

# What has the Community Advisory Group said about the route options?

Comments and Concerns	ROUTE OPTIONS RECOMMENDED for further evaluation											ROUTE OPTIONS NOT RECOMMENDED						
	Ash	Aspen	Cedar	Cottonwood	Elm	Laurel	Oak	Pine	Redwood	Sycamore	Willow	Cherry	Dogwood	Fir	Magnolia	Maple	Poplar	Spruce
This table displays comments and concerns about the 18 potential route options shared by Community Advisory Group members and residential association alternates. Route options are sorted based on whether they were recommended for further evaluation by the advisory group. Comments and concerns are sorted by evaluation factor topics.																		
<b>Impacts to aesthetics (pole design and views)</b>																		
Impact to views along Segment E																		
Impact to views along Segment J																		
Impact to views along Segment L																		
Taller towers will be obscured by the terrain along most segments																		
<b>Residential areas (number of residences)</b>																		
Presence of lines in backyards in some cases along Segment E																		
Presence of lines in the front and back yards of residences along Segment B																		
Proximity to homes																		
<b>Sensitive community land uses (parks and other recreational areas, schools, religious institutions, etc.)</b>																		
Impact to Bridle Trails State Park																		
Impact to Coulon Park																		
Impact to future trail planned along the Eastside rail corridor																		
Impact to Mercer Slough Park																		
Impact to the lakefront, a regional recreational, aesthetic, and environmental amenity along Segment L																		
Proximity to schools																		
<b>Sensitive environmental areas (wetlands, wildlife habitat, steep slopes, fault lines, etc.)</b>																		
Impact to slope stability along Segment H																		
Impact to slope stability along Segment L																		
<b>Opportunity areas (runs along existing utility corridors, railroad right of way, public right of way, etc.)</b>																		
Highest percentage of the route on the existing corridor (100%)																		
Second highest percentage of route on the existing corridor (83%)																		
Tied for lowest percentage on the existing corridor (10%)																		
Concern over the narrow existing corridor easement and necessity for additional easement acquisition along Segment M																		
Concern over the narrow existing corridor easement and the need for and difficulty in acquiring additional easements (including along the railroad) along Segment L																		
Difficulty in accessing the line for maintenance along Segment C																		
Difficulty in permitting within a designated shoreline along Segment L																		
Proximity to Eastside rail corridor																		
Proximity to Seattle City Light corridor																		
<b>Health and safety (electric and magnetic fields, Olympic Pipeline, etc.)</b>																		
Safety concerns with proximity to the Olympic Pipeline																		
<b>Mature vegetation (number of trees greater than 4 inches impacted)</b>																		
Clear cutting of a significant number of mature trees along Segment L																		

NOTE: Cost and longevity evaluation factors were not included because comments specific to those factors are included in other factors.