capture the key points heard repeatedly from the public.

- Signalized intersections on the bridges are generally not favored, as they slow down vehicular travel and don't seem to be necessary.
- Alternative C raises many concerns, from concentrating noise and air quality impacts on those over the bluff to slowing down emergency response vehicles. Many community members see Alternative C as a route designed to accommodate the Port's redevelopment.
- Several community members voiced concern about the Port's plans for redevelopment, and one encouraged the City and Port to work together on creating a comprehensive plan for the area.
- Pedestrian and bicycle paths should be included in any solution. Alternative C is a concern, as it appears to co-locate the bike/pedestrian path and road in close proximity.
- Access to the marina from the east is a concern, though some residents don't believe that the number of people trying to get from the bluff to the marina warrants a special intersection.
- Concerns were raised about the environmental impacts and seismic safety of Alternatives C and D, which appear to be located near or within the greenbelt on the Magnolia bluff.
- Of those expressing a preference about the options, Alternative A received the most support, while Alternative C was opposed by the most commenters.

General Public Input

The following section includes comments captured verbatim on flipcharts during the meeting, oral comments and questions offered after the presentation, and input submitted via comment forms returned at the open house and by mail.

Flipchart Comments

The following comments were captured on flipcharts placed near the profiles and maps of the alternatives.

Alignment A

- Prefer ramps to intersection
- Same as above

Alignment C

- Noise impacts on bluff?
- What about emissions impact on the bluff and greenbelt?

Alignment D

- What are the potential problems with elevated rails or platforms from the monorail? On all the alternatives?
- Prefer ramps to intersection
- Prefer A, but D with ramp (not intersection) is tolerable
- If the Port wants more access than they have now, they should build their own access north of bridge

Oral Comments/Questions

The following questions and comments were offered after Kirk Jones' presentation. Responses to questions are indicated in *italicized font*.

- With Alternatives A and D, have you done any traffic projections between the area to be developed and the bridge? Will those off-ramps pull enough people off of the bridge to make a difference? If traffic won't be seriously changed by the presence of the ramps, do you need a signalized intersection?
  Yes, we've done those studies, and the issue boils down to more than traffic volume. Trucks trying to enter or exit the bridge would need an intersection. If the Port redevelops in the North Bay property, and gets approval for more dense development, they may need to create yet another connection (perhaps at Armory or Wheeler and tying into the North end of the property).

- The Port's needs seem to be the real "elephant in the room." The most plausible alternative from the Port's perspective appears to be Alternative D. What do you mean by "denser development" in the North Bay area? Big box, commercial, or residential development? I worry that public comments will be minute compared to the consideration given to what the Port wants.
  Regardless of what the Port needs, there will only be one intersection on any given bridge alternative. Dan Burke, Port of Seattle, encouraged the crowd to attend a public meeting on November 16th at Bell Harbor International Harbor (4:30 – 7:30 pm), where the Port's framework for North Bay land use and redevelopment will be discussed. Lindsay Brown also announced that the Port would provide a community briefing at Blaine on November 11 from 7:00 – 9:00 pm.

- It looks like Alternative C would place a pedestrian walkway next to or underneath the vehicular parkway. Can the two work together?
  Yes, the two would either be next to each other, or the roadway would be over the

top of the pedestrian walkway. Working out the details with the Port will be crucial to determine how the two could conceptually work together.

- What benefits does Alternative A's intersection option have over the ramp option? Does it have to do with access to the waterfront and marina?
  The intersection option would allow eastbound traffic from Magnolia to make an earlier turn to get to the marina. In the future, it is expected that the Port would create a north-south road through the North Bay property to 21st Ave N, so people from Magnolia could also connect to the marina by driving north and then through the Port's property.

- It seems that only a small number of eastbound cars from Magnolia want to get to the marina. Such a low number of cars shouldn't warrant an intersection on the bridge. And what about connecting people from the Galer Flyover to the marina and park without using the bridge?
  The Port and businesses currently working near T90/91 need to keep a secure route between the piers and their businesses. This is why we can't allow a surface connection from the Galer Flyover to the park and marina.

- Have you done a traffic study that looks at not including any ramps to the park and marina?
  No. Marina businesses paid for the ramps that are there today, and we need to keep them as part of this project.

- We don't need stoplights on the bridge, so the intersection options aren't good. The ramps work fine today, and would continue to work fine. Alternative C is the worst. I live on Plymouth, so the bridge would be a block from my house. This would create noise and pollution impacts on the residences in my neighborhood. Alternative A is much better. Crosswinds would take pollution in the area and spread it around a bit. Build a beautiful bridge as a piece of art that will be there for a long time. The land will still be great for development. Amgen should not have been built, and shouldn't be dictating the plans for the bridge. The bridge offers a beautiful view of the city.

- Is there a way that Alternative A can be built without lights or intersections? Using curving on- and off-ramps, for example?
  The amount of space we'd need to build big enough ramps would require a lot of property, and break up the Port's property a lot. It would be really tough to work around such large ramps.

- As the Port property develops, would more and more trucks need to use the intersection on the bridge?
  Trucks to existing buildings would continue to use the Galer Flyover, since that's the most convenient route for them. Trucks to new buildings on the Port's property might use the bridge.

- Alternatives C and D seem to be on the table so the Port can do what it wants. Alternative C looks like it will create impacts on the bluff above, like diesel smells and noise. I'm suspicious that C will be the preferred alternative just to accommodate the Port.

- I live by the existing bridge on the corner of the bluff, and experience the noise and the smells. Many more people use the bridge to get to northern parts of Magnolia because it's so much more convenient (zero lights as opposed to seven if they use Dravus). It's unfair that all of the traffic due to the urban density on Thorndyke and neighboring areas comes by my house. Northern neighborhoods should have to experience some of this traffic. Also, I've created a simple website to talk about this project (www.newmagnoliabridge.com) and encourage everyone to look at Canyon Park as an example of how beautiful light industry can be. North Bay could be a beautiful area full of trees, where, for example, we could walk our dogs after hours.

- I live on the highest point of Magnolia. Alternative C is terrible for another reason: emergency access for fire trucks and ambulances, which would be exacerbated by such a long drive. Direct access would be much better, as there are a lot of older people who live in Magnolia. (You've heard the joke, of course, that lots of old people live in Ballard, and their parents live in Magnolia.) Would Alternatives D or C, which look like they're against the bluff, be vulnerable to seismic events and therefore dangerous? Alternative A is best.
  No, they aren't against the bluff because that's parkland, where we aren't allowed to build.

- Is there an intersection included in Alternative C? That's a curvy area up top.
  Yes, there would be a signalized intersection that would be safe at that point.

- Have you considered ramps in both directions on Alternatives A and D?
  Yes. By the time the ramps would descend at 6.5% from the west, they would be nearly to the railroad. It wouldn't make sense to include them.

- Seattle has great natural areas, and because of that a high quality of life. Our best features include greenbelts, urban wildlife, etc. One of our best features is our greenbelts, which should be protected. I'm concerned that Alternative C runs right through a natural feature that should be protected. Also, increasing the density in North Bay could really change these dynamics. What are you doing to consider the greenbelt and other quality of life issues?
  Alternative C is at the toe of the bluff, not in the greenbelt. Our discipline reports will look at the issues that you're raising.

- Shorelines are protected under city law. Are there regulations in place to protect greenbelts, so Alternative C wouldn't be the preferred alternative?
  We are considering those issues, though at this point they're not fatal flaws.

- I encourage you to weigh heavily the impacts in the greenbelt, and that you project into the future and work hard to protect features that contribute to our quality of life. Not just project traffic numbers, but vegetation and wildlife.

- What do you gain using Alternative C over D?
  You get off of a structure for a longer stretch, which gives you more flexibility when developing in terms of access.

- Is there a preferred alternative in the EIS? I hugely encourage choosing Alternative A. Also, I don't understand the security issue you mention regarding the terminals.
  We don't have a preferred alternative, but if one looks like it's rising above the others as we complete the document, we might pick a preferred alternative. The security issue is related to the seafood processing and cold storage businesses that accept cargo from international ships. Due to customs and immigration regulations, we must keep that area secure.

- Alternative C is not "new" is it? It's one of the original nine that you rejected?
  That's correct. We've modified the original Alternative C.

- Are Alternative C or the intersection options only being proposed in response to the Port's desire to develop North Bay? What would happen if Costco or Home Depot wanted to build in North Bay?
  No, those alternatives and options aren't just to serve the Port. We're attempting to maintain flexibility. If those kinds of businesses wanted to locate in North Bay, they (or the Port) would have to go through other processes to assess traffic and neighborhood impacts.

- If there were a snowstorm, Alternative C looks like it would be impossible to deal with. Where would traffic go?

- How much will it cost?
  In today's dollars all of the alternatives are in excess of $100 million. We are in the process of identifying all of the risk and opportunity situations that can affect the cost, applying a probability factor to each situation, and applying an inflation factor out to the expected time of expenditure for each of the project's major elements. It will be several weeks before this process is complete and the appropriate City officials are briefed. At that time the public will be informed of the expected costs, which will be a range of costs for each alternative.

- Who's paying for the bridge?
  We all know it basically comes down to the taxpayers. We don't know what our sources will be, but we'll go after all kinds. We consider the Port, City, federal government, railroad, and the state to all be potential funding sources.

Comment Form Input

Seventeen comment forms were submitted during the open house. The three questions asked on the comment form were:

- What are your thoughts on the three alternatives being studied in the Draft EIS?
- Is there anything you would like more information about as the EIS process moves forward?
- Additional Comments

Seventeen people responded to at least one of the questions on the Magnolia Bridge Comment Form and many responded to at least 2 of the 3 questions.

Many respondents are interested in more information about noise, light and air pollution that might be associated with the alternatives. Two people hope to see more consideration of pedestrians and bicyclists.

Of the comments received from this meeting, Alternative A received the most support: 10 people view Alternative A as a viable alternative. Traffic flow, the directness of the route, and accessibility were mentioned as reasons for supporting this alternative.

Six comments were received about Alternative D. Most people believe that Alternative D will provide access to North Bay and will regulate traffic speed and flow. Three people view Alternative D to be similar to Alternative A, and like both intersection options. Two people opposed Alternative D as a Port-focused project, and one noted that it would result in increased noise for Thorndyke residents. One person feels that Alternative D will increase travel time.

Of the ten comments received about Alternative C, only one was favorable and noted that the route allows for flexibility in the future. The other nine people oppose this option due to it being a "circuitous route," increasing travel time, impacting the environment, and/or creating health and safety concerns. A few people feel this design favors the Port more than the residents of Magnolia.

The following verbatim responses were submitted on comment forms, grouped by question and separated by horizontal lines.

Question 1: What are your thoughts on the three alternatives being studied in the Draft EIS?

Alternative C is a bad idea. Magnolia is primarily a bedroom community, and we are accustomed to fairly swift access to and from the city. The winding route with a traffic light on the surface portion is an undue interference in the commute. I have a feeling that Alternative C is mainly for the benefit of the Port's development of "North Bay" area, and not for the benefit of the 24,000 citizens of Magnolia. We in Magnolia only have two

access routes to the "outside world" and they should not be unduly complicated. Alternative C would also result in loss of views from the road, and would expose more people to noise from the elevated portion that runs along the eastside of Magnolia. The new bridge, if there must be one, should be as direct as possible.

Alternative A Intersection or Alternative D Intersection seem to be the best options for several reasons: 1) Route to Elliott Bay Marina area, 2) Alternative to Dravus provides reasonable direct access off Magnolia.

It would be practical to have 2 lanes going to town and 2 lanes coming home, but it might make a racetrack of the bridge. Keep the bridge as close to as it is now, but keep going with planning and finding money before the next earthquake!!!

The people I've talked to prefer A as long as you don't cause them to take a detour – because the want to get downtown to the job and back home to the dinner as fast as possible – without any extra hills to climb. These people understand that the bridge itself is dangerous, worrisome and a better more safe design would be appreciated – without too much expense.

Alt. A is preferred. It makes the most sense from the traffic flow and from a historical perspective. Alt D and Alt C are pork for the Port. Alt D will increase noise to the Thorndyke residential zone and when developed traffic to Magnolia. Construction time for Alt A may be longer, but it is better to suffer in the short term than the long term.

D – Intersection provides the most logical solution.

- Access to North Bay from E. and W.
- Light from intersection will slow traffic.
- Frees up waterfront for development.
- Aesthetics are acceptable.
- Not as convoluted as Alt. C.
- Least detain time during construction.

Good job! The renderings really help!

"C" seems quite circuitous for traffic and the increase in travel time will probably discourage drivers from using – therefore increased Dravus & Thorndyke travel will increase traffic snarls.

A & D – prefer intersection options; provides E. bound access to new North Bay development, etc. or allows drivers to bypass. Traffic signals at intersection would be a plus in terms of regulating flow and speed.

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1) Should choose the option with the least environmental impacts – habitat and shoreline area
2) 2nd should choose least expensive

Also – pedestrian and bikes should be given priority

Prefer "A", Dislike "C"

Alternative A with the ramps as we have now is much better than putting a light in the middle of the bridge to accommodate a very small number of cars/day.

Alternative D with ramps like we have now would be ok, but again the light in the middle of bridge.

Alternative "C" is unacceptable because of negative impacts that are certain to occur on the adjacent greenbelt. The Queen Anne Plan and the plans of other Seattle neighborhoods demand that our "urban forest" be protected, nurtured and valued. Urban wildlife will also be unacceptable degraded!

Alternative A without signalized intersection. Just replace what we have now. Nothing else.

#A – why not have an access ramp off the bridge to the south at ground level for access to the water and restaurant (and could go left/north, too and have a ramp off the bridge/going west) to the north that takes cars to ground level.

Forget #C.

Will any of the options allow bikes? Alt C seems to allow the most flexibility for future land use changes.

One of the "negatives" of Alt A, mentioned repeatedly in the SDOT presentation, is the impact on Shoreline. For this reason, Alt C, the worst alternative, looks good. But this

seems like a ginned up negative for the purpose of making C look good. This isn't a beautiful natural shoreline, and elimination of the bridge will not make it so. Comparison should be made to the present condition, and constructing a new, modern, aesthetically pleasing bridge would be a marked improvement to the shoreline, for the least cost, and for the most efficacy for Magnolia residents, and its adequate for the Port, too.

Alternative A is the only alternative that truly serves the residents of Magnolia. Alternative was correctly rejected early in the process for excessive cost and excessive impact. The increased travel time of both C& D is significant health and safety concern especially the surface roading in C if the Port obtains upzones and adds significantly more development traffic.

Since there is no viable alternative that does not include above ground structures I would recommend alt A. if the plain option is used I would recommend strongly that a Jersy barrier be run from where the road goes onto the level section to 15th. The reason for this is that people pull U-turns to either come from or go to the marina area. This would be eliminated if the intersection is added.

Question 2: Is there anything you would like more information about as the EIS process moves forward?

You might want to consider waiting on the industrial development at Northbay and Pier 90-91 because of the business they would take from other such business – especially until our economy picks up – Until then, you might allow the area for children's playfields, and public park and to keep the beautiful views that have made Seattle famous.

Noise and pollution impact of the proposals on the Thorndyke residential neighborhood about and south of bridge.

Port plans and timeline for "streets by others"

Changes in air quality from vehicles and noise impact to residences about proposed routes – especially "C" since appears longest and it is closest to the bluff, crossing the greatest number of cross streets (and greatest number of homes)

The alternatives C and D are options designed to assist the Port with access to their property. However, the bridge is primarily an access ramp for Magnolia and it - the

design should focus on Magnolia, not the Port. They have numerous other options for access.

The impacts on our greenbelt, wildlife and "quality of life" when the projected density of North Bay buildout is actualized – 15, 20, 30, 40 years from now.

Ok, so you can't do it going east – but there must be some way down to the water going east!!!

How will bicycle traffic be affected? Will the interbay trail be compromised or enhanced?

- traffic flow
- steep slopes
- noise
- light pollution on Magnolia and park views
- cost

Question 3: Additional comments?

Do it Right! Not just cost effectively – saving a few dollars or mos. of shutdown in the short term makes little sense for a bridge that will last 50 years.

Does "C" actually meet requirement for providing/maintaining a Southern access to Magnolia Bluff when it snakes to the North? Also the leg of C that borders the bluff seems redundant to Port's proposal along that same green belt.

Alternative A with the ramps as have now is far preferable to C and D.

How are you coordinating with the Port of Seattle? What is the life expectancy of the bridge structure? Think about his along with land use changes over the next 100 years. An option that allows maximum flexibility is best.

Choose Alt. A as the preferred Alternative for the DEIS.

Open House Summary
November 29, 2005
Blaine K-8 School, 6:00 to 8:00 pm

Overview

The fifth Magnolia Bridge Project Open House was held on November 29, 2005, from 6:00 to 8:00 p.m. at the Blaine School in Magnolia. Stations were set up in the Blaine School lunchroom to present the three rebuild alternatives and the Rehabilitation Alternative being evaluated. The open house was held to share results from the recently completed environmental studies and to gather public feedback to guide the upcoming selection of a Preferred Alternative.

Approximately 70 people signed in at the meeting. Information on the project schedule, predicted impacts associated with each alternative, and cost and expenditures was provided in a packet with a comment form. Project team members were on hand to answer questions and explain each of the alternatives under consideration. Members of the project team included Kirk Jones and Cela Fortier (Seattle Department of Transportation Project Managers), Pete Smith (HNTB), and Sarah Brandt, Chelsea Tennyson, and Molly Edmonds (EnviroIssues).

At 6:30 p.m., Kirk Jones gave a brief presentation reviewing the alternatives and detailing the findings from the environmental studies. After the presentation, Kirk invited the public to ask questions or offer comments using the microphone set up for that purpose.

Public input was gathered at the meeting in several ways: (1) through discussions with project team members, (2) on large flip charts located near each alternative description, where the public was invited to write comments or questions, (3) on comment forms (meeting attendees were invited to complete the comment form and leave it at the meeting or mail it in at a later date), and (4) through oral comments heard after the presentation.

General Summary

The following are common issues and concerns raised during the open house, either on flipcharts, during the question and comment period after the presentation, or on comment forms. This list is not all-inclusive, but attempts to capture the key points heard repeatedly from the public.

- Alternative A was generally the most popular alternative, while Alternative C was generally the least popular alternative. Table 1 provides a summary of the number

of times members of the public ranked alternatives from most preferred (1) to least preferred (4) on their comment forms.

Table 1. Alternative Rankings Provided on Comment Forms

Alternative	Total 1 Rankings (Best Alternative)	Total 2 Rankings	Total 3 Rankings	Total 4 Rankings (Worst Alternative)
A	17	2	1	1
C	1	0	6	14
D	2	13	5	2
Rehab	3	3	7	8

- Costs and funding—Respondents were concerned about the differences in cost and how the project would obtain funding. Several members of the public pointed out that the costs of the Rehabilitation Alternative would be larger over the life of the bridge than any of the rebuild options.
- Bridge closure and traffic mitigation—The length of time that the bridge will be closed concerned citizens. Longer shutdown times made the Rehabilitation Alternative less attractive to the public, but some commenters said they were willing to put up with a longer shutdown if Alternative A is built. Many had questions about traffic mitigation and alternative routes.
- Selection process—Citizens wanted to know how their comments would be considered in the selection of a preferred alternative in relation to other factors.
- Impacts—Noise impacts and impacts to pedestrians were two commonly cited concerns.
- Traffic calming—Many citizens on the Magnolia bluff are concerned about the high speed of cars entering Magnolia and asked that traffic calming measures be included in the final bridge design.

Public Input

The following section includes verbatim comments captured during the question an answer period after the presentation, submitted via comment forms returned at the open house, and on flipcharts during the meeting.

Oral Comments/Questions

The following questions and comments were offered after Kirk Jones' presentation. Responses to questions are indicated in *italicized font*.

- The Rehabilitation Alternative will cost more because of maintenance costs, but this is not shown in your materials or your presentation.
  That's correct. The consultants are currently developing lifecycle costs that will compare the Rehabilitation Alternative to each of the rebuild alternatives.

- If not steel, what would the new bridge be constructed out of?
  Concrete.

- Is there any other material that would fare better in an earthquake than concrete?
  No, concrete is really the best. The new bridge is being designed to withstand an earthquake of roughly a 500-year occurrence.

- Do any of the alternatives present foundation problems?
  Soil improvements will be necessary for each of the alternatives. Because we would be injecting a cement-like mixture 30-feet around each column and the columns on the current bridge are so closely spaced, the Rehabilitation Alternative would require us to do soil improvements throughout the length of the entire structure.

- Where would funds for the project most likely come from?
  We will be looking for funds from the Port of Seattle, Burlington Northern Railroad, local bonds, and both state and federal grants.

- Is the project more likely to get funds from third-party partners with Alternative C or D?
  No, not necessarily.

- What will the construction detour route be while the bridge is closed?
  Most of the traffic will be routed through Dravus with police directing traffic at this intersection. We are looking at the possibility of a temporary surface road, as well.

- How was the Galer Flyover funded? Why wasn't this money put into this project?
  Amgen and local funds funded the flyover. It was not incorporated into this project, because it serves a different purpose than the bridge. The bridge is designed to get residents to Magnolia, while the flyover is meant for heavy truck traffic headed to the industrial area.

- My preferred alternative is Alternative A. What is the project team's criterion for choosing a preferred?
  Public opinion and the impacts found in the environmental reports will be the two primary criterion used to select the preferred alternative.

- What weight is given to the public's opinion?
  When the project team makes a final recommendation to the director of SDOT and the mayor, we will tell them what we've heard from the community. For instance, we've heard a lot of folks don't like Alternative C, so we most likely will not be recommending C.

- How will Northwest Harvest be impacted?
  Northwest Harvest will not be impacted because their lease ends soon, and they intend to find a new location in the near future.

- What is your confidence level regarding the cost estimates?
  I'm very comfortable with the cost estimates. We used a Schedule, Cost and Risk Evaluation (SCoRE) process to determine how the alternatives compare. Through this process, SDOT identified factors that could impact or improve the project's schedule and cost, and developed related estimates for each alternative. This means we are 90% certain that the cost will be this amount or lower.

- If you had to pick a preferred alternative now, what would it be?
  I think the whole design team is teetering back and forth between Alternative A and D.

- What are possible traffic solutions while the bridge is under construction if Alternative A is chosen?
  That is something we will be looking further into in the next phase. There is the possibility to give the contractor a reward/penalty for each day they finish ahead/behind schedule.

- Have you investigated where solid ground is for all the replacement alternatives?
  Yes, we did borings this summer and we are confident with each of the alternatives that we know where solid ground lies. Once a preferred alternative is chosen we will do additional borings.

- Have you considered traffic accidents in you impacts for each of the alternatives?
  Traffic accidents really are not a potential impact. The curves of the bridge will meet design standards.

- When can residents have a role in discussing future traffic mitigation, bus stops, park access, etc., related to replacing the bridge? We need mitigation to be defined. We would be in support of a pedestrian overpass over Galer.
  Detailed discussions like these will start happening in the next phase of the project.

- There is an important transit exchange on the center of the existing bridge. Any alternative should incorporate transit access.

- What is the key advantage of Alternative D over Alternative A?
  Alternative A is very similar to what we have today. The downside is that it would still be in the shoreline and it intrudes on the park more so than Alternative D does.

  Alternative D is about 0.1-mile longer (12 seconds of additional travel time) than Alternative A. It would have more impacts on local businesses, but it would move

the structure out of the shoreline. It is also more expensive than Alternative A. Bridge closure time for Alternative D would be less than Alternative A.

- A difference of 70-72 decibels is a significant change in terms of noise impacts.
- I think you are overstating the impacts to the park. It might be nice to have a new structure that looks nicer. The plants in the area would certainly grow back.
- What are the impacts for residents between Alternatives A and D?
  Alternative D would take the bridge a bit closer to homes, so there is the potential for more noise and light impacts for surrounding homes.

Comment Form Input

Twenty-five comment forms were collected at the meeting. Twenty-one respondents ranked the alternatives on a scale of 1-4, 1 being most preferred and 4 being least preferred (see Table 1 on Page 2 for a summary of public rankings).

Of the comment forms received, Alternative A was the most preferred option; seventeen respondents ranked it as their first choice. Two respondents called it their second choice, one respondent called it their third choice, and one respondent called it their fourth choice. Comments supporting Alternative A pointed to cost efficiency and the direct route as the main benefits. Shoreline and environmental impacts were the major issues of concern regarding this alternative. While a long downtime was a concern, two respondents said they were willing to endure a longer shut down to have this bridge alternative.

Alternative D was generally selected as the next preferred alternative. While only two respondents said Alternative D was their first choice, thirteen respondents called it their second choice. Five respondents called it their third choice, and two respondents called it their fourth choice. Alternative D's main benefits were a lack of shoreline impacts, a shortened closure time, and a design that does not separate the land from the water. Concerns included conflict with North Bay designs for the Port of Seattle property and impacts on businesses and neighborhoods.

Three respondents said the Rehabilitation Alternative was their first choice. Three respondents called it their second choice, seven respondents called it their third choice, and eight respondents called it their fourth choice. Many respondents felt that if costs to rehabilitate the bridge were the same as those to build a new facility, then building a new bridge would be best. Those that favored the Rehabilitation Alternative pointed out that it was a direct route.

Alternative C was the most unpopular option. One respondent said Alternative C was their first choice. Six respondents called it their third choice, and fourteen respondents called it their fourth choice. Many cited the delay caused by a circuitous route and signalized intersections as the main concern. A few respondents did point out that

Alternative C would enable future Port development, access to the marina, and access to bike paths.

Verbatim comment forms are provided below. Blank spaces indicate sections that were left blank by respondents.

Alternative	Rating	Benefits	Issues/Concerns
A	1	More cost effective	None
C	4	It has none	Not cost effective
D	2	As an alternative to A it's the only one	It has none
Rehabilitation	3	None but better than C	It is only a temporary fix. Replacement is the answer.

Alternative	Rating	Benefits	Issues/Concerns
A	1	• New, stable bridge • Uses existing traffic patterns • Basically no change to neighborhood adjacent to bridge	Cost "Down time" during construction; but I am confident that this short term inconvenience will be well worth the benefits of a new bridge.
C	4		• Disruption to Magnolia neighborhood along bluff • Longer route
D	2	• Stronger bridge • No impact on water life	Disruption of neighborhood along bluff
Rehabilitation	3		

Additional Comments:

- Thanks for having comment boxes on each table!

Alternative	Rating	Benefits	Issues/Concerns
A	1	Similar to existing bridge in location. Uses the space of the Ports "North Bay" in best and most efficient manner. Most compatible to the ultimate goals of the Ports Plan with "North Bay."	Impact on shoreline that should be able to be mitigated through support placements.
C	3	Less supported structure. Low earthquake stability	Access to Piers 90 and 91, park, and beach areas. Possible conflict with "North Bay" roadways and the potential for congestion on proposed "Armory Way Flyover" etc.

Alternative	Rating	Benefits	Issues/Concerns
D	2	Most similar to current bridge without the shoreline (potential) impacts. Shorten the closure time.	Conflict potential with "North Bay" designs. Cut "North Bay" in half causing unforeseen impacts on tenant placement and product flow.
Rehabilitation	4		Seems like a waste of time to build a new bridge from old parts in a lengthy manner that will create a much "bulkier" bridge.

Alternative	Rating	Benefits	Issues/Concerns
A	1	Given safety, cost and efficiency—this option makes the most sense.	General concern: mitigation of traffic on Thorndyke during construction
C	4	Unknown	Too circuitous—looks like torture and potentially hazardous with the extreme curves—accident prone—this doesn't appear to have been analyzed
D	3		Too much displacement of existing businesses.
Rehabilitation	2	Good location	Seems like cost is close to total replacement—Option A—future maintenance would be higher than Option A. Might as well just get a whole new bridge! Construction time is too long.

Alternative	Rating	Benefits	Issues/Concerns
A	1	Same general footprint would allow for some port development. Clean lines—uncluttered.	Longer "down time"
C	4		• Too close to residential area • Too close to green belt • Would increase commute time • Signalized intersection
D	2	Would allow for port development; less time to build	
Rehabilitation	3	Might actually happen	• Safety! • Costs nearly as much to rehab as to rebuild • Long time to accomplish—traffic would be awful!

Alternative	Rating	Benefits	Issues/Concerns
A	1	Direct route; lower cost than C or D	Does anything need to be done to stabilize East-facing slope of Magnolia neighborhood?
C	4		Don't like the traffic light.
D	2	Includes stabilization of slope	Is stabilization effective?
Rehabilitation	3	Direct route	Long period of re-routing and impact during construction. No stabilization.

Alternative	Rating	Benefits	Issues/Concerns
A	1	Most direct route	
C	3	It will take longer drive time to get from 15th to top of bluff—length of time of trip will also be increased by intersections of surface streets and traffic control signals.	
D	3	See no benefit.	
Rehabilitation	2	A direct route	

Alternative	Rating	Benefits	Issues/Concerns
A		Glad to see only A and D remaining in the running.	
C			
D		Glad to see only A and D remaining in the running.	
Rehabilitation			

Alternative	Rating	Benefits	Issues/Concerns
A		A variation of Plan B is by far the best method and the most beautiful approach to Magnolia. Also by far the cheapest.	
C			Someone with a great deal of influence (probably political) has been influential in getting this throughout. Why are able to exert this influence
D		All of the excuses for not doing this could certainly be gotten around if it was desired by those in charge. If no bridge were present, the approach would be more beautiful and certainly cheaper.	

Alternative	Rating	Benefits	Issues/Concerns
Rehabilitation			

Alternative	Rating	Benefits	Issues/Concerns
A		Preferred	
C			
D			
Rehabilitation			

Alternative	Rating	Benefits	Issues/Concerns
A			
C			
D			
Rehabilitation			Future noise levels would exceed standards along the 1st block to the North along Thorndyke. Also! It is already beyond acceptable noise levels now.

Additional comments:

- The 1500 block of Thorndyke is as unique as the one block of Galer. All northbound traffic splits off at the corner and heads up the street. It then spreads out after passing this one block. The noise level now is unacceptable along 1500 Thorndyke, as well as Galer! With dozens of new apartments being constructed it will only get worse.

Alternative	Rating	Benefits	Issues/Concerns
A	1	$ Cost; least impact	
C	4		
D	4		Noise levels vs. A Light impacts vs. A
Rehabilitation	4		

Alternative	Rating	Benefits	Issues/Concerns
A	1	All similar to current construction	Downtime. Subject to liquefaction of soil at footings.
C	4		Surface road requires intersections and slower times going to and from Magnolia. Impacts some houses on the slope of bluff. Impacts businesses on route.
D	2	A bridge with less downtime.	
Rehabilitation	3	Similar to current situation	• Downtime being installed • Ongoing maintenance costs higher

Alternative	Rating	Benefits	Issues/Concerns
A	1	Shortest route. Seems to be easiest. No moving buildings.	
C	3		Longer. Stop sign.
D	1 or 2	Aesthetically—would this "look" better and not separate water/land	
Rehabilitation	4		

Additional comments:

- No use rehashing benefits/issues as they are printed.

Alternative	Rating	Benefits	Issues/Concerns
A	3	Good accommodation for pedestrians and bikes.	
C	1	Good construction staging—no or little impact. It will connect to bike trail better. Good access to marina and port property	Changes traffic patterns. Provides better grades, though, for trucks.
D	2	Provides little more distance to climb up—so the grades will be better than Alternative A. Curves could reduce speed. Perhaps only one westbound lane is needed—eliminating the truck climbing lane.	
Rehabilitation	4	No benefits that justify the effort and cost.	No changes/improvement for pedestrians/bicycle. We need more incentives for people to walk and bike rather than drive.

Alternative	Rating	Benefits	Issues/Concerns
A	1		
C	3		
D	2		
Rehabilitation	4		

Alternative	Rating	Benefits	Issues/Concerns
A	1	Less expensive	
C	4		
D	2		
Rehabilitation	4		

Alternative	Rating	Benefits	Issues/Concerns
A	1		
C	3		
D	2		
Rehabilitation	4		

Alternative	Rating	Benefits	Issues/Concerns
A	1	Direct connection to Seattle, no surface intersection, visually appealing, structure and vehicles farthest from greenbelt, minimum impact to property along bluff. Less expensive than C or D.	None—Construction overlap time→I'd much rather endure an extra few months inconvenience to avoid the issues of C and D than shorten the inconvenience and live with C or D. Your park impact seems way overstated—it's far better than existing structure.
C	4	None.	I strongly oppose this. Too close to bluff (noise, emissions, light), future congestion at light (time decay—estimate seems comically optimistic), bridge is wonderful link from our isolated neighborhood to downtown—foresight in design—don't destroy it with this nonsensical alternative. Waste of $10 million.
D	3	Slightly better than C due to no surface intersection, but direct route is better.	Too close to bluff—impact on City Ice. Waste of $10 million.
Rehabilitation	2	Cheapest overall (but maintenance costs are drawback)	Ugly by comparison to building new bridge in existing footprint.

Alternative	Rating	Benefits	Issues/Concerns
A	1	Less expensive.	
C	4	None	Affects greenbelt and residences near bluff
D	2	Opens up the waterfront—better opportunities for development	Slightly more expensive.
Rehabilitation	3		

Alternative	Rating	Benefits	Issues/Concerns
A	4	There are none.	
C	4	Stupid idea	
D	4	Bad news for everybody	
Rehabilitation	1	The bridge is already standing. Just fix it and fix the viaduct.	

Alternative	Rating	Benefits	Issues/Concerns
A	2	Travel time. New up-to-date structure.	Cuts off shoreline. Land use to the north. Infringes on Sound. Environmental concerns. Wetlands etc. Shoreline management.
C	4	Land to the north is open. Housing perhaps.	Slow travel time for most. Gain of few at cost of most of Magnolia.
D	1	Doable and livable. A little more travel time. 12 seconds—big deal. Better impact on shoreline. This looks more attractive all the time.	Opens up housing or park usage to the south along the sound. Perhaps a park/housing/mixed use development.
Rehabilitation	3	Least cost. Historic bridge—perhaps—if you're into old bridge architecture.	May not last the ravages of time and weather. Faster "wear out" factor. Will need to rebuild sooner.

Alternative	Rating	Benefits	Issues/Concerns
A	2		This has the potential for some "I got gas" concerning environmental issues and geological/soil surprises
C	4		
D	3		
Rehabilitation	1	There are less unknown factors	

Alternative	Rating	Benefits	Issues/Concerns
A	1		
C	3		1. Signalized intersection on port property induces delay for commute and emergency services. 2. Reduced views of city, Rainier
D	2		
Rehabilitation	4		1. Long-term cost too high. 2. Excessive construction detour time 3. No bicycle lanes 4. Total initial cost estimate is artificially low compared to alternatives A, D, and C since rehab risk factors were lowered with new research.

Alternative	Rating	Benefits	Issues/Concerns
A	1		
C	4		
D	3		

Alternative	Rating	Benefits	Issues/Concerns
Rehabilitation	1	Just fix it up. Leave the bridge where it is.	

Email Feedback
This email was received after the open house:

This is a follow-up to 11/29/05 hearing on the Magnolia Bridge. After the hearing, I offered a suggestion for mitigating inconvenience while the bridge is closed, and you asked me to email you the suggestion.

Background: Magnolia currently has only 3 exits, including the bridge that is about to be replaced, and the most northerly exit, located near Fishermen's Terminal, is problematical. Traffic headed east to Fremont or north to the Ballard Bridge is funneled on to an overpass with only one lane in each direction. At rush hour, eastbound traffic can be backed up to the intersection with Commodore Way. At other hours, traffic can also be backed up when the bridge is up or for other reasons. If an accident or other event occurs on the Ballard Bridge, drivers already on the overpass are stuck there for an indefinite period. Just last weekend the bridge was closed for more than an hour because of an accident. Unfortunately, closures of that nature are rather common.

Suggestion: Add one eastbound lane to the overpass, and connect that lane to Nickerson so that cars can escape to the Fremont area. We don't need another westbound lane; just an additional eastbound one. That one additional eastbound lane would cost a small fraction of what the new bridge will cost. If it can go in before the Magnolia Bridge is replaced, it will reduce enormously the congestion when Magnolia is down to two exits during bridge replacement.

Flipchart Comments

Alignment A

- Good idea—cars will be able to enter Magnolia at greater speeds than what they do now! A second "benefit" will eliminate access to Ursula Judkins Park! *[Please note likely sarcastic tone of this comment.]*
- Best. Greater vehicle speeds are a HUGE negative for pedestrians and bicyclists. We need traffic calming on this facility. Access from Magnolia to the marina and Port property is not provided. Due to the bridge's close proximity to the water it doesn't look like it would even be possible.

Alignment C

- This totally useless idea is good evidence of how bogus this "community input" process is.
- I like this alternative. It touches down to the port property making easy access and connection to the bike path. It connects to the marina. Hey, we don't have to

make a circuitous route back from the marina to Magnolia. It connects nicely with future port development.

Alignment D

- Like to have full and better access to the marina and the port development from Magnolia. Couldn't the ramps be constructed for full access? (Loop ramps)
- FYI the DOT really messed up the entrance to the bridge going north off of 15th. In your plans you should consider a smooth transition from 15th to the bridge as it was done originally. The right lane carries 20-25 cars to 1 in the left lane and the left lane flyover addition. CORRECT IT! Also in your wisdom and efficacy—why did the DOT paint the bike lane coming up to Howe St and then a couple months later cover it all up with the new asphalt. Waste of taxpayers' money. Can't you plan ahead??
- This is very good on the environment. Preserves shoreline, opens up possibilities of a park or mixed use. This is now my number one. If there is a major earthquake this would be further from water and potential flooding and slamming in of floating debris. Complies with shoreline management. 12 seconds of travel time lost is no big deal. Could open up Port-urban development—an urban village.

Rehabilitation Alternative

- Best idea of all!! Please add traffic calming at entry point to Magnolia.
- No—It doesn't help pedestrians and bikes. Why spend money and time without making any improvements? Can we remove one of the westbound lanes? IT ends at 28th anyways so it doesn't provide that much capacity. It would slow traffic down, also.

Open House Summary
September 13, 2006
Blaine K-8 School, 5:30 to 8:30 pm

Overview

The sixth Magnolia Bridge Project Open House was held on September 13, 2006, from 5:30 to 8:30 p.m. at the Blaine School in Magnolia. Stations were set up in the Blaine School lunchroom to present the bridge structure type alternatives being evaluated, along with the history of the project, images of the Preferred Alignment Alternative (Alternative A), and potential bridge amenities and detour routes. The open house was held to share the possible structure types that might be used for the new Magnolia Bridge and to gather public feedback that will guide the upcoming selection of a bridge structure type for each section of the new bridge.

Approximately 60 people signed in at the meeting. Information on the benefits and costs of the proposed structure types, additional views of proposed bridge columns, and a guide to the sections of the bridge being used for design work was provided in a packet with a comment form. Project team members were on hand to answer questions and explain each of the alternatives. Members of the project team included Kirk Jones (Seattle Department of Transportation Project Manager), Yuling Teo (SDOT), Jerry Dorn, Jeremy Miles and Brian Elrod (HNTB), and Chelsea Tennyson and Lauren Stensland (EnviroIssues).

At 6:30 p.m., Kirk Jones gave a brief presentation reviewing the possible structure types and explaining the benefits and costs of each proposed option. After the presentation, Kirk invited the public to ask questions or offer comments using the microphone set up for that purpose.

Public input was gathered at the meeting in several ways: (1) through discussions with project team members, (2) on large flip charts located near different information stations where the public was invited to write comments or questions, (3) on comment forms (meeting attendees were invited to complete the comment form and leave it at the meeting or mail it in at a later date), and (4) through oral comments heard after the presentation.

General Summary

The following are common issues and concerns raised during the open house, either on flipcharts, during the question and comment period after the presentation, or on comment forms. This list is not all-inclusive, but attempts to capture the key points heard

repeatedly from the public.

- Many attendees preferred the cast-in-place concrete box girder over the prestressed concrete girders, particularly for the Magnolia bluff section of the bridge. The prestressed concrete girders option was supported by those who specified a design for the 15th Avenue W Overcrossing.
- Curved flare columns received the most positive written comments from attendees.
- Functional bridge design was the most popular project priority chosen by members of the public, while project cost was not chosen by any commenter. Table 1 provides a summary of the number of members of the public that chose a given project priority on their comment form.

Table 1. Project Priorities Provided on Comment Forms

Potential Priority	Comments selecting given aspect as a project priority
Functional bridge design	7
Attractive bridge design	6
Bike & pedestrian facilities	5
Other: Minimal future maintenance	1
Other: Minimum impact on area businesses	1
Other: Road surfacing	1
Other: No local taxing district	1
Other: More space at bus stops	1
Project Cost	0

- Transit, bicycle and pedestrian access—Several citizens raised questions about access for mass transit, bicyclists, and pedestrians on the new bridge. There was interest in overlooks from a few citizens, though others thought they were an inefficient use of project funds.
- Traffic calming—A few citizens on the Magnolia bluff are concerned about the high speed of cars entering Magnolia and asked for traffic calming measures.
- Impacts—Noise impacts and impacts to the Ursula Judkins viewpoint were a concern of some citizens.

Public Input

The following section includes verbatim comments captured during the question and answer period after the presentation, submitted via comment forms returned at the open house and on flipcharts during the meeting.

Oral Comments/Questions

The following questions and comments were offered after Kirk Jones' presentation. Responses to questions are indicated in *italicized font*.

- We've asked before that you consider the speeding problem as drivers go from the bridge onto Magnolia Bluff. Something needs to be done to address safety concerns in that area.
  Your concerns have not been forgotten. We're not yet to the stage of planning to consider traffic calming measures, but they are a possibility.

- I back out into the traffic flowing off the bridge onto the bluff area. If you straighten out that S curve, as your plans show, people will drive even faster through my neighborhood.
  I appreciate your concern and we will try to address it.

- You are planning to take some of the Ursula Judkins viewpoint land. Are you widening the lanes in that area?
  The lanes on the bridge are 11-foot lanes, but by the time we're connecting with the road on Magnolia Bluff, the road is tapered back to match the existing road width in that area.

- Is the fish plant going to stay where it is? I know that transit stop on the bridge serves a lot of workers – will it stay in place?
  We'll work to continue that service.

- Can you phase bridge construction if there is not enough funding to complete the whole bridge at once?
  No, that's not feasible. We're planning to build the whole bridge.

- One of the project goals is access from Magnolia to Smith Cove Park and the marina area. What are you doing about the U-turn issue on the current bridge?
  There are two things. The City expects that a surface roadway will be constructed across Port property so drivers can use Thorndyke to connect to the park area. We are also designing the bridge so that a U-turn is not possible.

- Can the bridge be designed to make it easier to exit at 15th Avenue?
  It will be a smoother turn, but will look much the same. The merge will be longer which should make the transition easier.

- What about for those making a left turn going north?
  The signal intersection that exists now handles that traffic effectively. It will still be a signal intersection.

- I have concerns about the Ursula Judkins viewpoint. The bridge deletes our parking area. We have park design plans underway and need to talk with you about the part of the park that you are taking.
  I don't believe it eliminates your parking area, but the driveway configuration will need to be adjusted. We can discuss design details with you when we reach that phase of the design process early next spring.

- What about paving improvements to reduce noise? Do the alternatives shown tonight have different noise impacts?
  No, they don't. The new pavement is expected to be quieter than what is there now.

- You should consider using rubberized asphalt.
  We've used that other places in the City and are seeing how it works out.

- You should consider an elevator to the bridge instead of a ramp for the pedestrian connection to the Elliott Bay Trail.
  That's something we could consider – I don't know that elevators are used in a setting like this one.

Comment Form Input

Ten comment forms were collected at the meeting. Verbatim comments are provided below and are grouped by question. Blank spaces indicate sections that were left blank by respondents.

Which bridge structure concepts to you prefer, and why?

- Prestressed concrete and tapered columns – lower cost, clean appearance, apparently will work well
- Cast in place, curved flare columns – like the look
- 15th Ave: Prestressed concrete – Angular Flare column
- Mainline: Prestressed concrete – Angular Flare column
- 23rd Ave Ramps: Straight Cast-in-place box girder – Curved Flare columns
- Mag. Bluff: Haunched Cast-in-place box girder – Curved Flare columns
- Aesthetic treatment: Option 1 for all segments
- 23rd - Haunched Cast-in-Place Box Girder
- Magnolia Bluff - Haunched Cast-in-Place Concrete Box Girder
- Curved Flared columns
- Pre-cast whenever possible
- Overlook points for pedestrians
- Bike access
- Solar powered lighting with back up power grid lighting

- I like the curved flare on columns. Yes, please include overlooks. Yes, bike access from bridge to Myrtle Edwards trail is important. Ramp, not elevator, please.
- Curved flare columns and boxed in (girder concealed) looks cleaner. Haunched "B" for all segments (except 15th Ave Overcrossing where style "A" pre-stressed girders would be more expedient, less disruptive to traffic flow, faster to construct) because less columns, most graceful design.
- Aesthetic treatment options #1 appears most fluid, elegant, and timeless and most unobtrusive.

Which bridge structure concepts do you dislike, and why?

- The one that takes the most time to build
- I don't like the elevator idea. Unsafe, unclean, and a maintenance problem. Ramp is better.
- Overlook areas seem frivolous, extravagant, especially considering there still isn't any improved access from Magnolia to the waterfront. No traffic-speed management provisions apparent. Open girders look messy, unfinished, providing nesting areas.

Which project priorities are most important?

- Functional bridge design; bike & pedestrian facilities
- Future maintenance – the less needed the better
- Attractive bridge design; Functional bridge design
- Attractive bridge design; bike & pedestrian facilities
- Attractive bridge design; Functional bridge design; Bike & Pedestrian facilities
- Functional bridge design & Economic impact; Minimum impact on area businesses, T 90 – 91, Magnolia Village
- Attractive bridge design; Functional bridge design; Road surfacing. We are living on the west end of the bridge. Road noise is a major problem for our quality of life. We urge that the new bridge road be provided with a low noise paving and that other methods be explored for noise abatement.
- 1: Attractive bridge design
  2: Functional bridge design
- Don't do local taxing district for bridge – very bad idea! Will we do the same for 520? Viaduct?
- Attractive bridge design; Bike & Pedestrian paths need to be wider than existing to be safe, allow for bypass. Bus stops need to have more space, out of pedestrian & bike paths.

Which project information sources are most useful to you?

- Project mailing list or email list
- Project mailing list or email list
- Project mailing list
- Newspaper coverage; Project website; Project mailing list or email list
- Newspaper coverage; Project website; Other
- Newspaper coverage; Project website

- Project mailing or email list
- Project mailing list or email list

Additional comments?

- Bridge should provide views for vehicle occupants and pedestrians. Lighting should be designed to discourage birds from sitting on them.
- Who do I contact about the traffic lights at 15th & Dravus. Traffic gets backed up to the bridge over the RR tracks during evening rush hours when lights are on blink.
- During Alernate selection a perpendicular North Ramp and traffic light were abandoned due to lack of need and expense. If need were to be assessed for overlooks they would be abandoned – there is no need for the expense of overlooks, they should be removed from Plan!
- Impressed by site location new bridge and minimal traffic delay and minimal cost of my preferred concepts. Prefer railings option 4.
- Please work to keep existing trees
- Make the structure to include Artistic features including architectural detailing in columns
- Thank you for being so thoughtful
- Concerns – minimum disruption during construction. Maintaining traffic flow on 15th
- Great presentation – thanks! Don't hear only the few people who want to slow traffic. Make it so we can go faster with safety. This impacts more people. Figure out a way to deal with safety issues without slowing speed.
- Initial project goal to improve access from/to Magnolia and waterfront was sacrificed – Why?? "Preferred" alignment A fails to respond to neighborhood/local Magnolia need for access to Interbay, Smith Cove Park, Mid-Span on-demand-signal would almost traffic and allow legal auto access from bluff.
- Stop light at top of bridge to slow traffic and also allow pedestrian crossing

Flipchart Comments

Structure Types

- The haunched cast-in-place designs have the cleanest lines and look most modern
- Magnolia Bluff structure A – with Angular Flare columns – my vote

Bridge Amenities

- Railing – Option 1; Roadway – Option 2; Lighting – Option 1; Accent – Option 3; Overlook – Middle option
- Higher wall creates feeling of protection – like center schematic
- If access to Port from eastbound is not a priority, overlooks should be discarded!

Other

- Let's not forget Transit. Metro currently has a very actively used stop – right on the bridge – about halfway – right above Pier 90/91. It is served by workers – at the Fish Company – bike riders, workers, joggers, runners, hikers – in the short – a lot of people. This will be an asset in the future as use of that area continues to grow. There's talk of park use, industrial, and housing – yet to be decided. In addition, BRT (Bus Rapid Transit) is being considered on 15th NW – and this would be a major transfer point and needs to be taken into consideration. Thanks.

Magnolia BRIDGE PROJECT

You're Invited!

Project Open House

October 16, 2007
5:30 – 8:30 PM
Presentation at 6 PM

Blaine School Cafeteria
2550 – 34th Ave West
Seattle, WA 98199

City of Seattle

Next Steps

After receiving public feedback at the October 2007 open house, SDOT will finish current environmental work and develop contract documents to approximately the 50 percent level of completion. SDOT will hold further development until the City secures adequate project funding, which is expected to take 5 years, or more. Though bridge design work will be on hold, SDOT will continue to coordinate with the Port of Seattle about Northbay development, emergency detour routes, cruise ship terminal planning, and other important topics related to the bridge.

Learn More and Submit Comments

Contact Kirk Jones
SDOT Project Manager
(206) 615-0862 or
kirkt.jones@seattle.gov

Visit the project website:
www.seattle.gov/transportation/magbridgereplace.htm

You can find the recently published Type, Size & Location Study and Draft Environmental Discipline Reports as well as other project materials.

City of Seattle
Seattle Department of Transportation
700 Fifth Avenue, Suite 3900
Seattle, WA 98104

Magnolia BRIDGE PROJECT

October 2007

Designing a Bridge that Meets Your Needs

The Magnolia Bridge provides an important connection between the Magnolia neighborhood and Seattle's downtown core, and serves the Interbay maritime and industrial community. The Seattle Department of Transportation (SDOT) has been working with the community to identify the best replacement option for the bridge, which was damaged by landslides and the Nisqually earthquake in 2001.

In the spring of 2006, SDOT decided to replace the existing bridge in the same general corridor, with a similar lane configuration and endpoints (known as "Alternative A"). SDOT determined that this alternative minimizes effects on residents, businesses, and the environment, and is the most cost effective.

You're Invited!

SDOT will host a public open house to discuss ongoing design and environmental work, project funding, and next steps. Mark your calendar!

October 16, 2007
5:30 – 8:30 PM
Presentation at 6 PM

Blaine School Cafeteria
2550 – 34th Ave West
Seattle, WA 98199

What's Inside?

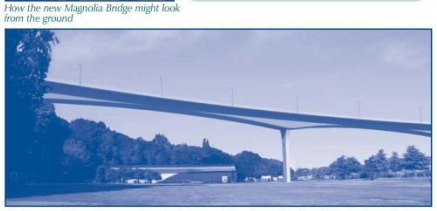
- SDOT chooses modern, maritime design for detailed elements on the new bridge
- Project funding and next steps
- Thank you, project Design Advisory Group!

City of Seattle

How the new Magnolia Bridge might look from the ground

{NEW!}

Bridge type selected and design features recommended: After receiving public input, SDOT selected a preferred structure type for the new Magnolia Bridge. The bridge will be designed using concrete box girders supported by columns that flare out at the top.



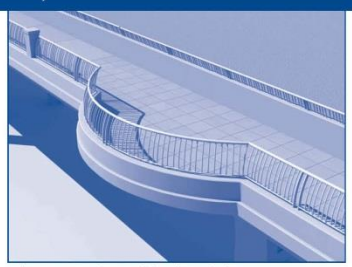
A photo simulation of the new Magnolia Bridge seen from Smith Cove Park. Note the haunched curve of the concrete box girders.

Project Team Chooses Modern Style With Maritime Elements

After selecting the major structure and column types, SDOT turned its attention to more detailed design features. The project team considered several options for each of the following:

* Street and pedestrian lighting
* Railings
* Pedestrian viewpoints facing south
* Wall treatments
* Column treatments
* Pedestrian connections and sidewalks

Based on feedback from the Design Advisory Group, the project team is recommending design features that suggest a modern, maritime theme.

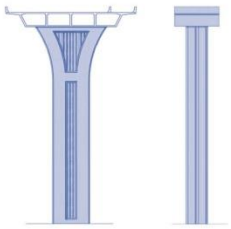


Pedestrian viewpoint facing south from the new bridge

Street and pedestrian lighting

Many cyclists have told us that good bike facilities and better connections to local paths are important. The bridge design will include connections from the bridge to the Elliott Bay Bike Path and other bike routes in the area.

Sidewalk, railings, and lighting



Column treatments

Wall treatments will look like vertical ropes, suggesting maritime activities

Thank you, Design Advisory Group and community!

SDOT wishes to extend a hearty thanks to the project's Design Advisory Group members, who have dedicated time, enthusiasm, and creative ideas to the project. For more than four years, community members representing Magnolia, Queen Anne, and other local perspectives have met regularly to provide feedback and guidance to SDOT's project team. The Design Advisory Group has played a crucial role in designing a bridge that best meets local needs.

Project Cost and Funding: Frequently Asked Questions

How much will the project cost?
SDOT currently estimates that the Magnolia Bridge Replacement Project will cost $262 million. This estimate includes design, right-of-way and construction costs and is based upon starting construction in 2009 to make a direct comparison to earlier estimates.

Why has the cost estimate grown since the 2004 estimate?
The estimate has grown due to significant construction cost increases (e.g., the price of steel and concrete), inflation, and other risk factors. Over the past three years, there has been an unusual 15 percent rate of inflation for highway construction, a much higher rate than the long-term historical average of 3 percent. SDOT is assuming 6.5 percent construction inflation over the next 3 to 4 years.

Has SDOT obtained construction funding?
No, SDOT has not secured adequate construction funding, but continues to pursue available sources and think strategically about funding options. SDOT expects to fund the Magnolia Bridge Replacement Project using several sources, including grants, federal funding, and other local and regional opportunities.

Smith Cove Interim Improvements

Public Meeting February 10, 2004

- Sign-in began at 7 p.m., and the meeting itself began at 7:10 p.m. Approximately 40 community members were in attendance.
- Parks staff were introduced: Rich Hennings, Major Maintenance Manager; Don Harris, Property and Acquisition Services Manager; Ted Holden, Senior landscape Architect, Virginia Hassinger, Project Manager

- John Leonard (Department of Neighborhoods) announced plans for Magnolia clean up on Feb. 28, including clean up of upper park site.

Project Background and Description

- The property acquisition included two separate sites – Upper and Lower Smith Cove. The sites are separated by property retained by the U.S. Navy (which includes the Admiral's residence and associated security buffer). Parks had funding to acquire the property, but except as noted below, no development funding was available.

- Ten years ago federal government tagged the property as surplus. For the past five to six years, Parks has been negotiating with the Navy to purchase the property. The total cost of acquisition was about $6 million. Funding included $1 million from the West Point treatment placement mitigation money, also known as the Shoreline Improvement Fund (SPIF); $2 million came from the 2000 ProParks Levy; and King County provided $3 million. County Councilmember Larry Phillips negotiated for Parks to spend $2.7 million toward acquisition and an additional $300,000 for youth sports field development.

- The Upper Site is on top of the bluff and is south west of the Magnolia Bridge. Parks plan for this site is passive use. The City will open the site to the public in the near future, and has committed to completing that task by the end of March 2004. One small delay is possible in that the Federal Aviation Administration (FAA) needs to relocate a utility pole and communication equipment before Parks provide can public access. The FAA has had budget and contract problems in accomplishing this. If they cannot complete their work soon, the City will look for a "work around" solution, such as having them provide an additional security fence around their items.

- The Lower Site is at the base of the bluff, between Magnolia Bridge and Elliot Bay:
    1. Parks is enthusiastic about getting users in the park. Parks does not have funds at this time for full planning and development, but will proceed with interim development with the funding provided by King County.
    2. Other developments in the future by the Seattle Department of Transportation (SDOT) or the Port of Seattle could impact future plans for this site. The Port of Seattle is considering developing the Pier 91 corridor. If this happens, it may be that the lower property or a portion of it could be traded for portions of Port holdings. Also, the Seattle Department of Transportation (SDOT) will replace

Magnolia Bridge in coming years. There are three possible configurations for the bridge. One of the options would affect the new park. The impact of these potential developments is not fully known at this time. However, it should be noted that Parks expects it to be several years before this all plays out. For more information about the Magnolia Bridge project, visit:www.seattle.gov/transportation/magbridgereplace, or contact SDOT Project Manager Kirk Jones, kirk.jones@seattle.gov or (206) 615-0862.

Interim Design:

1. The basic concept for the site development is "clean, flat, green." The site is a mix of asphalt and concrete pavement, areas of compacted gravel, grass, street lights, a small electrical substation, and a variety of abandoned utility vaults and manholes. Parks' plan is to clear and grade the site for an open-use sports meadow. We will remove the concrete and asphalt, abandon remaining utilities and level the site. We will bring in up to 9 inches of good turf planting soil and seed about 3 acres. The turf needs 9-12 months to establish before Parks can open the site. It is anticipated that the park will be open for public use in May or June or 2005. At this point, there are no funds for further development. When Parks does have funding for development, we will engage in a full planning process that will consider a variety of options for the site.
2. Park visitors may notice site activity happening in the near future. Parks is building a security fence along the west side of the property. Later, Parks will relocate utilities and an electrical substation associated with the Admiral's house. These relocation costs are not part of the $300,000 development budget from King County.

Question & Answer and comments:

- **Q:** Can there be a walking path around field?
  - *A: – There is no designated path; the area will be open field.*

- **Q:** Bridge alignments: is there an easement?
  - *A: - Yes – SDOT has an easement under bridge.*

- **Q:** Have you tested soils? What are the shoreline restrictions?
  - *A: - Testing for contaminants was done; the site is clean for park use, although soil is not great for planting. To develop in shoreline we need a shoreline use permit. Generally these are issued, or most readily issued for shoreline related use.*

- **Q:** Vehicle access – parking: Where, how much?
  - *A: – Vehicle access is planned off of 23rd Avenue. A fence will remain around the site, except for access point(s). There is on-street parking.*

- **Q:** What are the dimensions of interim development site?

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- *A: - The dimensions of the planned "clean, green, flat" area are 195 feet x 465 feet.*

- **Q:** Will the site be scheduled?
  - *A: – The Parks sports staff are the best folks to answer that question, and they are not in attendance. They will work with community and sports groups. There may be some scheduled use; although, we do not intend to create a scheduled play area for competitive games.*

- **Q:** Will there be field lighting and markings?
  - *A: – No field designation or lighting will be part of interim development.*

- **Comment:** This park site, no matter how it is developed, is important to the Uptown area. We need both more sports field and more waterfront access.

- **Q:** If SDOT chooses Alternate A for re-development of the Magnolia Bridge, what will the impact be to the potential trade/deal with the Port?
  - *A: – We do not know at this time.*

- **Q:** Shoreline 1/3: why not use for off-leash?
  - *A –We expect such use would require a shoreline permit.*

- **Q:** An alternate site layout was presented by Magnolia Soccer Club. Will Parks consider site use for younger kid's soccer? If Parks just graded existing grass area, could the project be completed in a couple of months, and site used this fall (save money and time)?
  - *A: - We can consider alternate layouts, and will review your plan. We would like to open the field as soon as possible too; however, in order for the turf to support the anticipated usage, we could not open the park as early as this fall. Even if we could seed the field today, design and contracting procedures will take several months to complete.*

- **Comment:** The site map does not show visionary possibilities. We should open the shoreline to connect to other parks.

- **Comment:** Parks should consider and encourage parking to the north.

- **Comment**: Without parking, this scheme does not make sense. The Magnolia Soccer proposal has parking.

- **Comment**: Please be sure to not cause a negative effect on the marina/Palisades.

- **Comment**: I was surprised to learn of the suggested ballfield use. My desire is to convert it to shoreline use.

- **Comment**: I have a concern that making this into a sports field will lead to lights and more active use. My desire is for more passive shoreline use.

- **Q:** How much land is left under the bridge? Is there any way to leave an area open for off-leash?
    - *A- Parks (Don Harris) will get back to speaker on this.*

- **Comment**: This is an interim plan that makes sense for kids.

- **Q**: Is there a pedestrian link between the upper and lower properties?
    - *A: No, at this point that is geographically impossible to provide. There may be a possibility for one when the new Magnolia Bridge is built.*

- **Q:** At some point, will there be a planning process?
    - *A – Yes before any long-term development. At this time we have no funds for long term development. Until funded, we are not making long-term plans.*

- **Comment**: As a dog owner, I feel locked out of Discovery Park. Ballard and Green Lake are too far away for me. I want a local off-leash area. There is a huge demand for this.

- **Comment**: Can we walk our dogs on a leash on the flat, clean, green area? Please don't prohibit this.

http://www.seattle.gov/transportation/magbridgereplace.htm