



Tacoma Dome Link Extension

Draft Environmental Impact Statement

VISUAL AND AESTHETICS RESOURCES BACKGROUND AND SIMULATION ANALYSIS

Appendix J2

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APPENDIX J2 VISUAL AND AESTHETIC RESOURCES BACKGROUND AND SIMULATION ANALYSIS

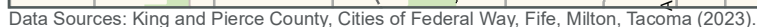
1 LANDSCAPE UNIT VISUAL QUALITY ANALYSIS

The approach used to determine visual and aesthetic resources was based upon the Federal Highway Administration (FHWA) methodology for assessing impacts related to transportation projects (FHWA 1988) and the *FHWA Guidelines for the Visual Impact Assessment of Highway Projects* (FHWA 2015). Visual quality is defined as a measure of what viewers like and dislike about the visual character of the area being evaluated. Visual quality is rated for each of the following categories:

- Vividness refers to the way landscape components combine in distinctive and memorable visual patterns.
- Intactness refers to whether the natural and human-built visual patterns form a consistent landscape or whether highly contrasting features intrude into the view.
- Unity refers to the visual coherence and compositional harmony of the landscape considered as a whole.

Landscape units are geographic units that are used to assess impacts on visual quality on viewers. Landscape units are defined by both viewshed area (an area that is visible from a specific location) and landscape type (defined by the visible features of an area of land). Landscape units are generally visually homogenous with one viewshed and one landscape type. However, specific locations within a landscape unit can be heterogeneous or not typical of the visual character of the general area. For purposes of this analysis, the Tacoma Dome Link Extension (TDLE) corridor has been divided into eight landscape units, which are defined by changes in topography, neighborhoods, streets, building types, and tree cover. The landscape unit boundaries are generally shown 0.25 mile from the centerline of each alternative; however, dense vegetation or development in areas caused evaluations within viewsheds to focus generally on areas closer within the foreground viewing distance of approximately 200 to 500 feet. Landscape Unit 1 is in the Federal Way Segment. Landscape Units 2, 3, and 4 are in the South Federal Way Segment. Landscape Units 5 and 6 are in the Fife Segment. Landscape Units 7 and 8 are located in the Tacoma Segment. Figure J2-1 contains a map showing the locations of all the landscape units.

Analysis of the potential visual impacts of TDLE began with the assessment of a baseline visual quality rating of the value viewers place on the existing visual character of the affected environment based on their visual preferences for vividness, intactness, and unity for each landscape unit. Then each landscape unit was given a visual quality rating for each category based on the presence of each TDLE alternative. The visual quality ratings for each category were then averaged to determine the average visual quality rating for each landscape unit with and without the different build alternatives. Table J2-1 outlines the visual quality ratings for each landscape unit.



Tacoma Dome Link Extension

Visual quality ratings range from 1 to 7 and are described as follows:

1. Very Low
2. Low
3. Medium Low
4. Medium
5. Medium High
6. High
7. Very High

After defining the general visual quality of the landscape units, key observation points were selected at locations to document views where potential changes could affect higher-sensitivity viewers and views that were representative of the visual character of the landscape.

1.1 Impacts Common to All Alternatives

All of the project alternatives would change visual conditions by removing existing landscape features, including trees, landscaping, and buildings, and replacing these with a primarily elevated light rail guideway, stations, and other accessory facilities. All of the alternatives would involve visual changes when overhead utilities are added, raised, or relocated, or where streets or other facilities are modified, replaced, or added. All of the alternatives have components such as retaining walls and sections of elevated guideway supported by columns that would be visually prominent for some adjacent residents and other viewers. Where mature vegetation framing the roadway is removed, viewers may perceive the highway corridor as wider and more prominent, and it can change the visual context of adjacent residential areas by removing the visual buffer from the transportation corridor.

Common to all the alternatives lighting at stations and parking facilities could create light impacts with glare, an increase in the level of ambient light nearby, and increased skyglow, which can impact nighttime views of the sky. Future light rail passengers are likely to experience scenic views from the elevated TDLE station platforms and along the elevated guideway.

1.2 Landscape Unit 1 Visual Quality Analysis Summary

For all alternatives in Landscape Unit 1, Federal Way – S 322nd Street to S 344th Street:

- An existing Bonneville Power Administration transmission line near S 324th Street, visible in downtown Federal Way locations in Landscape Unit 1, would need to be raised. This change would result in low visual change because Mount Rainier would still be visible from public gathering locations, including the Federal Way Performing Arts and Event Center.
- Views to the west and northwest from some locations and homes in Belmor Mobile Home Park (Belmor) would be impacted. The elevated guideway would pass over the top of the northeastern area of Belmor before transitioning to at-grade track parallel to I-5. Displacement of homes in Belmor would impact the visual character of the community. Some views of Mount Rainier would be obscured, resulting in a high visual change for sensitive viewers. The Preferred FW Enchanted Parkway would create less visual impact to Belmor than the FW Design Option because it would displace fewer residences; however, both would result in a high visual change within the Belmor property.

- Mature vegetation along I-5 would be removed adjacent to residential areas, resulting in a high visual change for some residents and sightseeing travelers.

Overall, the build alternatives would have a medium change to visual quality in Landscape Unit 1, with impact for some residents of Belmor and for some residents on the west side of I-5.

1.3 Landscape Unit 2 Visual Quality Analysis Summary

In Landscape Unit 2, South Federal Way – S 344th Street to S 360th Street, the visual analysis is summarized by alternative.

SF Enchanted Parkway Alternative:

- Between S 348th Street and S 356th Street, the elevated guideway would pass over and near several commercial properties, resulting in a medium visual change mainly for shoppers and workers who, as viewers, would be less sensitive to visual changes, so this would not be considered a visual impact.
- The SF Enchanted Parkway Station and SF 352nd Span Station Option would be in an area with automobile-dependent businesses set back from the street frontage and surrounded by surface parking and would be constructed in a largely hardscaped area with very little vegetation, mostly outside of and adjacent to existing streetscape landscaping and street tree areas, which would result in a low to medium visual change not resulting in a visual impact.
- Existing views of Mount Rainier from the street and sidewalk on Enchanted Parkway would not be obstructed by the station or guideway structures; however, the guideway would be visually prominent as seen by pedestrians from sidewalks on the Enchanted Parkway, resulting in a medium visual change but no visual impact at this location.
- Between S 356th Street and Todd Beamer High School, some residents in the area would experience visual impacts from tree removal and proximity to the build alternatives. The SF Enchanted Parkway Alternative would have more potential for visual impact where it is closer to residents near S 360th Street along Enchanted Parkway than the SF I-5 Alternative would; however, it would have a lower profile, so would be less prominent and have less visual impact further south within the South Federal Way Segment, where the horizontal alignments between the alternatives are similar.

SF I-5 Alternative:

- The proposed station area would require the acquisition of several parcels along S 356th Street. The addition of an elevated station, new parking facilities, and new roads would result in a medium visual change.
- The SF I-5 Alternative would create a greater visual change to the tree-lined portions of I-5 because mature trees would be removed to accommodate the elevated guideway parallel to I-5 on the back side of nearby businesses. The guideway, which is largely seen alone, would appear similar in scale with structures on I-5, resulting overall in a medium visual change as seen by motorists and higher-sensitivity traveling sightseers.
- the SF I-5 Alternative would have a higher profile south of S 356th Street than would the SF Enchanted Parkway Alternative, so it would be more prominent and have a greater visual impact for viewers further south within the South Federal Way Segment where the horizontal alignments between the alternatives are similar.

SF 99-West and SF 99-East Alternatives:

- The build alternatives would both have less visual impact for viewers on the Enchanted Parkway than would the SF Enchanted Parkway Alternative and much less impact for viewers in the I-5 corridor than the SF I-5 Alternative and SF Enchanted Parkway Alternative, but there would be greater impacts on S 352nd Street and on the State Route (SR) 99 corridor south of S 352nd Street.
- There would be some potential for residents of the Park 16 Apartments to see a SF 99-352nd Station facilities across S 356th Street to the northwest. Similarly, the elevated guideway for the SR 99-East Alternative would potentially be visible. However, the visual quality would not be lower, given that the proposed built alternatives would be less or as visually prominent compared to the existing view of a box store and the industrial storage on the property seen beyond the tree-lined streetscape of S 356th Street.
- The SF 99-West and SF 99-East alternatives would have similar visual impacts for lower-sensitivity commuters and higher-sensitivity sightseers traveling on SR 99. However, for viewers in the SR 99 corridor in the vicinity north of S 356th Street, the SF 99-West Alternative would be more visually prominent and have greater visual change where the elevated guideway crosses over the highway.

Overall, the build alternatives would result in a medium to low change to visual quality in Landscape Unit 2.

1.4 Landscape Unit 3 Visual Quality Analysis Summary

Landscape Unit 3, South Federal Way – S 360th Street to the King/Pierce County Line

For the SF I-5 and SF Enchanted Parkway alternatives in this landscape unit:

- The elevated guideway would parallel Interstate 5(I-5), resulting in the removal of vegetation and a medium visual change.
- Some parcels would be acquired, which would displace some residential structures, resulting in a medium visual change.
- Where the proposed alignment is adjacent to I-5, south of S 360th Street, residents within close proximity of the alignment would experience a high visual change. The slightly higher elevated guideway of the SF I-5 Alternative in the northmost part of this landscape unit would be more visually impactful than would the lower profile of the SF Enchanted Parkway Alternative.

For the SF 99-West and SF 99-East alternatives in this landscape unit:

- The elevated guideway for both alternatives would parallel SR 99, resulting in the removal of vegetation and a medium to high visual change.
- The elevated guideway structure would be visually apparent in this narrower highway corridor resulting in high visual change for lower-sensitivity motorists and higher-sensitivity traveling sightseers. It would have a low to moderate impact for residential viewers who have limited views, except for some residents in the Spring Valley Mobile Home Park near SR 99 who would see a moderate impact to visual quality in Landscape Unit 3.
- Both the SF 99-West and SF99-East alternatives would have a moderate visual impact to the Montessori Academy at Spring Valley for students and staff, who have average viewer sensitivity. The SF 99-West Alternative would be closer and more visually prominent than the SF 99-East Alternative.

- Visitors to Gethsemane Cemetery would have high sensitivity to visual change and would experience a moderate visual impact with both SF 99 alternatives. However, the SF 99-East Alternative would be closer and more prominent and have a greater visual impact.

Higher-sensitivity traveling sightseers on I-5 and SR 99 would see a moderate to high impact to visual quality for the build alternatives proposed for those corridors.

Overall, the build alternatives would result in a medium to low change on visual quality in Landscape Unit 3. However, both the SF I-5 and the SF Enchanted Parkway alternatives would be viewed by some residents south of S 360th Street and west of I-5 and students at Todd Beamer High School, and these viewers would see an impact to visual quality. Additionally, where higher-sensitivity visitors to Gethsemane Cemetery and Montessori students would see the SF 99 alternatives, they would also experience impact on visual quality.

1.5 Landscape Unit 4 Visual Quality Analysis Summary

Landscape Unit 4, Milton – King/Pierce County Line to Fife City Limit near Wapato Way E

For all the alternatives in this landscape unit:

- Residents in the neighborhood near 69th Avenue E, with views of the alignment to the southeast, would be sensitive to visual changes in this area, resulting in a high visual change for these viewers. Some views of Mount Rainier from this area would be obstructed.

For the SF Enchanted Parkway and SF I-5 alternatives in this landscape unit:

- The alternatives would have the same alignment along I-5 in Landscape Unit 4. The alignment would require the acquisition of some parcels along I-5 and the removal of mature dense vegetation in some areas. A reduction of visual unity would result in a medium degree of change because vegetation would be cleared, and new facilities would cause a visual encroachment.
- Some views from I-5 of video billboards west of I-5 would change with the elevated guideway, which would represent a visually prominent element. The elevated guideway would not affect any vivid and memorable features or views and would not substantially reduce the unity of this complex and heterogeneous area.

For the SF 99-West and SF 99-East alternatives in this landscape unit:

- The alternatives would have close to the same alignment in Landscape Unit 4. Visual alterations to the area would result in a moderate visual change for drivers on local roads and Pacific Highway.
- The Porter Way Design Option would have less visual impact along SR 99 than either alternative. However, the Porter Way Design Option would generally result in more visual impact in the surrounding area and slightly more impact for viewers in the I-5 corridor due to more removal of mature vegetation.

Overall, the build alternatives would result in medium to low changes to visual quality in Landscape Unit 4. Some residents with direct views would experience visual quality impacts near 69th Avenue E.

1.6 Landscape Unit 5 Visual Quality Analysis Summary

Landscape Unit 5, Fife – Fife City Limit near Wapato Way E to 52nd Avenue E

For the Preferred Alternative (where the Fife Pacific Highway Alternative, Fife Median, and Fife I-5 alternatives are on the same alignment):

- The Fife Pacific Highway, Fife Median, and Fife I-5 alternatives would have the same visual impacts from the elevated guideway and the acquisition of several parcels.
- Between 12th Street E and 15th Street E near 59th Avenue E, the addition of the elevated guideway and elevated station and the displacement of some existing industrial land uses would change the visual character of the area, but it would not substantially affect vivid and memorable features or views and would slightly reduce the visual unity of this area. Because this area is moderately populated and mostly associated with commercial uses, most viewers would be low-sensitivity viewers. View of the elevated guideway would be prominent for sensitive viewers from the St. Paul Chong Hasang Church. Overall, all of the alternatives would have a low visual impact in Landscape Unit 5.
- Some residents and church visitors in the area, including those on 15th Street E, would experience visual impact with close views of the elevated guideway and the preferred Fife Station on E 15th Street and 59th Avenue E north of Pacific Highway. The built elements could also be seen to add visual unity or coherence to an area with a wide variety of building forms and uses.

For the design options in Landscape Unit 5:

- The 54th Avenue Design Option would have roughly the same visual impacts as the Preferred Alternative, except that the Fife 54th Avenue Station Option would shift the station west to a more commercial and industrial area, away from residents on 15th Street E. Thus, it would have less visual impact for residents, who would instead have views of the somewhat less visually prominent elevated guideway.
- For the 54th Span Design Option, the elevated guideway would curve south, with the alignment located closer to residents on 15th Street E than the Preferred Alternative. The station would be closer and more prominent for residential viewers closer to 54th Avenue E and less prominent than the Preferred Alternative station location for residents closer to 59th Avenue E.

Overall, the build alternatives would result in low change to visual quality in Landscape Unit 5. However, some residents with direct views would experience a visual impact.

1.7 Landscape Unit 6 Visual Quality Analysis Summary

Landscape Unit 6, Fife – 52nd Avenue E to the Puyallup River

For all alternatives in this landscape unit:

- For all the alternatives, between 52nd Avenue E and the vicinity of 51st Avenue E, the guideway would be elevated throughout Landscape Unit 6 and would curve south along the same or close to the same alignment across industrial and commercial properties before crossing Pacific Highway. All alternatives would also have the same alignment west of the I-5 on-ramp at Port of Tacoma Road, resulting in the same visual change. The elevated guideway in both of these locations would be apparent to all viewers, but the impact is anticipated to be low due to the heterogeneous visual character of the areas.

Fife Pacific Highway and Fife Median alternatives:

- Viewers south of the highway would have a higher visual change, with the elevated guideway of the Fife Pacific Highway Alternative more prominently located along the south side of Pacific Highway. Conversely, for the Fife Pacific Highway Alternative, viewers north of the highway would have less visual change further away and partially screened by street trees.
- The Fife Median Alternative would be in the median of Pacific Highway on elevated guideway and equally prominent for viewers north and south of the highway, but it would result in less visual change due to greater retention of streetscape areas for street tree plantings, which would screen and buffer the visual prominence of the elevated structures. The Fife Pacific Highway Alternative would allow larger street trees to be located only on the north side of the highway.
- Motorists and higher-sensitivity sightseeing travelers for both alternatives would see elevated guideway on one side and restored or existing streetscapes on the other. For the Fife Pacific Highway Alternative, the elevated guideway structure would be more prominent for eastbound travelers. For the Fife Median Alternative, the elevated guideway would be closer and equally prominent for travelers in both directions.
- Residents in the vicinity of Alexander Avenue E would have limited views of the build alternatives, with vegetation along Wapato Creek screening most views of Pacific Highway. The elevated guideway for the Fife Pacific Highway alternatives would be visible at a distance where they cross over Alexander Avenue, as would the more distant Fife I-5 Alternative.
- Where the elevated guideways for both alternatives cross over the I-5 and the Port of Tacoma interchange curving south to parallel I-5, a medium low visual change would result because of the area's medium low visual quality and medium viewer sensitivity.
- The Fife Pacific Highway and Fife Median alternatives would be more central to the community than the Fife I-5 Alternative along the freeway and would result in a high visual change for viewer groups including business owners, employees, patrons, drivers, considered to have lower sensitivity to visual change and higher-sensitivity traveling sightseers and pedestrians on both sides of Pacific Highway.

Fife I-5 Alternative:

- The Fife I-5 Alternative alignment curves southwest from the preferred Fife Station and crosses over Pacific Highway west of 51st Avenue E, continuing along to the north edge of I-5. The elevated guideway structure would be constructed on the two parcels to the east of the Chateau Rainier apartment complex, resulting in a medium visual change.
- The alternative would continue west along I-5, on the southern edge of the Chateau Rainier apartment complex, several auto dealerships, and the Puyallup Tribal Integrative Medicine facility. The elevated guideway would alter some views of Mount Rainier from the apartment complex and would block some views of the existing auto dealership signs in this area for travelers on I-5. It would be a high level of change to visual intactness and a visual impact for residents of the apartments with direct views.

Overall, the build alternatives would result in a medium to low change to visual quality in Landscape Unit 6. The elevated guideway of the Fife I-5 Alternative would appear more similar in scale with other structures seen on I-5 as compared with the Fife Pacific Highway and Fife Median Alternatives, where the large scale of the elevated guideway would visually contrast more with the smaller visual scale elements visible along Pacific Highway.

1.8 Landscape Unit 7 Visual Quality Analysis Summary

Landscape Unit 7 – Tacoma – Puyallup River to East L Street

For all alternatives in this landscape unit:

- The Puyallup River is important for the Puyallup Tribe of Indians. There are many different users of the river who are viewers. Two bridge options are being considered for the guideway crossing. The pier-supported guideway bridge would be about 10 feet higher than the existing I-5 bridges. The long-span bridge (segmental box girder) would span the river and would be approximately 60 feet higher than the existing I-5 bridges and, thus, be more prominent to viewers. West of the river, the elevated guideway would traverse an area with industrial uses within view of a large rail yard to the north, resulting in low visual change.
- The Portland Avenue Station or the Portland Avenue Span Station Option would be constructed in a heavily developed area, resulting in a medium change in an area with low viewer sensitivity. The elevated structure of the station and elevated guideway would represent a visually prominent element but would have limited impact to views of vivid or memorable features in this area, would not reduce the visual unity, and would improve vividness in this complex and heterogeneous area.
- All the build alternatives would be visually apparent for visitors to the Emerald Queen Casino and hotel. However, they would not be visually incompatible with the prominent structures of I-5 in the foreground and industrial and commercial buildings beyond I-5. The elevated guideway structure would not block views of the horizon from the level of the main casino floor and higher.
- An optional Portland Avenue bike and pedestrian bridge (not currently funded or part of TDLE) is being considered and may be constructed across I-5 to the heavily developed area on the south side of the interstate, resulting in a medium change. The elevated structure would represent a visually prominent element, particularly to drivers on I-5, adjacent to the new Puyallup Tribe of Indians casino and hotel. The optional bridge would not reduce the visual unity and could improve vividness in this visually complex area. Viewer sensitivity for visiting pedestrians and motorists in this area is average for visiting hotel guests.
- When paired with the Tacoma Close to Sounder or the Tacoma 26th Street alternatives, the elevation of the Portland Avenue Span Station would be approximately 10 feet lower than if paired with other alternatives in the Tacoma Segment and 14 feet lower than any alternative paired with the Portland Avenue Station. This difference in elevation would reduce the visual prominence for some viewers but would not substantially change the overall visual impacts in the station area.

Overall, viewer sensitivity is low in this area, and the build alternatives would result in a low change to visual quality, while addition of the distinctive visual patterns of the elevated guideway structure in this area would improve vividness to some views in Landscape Unit 7 for all alternatives.

Other structure types that could potentially be considered for a long-span bridge over the Puyallup River could include a cable-stayed, extradosed, truss, or arch. Bridge type would be determined during final design based on various factors. These bridge types could be higher and have more visible elements such as cables that could be more prominent in the visual landscape.

1.9 Landscape Unit 8 Visual Quality Analysis Summary

Landscape Unit 8, Tacoma – East L Street to I-705

Preferred Tacoma 25th Street-West and Tacoma 25th Street-East alternatives:

- The overhead station structures, the supporting columns, and the elevated guideway for the Preferred Tacoma 25th Street-West and Tacoma 25th Street-East alternatives create a visual effect of a tunnel, which continues west over E 25th Street, with high visual changes to the street. However, the impact to visual quality would be most noticed and reduced for residents (development under construction), patrons, visitors, and transit users in the transit station areas adjacent to Freighthouse Square. For more distant views, there would be low change for the lower profile of the Tacoma 25th Street-East Alternative because the scale and form have less contrast with surrounding buildings and structures. The Tacoma 25th Street-West Alternative would result in greater visual change as seen from farther away because of its higher profile.
- The tail track for the Preferred Tacoma 25th Street-West Alternative extends the full length of the Freighthouse Square block but would not extend across or block views north to the waterways for transit users and visitors to the Tacoma Dome on East D Street. The tail track for the Tacoma 25th Street-East Alternative extends just halfway along the Freighthouse Square block of 25th Street, so it would result in less visual change for transit users and visitors in the area.

Tacoma Close to Sounder Alternative

- There would be fewer street-level viewers for the Tacoma Close to Sounder Alternative east of East L Street than for the alternatives on E 25th Street, so it would represent lower visual quality change on E 25th Street. However, the removal of the Freighthouse Square building and replacement with a new Tacoma Close to Sounder Alternative station would result in a medium visual change for this alternative for patrons, visitors, and transit users.
- The Tacoma Close to Sounder Alternative would result in greater visual change as seen from farther away because of its higher profile.

Tacoma 26th Street Alternative:

- With the guideway overhead and structural columns located on both sides of E 26th Street between East G Street and the I-705 off-ramp to the west, the Tacoma 26th Street Alternative's elevated guideway would represent a high change to street-level views, but a moderate visual impact given the similar visual character of the existing surroundings.
- As seen from farther away, this build alternative would result in a higher visual change for Tacoma Dome and LeMay Museum visitors looking toward the facilities. Some views north toward the cable stay bridge, toward downtown, and to the Thea Foss Waterway would be partially obstructed.

Overall, the build alternatives would result in a low to moderate visual change in Landscape Unit 8. Visual impacts would result in the Freighthouse Square area, where there would be some reduction of visual quality, most notably with the Tacoma 25th Street-West and Tacoma Close to Sounder alternatives. Partial obstruction of water and city views, including the prominent cable-stayed East 21st Street Bridge would result in visual impact from the Tacoma 26th Street Alternative.

Table J2-1 TDLE Visual Quality Ratings

Alternative	Notes	Vividness Rating	No.	Intactness Rating	No.	Unity Rating	No.	Average Rating
Landscape Unit 1 Federal Way Segment								
Existing		Areas of commercial, residential, and I-5 mixed with mature trees and other vegetation. Medium vividness.	4	Commercial area, single-family residential neighborhoods, and I-5. Medium low intactness.	3	Mature trees and other vegetation are the most unifying elements, especially along I-5. Medium high unity along I-5. Medium unity overall.	4	3.7
Preferred FW Enchanted Parkway Alternative	All build alternatives would displace some mobile homes from Belmor Mobile Home Park.	Vegetation and some residential development would be removed, reducing vividness.	3	Elevated guideway would displace some houses and reduce intactness for adjacent residents and sightseeing travelers on I-5.	3	Some trees and vegetation would be removed, reducing unity for residential viewers and sightseeing travelers on I-5.	3	3.0
Preferred FW Enchanted Parkway Alternative with FW Design Option	All build alternatives would displace some mobile homes from Belmor Mobile Home Park.	More residential development would be removed than the base alternatives, but impact on vividness would be the same.	3	Elevated guideway would displace some houses and would be more visually prominent, further reducing intactness for adjacent residents.	2	Some trees and vegetation would be removed, reducing unity for residential viewers and sightseeing travelers on I-5.	3	2.7
Landscape Unit 2 South Federal Way Segment								
Existing		Large commercial buildings with surface-level parking and sparse vegetation. Medium low vividness.	3	Street-level view of street trees on Enchanted Parkway combined with buildings of various sizes, colors, heights, and street orientation. Medium intactness.	4	Streetscapes on local streets, landscaping around developed areas, and trees along I-5 are the most unifying elements. Medium unity.	4	3.7
SF Enchanted Parkway Alternative		Elevated structure would obscure sky views to the west but would not substantially reduce vividness of the varied elements seen along Enchanted Parkway.	2	Addition of elevated guideway would be visually obvious as seen from the street but would not substantially reduce intactness to the varied built environment along Enchanted Parkway. It would reduce intactness for residents adjacent the parkway and I-5.	3	Landscaping would not be substantially impacted, so the unity would not be substantially affected.	4	3
SF I-5 Alternative		Elevated structure would reduce vividness parallel to I-5.	2	Addition of elevated guideway parallel to I-5 would be of similar scale to I-5 structures and reduce intactness only slightly.	3	Some vegetation along I-5 would be removed, and the impact would reduce visual unity.	3	2.7

Table J2-1 TDLE Visual Quality Ratings (continued)

Alternative	Notes	Vividness Rating	No.	Intactness Rating	No.	Unity Rating	No.	Average Rating
SF 99-West Alternative		Would not substantially reduce vividness of the varied elements seen in this area.	3	Addition of elevated guideway would be visually obvious as seen from the street but would not substantially reduce intactness to the varied built environment.	3	Unity would not be reduced by the addition of the elevated guideway.	3	3
SF 99-East Alternative		Would not substantially reduce vividness of the varied elements seen in this area.	3	Addition of elevated guideway would be visually obvious as seen from the street but would not substantially reduce intactness to the varied built environment.	3	Unity would not be reduced by the addition of the elevated guideway.	3	3
Landscape Unit 3 South Federal Way Segment								
Existing	The roadside visual character of I-5 and SR 99 are similar in this landscape unit.	Generously spaced residential properties on rolling hills delineated by mature trees and other vegetation. Medium vividness.	4	Rural residential properties, forested areas, high school and preschool campuses, Wild Waves Theme & Water Park, gravel pit, and I-5 and SR 99 bisecting the landscape unit. Medium high intactness.	5	Large residential and agricultural properties create a rural feel in the central part of the landscape unit, providing some unity. Medium unity.	4	4.3
SF Enchanted Parkway Alternative		Elevated structure would slightly lower vividness on the west side of I-5 due to the removal of trees for some residents and sightseers on I-5.	3	Elevated guideway would parallel a similar structure in I-5, but removal of some trees would reduce intactness.	3	Elevated guideway would leave most agricultural properties intact, preserving unity.	3	3.0
SF I-5 Alternative	Elevated guideway structure of SF I-5 Alternative is higher in profile here than the SF Enchanted Parkway Alternative south of SR 161.	Elevated structure would slightly lower vividness on the west side of I-5 due to removal of trees for some residents and sightseers.	3	Removal of some trees and a higher elevated guideway profile compared to the SF Enchanted Parkway Alternative would reduce intactness more.	3	Compared to the SF Enchanted Parkway Alternative, the higher elevated guideway would be more visible and have greater impact on visual unity.	3	3
SF 99-West Alternative		Elevated structure would slightly lower vividness on east side of SR 99 due to the removal of trees for some residents and sightseers.	3	Elevated guideway would parallel a similar size structure of SR 99, but removal of some trees would reduce intactness.	3	Removal of trees along SR 99 would reduce visual unity of views of the forested roadside.	2	2.7

Table J2-1 TDLE Visual Quality Ratings (continued)

Alternative	Notes	Vividness Rating	No.	Intactness Rating	No.	Unity Rating	No.	Average Rating
SF 99-East Alternative		Elevated structure would slightly lower vividness on east side of SR 99 due to the removal of trees for some residents and sightseers.	3	Elevated guideway would parallel a similar size structure of SR 99, but removal of some trees would reduce intactness.	3	Removal of trees along SR 99 would reduce visual unity of views of the forested roadside would remove fewer trees than the SF 99-West alignment.	3	3
Landscape Unit 4 South Federal Way Segment								
Existing in the I-5 corridor	I-5 corridor visual character is different than SR 99 corridor in this landscape unit. Concentration of sensitive viewers in residential area in the southeast, near the Fife Heights neighborhood.	Residential, commercial, and agricultural properties. Medium vividness.	4	Mix of residential and commercial building types and agricultural land bisected by I-5 and SR 99. Medium intactness.	4	Mature vegetation is the most unifying element in the landscape unit. Medium unity.	4	4
SF Enchanted Parkway and SF I-5 Alternatives		Elevated guideway would reduce vividness for some sensitive viewers.	2	Large, elevated guideway would have minor impact to intactness.	3	Some vegetation would be removed, but unity would not be substantially reduced.	3	2.7
Existing in SR 99 corridor	SR 99 corridor visual character is different than I-5 corridor in this landscape unit.	Mix of commercial building types bisected by SR 99. Low to medium vividness.	3	Mix of commercial building types bisected by SR 99. Low to medium intactness.	3	Mix of commercial building types bisected by SR 99. Low to medium unity.	3	3.0
SF 99-West Alternative		Elevated guideway would not reduce vividness.	3	Large, elevated guideway would not impact intactness.	3	Unity would not be reduced.	3	3.0
SF 99-East Alternative		Elevated guideway would not reduce vividness.	3	Large, elevated guideway would not impact intactness.	3	Unity would not be reduced.	3	3.0
SF 99-West and SF 99-East with Porter Way Design Option		Elevated guideway would not reduce vividness.	3	Large, elevated guideway would have minor impact to intactness.	3	Vegetation would be removed, but unity would not be substantially reduced.	3	3.0
Landscape Unit 5 Fife Segment								
Existing		Industrial and commercial buildings with some agricultural land. Medium vividness.	4	Warehouse and industrial buildings have encroached into previous natural areas. Medium low intactness.	3	Mix of uses, building types, and vegetation. Medium unity.	4	3.7

Table J2-1 TDLE Visual Quality Ratings (continued)

Alternative	Notes	Vividness Rating	No.	Intactness Rating	No.	Unity Rating	No.	Average Rating
Fife Pacific Highway, Median, I-5 Alternatives and 54th Avenue Design Option/	All alternatives follow the same alignment in this landscape unit.	Elevated guideway would not reduce vividness.	4	Elevated guideway would have minor impact to intactness.	3	Elevated guideway would slightly reduce visual unity.	3	3.3
54th Span Design Option	Alignment would locate closer to residents on 15th Street E.	Prominent guideway would reduce vividness.	3	Elevated guideway would reduce intactness.	2	Elevated guideway would reduce visual unity.	2	2.3
Landscape Unit 6 Fife Segment								
Existing	The visual character of I-5 and SR 99 are similar. The baseline visual quality is medium low.	A diverse blend of shapes and colors of commercial, industrial buildings, highway, parking, and signage. Medium low vividness.	3	Mix of building types with large parking and storage areas with encroaching building types, signage, and parking areas. medium low intactness.	3	The most unifying elements are streetscaping and light posts on some segments of SR 99. Medium low unity.	3	3.0
Fife Pacific Highway Alternative		The elevated guideway would not reduce vividness along SR 99.	3	Elevated guideway would introduce a new vertical element but would not be out of scale with nearby elements. No reduction in intactness.	3	Any impacts on streetscape elements would be replaced following city requirements and would not impact unity.	3	3.0
Fife Median Alternative		The elevated guideway would not reduce vividness along SR 99.	3	Elevated guideway would introduce a new vertical element but would not be out of scale with nearby elements. No reduction in intactness.	3	Unity would not be reduced by the addition of the elevated guideway.	3	3.0
Fife I-5 Alternative	Business owners along I-5 are sensitive to keeping open visibility to signs.	The elevated guideway would not reduce vividness along I-5 but would obscure some views of Mount Rainier.	2	Elevated guideway would introduce a new vertical element but would not be out of scale with nearby elements. No reduction in intactness.	3	Unity would not be reduced by the addition of the elevated guideway.	3	2.7
54th Avenue Design Option and 54th Span Design Option	Alignment for both options is different than the alternatives without options in the area between S 54th Ave E and Pacific Highway.	The elevated guideway would not reduce vividness along SR 99.	2	Elevated guideway would introduce a new vertical element but would not be out of scale with nearby elements. No reduction in intactness.	2	Unity would not be reduced by the addition of the elevated guideway.	2	2.0

Table J2-1 TDLE Visual Quality Ratings (continued)

Alternative	Notes	Vividness Rating	No.	Intactness Rating	No.	Unity Rating	No.	Average Rating
Landscape Unit 7 Tacoma Segment								
Existing	Some sensitive viewers on or along river otherwise viewers not sensitive close to build alternatives.	Commercial and industrial buildings divided by wide streets, highways, and rail lines. Low vividness.	2	Varied development types and land uses with high degree of encroachment. Low intactness.	2	Some degree of unity south of I-5, but development north of I-5 is inconsistent without much visual harmony. Low unity.	2	2.0
Tacoma 25th Street-West Alternative		Elevated guideway architecture adds visual order to visually diverse views in this area.	3	Elevated structure would not reduce intactness in this landscape unit.	2	Elevated structure would not reduce unity in this landscape unit.	2	2.3
Tacoma 25th Street-East Alternative		Elevated guideway architecture adds visual order to visually diverse views in this area.	3	Elevated structure would not reduce intactness in this landscape unit.	2	Elevated structure would not reduce unity in this landscape unit.	2	2.3
Tacoma 26th Street Alternative		Elevated guideway architecture adds visual order to visually diverse views in this area.	3	Elevated structure would not reduce intactness in this landscape unit.	2	Elevated structure would not reduce unity in this landscape unit.	2	2.3
Tacoma Close to Sounder Alternative		Elevated guideway architecture adds visual order to visually diverse views in this area.	3	Elevated structure would not reduce intactness in this landscape unit.	2	Elevated structure would not reduce unity in this landscape unit.	2	2.3
Landscape Unit 8 Tacoma Segment								
Existing	Higher sensitivity for street-level viewers in the Freighthouse square area and for visitors to the Tacoma Dome and LeMay Museum.	Industrial and commercial buildings and monumental architecture of the Tacoma Dome and LeMay Museum, with light presence of vegetation and views of port, bridges and downtown. Identifiable and desirable pedestrian streetscape character in the Freighthouse Square area on E 25th Street. Medium to high vividness.	5	Industrial storage and older warehouses along E 25th St. A few blocks around and east of Freighthouse Square have more intactness. Overall, medium intactness in an area both with intact historic and new elements.	4	Blocks around Freighthouse Square show some cohesiveness in streetscape, landscape, and building scale and design. Outside of these areas, unity is lower. Overall, medium unity.	4	4.3

Table J2-1 TDLE Visual Quality Ratings (continued)

Alternative	Notes	Vividness Rating	No.	Intactness Rating	No.	Unity Rating	No.	Average Rating
Tacoma 25th Street-West Alternative		Elevated structure on E 25th Street would create a tunnel effect and detract from streetscape character near Freighthouse Square and vividness of sky view would be reduced.	3	Distant views of the elevated structure along E 25th Street would be seen as compatible with other structures in terms of scale, but at street level one would see reduced intactness of sky and streetscape views.	2	Although new structures and streetscape elements would be compatible with other structures of similar scale, the elevated linear structure would obstruct some visual unity in existing urban fabric of this area.	3	2.7
Tacoma 25th Street-East Alternative		Though less so than the E 25th Street-West Alternative, elevated structure on E 25th Street would create a tunnel effect and detract from streetscape character near Freighthouse Square, and vividness of sky view would be reduced.	4	Distant views of the elevated structure along E 25th Street would be seen as compatible with other structures of similar scale, but at street level one would see reduced intactness of sky and streetscape views.	2	The elevated linear structure would obstruct some visual unity in the urban fabric of this area	3	3.0
Tacoma Close to Sounder Alternative		Elevated structure replacing the existing Freighthouse Square would impact the neighborhoods character and vividness of the area.	3.5	Elevated structure would be similar and seen together with the existing Sounder guideway, but replacement of Freighthouse Square with station and guideway would reduce intactness.	3	New elevated guideway would be designed to be compatible with existing Sounder tracks and development, thus it would not reduce unity.	4	3.5
Tacoma 26th Street Alternative		Elevated structure on E 26th Street would introduce a new overhead track and station, which would lower vividness of views toward the port, bridges and downtown.	3.5	Elevated structure on E 26th Street would be a similar scale to buildings and other infrastructure elements in the area. No reduction of intactness.	3	Unity of design along E 26th Street is medium. The future station area has the potential to enhance unity in the area and would not lower existing unity.	4	3.5

2 OBSERVATION POINT ANALYSIS

This section depicts and explains how TDLE would affect the visual quality of the corridors TDLE would pass through as seen from selected locations, or observation points, within the study area. Figure J2-2 shows the 31 observation point locations where the visual quality of the observation point views would change or where views of Puget Sound, Mount Rainier, or other mountains might be blocked or intruded upon by TDLE components, such as elevated guideways.

The criteria for selecting views are based upon, but do not strictly follow, the visual assessment methodology developed by FHWA. The views were selected to represent areas with concentrations of visually sensitive viewers and to help answer the questions:

- Is this particular view common or dramatic?
- Is it a pleasing composition with a mixture of elements that appear to belong together or not with elements that do not appear to belong together or which contrast with the other elements in the surroundings?

The consideration of a “view” (of Puget Sound, the mountains, or Mount Rainier) is considered to contribute to vividness and is a stand-alone factor for assessing impacts on visual and aesthetic resources. The three factors used to assess impacts on visual and aesthetic resources in this technical report are changes to visual quality based on vividness, intactness, and unity; intrusion upon or blockage of views of Puget Sound, Mount Rainier, or other mountains; and impacts associated with light and glare.

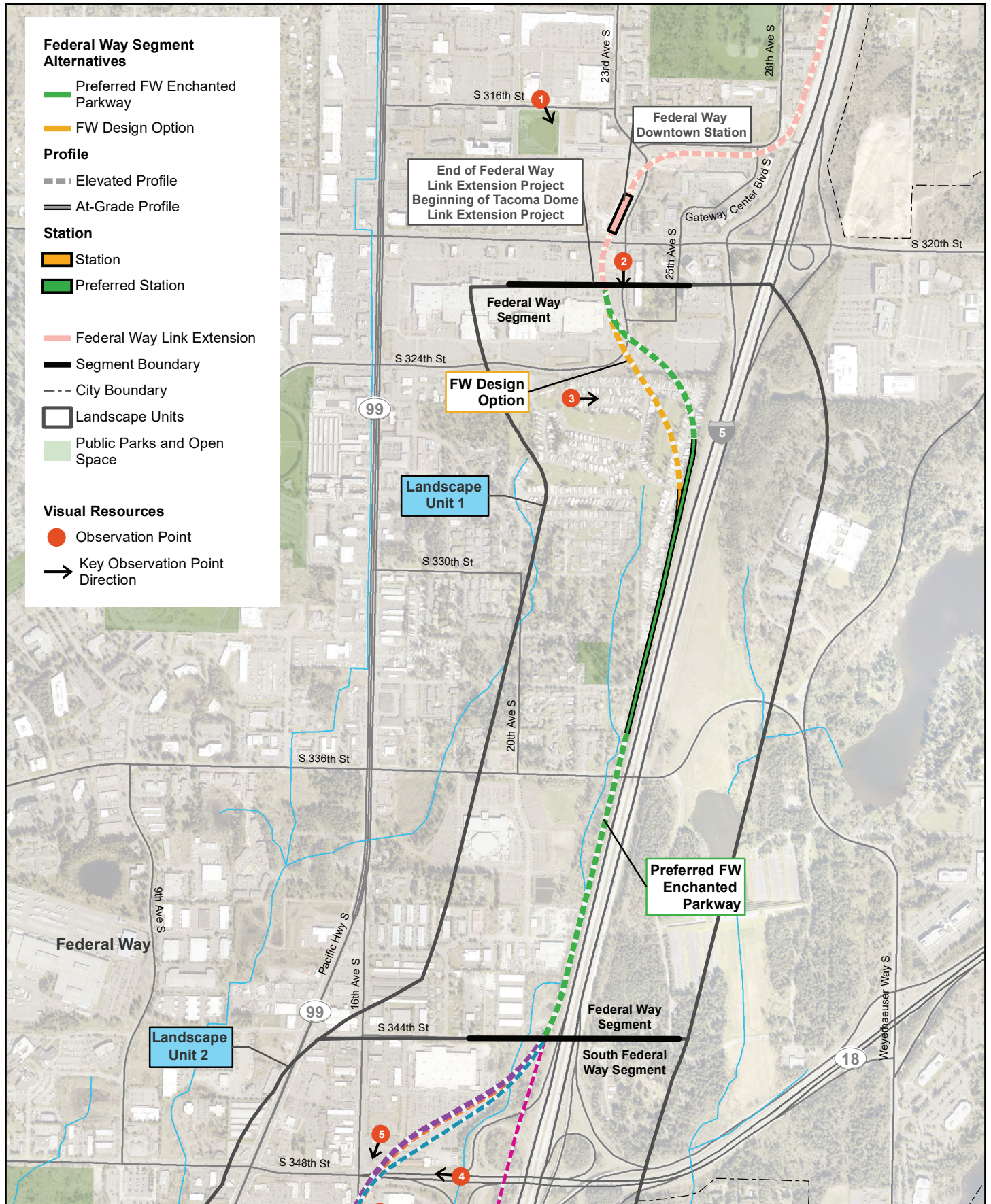
The visual simulations contained in this appendix were developed from photographs taken from selected observation points with preliminary designs superimposed on the photos. The designs of the build alternatives are preliminary (5 to 10 percent design level), and they show approximate shapes and elevations to depict potential visual quality impacts of the build alternatives. These simulations are useful for depicting the form and scale of the components of the various alternatives and options as well as how they might affect views. The simulations are valuable for depicting differences between the alternatives and options.

Some of the simulations show potential landscaping, minimization, or mitigation measures for landscape elements that would be developed as the project progresses, as described in the Draft Environmental Impact Statement Visual Resources Section 4.5.4, Potential Mitigation Measures.

For the purpose of this analysis, a visual impact occurs when the visual quality category would be lowered one category or more (high to medium or medium to medium low) in an area with a concentration of sensitive viewers.

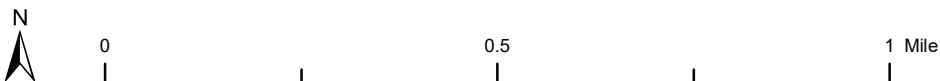
2.1 Federal Way Segment

Observation points 1 through 3 in the Federal Way (FW) Segment, which includes Landscape Unit 1, were chosen to assist in evaluating the impacts of the Preferred FW Enchanted Parkway Alternative with and without the FW Design Option. These observation points and simulations are shown in Figures J2-2 to J2-5.



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2023).

FIGURE J2-2
Landscape Units and Observation Points
Federal Way Segment
Tacoma Dome Link Extension



2.1.1 Observation Point 1, Looking Southeast from the Federal Way Performing Arts Center

Existing View

Figure J2-3 shows the view looking southeast from the Federal Way Performing Arts Center. The Center is an important public space that overlooks the City and provides views of Mount Rainier. The expansive view includes Town Square Park in the foreground, with a varied mix of commercial, retail, and office building forms of the Federal Way downtown area; transmission towers just beyond; and more distant views of terrain and Mount Rainier. This view is typical for Town Square Park and other civic spaces nearby. Viewers include people at the Federal Way Performing Arts and Event Center and Town Square Park, as well as commuting motorists and pedestrians. The view from observation point 1 is a mix of the highly vivid view of Mount Rainier and civic buildings and the less vivid, lower unity view of the commercial areas.

Preferred FW Enchanted Parkway Alternative (with or without FW Design Option)

As shown in Figure J2-3, the scale and form of the elevated guideway of the Preferred FW Enchanted Parkway Alternative with and without the FW Design Option would not substantially contrast with the existing scale of elements or visual unity of the area. The raising of transmission lines that would be required to allow clearance for the guideway and trains to pass under could impact more distant views but would not substantially change the view of Mount Rainier from the Performing Arts Center or Town Square Park and would not result in a visual impact.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (medium).
- Intactness = medium low (medium low).
- Unity = medium low (medium low).
- Visual Quality = medium low (medium low).

2.1.2 Observation Point 2, Looking South on 23rd Avenue S, South of S 320th Street

Existing View

The view looking south on 23rd Avenue S shown in Figure J2-4 is of the roadway arterial, the shopping center, and large areas of parking. Motorists and pedestrians in this area see a limited amount of visual unity provided by trees and ornamental light standards along the street and in the commercial area. This is contrasted by a diversity of commercial, parking, and roadway elements, resulting in lower visual intactness, unity, and vividness for this view.

Preferred FW Enchanted Parkway Alternative (with or without FW Design Option)

The simulations in Figure J2-4 show differences in the visual impact that the Preferred FW Enchanted Parkway Alternative with and without the FW Design Option would have on the visual quality as experienced by motorists and pedestrians on 23rd Avenue S. The view of the elevated guideways would in part be silhouetted against the sky. Many of the elements of the commercial landscape beyond would be visible looking under the guideway and between the columns. Although views of the elevated guideway and trains would be dominant in this view, the Preferred FW Enchanted Parkway Alternative with or without the FW Design Option would not substantially change the visual quality and would not result in a visual impact.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium low (medium low).
- Unity = medium low (medium low).
- Visual Quality = medium low (medium low).

2.1.3 Observation Point 3, Looking East on Seminole Lane in Belmor**Existing View**

Figure J2-5 represents the view looking east from a central location within the Belmor residential neighborhood and shows foreground and middle-ground views of the street with homes and a backdrop of conifer trees screening the view of I-5 and open sky beyond. This view has a medium level of visual unity and intactness and medium low vividness. Mount Rainier and the golf course are seen from nearby, but this view focuses on the potential visual impacts of the elevated guideway. Viewers include local residents who are considered sensitive viewers, visitors, and facility staff.

Preferred FW Enchanted Parkway Alternative (with or without FW Design Option)

The simulations in Figure J2-5 show the difference in impact of the Preferred FW Enchanted Parkway Alternative with and without the FW Design Option in the Belmor neighborhood. The scale and form of the elevated guideway would substantially contrast with the scale of elements or visual unity and intactness of the area. With the FW Design Option, the guideway would be closer and more dominant in this view. Without the FW Design Option, the guideway would be located slightly closer to I-5 and would still be substantially intrusive in this view, resulting in a visual impact for some residents, but it would be seen more against the backdrop of trees in the background and would be seen less in silhouette against the sky.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium (medium low).
- Unity = medium (medium low).
- Visual Quality = medium (medium low).



Existing view



Simulation: Preferred FW Enchanted Parkway Alternative
(with or without the FW Design Option)

Figure J2-3 Observation Point 1 – Federal Way Performing Arts Center Front Plaza (looking southeast)



Existing view



Simulation: Preferred FW Enchanted Parkway Alternative



Simulation: Preferred FW Enchanted Parkway Alternative with
FW Design Option

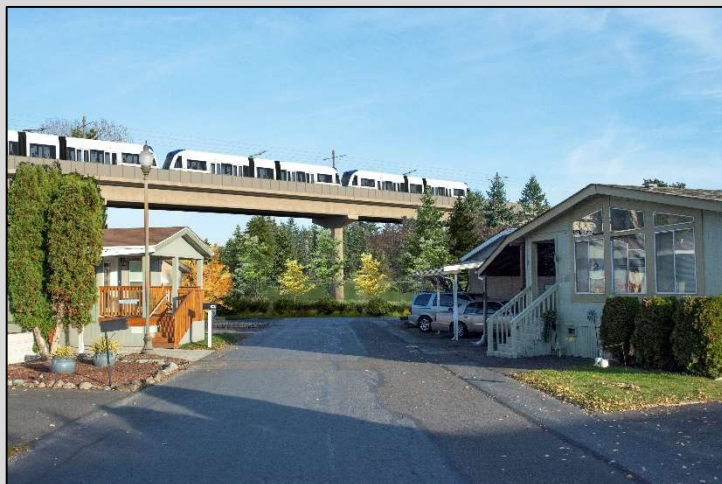
**Figure J2-4 Observation Point 2 – 23rd Avenue S South of S 320th Street
(looking south)**



Existing view



Simulation: Preferred FW Enchanted Parkway Alternative



Simulation: Preferred FW Enchanted Parkway Alternative with
FW Design Option

Figure J2-5 Observation Point 3 – Seminole Lane, Belmor (looking east)

2.2 South Federal Way Segment

Observation points 4 through 19 in the South Federal Way (SF) Segment, which include Landscape Units 2 and 3, were chosen to assist in evaluating potential for impacts of the SF Enchanted Parkway, SF I-5, SF 99-West, and SF 99-East alternatives, as well as the Porter Way Design Option and station locations. These observation points and simulations are shown in Figures J2-6 to J2-22.

2.2.1 Observation Point 4, Looking West on SR 18 (S 348th Street)

Existing View

Observation point 4, shown in Figure J2-7, depicts views looking west from the roadside primarily by motorists on this busy highway arterial. The view is primarily of vehicles and the roadway itself, with commercial buildings to the sides and ahead beyond Pacific Highway. The view includes some native conifer trees in the foreground and a distant horizon background of native vegetation. The area and elements in the view have a transportation corridor/commercial character, giving the view a lower overall visual quality.

SF Enchanted Parkway Alternative

The simulation found in Figure J2-7 shows the visual impact the SF Enchanted Parkway Alternative would have where it crosses S 348th Street and Enchanted Parkway as seen from street level. The simulation shows the elevated guideway partially obstructing the distant view of the horizon. This would reduce visual intactness as an intruding element in this view. However, with the level of existing intactness and unity relatively low in this view, the SF Enchanted Parkway Alternative would be consistent with the character in this area and would not result in an impact on visual quality.

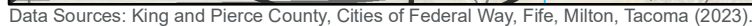
Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium low (medium low).
- Unity = medium low (medium low).
- Visual Quality = medium low (medium low).

2.2.2 Observation Point 5, Looking Southwest from Enchanted Parkway at S 348th Street Intersection

Existing View

The existing view from observation point 5, shown in Figure J2-8, depicts the view looking southwest from the eastern sidewalk of Enchanted Parkway just north of S 348th Street. The view is of the multilane arterial roadway intersection of S 348th Street and Enchanted Parkway surrounded with commercial signage and buildings. Power lines are seen overhead along the eastern side of Enchanted Parkway. Otherwise, the view is relatively open to the sky. The street-front plantings visible beyond the intersection, the wide expanse of roadway, the varied signage and utilities give a low to medium level of visual unity and intactness. Viewers include a range of traveling local residents and commuting motorists and pedestrians.





Existing view



Simulation: SF Enchanted Parkway Alternative



Simulation: SF 99-West and SF 99-East Alternatives

Figure J2-7 Observation Point 4 – SR 18 (S 348th Street) (looking west)



Existing view



Simulation: SF Enchanted Parkway Alternative



Simulation: SF 99-West and SF 99-East Alternatives

Figure J2-8 Observation Point 5 – S 348th Street and Enchanted Parkway S Intersection (looking south)

SF Enchanted Parkway Alternative with SF Design Option

As seen in Figure J2-8, the simulations from this location show the impact of the SF Enchanted Parkway Alternative on visual quality of Enchanted Parkway and the intersection at S 348th Street. The elevated guideway crossing over to the west side of Enchanted Parkway, partially silhouetted against the sky, would provide visual interest and vividness by distracting attention from the otherwise visually dominant expanse of intersection paving. The new guideway structure would improve visual unity and intactness with long, unbroken curving lines of the guideway structure visible into the distance. The SF Enchanted Parkway Alternative guideway structure would be visually obvious to motorists and pedestrians, but its scale and visual dominance would not be substantially inconsistent with the character of this portion of Enchanted Parkway and would not result in a visual impact as seen from observation point 5.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = low (medium low).
- Intactness = medium low (medium low).
- Unity = medium low (medium).
- Visual Quality = medium low (medium low).

2.2.3 Observation Point 6, Looking Southwest from Enchanted Parkway

Existing View

The existing view from observation point 6, shown in Figure J2-9, depicts the view looking southwest along Enchanted Parkway from just south of S 348th Street. The view is of a multilane arterial roadway that sits below the surrounding commercial parking and buildings on either side above roadway level. Power lines are seen overhead along the eastern side of Enchanted Parkway. Otherwise, the view is relatively open to the sky. Substantial street tree plantings and landscaping border Enchanted Parkway on both sides, contributing to a medium level of visual unity and intactness. Viewers include a range of traveling local residents and commuting motorists and pedestrians.

SF Enchanted Parkway Alternative with SF Design Option

As seen in Figure J2-9, the simulations from this location show the visual change of the SF Enchanted Parkway Alternative, the SF 352nd Span Station, and the differences that the two stations would have on visual quality of Enchanted Parkway. The presence of the elevated guideway and stations on the west side of Enchanted Parkway would dominate views looking up from either side of the roadway with the elevated transit components partially silhouetted against the sky. The SF Enchanted Parkway Alternative would be a dominant visual presence as seen from observation point 6 by pedestrians and motorists from the roadway and sidewalk, but would not be substantially inconsistent with the character of the area surrounding Enchanted Parkway with existing commercial buildings and parking areas of similar scale. Although the SF Enchanted Parkway Station and the SF 352nd Span Station would appear distinct from each other at street level and from various distances, neither station location would have a visual impact.

SF 99-West and SF 99-East Alternatives

As seen in Figure J2-9, the SF 99-West and SF 99-East alternatives would be more distant and result in less visual change to this view than would the SF Enchanted Parkway Alternative and would not result in a visual impact at this location.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium (medium low with the Enchanted Parkway Alternative, medium with SF 99-East and SF 99-West alternatives).
- Unity = medium (medium).
- Visual Quality = medium (medium low with the Enchanted Parkway Alternative, medium with SF 99-East and SF 99-West alternatives).

2.2.4 Observation Point 7, Looking East on S 352nd Street

Existing View

As seen in Figure J2-10, the land near the intersection of S 352nd Street and Enchanted Parkway is commercial in use and gives the intersection area a transportation corridor/ commercial character. The view from observation point 7 along S 352nd Street toward Enchanted Parkway and beyond has some streetscape that contributes to unity and intactness, with the existing concrete mixing plant on the north side of the street giving an industrial feel to the view. Viewers include a range of local residents and commuting motorists and pedestrians.

SF Enchanted Parkway Alternative

Figure J2-10 shows views of the SF Enchanted Parkway Alternative with the SF Enchanted Parkway Station and the SF 352nd Span Station Option. The views with simulations from this location show the impact of the SF Enchanted Parkway Alternative and the differences in impact that the SF Enchanted Parkway Station and the SF 352nd Span Station Option would have on visual quality of S 352nd Street and the Enchanted Parkway corridor. The parking options (garage or surface) for the stations would replace the concrete mixing operation that is seen on the north side of the street. Landscaping and architectural treatments of the parking development could enhance visual unity and intactness. Although the SF Enchanted Parkway Station and the SF 352nd Span Station Option would look noticeably different one from the other as seen from S 352nd Street, the overall visual change would not result in a visual impact for either station location.

SF 99-West and SF 99-East Alternatives

As seen in Figure J2-10, this mid-block photo location is positioned just west of where the alignment for SF 99-West and SF 99-East alternatives would cross S 352nd Street and shows a visually dominant guideway structure overhead. As viewed at a greater distance, the guideway structure would appear less imposing, with existing views of the S 352nd Street streetscape visible under the structure providing a medium change to visual intactness and unity. The SF 99-West Alternative would have a slightly higher adverse change to visual quality in this view, with the presence of the station and bus transit facilities north of S 352nd Street, but the alternatives would not result in a visual impact at this location.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium (medium low).
- Unity = medium (medium low).
- Visual Quality = medium (medium low).



Existing view



Simulation: SF Enchanted Parkway Station



Simulation: SF 99-West and SF 99-East Alternatives

Figure J2-9 Observation Point 6 – Enchanted Parkway South of S 348th Street (looking southwest)



Existing view



Simulation: SF Enchanted Parkway Alternative



Simulation: SF Enchanted Parkway with 352nd Span Station Option

**Figure J2-10 Observation Point 7 – Midblock S 352nd Street (looking east)
(Sheet 1 of 2)**



Simulation: SF 99-West Alternative



Simulation: SF 99-East Alternative

**Figure J2-10 Observation Point 7 – Midblock S 352nd Street (looking east)
(Sheet 2 of 2)**

2.2.5 Observation Point 8, Looking East at S 352nd Street and SR 99 Intersection

Existing View

As seen in Figure J2-11, the view from observation point 8 looking east across SR 99 and along S 352nd Street is a streetscape of planting strips, with small street trees and vegetation beyond that contribute to unity and intactness. Existing businesses and storage facilities give a business-park look to the view. Viewers include a range of local residents and commuting motorists and pedestrians.

SF 99-East and SF99-West Alternatives with Stations

Simulations in Figure J2-11 from this observation point show the visual impacts that the SF 99-East and the SF 99-West alternative station and guideway locations would have on visual quality of S 352nd Street and SR 99 corridor. The elevated guideway would be apparent where it crosses S 352 Street for both alternatives. The stations would be partially visible for both alternatives, with the SF 99-East station closer and more prominently located south of S 352nd Street. However, the built alternatives would largely be obscured from view by street trees and landscaping and would not result in a visual impact.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium (medium low).
- Unity = medium (medium).
- Visual Quality = medium (medium).

2.2.6 Observation Point 9, Looking Southwest on SR 99 toward S 356th Street Intersection

Existing View

As seen in Figure J2-12, the view from observation point 9 looking southwest along the eastern sidewalk of SR 99 is of planting strips and median landscaping with street trees, northbound roadway lanes, and vegetation beyond that contributes to unity and intactness and existing businesses and billboard are prominent in this view. Viewers include a range of local residents and commuting motorists and pedestrians.

SF 99-East and SF 99-West Alternatives with Stations

Figure J2-12 shows simulations for the elevated guideway structures of the SF 99-East and the SF 99-West alternatives approaching and positioned on either side of SR 99. The SR 99-West alternative would be closer in this view, appearing more prominently as it crosses SR 99 to the west side of the highway. While the elevated guideway for both alternatives would contribute some vividness with a strong visual presence, this would reduce the visual unity or intactness for this view only slightly, and without sensitive viewers identified at this location, the build alternatives would not result in a visual impact.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium).
- Intactness = medium (medium low).
- Unity = medium (medium low).
- Visual Quality = medium (medium low).

2.2.7 Observation Point 10, Looking Northwest from Midblock on S 356th Street

Existing View

As seen in Figure J2-13, the view looks northwest across S 356th Street with planting strips with street trees, a box store building, and a construction storage yard beyond all contributing to a mix of visual quality resulting in medium to low unity and intactness. Views from residences south of S 356th Street are screened from this view by on site mature vegetation. Viewers include a range of local residents and commuting motorists and pedestrians.

SF 99-East and SF 99-West Alternatives with Stations

Figure J2-13 shows simulations for the SF 99-East and the SF 99-West alternatives elevated guideway structures and SF 99-East station. The SF 99-West build alternative would be less prominent in this view compared to a taller station or parking garage of the SF 99-East alternative. Both surface parking and a parking garage are being considered for the SF 99-East alternative. The parking garage option would be more visually apparent, and therefore is the option depicted. Either parking option would include streetscape and on-site landscape, which would help screen changes to this view. Either build alternative would result in visual change to this view but would not result in a visual impact.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium low (medium).
- Unity = medium low (medium).
- Visual Quality = medium low (medium).

2.2.8 Observation Point 11, Looking Southeast from Enchanted Parkway S near S 356th Street

Existing View

As shown in Figure J2-14, the land near the intersection of S 356th Street and Enchanted Parkway S has commercial uses on the east and southeast and residential uses to the south of Enchanted Parkway. The SF I-5 Station site topography rises toward I-5. From this vantage, the car sales lots and buildings of the car dealership are not visible. Enchanted Parkway S is amply lined with maturing roadside street tree planting, landscaping, and areas of established conifer trees. This, combined with the roadway elements and commercial elements, gives the view of the area medium unity and intactness. Viewers include a range of local residents and commuting motorists and pedestrians.

SF I-5 Station

The simulated view from observation point 11, shown in Figure J2-14, depicts the SF I-5 Station area with the proposed parking foreground to the station. Both surface parking and a parking garage are being considered for this alternative. The parking garage option would be more visually apparent from this location than a surface parking option and, therefore, is the option depicted in the visual simulation. The visual changes for this alternative would not be considered a visual impact. Both parking options would include streetscape and on-site landscape, which would help screen changes to this view. The guideway would be visible crossing over Enchanted Parkway S just west of I-5.



Existing view



Simulation: SF 99-West Alternative



Simulation: SF 99-East Alternative

**Figure J2-11 Observation Point 8 – S 352nd Street and SR 99 Intersection
(looking east)**



Existing view



Simulation: SF 99-West Alternative



Simulation: SF 99-East Alternative

**Figure J2-12 Observation Point 9 – SR 99 north of S 356th Street
(looking southwest)**



Existing view

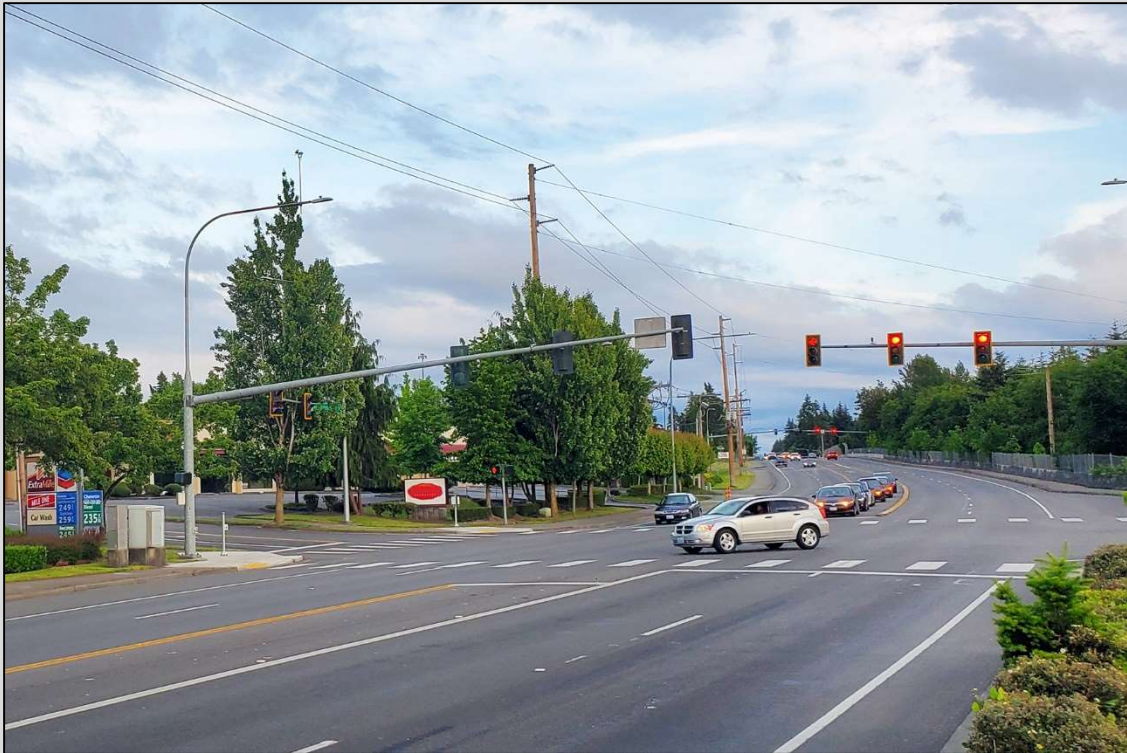


Simulation: SF 99-West Alternative

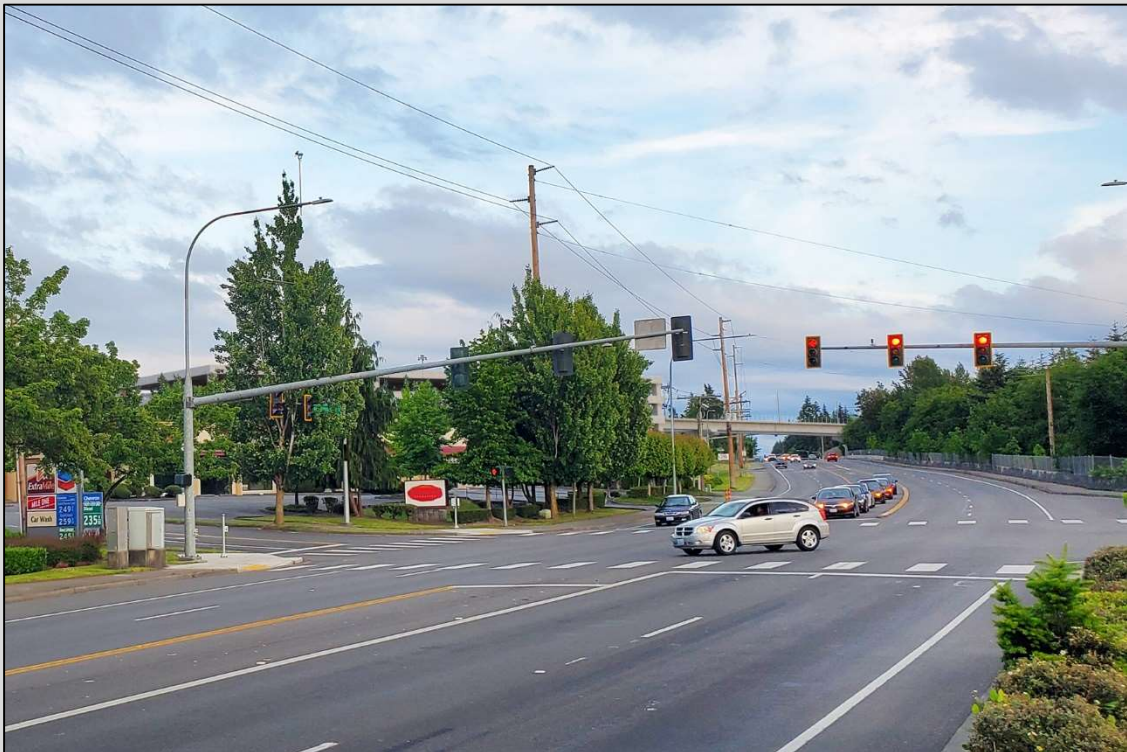


Simulation: SF 99-East Alternative

Figure J2-13 Observation Point 10 – Midblock S 356th Street (looking northwest)



Existing view



Simulation: SF I-5 Alternative

(Future WSDOT plans included constructing a roundabout at this location; however, that project was suspended in 2023.)

Figure J2-14 Observation Point 11 – Enchanted Parkway S and S 356th Street (looking southeast)

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium (medium).
- Unity = medium (medium).
- Visual Quality = medium (medium).

2.2.9 Observation Point 12, Looking Northbound SR 161/Corner Where I-5 Off-Ramp Intersects**Existing View**

The existing view from observation point 12, shown in Figure J2-15, depicts the same subject area as observation point 11 but from a different angle. From this location, the view of the SF I-5 Station would be predominantly of the off-ramp and the vehicles of the car dealership sales lots, which mostly obscure the view of the dealership buildings behind. A tall solitary cell tower stands out in this view, with a backdrop of mature conifer trees behind. This background of trees is also seen to the northeast beyond I-5. While the background vegetation improves visual unity and intactness of the foreground, elements are dominant and create the overall lower visual quality for this view. Viewers include commuting motorists and pedestrians.

SF I-5 Alternative

The simulated view from observation point 12, shown in Figure J2-15, depicts the SF I-5 Station Alternative with the proposed parking to the west of the elevated station and guideway. Both surface parking and a parking garage are being considered for this alternative. The parking garage option would be more visually apparent than the surface parking option, and therefore the garage option is shown in the visual simulation. Either parking option would include streetscape and on-site landscape, which would help screen changes to this view. The visual changes for this alternative would not be considered a visual impact.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium low (low).
- Unity = medium low (medium low).
- Visual Quality = medium low (medium low).

2.2.10 Observation Point 13, Looking East from 16th Avenue S**Existing View**

The existing view from observation point 13, shown in Figure J2-16, is adjacent to Todd Beamer High School and a residential area, where views of the I-5 corridor are mostly blocked by vegetation, nearby structures, and a perimeter fence. The view is as seen by students and school staff from the high school, who are considered sensitive viewers, as well as pedestrians. The land near the school is suburban or rural residential in use and gives the area medium visual intactness and unity. The visual quality of the view from observation point 13 is medium.

SF Enchanted Parkway Alternative and SF I-5 Alternative, with and without the SF Design Option

Figure J2-16 shows simulated views from observation point 13. Substantial vegetation that currently screens views of I-5 would be removed for all build alternatives, which would reduce visual intactness, resulting in visual impacts for some viewers. The elevated guideway and trains would be visible, would partly block view of vegetation in the background across I-5, and would be partially silhouetted against the sky as seen from this location. The SF I-5 Alternative would be more prominent because its elevated guideway profile is higher than the SF Enchanted Parkway Alternative.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (medium low).
- Intactness = medium (medium low).
- Unity = medium low (medium low).
- Visual Quality = medium (medium low).

2.2.11 Observation Point 14 – SR 99 at Spring Valley Montessori School (looking southwest)

Existing View

The existing view from observation point 14, shown in Figure J2-17, is adjacent to Spring Valley Montessori school and a rural residential area. Nearby views of the SR 99 corridor are mostly blocked by vegetation, except at the school campus, which has a mostly open view of the highway. The view looks southwest along the roadway and shows medium to high unity and intactness, with continuous mature vegetation on both sides. Viewers include lower sensitivity motorists, higher sensitivity sightseeing travelers, and students, who are considered to be high sensitivity viewers.

SF 99-East and SF 99-West Alternatives

Figure J2-17 shows simulated views from observation point 14. Substantial vegetation that currently screens views of SR 99 would be removed for either build alternatives east or west of the roadway, which would impact visual intactness. The elevated guideway and trains for both SF 99 alternatives would be visible from the school campus.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (medium low).
- Intactness = medium high (medium for the SF 99-East Alternative, medium low for the SF 99-West Alternative).
- Unity = medium high (medium).
- Visual Quality = medium high (medium for the SF 99-East Alternative, medium low for the SF 99-West Alternative).



Existing view



Simulation: SF I-5 Station

Figure J2-15 Observation Point 12 – SR 161/Corner Where I-5 Off-Ramp Intersects (looking north)



Existing view



Simulation: SF Enchanted Parkway Alternative



Simulation: SF I-5 Alternative

Figure J2-16 Observation Point 13 – 16th Avenue S near Todd Beamer High School (looking southeast)



Existing view



Simulation: SF 99-West Alternative



Simulation: SF 99-East Alternative

Figure J2-17 Observation Point 14 – SR 99 at Montessori Academy at Spring Valley (looking southwest)

2.2.12 Observation Point 15 – SR 99 at Gethsemane Cemetery (looking north)

Existing View

The existing view from observation point 15, shown in Figure J2-18, is taken from the driveway entry of the cemetery and a rural area. The view looks north along the roadway and shows medium to high unity and intactness, with a view of continuous mature forest lining the highway and horizon. Viewers include lower sensitivity motorists, higher sensitivity sightseeing travelers, and cemetery visitors, who are also considered to be higher sensitivity viewers.

SF 99-East and SF 99-West Alternatives

Figure J2-18 shows simulated views from observation point 15. The elevated guideway and trains for both SF 99 alternatives would be visible from the cemetery. The SF 99-East Alternative would be closer, directly adjacent the cemetery, but would not remove the existing trees and hedges that currently screen views of the roadway from the cemetery. The SR 99-West Alternative would be less prominent, located across the highway from the cemetery, and existing vegetation would more effectively screen views of the guideway structure and trains from the cemetery.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (medium low).
- Intactness = medium high (medium).
- Unity = medium high (medium).
- Visual Quality = medium high (medium).

2.2.13 Observation Point 16 – SR 99 at Spring Valley Mobile Park (looking south)

Existing View

The existing view from observation point 16, shown in Figure J2-19, is taken from north of the driveway entry of the mobile home park. The view looks south along the roadway and shows medium to low unity and intactness, with views of businesses across the highway to the east and forested vegetation beyond on the west side. Viewers include lower sensitivity motorists, higher sensitivity sightseeing travelers, and high sensitivity residential viewers at the mobile home park.

SF 99-East and SF 99-West Alternatives

Figure J2-19 shows simulated views from observation point 16. The elevated guideway and trains for both SF 99 alternatives would be visible from the mobile home residences. The SF 99-West alternative would be closer directly adjacent the mobile home park and would remove existing trees closest to the west side of highway to the south. The SR 99-East Alternative would be slightly less visually prominent located in a central median of the highway farther from the mobile home park.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (medium low).
- Intactness = medium low (low).
- Unity = medium low (low).
- Visual Quality = medium low (low).



Existing view



Simulation: SF 99-West Alternative



Simulation: SF 99-East Alternative

**Figure J2-18 Observation Point 15 – SR 99 at Gethsemane Cemetery
(looking north)**



Existing view



Simulation: SF 99-West Alternative



Simulation: SF 99-East Alternative

Figure J2-19 Observation Point 16 – SR 99 at Spring Valley Mobile Park (looking south)

2.2.14 Observation Point 17, Looking Southwest from I-5

Existing View

The existing view from observation point 17, shown in Figure J2-20, represents the view for motorists traveling on I-5. The interstate has relatively continuous vegetation lining the roadsides in this area, which provides a level of intactness and unity to views in this area. The view also shows relatively open sightlines to the video billboards in the distance.

SF Enchanted Parkway and SF I-5 alternatives

Figure J2-20 shows the simulated view. Observation point 17 represents the view for motorists traveling on I-5. Visual intactness would be reduced somewhat, with the guideway blocking views of vegetation that would remain west of the guideway.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium (medium low).
- Unity = medium (medium).
- Visual Quality = medium (medium low).

2.2.15 Observation Point 18 – SR 99 at Porter Way Intersection (looking northwest)

Existing View

The existing view, shown in Figure J2-21, is taken from the southwest corner of SR 99 and Porter Way and looks northwest across the intersection, showing a view with medium to low visual unity and intactness. A trucking facility with storage is in the foreground and other businesses and advertising billboards are in view. Forest vegetation is visible on the west side of SR 99 and beyond in the distance. Viewers include lower sensitivity motorists and higher sensitivity sightseeing travelers.

SF 99-East and SF 99-West Alternatives and with the Porter Way Option

Figure J2-21 shows simulated views of the elevated guideway structure and trains for both SF 99 alternatives, which are located along the same alignment, transitioning from SR 99 to the east side of I-5. The SF 99 alternatives would be closer and more prominent in this view than the alternatives with the Porter Way Design Option, which positions the alignment further to the east and would not be as apparent in this view.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium low (medium low).
- Unity = medium low (medium low).
- Visual Quality = medium low (medium low).



Existing view



Simulation: SF Enchanted Parkway and SF I-5 alternatives

Figure J2-20 Observation Point 17 – I-5 (looking southwest)



Existing view



Simulation: SF 99-West and SF 99-East Alternatives



Simulation: SF 99-West and SF 99-East with Porter Way Option

**Figure J2-21 Observation Point 18 – Porter Way and SR 99 Intersection
(looking northeast)**

2.2.16 Observation Point 19 – From Backyard of a Home at the South End of 69th Avenue E Looking Southeast

Existing View

Observation point 19, the view shown in Figure J2-22, is adjacent to a number of residences with sensitive viewers within a subdivision on 69th Avenue E. The southeast-facing backyards of the subdivision sit 40 to 50 feet above Pacific Highway, with 50 to 70 feet of horizontal distance from road shoulder edge to backyard fences. A rockery retaining wall, some lower native deciduous trees, and overhead wires are in the foreground between the houses and the road. Beyond Pacific Highway, a mix of mature deciduous trees and residential landscape trees and more distant mature conifers blend to give a medium degree of visual unity to the view. On clear days, Mount Rainier is visible from this observation point and provides distinct vividness to the view.

Alternative (All Alternatives in the South Federal Way Segment)

Figure J2-22 shows simulated views from this observation point. All alternatives in the Fife Segment would be located between the residential properties and Pacific Highway. The elevated guideway and passing trains would be apparent in this view, reducing visual unity and intactness from medium to low. Weather permitting, Mount Rainier would continue to be partially visible over the guideway, but passing trains would block it from view, reducing vividness.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium high (medium).
- Intactness = medium (low).
- Unity = medium (low).
- Visual Quality = medium (low).



Existing view



Simulation: Alternative (All alternatives in the Fife Segment)

**Figure J2-22 Observation Point 19 – Backyard of a Home on 69th Avenue E
(looking southeast)**

2.3 Fife Segment

Observation points 20 through 30 in the Fife Segment, which include Landscape Units 5 and 6, were chosen to assist in evaluating the impacts of the Fife I-5, Fife Median, and Fife Pacific Highway alternatives, as well as the proposed station locations. These observation points and simulations are shown in Figures J2-23 to J2-34.

2.3.1 Observation Point 20, Looking North on 62nd Avenue E South of Church Entrance Sign

Existing View

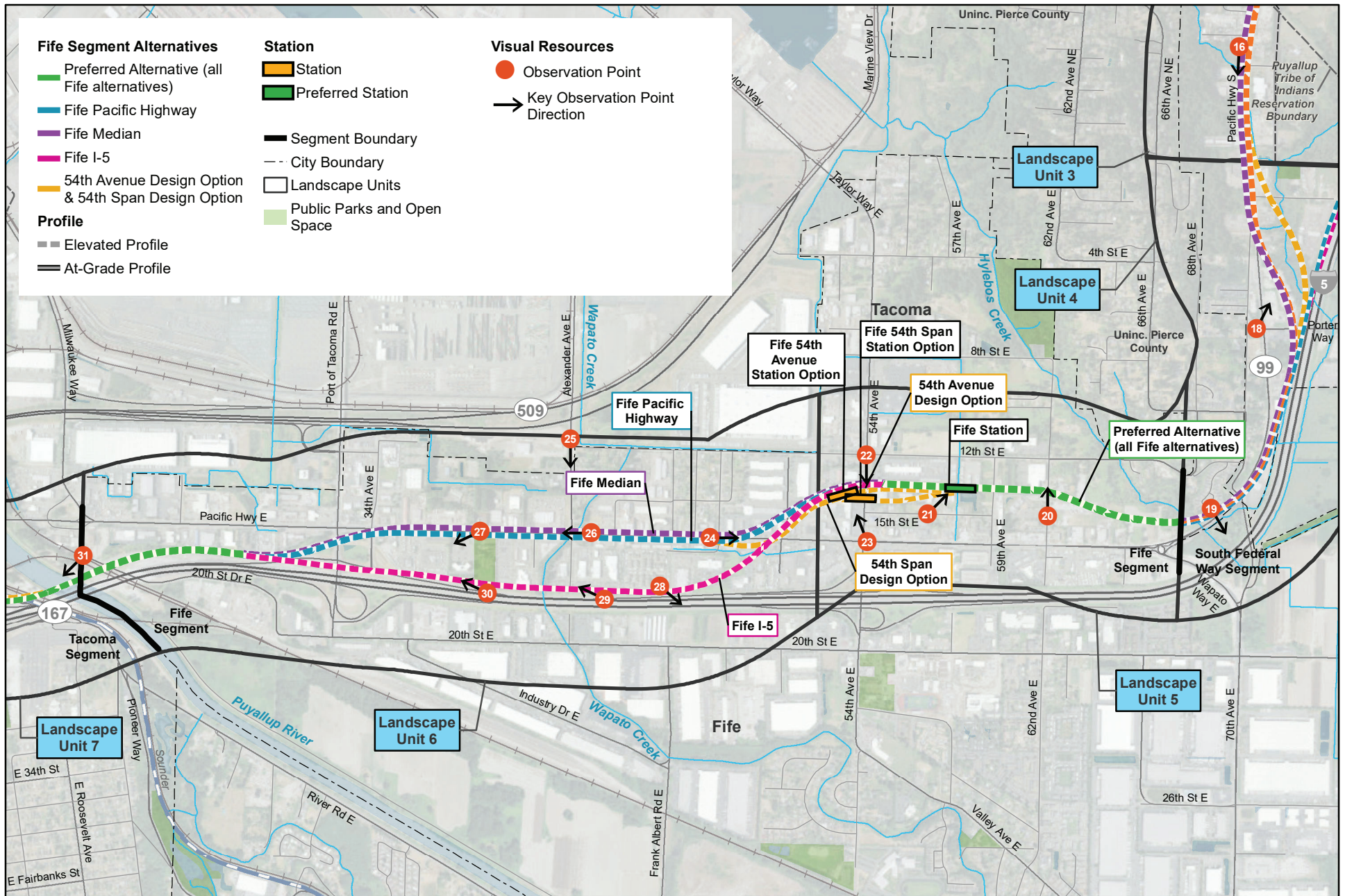
Figure J2-24 shows the existing view from observation point 20 and represents impacts on street views and visitors of the St. Paul Chong Hasang Church who access the main entrance to the church property from 62nd Avenue E. 62nd Avenue E has sidewalk improvements on the west side of the street, with a combination of ornamental landscaping on the church property and roadside vegetation apparent in this view looking north. A warehouse-type building is prominent in the view farther north on 62nd Avenue E. Beyond 12th Street E, the vegetation of Fife Heights forms the backdrop of this view. The mix of built elements in this view provides a lower level of intactness, and vegetation contributes to visual unity. Overall, the visual quality is medium at this location.

Alternative (All Alternatives in the Fife Segment)

Figure J2-24 shows simulated views from observation point 20. All alternatives in the Fife Segment would be intrusive in this view, as the elevated guideway crosses over the street and continues west. Whereas the guideway would contribute some vividness with its strong presence, this would not serve to improve the visual unity or intactness for this view. Some distant views of background vegetation may still be visible under the guideway.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (medium).
- Intactness = medium low (medium low).
- Unity = medium (medium low).
- Visual Quality = medium (medium low).



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2023).

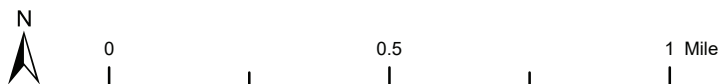


FIGURE J2-23
Landscape Units and Observation Points
Fife Segment
Tacoma Dome Link Extension



Existing view



Simulation: Alternative (All alternatives in the Fife Segment)

**Figure J2-24 Observation Point 20 – 62nd Avenue E South of Entrance to Church
(looking north)**

2.3.2 Observation Point 21, Looking Northeast at Fife Station from 15th Street E

Existing View

Figure J2-25 shows the existing view from observation point 21 and represents the changes that would result from station and guideways on local residential views. The view from 15th Street E toward the Fife Station location and beyond is currently unremarkable, and vividness is medium. The view includes a residence in the foreground, the roof of a low commercial building in the distant background, and a vegetated horizon, which together produce a low level of intactness. Trees on the residential property combined with views of the distant horizon and open sky contribute to a medium degree of unity. The visual quality of this view is medium.

Alternative (All Alternatives in the Fife Segment)

Figure J2-25 shows simulated views from observation point 21. The elevated Fife Station and guideway would be prominent in this view, as it would be aligned parallel to 15th Street E relatively close at about 300 feet away. The guideway would contribute some vividness but would not serve to improve the reduction in visual unity, as it would block distant views of the horizon and be partially seen silhouetted against the sky for this view. The 54th Span Design Option would locate the alignment closer to residential viewers on 15th Street E, so it would be close to houses and visually dominate in the foreground of views north. Visual changes for all the alternatives would result in visual impacts at this location.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (medium).
- Intactness = medium low (low).
- Unity = medium (low).
- Visual Quality = medium (medium low).

2.3.3 Observation Point 22, 54th Avenue E and 12th Street E Intersection (looking south)

Existing View

The view from observation point 22 south along 54th Avenue E toward Pacific Highway, as shown in Figure J2-26, is unremarkable and vividness is low. The view includes 54th Avenue E, parking areas, adjacent commercial buildings, utility poles and lines, and some landscaped areas fronting businesses, which together produce a lower intactness rating. Trees that can be seen along 54th Avenue E, a pocket view of the distant horizon, and a relatively open view of the sky contribute to a medium degree of unity. The visual quality of the view from observation point 22 is medium low for drivers, pedestrians, and visitors to businesses near this location.

All Alternatives and Design Options in the Fife Segment

Figure J2-26 shows the simulated view from observation point 22. The elevated guideway and/or Fife Station options would be prominent in this view because the elevated guideway would cross over the street and a station would be in view for the design options. The Fife 54th Span Station Option would impact this view the most, with the station positioned directly over 54th Avenue E. A portion of the east end of the station would also be visible with the Fife 54th Avenue Station Option. Although the alternatives and design options would contribute some vividness in this view, they would not serve to improve the reduction in visual unity because they would block distant

views of the horizon and be seen partially silhouetted against the sky for motorists and pedestrians looking south. A visual impact would not result from the build alternatives at this location.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (medium).
- Intactness = medium low (medium low).
- Unity = medium (medium low).
- Visual Quality = medium (medium low).

2.3.4 Observation Point 23, Looking Northwest at Corner of 54th Avenue E and Pacific Highway E

Existing View

The view from observation point 23 northwest across the 54th Avenue E and Pacific Highway intersection, as shown in Figure J2-27, is visually busy with low unity, intactness, and vividness. The view includes the large expanse of intersection pavement, parking areas, and adjacent restaurant, gas station, commercial buildings, as well as utility poles and lines, with some trees visible in background areas behind businesses. The visual quality of the view from observation point 23 is medium low for drivers, pedestrians, and visitors to businesses near this location.

All Alternatives and Design Options in the Fife Segment

Figure J2-27 shows the simulated views from this observation point. The elevated guideway and or Fife station options would be visible but not prominent in this visually cluttered view. The Fife 54th Span Station Option would be most apparent, with a larger profile visible over 54th Avenue E. A portion of the east end of the station would also be visible with the Fife 54th Avenue Station Option over the roadway and behind businesses west of 54th Avenue E. Although all the alternatives and design options would be visible in this view and would obscure more distant views, there would be little reduction or improvement to visual quality as seen from this location and no impact to visual quality.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = low (low).
- Intactness = low (low).
- Unity = low (low).
- Visual Quality = low (low).



Existing view



Simulation: Alternative (All alternatives in the Fife Segment with Fife Station)

Figure J2-25 Observation Point 21 – E 15th Street (looking northeast)



Existing view



Simulation: All alternatives in the Fife Segment with the preferred Fife Station

**Figure J2-26 Observation Point 22 – 54th Avenue E and E 12th Street
(looking south)**



Existing view



Simulation: 54th Avenue Design Option



Simulation: 54th Span Design Option

Figure J2-27 Observation Point 23 – Pacific Highway E and 54th Avenue E Intersection (looking northwest)

2.3.5 Observation Point 24, Looking East on Pacific Highway E, East of 47th Avenue E

Existing View

Figure J2-28 shows the existing view from observation point 24. This view is intended to show the difference in impact of the Fife Pacific Highway and Fife Median alternatives where they join the Pacific Highway corridor. The view from this observation point along the Pacific Highway corridor is seen by customers of local businesses and pedestrians and motorists looking east toward the intersection of Willows Road E. The view along Pacific Highway and beyond is unremarkable and vividness is medium low. The view includes Pacific Highway E, parking areas, adjacent commercial buildings, and street and traffic lights. Streetscape landscaping can be seen farther to the east of the intersection but is less visible in the foreground where the road is widened for turn lanes. The distant horizon is visible, and the sky is relatively open, without intruding overhead utility lines or poles, contributing to a medium low degree of unity. The level of visual intactness and overall visual quality of the view from observation point 24 is medium low.

Fife Pacific Highway and Fife Median Alternatives

Figure J2-28 shows the simulated view from observation point 24. This view gives the opportunity to gauge the relative impacts for the Fife Pacific Highway and Fife Median alternatives on the character of Pacific Highway. The elevated guideway for both the Fife Pacific Highway Alternative, which would build the guideway on the south side of the roadway, or the Fife Pacific Highway Median Alternative, which would place the guideway in the center of the roadway, would be visually intrusive and overhead or almost overhead in this view, but there would not be a visual impact at this location.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium low (medium low).
- Unity = medium low (medium low).
- Visual Quality = medium low (medium low).

2.3.6 Observation Point 25, Alexander Avenue E and 12th Street E Intersection (looking south)

Existing View

The view from observation point 25 looks south along Alexander Avenue E toward Pacific Highway, as shown in Figure J2-29. The view includes the wide roadway, adjacent residential and commercial buildings, utility poles and lines, and some landscaped areas fronting homes and businesses, which together produce a medium low intactness and vividness rating. Trees can be seen along the roadway, and a relatively open view of the sky contribute to a medium degree of unity. The visual quality of the view from observation point 25 is medium low for drivers, pedestrians, residents, and visitors to businesses.

All Alternatives and Design Options in the Fife Segment

Figure J2-29 shows the simulated view from observation point 25. The elevated guideway build alternatives would be a good distance away and not prominent in this view, and thus would not change the visual quality substantially as seen from this location. A visual impact would not result from the build alternatives at this location.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium low (medium low).
- Unity = medium (medium).
- Visual Quality = medium low (medium low).



Existing view



Simulation: Fife Pacific Highway Alternative



Simulation: Fife Median Alternative

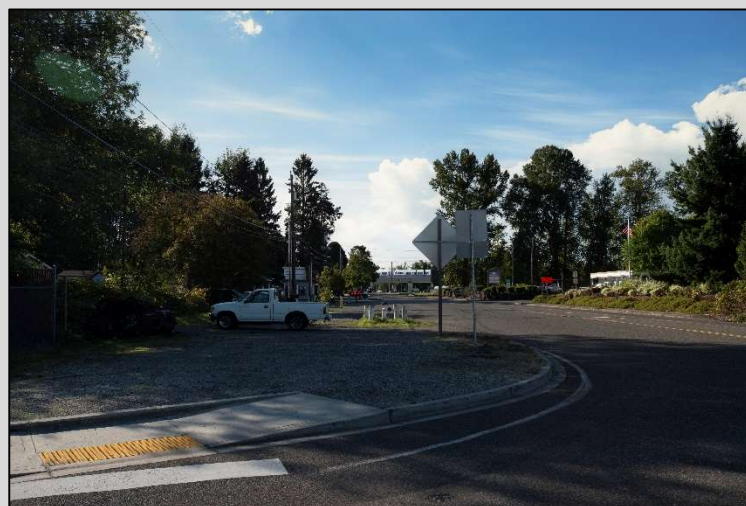
Figure J2-28 Observation Point 24 – Pacific Highway E near 47th Avenue E (looking east)



Existing view



Simulation: Fife Pacific Highway Alternative



Simulation: Fife Median Alternative

Figure J2-29 Observation Point 25 – Alexander Avenue E and 12th Street E Intersection (looking south)

2.3.7 Observation Point 26, Looking West on Pacific Highway E toward Alexander Avenue E

Existing View

Figure J2-30 shows the existing view from observation point 26. Observation point 26 along Pacific Highway in the Fife Segment is seen by motorists and customers of local businesses and pedestrians looking west toward Alexander Avenue E. On the south side of the roadway, Pick-Quick Drive In is seen and adds an element of vividness, but otherwise the view along Pacific Highway and beyond is unremarkable. The view includes Pacific Highway E, parking areas and adjacent commercial buildings, and utility poles and lines. Some natural area vegetation and mature landscape trees can be seen in the middle-ground view, and background vegetation continues in the distance, blending with a pocket view of the green horizon in the distance. The level of visual intactness and overall visual quality of the view from observation point 26 are medium low.

Fife Pacific Highway and Fife Median Alternatives

Figure J2-30 shows the simulated view from observation point 26. As with observation point 24, the elevated guideway for the Fife Pacific Highway and the Fife Median alternatives would be intrusive and nearly overhead in this view, with either option largely silhouetted against the sky. Views under the guideway of local businesses and signs would be possible from most locations when observed from an angle but, looking west down the line of the guideway columns, the views underneath would be mostly blocked. The visual changes would not result in a visual impact at this location.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium low (medium low).
- Unity = low (low).
- Visual Quality = medium low (medium low).

2.3.8 Observation Point 27, Looking West on Pacific Highway E Near 40th Avenue E

Existing View

As with observation points 24 and 26, this view was selected to show the impact of the guideway in the Pacific Highway corridor. The view from observation point 27 along the Pacific Highway corridor, as seen in Figure J2-31, is seen by motorists and customers of local businesses and pedestrians. The view includes Pacific Highway E, parking areas, bus transit stop shelter, adjacent commercial buildings, utility poles and lines, and ornamental street lighting and traffic lights at the intersection. Maturing street tree plantings are prominent in this view, with a filtered view of the green horizon visible in the distance. Puyallup Tribal Integrative Medicine can be seen on the south side of the roadway at the intersection. The level of visual intactness and overall visual quality of the view from observation point 27 are medium low.

Fife Pacific Highway and Fife Median Alternatives

The simulated view from observation point 27 can be seen in Figure J2-31. As with observation point 26, the elevated guideway for Fife Pacific Highway and Fife Median alternatives would be visually intrusive and nearly overhead in this view, with either option largely silhouetted against the sky. Views under the guideway of local businesses and signs would be possible from most locations when observed from an angle but, looking west down the line of the guideway columns, the views underneath would be mostly blocked.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium low).
- Intactness = medium low (medium low).
- Unity = low (low).
- Visual Quality = medium low (medium low).

2.3.9 Observation Point 28, Looking Southeast from the Chateau Rainier Apartment Complex**Existing View**

The view from observation point 28, seen in Figure J2-32, shows the view from the second-story stair landing, which represents sensitive viewers of a residential apartment building located adjacent to I-5, looking south. Carports can be seen in front of I-5, and heavy traffic is apparent in the foreground. The fact that a photo freezes the movement of traffic gives a milder sense for the visual commotion that the traffic causes. Beyond I-5, a tall grass field is seen with commercial buildings behind and a distant horizon with a good view of Mount Rainier. The mountain view adds great vividness to this view. This contrasts with the foreground view of I-5 to give the view an overall low visual unity. The level of visual intactness of the view from observation point 28 is low.

Fife I-5 Alternative

Figure J2-32 shows the simulated view from observation point 28. The presence of the Fife I-5 Alternative in this view would be in the foreground and very apparent. Viewers would be able to see I-5 and traffic looking under the guideway and between the columns. The elevated guideway and passing trains would block views of Mount Rainier for some viewers, which would result in a visual impact for some residential viewers at this location.

Visual Quality Rating – Existing (with Build Alternative)

- Vividness = medium high (medium low).
- Intactness = low (low).
- Unity = low (low).
- Visual Quality = medium low (low).

2.3.10 Observation Point 29, Looking West on I-5 from Southbound Lanes**Existing View**

The existing view from observation point 29 seen in Figure J2-33 shows I-5 in the foreground. Along the roadside are tall grasses with evergreen and deciduous trees and a right-of-way fence; car dealership signage, perimeter landscaping, car sales lot, and dealership building are in the background. Together, the combination of these visual elements produces a low level of intactness. Trees along the road combined with landscaping on the property contribute to a degree of unity. The dealership's presentation to the interstate provides a degree of vividness as seen by the traveling public from the interstate. The visual quality of the view from observation point 29 overall is low.

Fife I-5 Alternative

Figure J2-33 shows the simulated view from observation point 29. The Fife I-5 Alternative would be in the foreground and very apparent in this view. The apparent view of the elevated guideway along the interstate would add vividness to views in this area. Views under the guideway of local businesses and signs would be possible from most locations when observed from an angle, but looking west down the line of the guideway columns, the views underneath would be mostly blocked, and the guideway could block views of taller business signs but would not result in a visual impact at this location.

Visual Quality Rating – Existing (with Build Alternative)

- Vividness = low (medium low).
- Intactness = low (low).
- Unity = low (low).
- Visual Quality = low (low).

2.3.11 Observation Point 30, Looking West/Northwest on I-5 from Southbound Lanes Just before the Puyallup Tribal Integrative Medicine

Existing View

Observation point 30 is similar to observation point 29, but farther west along I-5. The view as experienced by the traveling public on I-5 from observation point 30, as seen in Figure J2-34, shows I-5 in the foreground with guardrail at the edge of the shoulder, a recessed open tall grass area between I-5 and the car dealership signage, and a car sales lot and dealership building in the background. Puyallup Tribal Integrative Medicine can be seen beyond the car dealership to the west. Palm trees accent the front of the dealership, and a mix of mature trees frame Puyallup Tribal Integrative Medicine. Overhead utility wires cross I-5 and the view in the distance in front of a distant horizon. Together the combination of these visual elements produces a low level of intactness and unity. The dealerships and Puyallup Tribal Integrative Medicine presentation to the interstate provides a degree of vividness as seen from the interstate. The visual quality of the view from observation point 30 overall is low.

Fife I-5 Alternative

Figure J2-34 shows the simulated view from observation point 30. The presence of the Fife I-5 Alternative in this view would be in the foreground and very apparent. The apparent view of the elevated guideway along I-5 would add vividness to views in this area. Views under the guideway of local businesses and signs would be possible from most locations when observed from an angle, but looking west down the line of the guideway columns, the views underneath would be mostly blocked, and the guideway could block views of taller business signs but would not result in a visual impact at this location.

Visual Quality Rating – Existing (with Build Alternative)

- Vividness = low (medium low).
- Intactness = low (low).
- Unity = low (low).
- Visual Quality = low (low).



Existing view



Simulation: Fife Pacific Highway Alternative



Simulation: Fife Median Alternative

Figure J2-30 Observation Point 26 – Pacific Highway East of Alexander Avenue E (looking west)



Existing view



Simulation: Fife Pacific Highway Alternative



Simulation: Fife Median Alternative

Figure J2-31 Observation Point 27 – Pacific Highway E at 40th Avenue E (looking west)

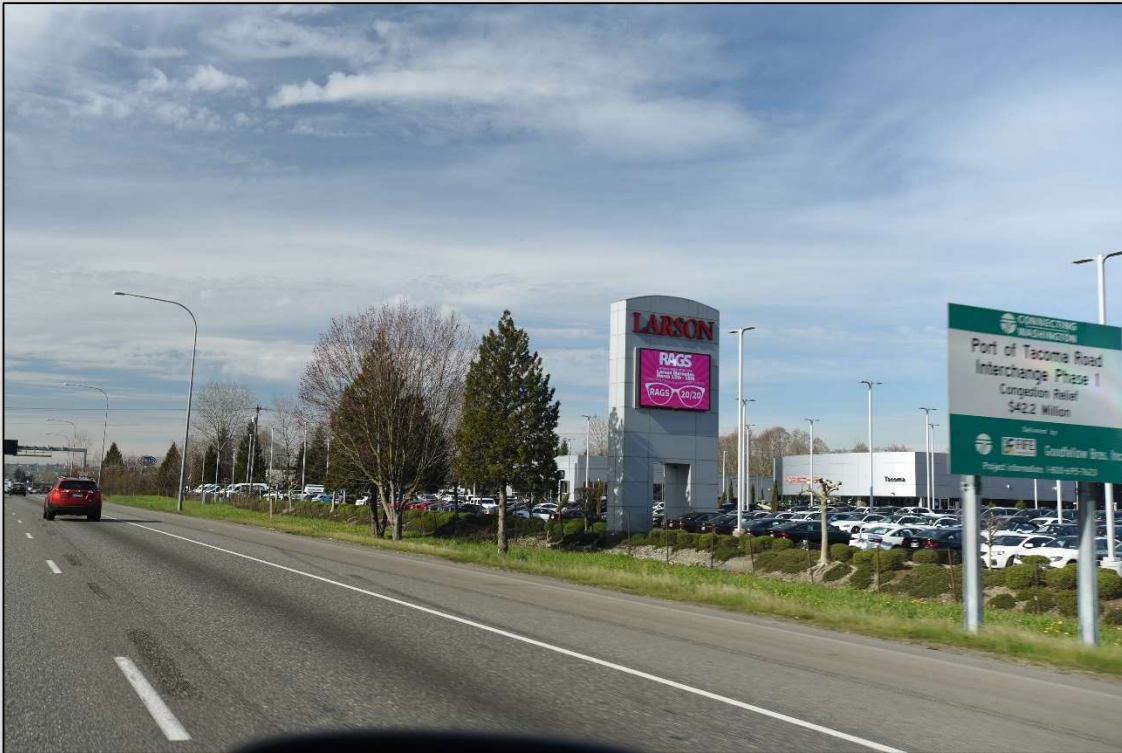


Existing view



Simulation: Fife I-5 Alternative

**Figure J2-32 Observation Point 28 – Chateau Rainier Apartments
(looking southeast)**



Existing view



Simulation: Fife I-5 Alternative

Figure J2-33 Observation Point 29 – I-5 (looking northwest)



Existing view



Simulation: Fife I-5 Alternative

Figure J2-34 Observation Point 30 – I-5 (looking northwest)

2.4 Tacoma Segment

Observation points 31 through 42 in the Tacoma Segment include Landscape Units 7 and 8 and were chosen to assist in evaluating the impacts of build alternatives and station locations. These observation points and simulations are shown in Figures J2-35 to J2-43.

2.4.1 Observation Point 31, Looking West/Southwest toward I-5 and New Light Rail Bridge Crossing

Existing View

The view from observation point 31, as seen in Figure J2-36, shows a roadway to riverfront areas passing under a railroad bridge. The existing southbound I-5 bridge structure is seen to the southwest, and tall cottonwood trees are seen behind a prominent billboard to the west. Viewers at this location are mostly drivers and visitors to local businesses. Together, the combination of these visual elements produces a low level of intactness and unity. The overall visual quality of the view from observation point 31 is low.

All Alternatives in the Tacoma Segment– Puyallup River Bridge

Figure J2-36 depicts the simulated view from observation point 31 and shows the visual change and impact of the long-span and pier-supported bridge options being analyzed for crossing the Puyallup River. Both bridge types would be located just north of WSDOT's new I-5 bridge. The long-span bridge would need to be higher to achieve spanning the river without a center support column. The pier-supported bridge would have piers in the river, which allows the profile elevation of the bridge to be lower. Both bridge types would partially be seen silhouetted against the sky – the long-span bridge (segmental box girder) more so. Other structure types that could potentially be considered for a long-span bridge over the Puyallup River could include a cable-stayed, extradosed, truss, or arch. Bridge type would be determined during final design based on various factors. These bridge types could be higher and have more visible elements such as cables that could be more prominent in the visual landscape.

The construction of guideway structures would contribute a degree of vividness to this view, which it currently lacks. No visual impact would result from changes that would be made in this view.

Visual Quality Rating – Existing (with Build Options)

- Vividness = low (medium).
- Intactness = low (low).
- Unity = low (low).
- Visual Quality = low (low).

2.4.2 Observation Point 32, Looking Southeast from the Levee on the West Side of the Puyallup River

Existing View

For viewers on or near the Puyallup River the existing view from observation point 32, as seen in Figure J2-37, shows the view of the river from the levee, on the west side of the river, north of I-5. The slope down to the river is covered in tall grass and herbaceous plants. Looking across the expanse of flowing river, the I-5 bridge structures are seen to the southeast. Billboards, railroad structures, and other industrial area forms frame the river on either side. The overall visual quality of the view is medium because the levee and river have high visual unity, intactness, and vividness, whereas the surroundings are low in all these qualities.

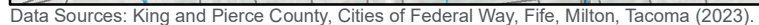


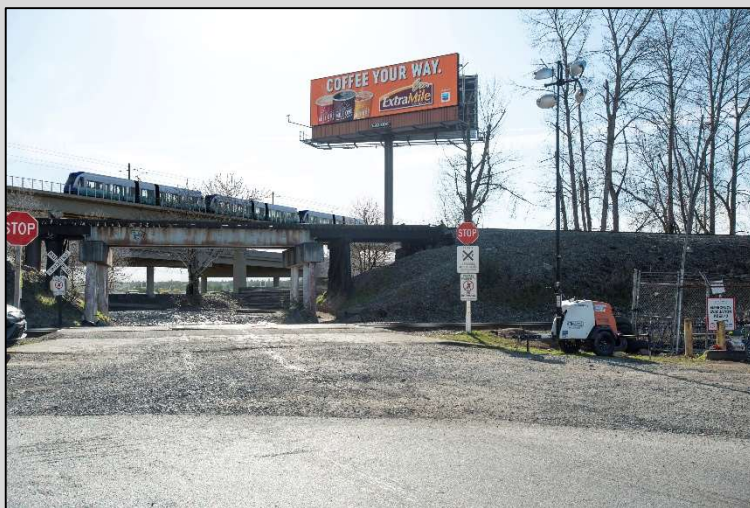
FIGURE J2-35
Landscape Units and Observation Points
Tacoma Segment
Tacoma Dome Link Extension



Existing view (I-5 bridge visible in view has been removed)



Simulation: Long-span bridge over the Puyallup River



Simulation: Pier-supported bridge over the Puyallup River

Figure J2-36 Observation Point 31 – 20th Street E (looking southwest)



Existing view



Simulation: Long-span bridge over the Puyallup River



Simulation: Pier-supported bridge over the Puyallup River

Figure J2-37 Observation Point 32 – Levee on West Side of Puyallup River (looking southeast)

All Alternatives in the Tacoma Segment– Puyallup River Bridge

The simulated views from observation point 32 depicted in Figure J2-37 show the visual change of the long-span and pier-supported bridge options being analyzed for crossing the Puyallup River. Both bridge types would be located just north of WSDOT's I-5 bridge. The pier-supported bridge would have piers in the river, which allows the profile elevation of the bridge to be lower. The long-span bridge (segmental box girder) would need to be higher to achieve spanning the river without a center support column. Remaining I-5 bridge structures would be visible under both the long-span and pier-supported bridge. Both bridge types would partially be seen silhouetted against the sky, with the long-span bridge more so. The bridge would result in a visual change and blockage of Mount Rainier that has the potential to impact views of the landscape that are important to the Tribal community. Other structure types that could potentially be considered for a long-span bridge over the Puyallup River could include a cable-stayed, extradosed, truss, or arch. Bridge type would be determined during final design based on various factors and in coordination with the Puyallup Tribe of Indians. These bridge types could be higher and have more visible elements such as cables that could be more prominent in the visual landscape and block views of Mount Rainier.

Visual Quality Rating – Existing (with Build Options)

- Vividness = medium (medium).
- Intactness = medium (medium).
- Unity = medium (medium).
- Visual Quality = medium (medium).

2.4.3 Observation Point 33, Looking Northwest on E 27th Street East of Bay Street Existing View

The existing view from observation point 33 seen in Figure J2-38 is unremarkable and vividness is low. The view includes areas disturbed by I-5 construction activities on either side of the ramp, older buildings in the middle-ground distance, and a light standard billboard and traffic lights as seen by drivers exiting I-5. Altogether, those characteristics produce a low level of unity and intactness. The visual quality of the view from observation point 33 is low.

Portland Avenue Station and Portland Avenue Span Station Option

Figure J2-38 shows simulated views from observation point 33. The elevated guideway near Portland Avenue Station would be very apparent, passing almost overhead of this viewpoint. The guideway and both Portland Avenue Station and the Portland Avenue Span Station would add vividness to this view. Because the development would change much of the area in this view, changes to unity and intactness would depend on the character of the landscape restoration and built elements. The Portland Avenue Span Station would be more distant in this view, so the visual mass of the station would be less apparent than the Portland Avenue Station. When paired with the Tacoma Close to Sounder or the Tacoma 26th Street alternatives, the elevation of the Portland Avenue Span Station would be approximately 10 feet lower than if paired with other alternatives in the Tacoma Segment and 14 feet lower than any alternative paired with the Portland Avenue Station. This difference in elevation would reduce the visual prominence for some viewers but would not result in overall visual impacts in the station area.

An optional Portland Avenue bike and pedestrian bridge is also being considered to connect the station to the neighborhoods and Puyallup Tribe of Indians facilities on the south side of I-5. Overall, viewer sensitivity is low in this area. The build alternatives would result in a low change to visual quality, while for all alternatives, the addition of the distinctive visual patterns of the elevated guideway structure in this area could improve visual quality.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = low (medium).
- Intactness = low (low).
- Unity = low (low).
- Visual Quality = low (low).

2.4.4 Observation Point 34, From Balcony of Emerald Queen Casino (looking north)

Existing View

The existing view from observation point 34 seen in Figure J2-39 is an elevated view looking over I-5 in the foreground to businesses, bridges, billboards, and elevated roadway structures. Cranes at the Port of Tacoma, a tree-lined horizon and some views of the Olympic mountains are visible on a clear day in the distance. Altogether, those characteristics produce a low level of unity and intactness. The visual quality of the view from observation point 34 is medium low.

Portland Avenue Station and Portland Avenue Span Station Option

Figure J2-39 shows simulated views from observation point 34. All the alternatives and design options would have similar and minimal visual quality impact to this view. The station and elevated guideway would appear small compared to the massive expanse of I-5 in the foreground, and the far distant existing view of the horizon and mountains would continue to be visible. The guideway and both Portland Avenue Station and the Portland Avenue Span Station would add some vividness and unity to this view. Visual changes in this view would not result in a visual impact.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium low (medium).
- Intactness = medium low (medium low).
- Unity = low (medium low).
- Visual Quality = medium low (medium low).



Existing view



Simulation: Portland Avenue Station



Simulation: Portland Avenue Station and optional bike and pedestrian bridge

Figure J2-38 Observation Point 33 – E 27th Street east of E Bay Street (looking northwest) (Sheet 1 of 2)



Simulation: Portland Avenue Span Station Option



Simulation: Portland Avenue Span Station Option and optional bike and pedestrian bridge

**Figure J2-38 Observation Point 33 – E 27th Street east of E Bay Street
(looking northwest) (Sheet 2 of 2)**



Existing view



Simulation: All Tacoma Alternatives with Portland Avenue Station



Simulation: All Tacoma Alternatives with Portland Avenue Span Station Option

Figure J2-39 Observation Point 34 – From Balcony of Emerald Queen Casino (looking north)

2.4.5 Observation Point 35, Looking South on E Portland Avenue from Puyallup Avenue

Existing View

The existing view from observation point 35 seen in Figure J2-40 shows E Portland Avenue in the foreground, with low buildings and the taller La Quinta hotel to the west as seen by drivers and pedestrians. The railroad track bridge overcrossing obscures all but the top of the I-5 overpass, and much of the upper portions of the new Emerald Queen Casino building that is beyond I-5 and still under construction are visible. The upper part of Mount Rainier can also be seen in this view. Taken together, the visible elements in this view produce a low level of unity and intactness. The visual quality of the view from observation point 25 is low.

Portland Avenue Station and Portland Avenue Span Station Option

Figure J2-40 shows simulated views from observation point 35. The Portland Avenue Span Station would obscure the view of most elements currently visible from observation point 35 beyond the railroad bridge. Some of the Emerald Queen Casino would be visible with the Portland Avenue Station. Neither of the Portland Avenue stations would block the view of Mount Rainier that exists from this vantage. The Portland Avenue Station would be more distant in this view, so the visual mass of the station would be less apparent than that of the Portland Avenue Span Station. When paired with the Tacoma Close to Sounder or the Tacoma 26th Street alternatives, the elevation of the Portland Avenue Span Station would be approximately 10 feet lower than if paired with other alternatives in the Tacoma Segment and 14 feet lower than any alternative paired with the Portland Avenue Station. This difference in elevation would reduce the visual prominence for some viewers but would not substantially change the overall visual impacts in the station area.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = low (medium).
- Intactness = low (low).
- Unity = low (low).
- Visual Quality = low (low).

2.4.6 Observation Point 36, Looking East on E 26th Street toward E Portland Avenue

Existing View

The view from observation point 36 looking east from E 26th Street, as seen in Figure J2-41, is framed by buildings, a supply warehouse on the north, overhead utility wires, and the La Quinta hotel on the south. Typical viewers from this location include drivers, pedestrians, and hotel guests. A retaining wall supporting the railroad tracks is visible in the distance, with stacks of transport containers and deciduous trees in the background. Taken together, the visible elements in this view produce a low level of unity and intactness. The visual quality of the view from observation point 36 is low.

Portland Avenue Station and Portland Avenue Span Station Option

Figure J2-41 shows simulated views from observation point 36. The elevated guideway surrounding both Portland Avenue Station and the Portland Avenue Span Station Option would be very apparent passing almost overhead at this viewpoint. The guideway and both stations,

but especially the Portland Avenue Span Station Option, would add vividness to this view. The Portland Avenue Span Station would be closer in this view, so the visual mass of the station would be more visually prominent than the Portland Avenue Station. When paired with the Tacoma Close to Sounder or the Tacoma 26th Street alternatives, the elevation of the Portland Avenue Span Station would be approximately 10 feet lower than if paired with other alternatives in the Tacoma Segment and 14 feet lower than any alternative paired with the Portland Avenue Station. This difference in elevation would reduce the visual prominence for some viewers but would not substantially change the overall visual quality and would have no visual quality impacts in the at this location.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = low (medium).
- Intactness = low (low).
- Unity = low (low).
- Visual Quality = low (medium low).

2.4.7 Observation Point 37, Looking West on E 25th Street between East J Street and McKinley Avenue E

Existing View

The existing view from observation point 37 seen in Figure J2-42 shows the impact of alternative guideway alignments as seen by motorists on E 25th Street. Viewers from this location are mainly drivers, workers, and visitors to nearby businesses. The existing view is of the street without sidewalks or vegetation, with warehouse buildings framing the view on both sides and utility wires overhead on the north. One can see a pocket view west to the distant horizon along this street corridor. Altogether, the view is unremarkable. The visual quality of the view from observation point 37 is low.

Preferred Tacoma 25th Street-West and Tacoma 25th Street-East Alternatives

Figure J2-42 shows simulated views from observation point 37. The elevated guideway for both alternative alignments would be overhead of this viewpoint, and built elements of the station for the Tacoma 25th Street-East alternative would be apparent approximately 200 feet straight ahead. The view of guideway columns and station would dominate this view and would obstruct views of the sky. A more distant view of the street corridor would be obscured, resulting in a noticeable visual change but not a visual impact, given the lower sensitivity of viewers in this area.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = low (low).
- Intactness = low (low).
- Unity = low (low).
- Visual Quality = low (low).



Existing view



Simulation: Portland Avenue Station



Simulation: Portland Avenue Span Station Option

Figure J2-40 Observation Point 35 – E Portland Avenue at Puyallup Avenue (looking south)



Existing view



Simulation: Portland Avenue Station



Simulation: Portland Avenue Station with optional bike and pedestrian bridge

Figure J2-41 Observation Point 36 – 26th Avenue E (looking east) (Sheet 1 of 2)



Simulation: Portland Avenue Span Station Option



Simulation: Portland Avenue Span Station Option with optional bike and pedestrian bridge

Figure J2-41 Observation Point 36 – 26th Avenue E (looking east) (Sheet 2 of 2)



Existing view



Simulation: Tacoma 25th Street-West Alternative



Simulation: Tacoma 25th Street-East Alternative

Figure J2-42 Observation Point 37 – E 25th Street, West of East J Street (looking west)

2.4.8 Observation Point 38, Looking East on E 25th Street from T-Line Station

Existing View

The existing view from observation point 38 can be seen in Figure J2-43. This observation point was selected to depict the impact of the alternative alignments and station locations as seen by transit users, motorists, and visitors to nearby attractions. There is also a mixed-use residential development under construction on E 25th Street west of East E Street. The existing view is of E 25th Street, with shelter, overhead wires, and other transit facilities beyond framing the north side, and a set of rail tracks in cobble textured pavement over half the roadway and Freighthouse Square, with sidewalk and ornamental luminaries framing the eastern half of the view. Identifiable and desirable pedestrian streetscape character in the Freighthouse Square area on E 25th Street gives the view medium to high vividness. Overall, the visual quality of the view from observation point 38 is medium high.

Preferred Tacoma 25th Street-West, Tacoma 25th Street-East and Tacoma Close to Sounder Alternatives

Figure J2-43 shows simulated views from observation point 38. The elevated of the Preferred Tacoma 25th Street-West guideway would be overhead of this viewpoint and built elements of the station would be apparent approximately 200 feet straight ahead. The view of guideway columns and the station would dominate this view, would detract from unity and intactness in this view, and would obstruct views of the sky, resulting in a visual impact. There would be low visual change for the lower profile of the Tacoma 25th Street-East Alternative from this view because it is lower in profile and appears smaller in the distance. The Tacoma Close to Sounders Alternative would be visually apparent but would be similar in scale to the Freighthouse Square buildings, resulting in no visual impact.

Visual Quality Rating – Existing (with Preferred Tacoma 25th Street-West Alternative)

- Vividness = medium high (medium low).
- Intactness = medium (low).
- Unity = medium (medium low).
- Visual Quality = medium high (medium low).

Visual Quality Rating – Existing (25th Tacoma Street-East Alternative)

- Vividness = medium high (medium).
- Intactness = medium (medium low).
- Unity = medium (medium).
- Visual Quality = medium high (medium).

Visual Quality Rating – Existing (25th Tacoma Close to Sounder Alternative)

- Vividness = medium high (medium).
- Intactness = medium (medium low).
- Unity = medium (medium low).
- Visual Quality = medium high (medium).



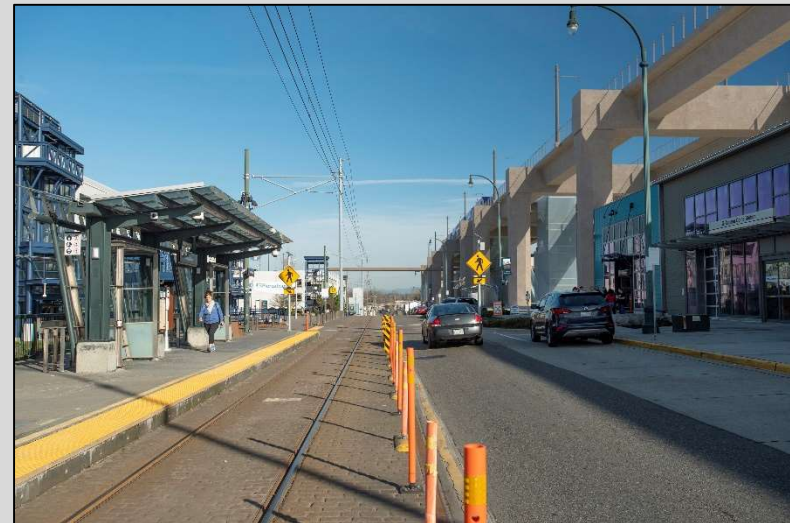
Existing View



Simulation: Tacoma 25th Street-East Alternative



Simulation: Tacoma 25th Street-West Alternative



Simulation: Tacoma Close to Sounder Alternative
(optional pedestrian bridge to parking garage)

Figure J2-43 Observation Point 38 – E 25th Street from Link Station (looking east)

2.4.9 Observation Point 39, Looking East toward Sounder Station from East D Street

Existing View

The existing view from observation point 39 seen in Figure J2-44 looks east down the line of the Sounder commuter train tracks at the Tacoma Station. Freighthouse Square buildings, modern luminaires, the railroad crossing gate, and the train station shelter frame the north side of this view. Viewers include transit users, motorists, and visitors to Freighthouse Square and the Tacoma Dome. A retaining wall supporting station waiting area shelters with buildings behind elevated on rising terrain frame the south side of this view. The linearity of the rails and the surrounding elements give this view medium unity, intactness, and vividness.

Tacoma Close to Sounder Alternative

The simulated view from observation point 39 can be seen in Figure J2-44. The Tacoma Close to Sounder Alternative would be visible sitting above the current location of Freighthouse Square. The station alternative would be prominent, framing the north side of this view and replacing the buildings of Freighthouse Square with station structures and a taller guideway silhouetted against the sky.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (medium).
- Intactness = medium (medium low).
- Unity = medium (medium).
- Visual Quality = medium (medium).

2.4.10 Observation Point 40, Looking South on East D Street from Puyallup Avenue

Existing View

The existing view from observation point 40 seen in Figure J2-45 looks south up a sloping East D Street, with one- and two-story buildings framing the streetscape on both sides. The Freighthouse Square building is visible farther up the street on the east. Many overhead utility wires are visible crossing the roadway at various points along with utility poles and traffic lights. An apartment building is visible in the far distance on the horizon. The clutter of wires and poles detracts from visual unity and intactness, giving this view a low overall visual quality. Viewers include transit users, motorists, and visitors to Freighthouse Square and the Tacoma Dome.

Tacoma 25th Street-West, Tacoma Close to Sounder, and Tacoma 26th Street Alternatives

The simulated views from observation point 40 can be seen in Figure J2-45. The tail ends of the elevated guideways of the Tacoma 25th Street-West and Tacoma Close to Sounder alternatives would be visible on the east side of this view, where they would be located above E 25th Street or the current location of the Freighthouse Square building, respectively. The Tacoma 26th Street Alternative guideway would cross one block farther up the street. For the Tacoma 26th Street Alternative, viewers, including transit users, motorists, and visitors to nearby attractions, would still be able to see under the elevated guideway up the street. The proposed alternatives would not substantially change the quality of this view or opportunities for what can be seen by visitors to this area from this vantage and, therefore, would not be a visual impact.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (medium).
- Intactness = medium (medium low).
- Unity = medium (medium low).
- Visual Quality = medium (medium low).

2.4.11 Observation Point 41, Looking North on East D Street from the E 27th Street Intersection**Existing View**

The existing view from observation point 41 seen in Figure J2-46 looks down East D Street, which slopes down to the north, with one- and two-story buildings framing the streetscape on both sides. Streetscape plantings are visible on the east, and utility poles with over-street crossing wires are visible on the west side of the street. Viewers include transit users, motorists, and visitors to nearby attractions. Vivid elements are visible in the distance, including the downtown Tacoma skyline and the iconic cable stay bridge. The vivid distant views are balanced against the clutter of wires and poles in the foreground to give this view a medium overall visual quality.

Tacoma 26th Street Alternatives

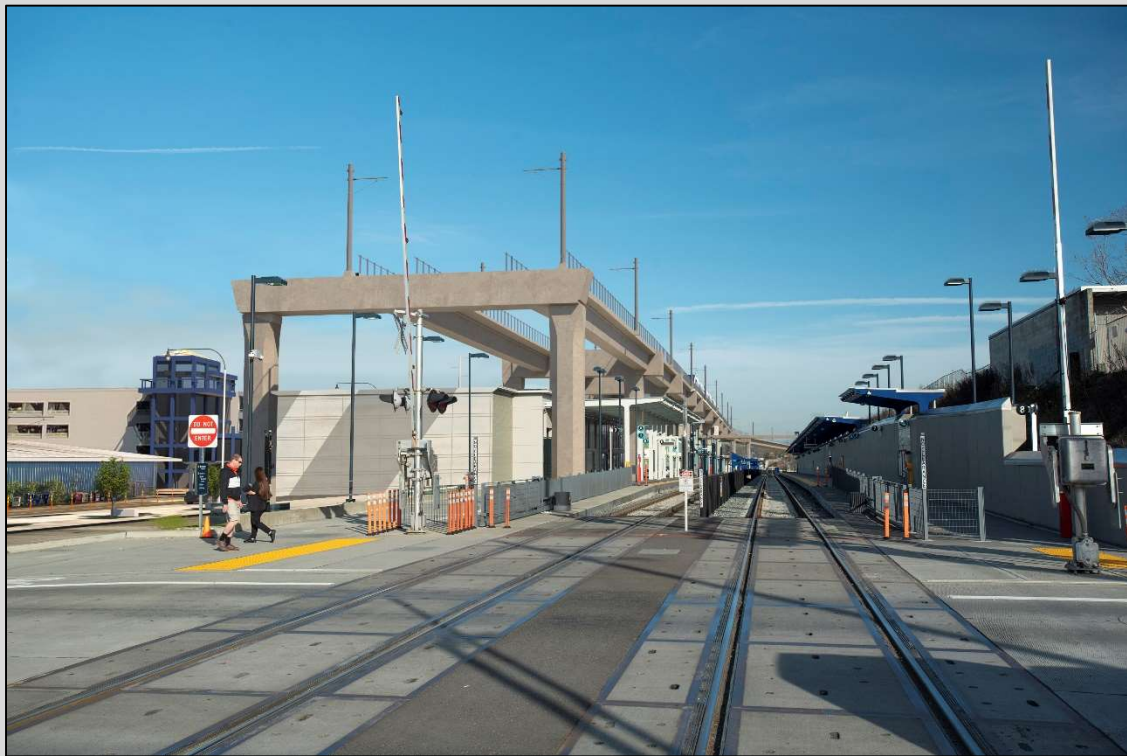
The simulated views from observation point 41 can be seen in Figure J2-46. The Tacoma 25th Street-West and Tacoma Close to Sounder alternatives would not be visible looking north along East D Street as the tail tracks for these alternatives would terminate prior to crossing East D Street. With the Tacoma 26th Street Alternative, the elevated guideway would cross one block down the street from this view and would obstruct distant views of the downtown skyline and cable stay bridge. Viewers would be able to see under the elevated guideway down the street. The Tacoma 26th Street Alternative would reduce the vividness and intactness as seen in this view but would not be considered a visual impact at this location.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium (low).
- Intactness = medium (medium).
- Unity = low (low).
- Visual Quality = medium (low).



Existing view

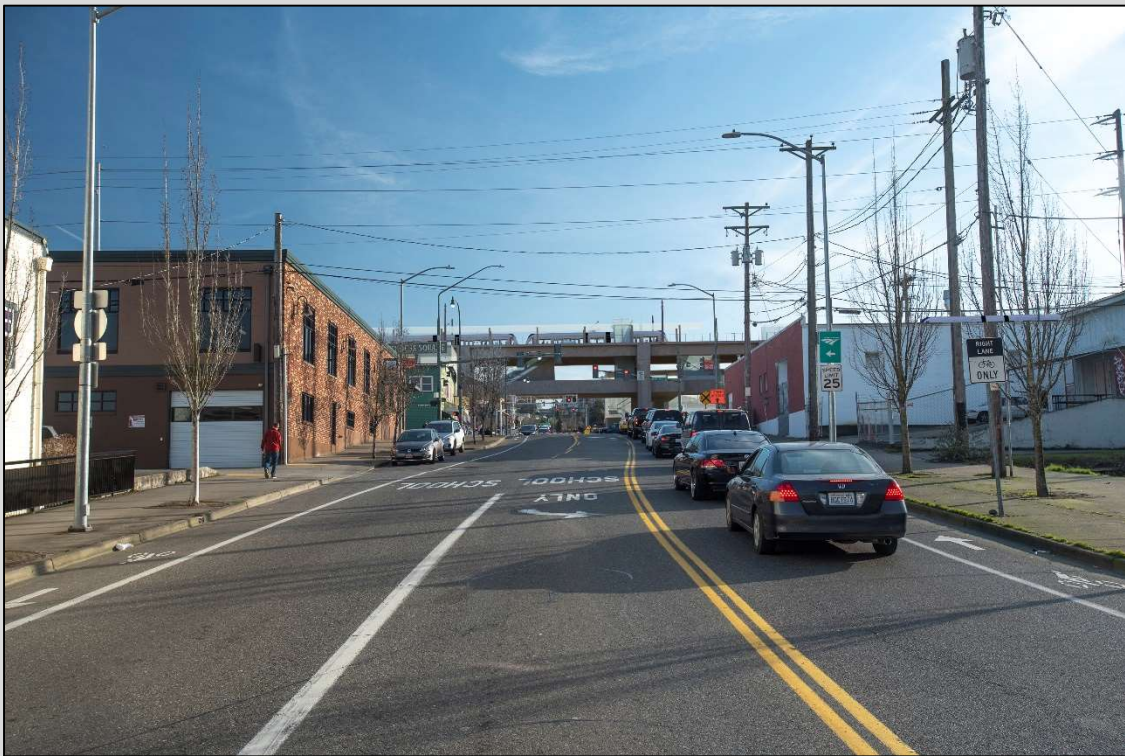


Simulation: Tacoma Close to Sounder Alternative

Figure J2-44 Observation Point 39 – Sounder Station from East D Street (looking east)



Existing view



Simulation: Tacoma 26th Street Alternative (station mezzanine over roadway)

Figure J2-45 Observation Point 40 – East D Street from Puyallup Avenue (looking south)



Existing view



Simulation: Tacoma 26th Street Alternative (station mezzanine over roadway)

Figure J2-46 Observation Point 41 – East D Street from near E 27th Street (looking north)

2.4.12 Observation Point 42, Looking North from the LeMay Museum

Existing View

The existing view from observation point 42 seen in Figure J2-47 represents what visitors to the LeMay Museum see looking north to an elevated and sweeping view of the Tacoma downtown skyline on the west; Commencement Bay directly ahead, with the Puget Sound visible beyond; and the iconic looking cable stay bridge prominent in the view as well. This view from the museum's main floor balcony has many elements contributing to vividness and intactness.

Tacoma 26th Street Alternative

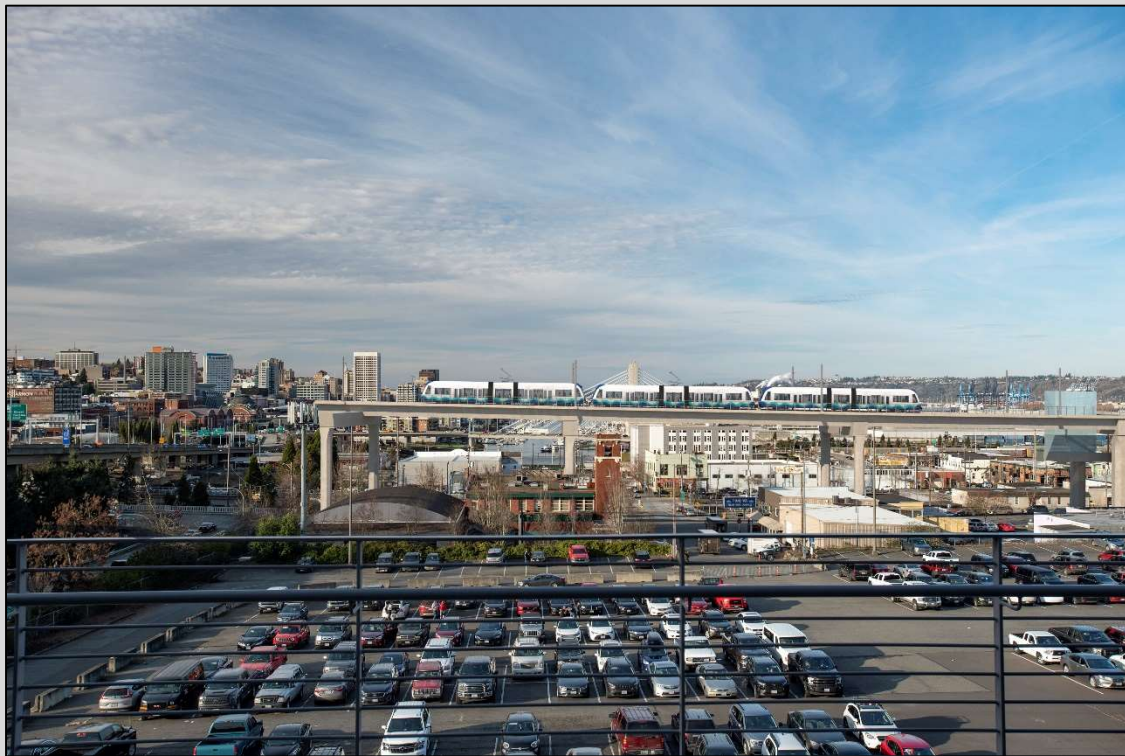
The simulated view from observation point 42 can be seen in Figure J2-47. The view of the elevated guideway of the Tacoma 26th Street Alternative would be at some distance from museum viewers across the parking lot, but would still be visually prominent, partially obstructing views of the downtown skyline, Thea Foss Waterway, Commencement Bay, and the cable-stayed bridge, resulting in a visual impact.

Visual Quality Rating – Existing (with Build Alternatives)

- Vividness = medium high (medium).
- Intactness = medium (medium low).
- Unity = medium (medium).
- Visual Quality = medium (medium low).



Existing view



Simulation: Tacoma 26th Street Alternative

Figure J2-47 Observation Point 42 – LeMay Museum Balcony (looking north)

REFERENCES

Federal Highway Administration (FHWA). 1988. Visual Impact Assessment for Highway Projects. FHWA-HI-88-054. United States Department of Transportation.

FHWA. 2015. Guidelines for the Visual Impact Assessment for Highway Projects. https://www.environment.fhwa.dot.gov/guidebook/documents/VIA_Guidelines_for_Highway_Projects.asp. January 2015.