September 2024

West Seattle Link Extension

Final Environmental Impact Statement

VISUAL AND AESTHETICS TECHNICAL REPORT

Appendix N.2

SOUNDTRANSIT

U.S. Department of Transportation
Federal Transit Administration

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Appendix N.2
Visual and Aesthetics Technical Report

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West Seattle Link Extension
Visual and Aesthetics Technical Report

September 2024

Sound Transit

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Acronyms and Abbreviations

EIS	Environmental Impact Statement
FTA	Federal Transit Administration
KOP	key observation point
M.O.S.	minimum operable segment
Metro	King County Metro Transit

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1 INTRODUCTION

1.1 Overview

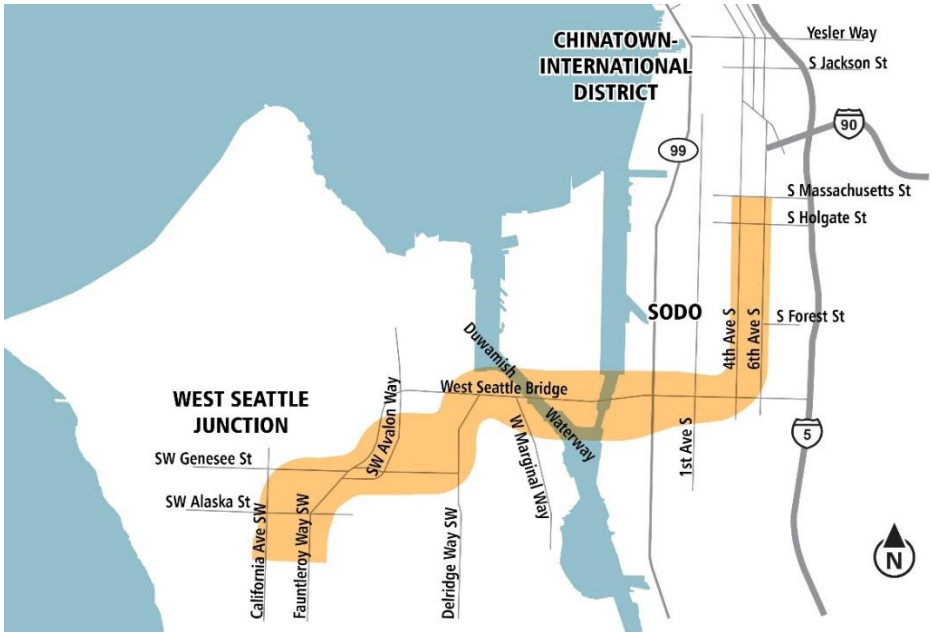
Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from SODO to West Seattle. The West Seattle Link Extension Project (the project) is a 4.1-mile corridor in the city of Seattle in King County, Washington, the most densely populated county of the Puget Sound region (Figure 1-1). The project would include stations at SODO, Delridge, Avalon, and Alaska Junction. The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

The Draft Environmental Impact Statement (EIS) published in January 2022 evaluated both the West Seattle Link Extension and the Ballard Link Extension together as one West Seattle and Ballard Link Extensions (WSBLE) Project. The extensions were evaluated together in the WSBLE Draft EIS because of their location, schedule, and review efficiencies for partner agencies.

In July 2022, the Sound Transit Board directed that further studies be prepared for the Ballard Link Extension, to evaluate additional station options and other refinements (Motion M2022-57). Some of these project options and refinements require additional conceptual engineering and environmental review. Rather than delay completion of the environmental review process for the West Seattle Link Extension while additional review is conducted for the Ballard Link Extension, Sound Transit and Federal Transit Administration (FTA) have decided to move forward under separate environmental reviews for each extension.

As described in the WSBLE Draft EIS, the two extensions will operate as separate lines, and the extensions are stand alone projects with independent utility. Proceeding with separate environmental review processes for each extension enables Sound Transit and FTA to minimize delay in delivering the West Seattle Link Extension while further analysis is undertaken on the Ballard Link Extension. Accordingly, this Final EIS is for the West Seattle Link Extension only. The Ballard Link Extension will undergo separate environmental review, building on the analysis that has already been completed.

Figure 1-1. West Seattle Link Extension Project Corridor



The West Seattle Link Extension would provide fast, frequent, and reliable light rail in Seattle and connect dense residential and job centers throughout the Puget Sound region. The Puget Sound Regional Council (the regional metropolitan planning organization) and the City of Seattle have designated the following Manufacturing/Industrial Center and urban village in the project corridor:

- **Manufacturing/Industrial Center.** The project corridor includes the Duwamish Manufacturing/ Industrial Center. SODO Station is in the Duwamish Manufacturing/Industrial Center.
- **Urban Village.** West Seattle Junction is a neighborhood in the project corridor designated by the City of Seattle as an urban village. The Alaska Junction and Avalon stations are in the West Seattle Junction Urban Village.

Puget Sound Regional Council

Puget Sound Regional Council, the regional metropolitan planning organization, develops policies and coordinates decisions about regional growth, transportation, and economic development planning within King, Kitsap, Pierce, and Snohomish counties. Puget Sound Regional Council is composed of over 80 jurisdictions, including all four counties; cities and towns; ports; state and local transportation agencies; and tribal governments within the region.

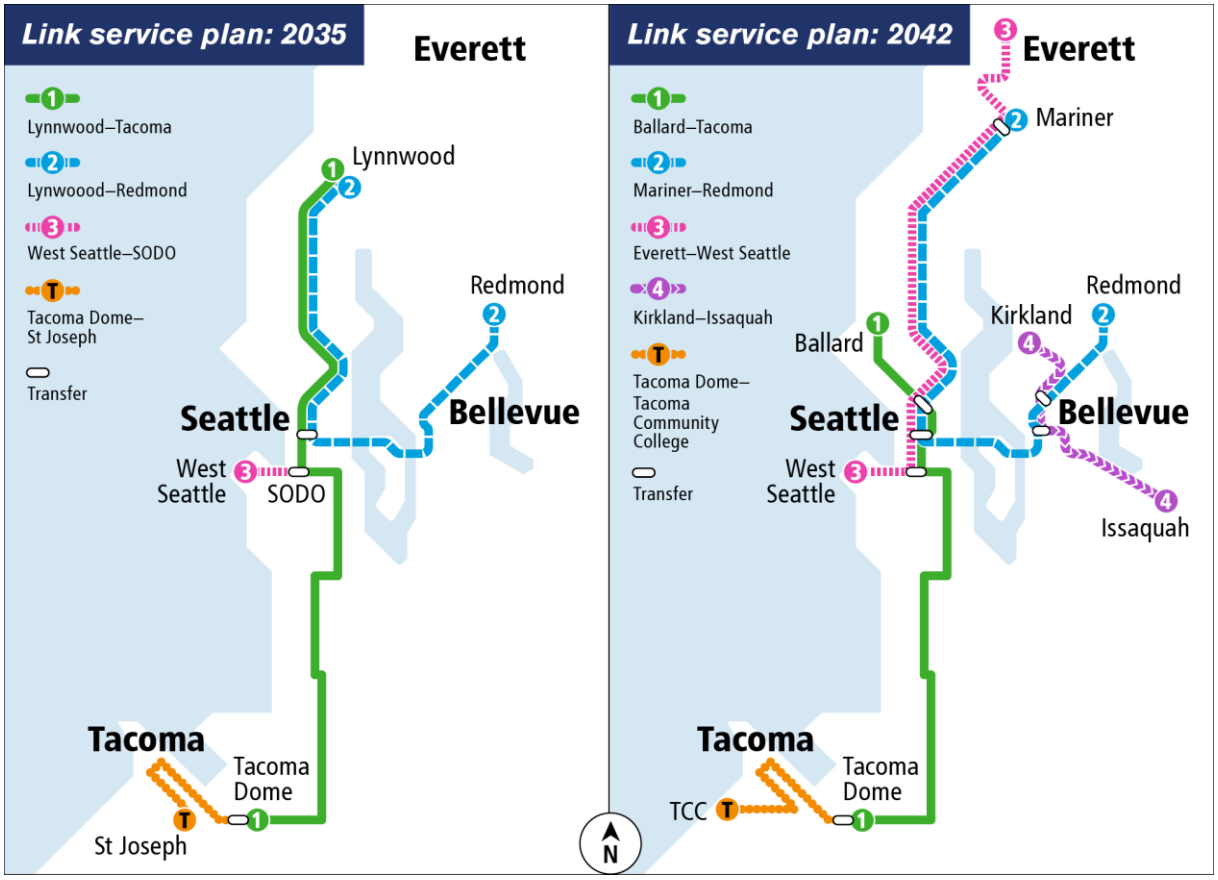
These designations indicate that these areas will continue to increase in residential and/or employment density over the next 30 years.

Existing local transit connections in the project corridor include bus and light rail. The King County Metro Transit (Metro) RapidRide C bus line currently provides service between West Seattle, Downtown Seattle, and South Lake Union. The RapidRide H bus line provides service between Burien and Downtown Seattle via Delridge. Other local bus service also operates in the project corridor.

Regional transit service in the project corridor includes regional bus service, ferry service, light rail, Sounder commuter rail, and Amtrak passenger rail service. Light rail currently operates between the Angle Lake Station in the city of SeaTac and Northgate Station in Seattle, traveling through the Downtown Seattle Transit Tunnel. There is an existing light rail station in SODO in the West Seattle Link Extension Corridor.

Extensions of light rail are under construction north to Lynnwood, east to Bellevue and Redmond, and south to Federal Way, all of which are anticipated to be operational by 2026. Additional planned light rail extensions would continue south to the Tacoma Dome, expected to begin service in 2035, and north to Everett, planned to begin service between 2037 and 2041. The Ballard Link Extension is scheduled to begin service between SODO and Ballard in 2039. The West Seattle Link Extension is scheduled to open in 2032 and would include a new SODO station where riders to and from West Seattle could transfer to the existing SODO station and light rail system until the Ballard Link Extension begins operation. The Ballard Link Extension would permanently connect the West Seattle Link Extension to the existing 1 Line, allowing riders to continue north to Everett. Figure 1-2 shows the full system planned for operation in 2042 under the target schedule. Table 1-1 lists the project Build Alternatives.

Figure 1-2. Link Light Rail System Expansion



1.2 Purpose of Report

This technical report focuses on the portions of the project that would be above ground and thus potentially visible. The existing visual and aesthetic conditions of the study area for the project are described, as are changes to existing visual conditions that would occur with each alternative or option. Existing City of Seattle regulations and ordinances related to visual and aesthetic resources are identified, and the consistency of the alternatives with the directives and objectives of those regulations and ordinances are discussed. This technical report concludes with a comparison of the potential impacts of each alternative on visual and aesthetic resources, a review of Sound Transit design measures that are intended to help project components fit with their visual environment, and mitigation measures to reduce visual impacts.

Table 1-1. Summary of West Seattle Link Extension Build Alternatives

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
SODO	**Preferred At-Grade Lander Access Station Option**	**SODO-1c**	**SODO (At-Grade)**	**All Duwamish Segment alternatives.**
SODO	At-Grade Alternative	SODO-1a	SODO(At-Grade)	All Duwamish Segment alternatives.
SODO	At-Grade South Station Option	SODO-1b	SODO (At-Grade)	All Duwamish Segment alternatives.
SODO	Mixed Profile Alternative	SODO-2	SODO (Elevated)	All Duwamish Segment alternatives.
Duwamish (DUW)	**Preferred South Crossing Alternative**	**DUW-1a**	**None**	**All SODO Segment alternatives. All Delridge Segment alternatives.**
Duwamish (DUW)	South Crossing South Edge Crossing Alignment Option	DUW-1b	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Duwamish (DUW)	North Crossing Alternative	DUW-2	None	All SODO Segment alternatives. All Delridge Segment alternatives.
Delridge (DEL)	**Preferred Andover Street Station Lower Height South Alignment Option**	**DEL-6b**	**Delridge (Elevated)**	**All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.**
Delridge (DEL)	Dakota Street Station Alternative	DEL-1a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station North Alignment Option	DEL-1b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Dakota Street Station Lower Height Alternative	DEL-2a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Dakota Street Station Lower Height North Alignment Option	DEL-2b	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Delridge Way Station Alternative	DEL-3	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.
Delridge (DEL)	Delridge Way Station Lower Height Alternative	DEL-4	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-3a and WSJ-3b.
Delridge (DEL)	Andover Street Station Alternative	DEL-5	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-1, WSJ-2, and WSJ-4.

Segment	Alternative or Design Option	Abbreviation	Stations (and Station Profile)	Connections
Delridge (DEL)	Andover Street Station Lower Height Alternative	DEL-6a	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-5a and WSJ-5b.
Delridge (DEL)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative	DEL-7	Delridge (Elevated)	All Duwamish Segment alternatives. Connects to WSJ-6.
West Seattle Junction (WSJ)	**Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option**	**WSJ-5b**	**Avalon (Retained Cut), Alaska Junction (Tunnel)**	**Connects to DEL-6a and DEL-6b.**
West Seattle Junction (WSJ)	Elevated 41st/42nd Avenue Station Alternative	WSJ-1	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Elevated Fauntleroy Way Station Alternative	WSJ-2	Avalon (Elevated), Alaska Junction (Elevated)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Tunnel 41st Avenue Station Alternative	WSJ-3a	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Tunnel 42nd Avenue Station Option	WSJ-3b	Avalon (Tunnel), Alaska Junction (Tunnel)	Connects to DEL-2a, DEL-2b, and DEL-4.
West Seattle Junction (WSJ)	Short Tunnel 41st Avenue Station Alternative	WSJ-4	Avalon (Elevated), Alaska Junction (Tunnel)	Connects to DEL-1a, DEL-1b, DEL-3, and DEL-5.
West Seattle Junction (WSJ)	Medium Tunnel 41st Avenue Station Alternative	WSJ-5a	Avalon (Retained Cut), Alaska Junction (Tunnel)	Connects to DEL-6a and DEL-6b.
West Seattle Junction (WSJ)	No Avalon Station Tunnel Alternative	WSJ-6	Alaska Junction (Tunnel)	Connects to DEL-7.

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2 INTRODUCTION TO RESOURCE, METHODOLOGY, AND REGULATORY REQUIREMENTS

2.1 Introduction to Visual and Aesthetic Resources

Visual and aesthetic resources are the landscape's natural and cultural features that can be seen and contribute to the public's appreciation and enjoyment of their surroundings. These resources include elements from both the built and natural environments. They can include solitary built and natural landmarks (such as buildings, trees, and bodies of water) or entire landscapes. For this technical report, impacts to visual and aesthetic resources are defined in terms of the extent to which the project alternatives would change the visual character and visual quality of the resources.

2.2 Methodology

Sound Transit used a methodology specifically designed to analyze the visual impacts of linear rail projects in an urban setting. Sound Transit's methodology draws upon established Federal Highway Administration guidelines (Federal Highway Administration 1988) with several key differences, such as the identification of viewer sensitivity, and the use of a qualitative rather than quantitative scale. The *Guidelines for the Visual Impact Assessment for Highway Projects* (Federal Highway Administration 2015) were also consulted. Sound Transit's methodology was applied by professionally credentialed landscape architects. For linear projects such as the West Seattle Link Extension, it is important to select locations that can serve as representatives of areas found along routes of a proposed project from which the project would be seen. These locations are called key observation points (KOPs) and are used to depict current views toward a proposed project and how the views would change with the project. The KOPs that are used in this technical report represent a variety of types of viewer locations and a variety of locations within the project limits that would be seen by different types of viewers. The locations were selected with input from the City of Seattle to represent the proposed project in areas where there is a potential for visual impacts. The locations selected were those where it was possible to gain access to the KOP with an unobstructed view of the proposed project.

The impact assessment conducted in this technical report focuses on changes to the landscape that would be seen by sensitive viewers. People who view and experience a landscape (viewers) have low, medium, or high sensitivity to changes in the viewed environment. Viewer sensitivity is strongly influenced by a viewer's awareness of their surroundings, the activities they are engaged in, and the amount of time spent looking at a view (viewer duration). People, such as residents and park users, who see a landscape multiple times for long periods of time and are familiar with it would be aware of changes in the landscape and have high viewer sensitivity. People who are less familiar with a landscape, are engaged in activities that may require their attention (such as workers) or are viewing it for short periods of time (such as motorists) are not considered to have high viewer sensitivity. In this assessment, people who have high sensitivity to changes in the viewed environment are called sensitive viewers. People using a recreational designated facility (such as a trail designated for walking, bicycling, or other non-motorized recreational purpose) were identified as sensitive viewers, but pedestrians or bicyclists using a transportation-designated facility (such as a sidewalk) are not considered sensitive viewers because they are primarily using these facilities to get from one location to another. An exception to this the West Seattle Bridge Trail because the Spokane Street Bridge is designated as a City of Seattle Designated Scenic Route (see Section 2.3, Regulatory Requirements).

The Federal Highway Administration methodology evaluates changes to the visual character of a view that would be seen by sensitive viewers as well as changes to visual quality. Visual character is a non-evaluative description of a viewed landscape. Visual character can describe a landscape in terms that many people understand. For example, a neighborhood in a new subdivision might be said to have a suburban, residential visual character. Most people would have an image of what the neighborhood looks like. Other examples of visual character types include industrial, rocky shoreline, and high school campus. These descriptions do not assign "value" or "degree of beauty," they just describe the appearance of an area. Where conflicts in visual settings can occur is when an object of one visual character type (like a factory with an industrial character) is placed in or next to another visual character type (like a high school campus) and visual incompatibility results.

Visual quality does assign "value" or "degree of attractiveness" to a viewed landscape so that changes from a proposed project can be determined. The Federal Highway Administration methodology uses a quantitative approach to determine visual quality. It starts with a description of views of a landscape and seeks to understand: Is this particular view common or dramatic? Is it a pleasing composition (with a mixture of elements that seem to belong together) or not (with a mixture of elements that either do not belong together or are visual intrusions that contrast with the other elements in the surroundings)? Visual quality is evaluated in terms of three components: vividness, intactness, and unity. The three components that together determine visual quality are described below.

- Vividness is the degree of drama, memorability, or distinctiveness of the landscape. Vividness is composed of four elements—landform, vegetation, water features, and human-made elements—that usually influence the degree of vividness.
- Intactness is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. Intactness is composed of two primary elements—development and encroachment—that influence the degree of intactness.
- Unity is the degree of visual coherence and compositional harmony of the landscape when it is considered as a whole. High unity frequently attests to the careful design of individual components and their relationship in the landscape.

The three components of visual quality are rated numerically and are considered together to determine overall visual quality. The Federal Highway Administration methodology uses a seven-point scale to rate each of the three components and then divides the totals by three to produce an overall visual quality rating that can be anywhere from 1 (very low) to 7 (very high). The fairly complex seven-point Federal Highway Administration scale was simplified for this analysis to three general levels of visual quality: low, average, and high. The descriptions of the three simplified visual quality categories are described below:

- Low Visual Quality – Areas with low visual quality have some combination of features that seem visually out of place, lack visual coherence, do not have compositional harmony, and/or might contain unsightly elements.
- Average Visual Quality – Areas with average visual quality are commonly occurring or average-appearing landscapes that have a generally pleasant appearance but might lack enough vividness (distinctiveness, memorability, and drama), intactness (the elements in the views "fit" with their natural and human-built surroundings), and unity (compositional harmony) to place them in the high visual quality category. This is generally the most frequent category. In this analysis, a view with high average visual quality would have vividness, intactness, and unity characteristics that are slightly higher than average but not high enough to qualify as high. Likewise, a view with low average would have slightly lower than average vividness, unity, and intactness characteristics, but not enough to be considered to have low visual quality.

- High Visual Quality – Areas with high visual quality must be outstanding in terms of being very memorable, distinctive, unique (in a positive way), and/or intact—they can be natural, park-like, or urban, with urban areas displaying strong and consistent architectural and urban design features.

Because the vast majority of the visual quality of the study area is average, the average category was further refined to high average, average, and low average. This refinement assisted in describing changes to visual quality from alternatives in situations where the existing average visual quality of a view from a KOP might be lowered but still remain in the "average" category. By using high average, average, and low average, a better description of the influence of a Build Alternative on visual quality could be made. For example, if a Build Alternative lowered the existing high average visual quality of a view from a KOP to low average, that information would be important to know, rather than simply stating the average visual quality of the view from a KOP would remain average with that Build Alternative.

The study area for visual and aesthetic resources is the portion of the viewshed of the Build Alternatives that would be clearly seen by sensitive viewers. A viewshed is the geographical area from which an object is visible and can include all surrounding points that are in line-of-sight with that object and excludes points that are beyond the horizon or obstructed by terrain and other features (such as buildings and trees). In many locations along the alignments of the alternatives, sensitive viewers' views of project components such as guideways, stations, trains, hi-rail vehicle access required for maintenance, and vent shafts for tunnels would be partially or completely blocked by vegetation, terrain, and buildings. In densely developed areas, the alternatives' viewshed is frequently between approximately 100 feet and 500 feet on either side of the alignment.

This 100-foot to 500-foot distance is considered the study area for this assessment. In areas where above-grade project components would be higher than nearby buildings and vegetation, the components could be visible beyond 500 feet. Given the developed urban nature of the areas through which the Build Alternatives would pass and the many features (such as buildings of varying sizes, streets, bridges, and trees) that are already viewed in these areas, being able to see project components beyond approximately 500 feet would generally not alter the visual character or visual quality of views. Where Build Alternatives would cross waterbodies, their bridges would be clearly seen beyond 500 feet. In these situations, the study area is extended out to approximately 0.5 mile on either side of the alternative.

This assessment considered changes to the viewed environment that would be seen by areas with concentrations of sensitive viewers within the study area at the distances described above (between approximately 100 feet and 500 feet from the alignments on land and within approximately 0.5 mile from the alignments on water). The Federal Highway Administration methodology recognizes that the greater the number of people who would have their views altered by a proposed project, the greater the potential impact of a proposed project would be. By focusing on areas with concentrations of sensitive viewers, impacts associated with the various alternatives can be compared.

The following factors were used to assess how the Build Alternatives would affect visual and aesthetic resources:

- Changes to visual character near areas with concentrations of sensitive viewers (this is a qualitative description).
- Changes to the visual quality of views towards the Build Alternatives near areas with concentrations of sensitive viewers. If the visual quality category would be lowered one category or more (high to average or average to low), the change was considered an impact.

- Potential blockage of or intrusion on existing views from scenic routes and public places identified in Seattle Municipal Code Section 25.05.675.P, Public View Protection. Areas where alternatives would interrupt or block views were qualitatively described.

Of the factors identified above, the primary factor used to assess potential impacts from the alternatives was change to the visual quality of views towards the Build Alternatives that would be seen from areas with concentrations of sensitive viewers. Attachment N.2A, Key Observation Point Analysis, contains reduced-scale existing condition photographs of views from each KOP toward various alternative alignments; reduced-scale conceptual simulations (based on the degree of detail available at the time the simulation was produced) of the view with the various Build Alternatives in place; and detailed evaluations that describe if, how, and why the various alternatives that were simulated for each KOP would change the existing visual quality of the views. The findings in Attachment N.2A were then extrapolated to assist in assessing impact levels to areas that were similar to the areas represented by the KOPs.

2.3 Regulatory Requirements

The project would be within the Seattle city limits. The Seattle Municipal Code contains several policies and regulations of relevance to visual and aesthetic resources. One of the codes most relevant in terms of assessing potential impacts to visual and aesthetic resources is Seattle Municipal Code Section 25.05.675. Several Section 25.05.675 policies are relevant to the project, including the following:

- Policy P, Public View Protection – This policy contains directives that guide the protection of public views of "significant natural and human-made features" seen from specific public places such as viewpoints, parks, scenic routes, and view corridors that are identified in Policy P. The features in Policy P that are of potential relevance to this technical report are the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, and views of the downtown skyline. Attachment 1 to Policy P is a list of public places consisting of the specified viewpoints, parks, scenic routes, and view corridors which contain relevant views of the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, and views of the downtown skyline. Attachment 1 also includes two exhibits, Exhibit 1 – SEPA Scenic Routes Map North Seattle and Exhibit 2 – SEPA Scenic Routes Map South Seattle. The two exhibits identify scenic routes described as "Seattle Engineering Department, Traffic Division map and designated by Ordinance 97025" and "Scenic routes identified as protected view rights of way in the Seattle Mayor's April 1987 Open Space Policies Recommendation." The routes shown on these exhibits are collectively described in the figures and text of this technical report as City of Seattle Designated Scenic Routes and are shown on Figures 3-1 to 3-3 in Chapter 3, Affected Environment.

  Policy P also strives to protect public views of historic landmarks designated by the Landmarks Preservation Board that, because of their prominence of location or contrasts of siting, age, or scale, are easily identifiable visual features of their neighborhood or the city and contribute to the distinctive quality or identity of their neighborhood or the city.

- Policy K, Light and Glare – This policy states that "Development projects sometimes include lighting and/or reflective surface materials which can impact motorists, pedestrians, and the surrounding area." Potential impacts from light and glare are discussed in this technical report, as are mitigation measures. Policy K of Section 25.05.675 is subject to the overview policy set forth in Section 25.05.665.

- Policy Q, Shadows on Open Spaces – The policy describes areas outside of Downtown Seattle where it is desirable to minimize or prevent "light blockage and the creation of shadows on open spaces most used by the public." These areas include public parks, public schoolyards, private schools that allow the public use of schoolyards during non-school hours, and publicly owned street ends in shoreline areas. Potential impacts from shadows on open spaces are discussed in this technical report. Policy Q of Section 25.05.675 is subject to the overview policy set forth in Section 25.05.665.
- Policy G, Height, Bulk and Scale – This policy states that it is City of Seattle policy that the "height, bulk, and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in the Land Use Element, Growth Strategy Element, and Shoreline Element of the Seattle Comprehensive Plan." There are places where the height of the stations would be higher than what is allowed under City zoning. The existing visual character of areas along the alternative alignments and near proposed stations is very generally described in this technical report, as are potential changes to visual character from the Build Alternatives. Policy G of Section 25.05.675 is subject to the overview policy set forth in Section 25.05.665.

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3 AFFECTED ENVIRONMENT

Although the project would pass through four segments (SODO, Duwamish, Delridge, and West Seattle Junction), this section does not address the SODO Segment or the portion of the Duwamish Segment east of Harbor Island. It focuses on segments and portions of segments that contain areas with concentrations of sensitive viewers who would potentially be concerned with changes to the visual and aesthetic settings from the project. The SODO Segment and eastern part of the Duwamish Segment do not meet that criteria. Figures 3-1 through 3-3 show the locations of areas with concentrations of sensitive viewers as well as KOPs and the view directions of the KOPs that were used to depict existing views toward the alternative alignments. Attachment N.2A includes existing condition photographs from all of the KOPs in these segments and describes the existing views from each KOP and how the visual quality categories of the views were determined. Table 3-1 lists the location of KOPs and the associated sensitive viewers. See Chapter 2, Alternatives Considered, and Appendix J, Conceptual Design Drawings, of the Final EIS for more information on the aboveground elements that would be potentially seen by sensitive viewers.

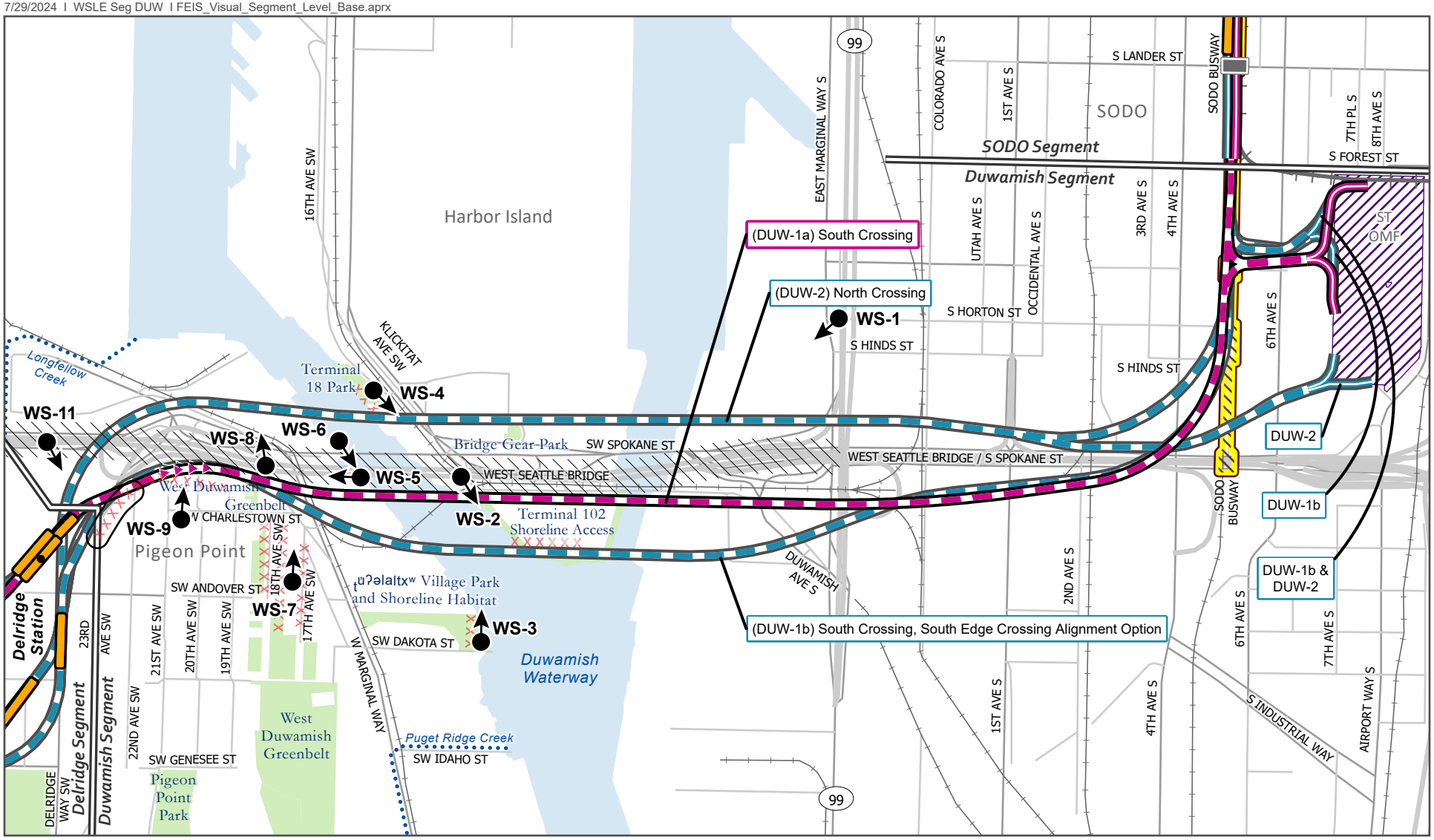
3.1 SODO Segment

The description of the affected environment focuses on areas that contain concentrations of sensitive viewers. Although there may be isolated sensitive viewers within the SODO Segment, the segment does not contain areas with concentrations of sensitive viewers and therefore is not addressed in this section.

3.2 Duwamish Segment

The eastern part of the Duwamish Segment does not contain areas with concentrations of sensitive viewers. The portion of the Duwamish Segment where there are concentrations of sensitive viewers, which was evaluated for this technical report, begins at Harbor Island, heads west over the Duwamish Waterway (also known as the Duwamish River), proceeds up and over the top of Pigeon Point, and slopes down to 23rd Avenue Southwest (the boundary of the Duwamish and Delridge segments). The Duwamish Waterway is near three areas with concentrations of sensitive viewers (recreationists) that would be near project alternatives: Terminal 18 Park, which is north of the West Seattle Bridge; Harbor Marina Corporate Center at Terminal 102 (a thin strip of land with some vegetation along three sides of the south end of Harbor Island along the shoreline between an office park and parking lots); and t̓uʔəlaltxʷ Village Park and Shoreline Habitat, which is south of the West Seattle Bridge. The West Seattle Bridge, which passes above this area, is a very strong visual presence. The visual quality of views up and down the Duwamish Waterway from these two recreational areas is low to average.

Two streets (17th Avenue Southwest and 18th Avenue Southwest) containing single-family residences within the Riverside community are situated at the bottom of the Pigeon Ridge slope, which also contains the West Duwamish Greenbelt. This pocket of residences in an otherwise industrial area has a residential character, and the adjacent greenbelt has a natural character. The visual quality of views from the residences to the north toward the West Seattle Bridge is generally low.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park
- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

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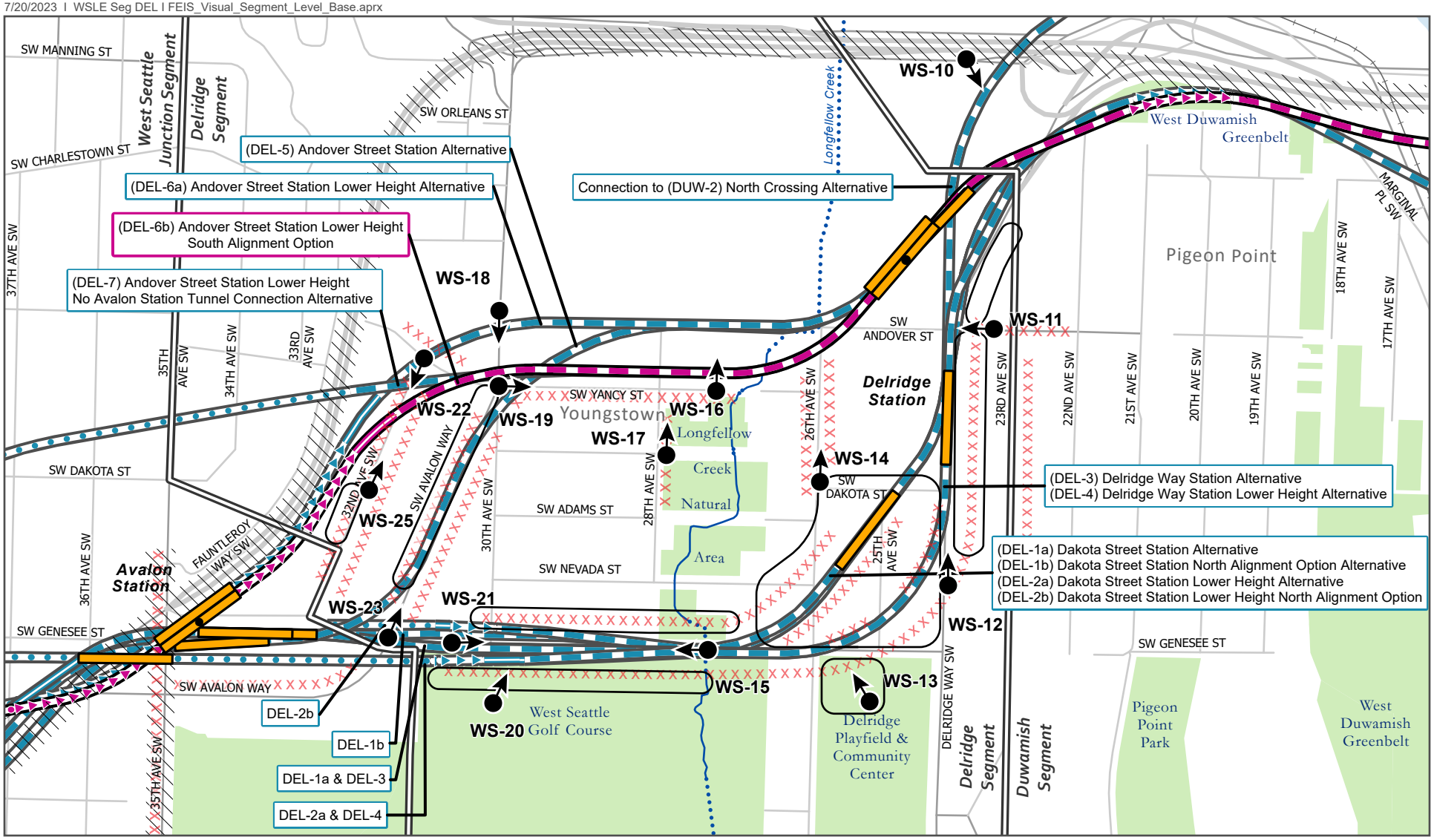
FIGURE 3-1
Visual Setting and Impacts
Duwamish Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

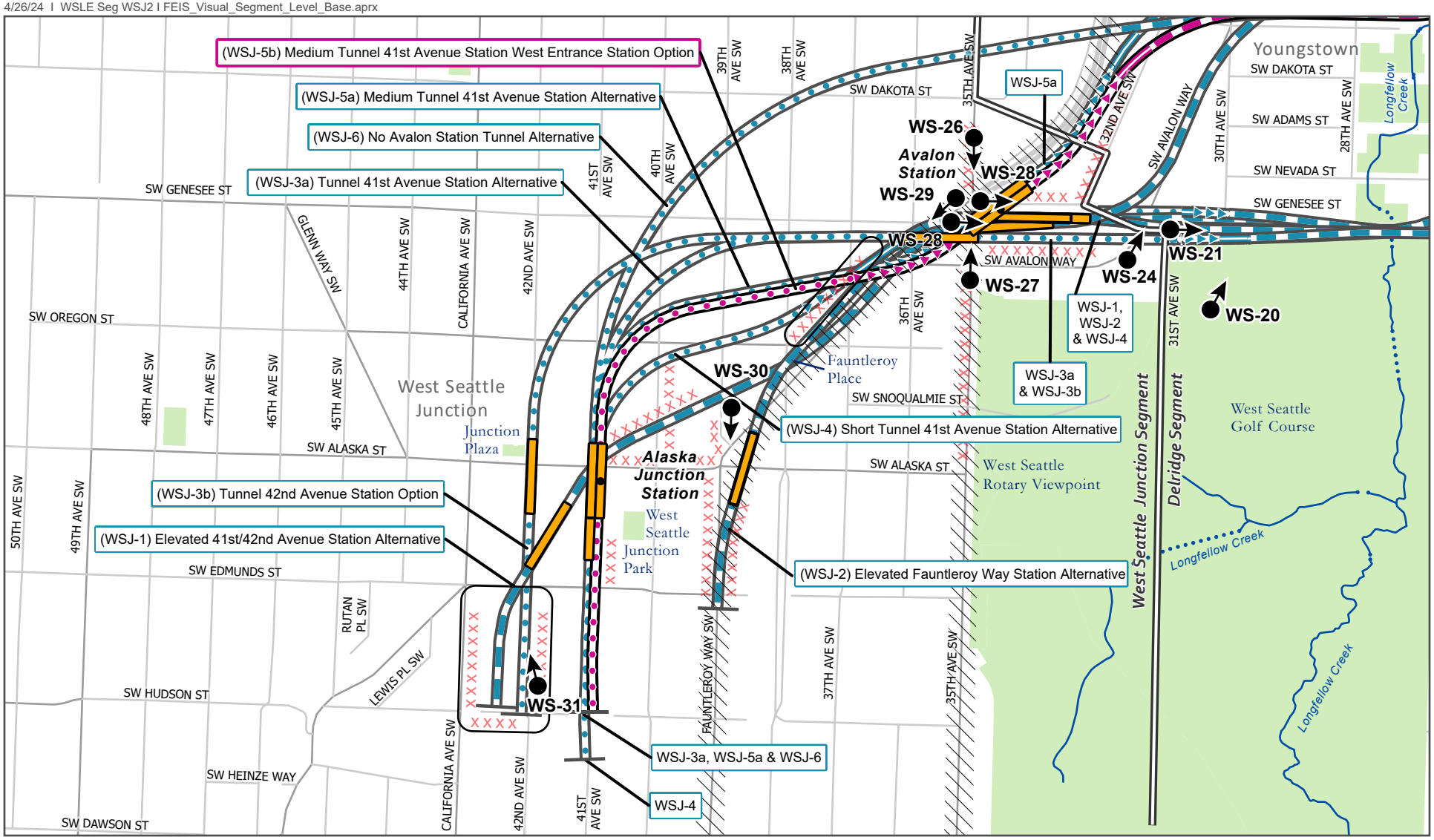
- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

FIGURE 3-2
Visual Setting and Impacts
Delridge Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

N

FIGURE 3-3
Visual Setting and Impacts
West Seattle Junction Segment

West Seattle Link Extension

Table 3-1. Description of Key Observation Points (KOPs)

KOP #	Location of KOP/Sensitive Viewers Represented
WS-1	Highway 99 Viaduct southbound lane/South Horton Street, looking southwest; no sensitive viewers
WS-2	West Seattle Bridge Westbound Looking South; no sensitive viewers
WS-3	View from ṯuʔəlaltxʷ Village Park and Shoreline Habitat Looking North; visitors at Village Park and Shoreline Habitat
WS-4	Terminal 18 Park, Looking Southwest; park visitors
WS-5	West Seattle Bridge Westbound, Looking West toward Pigeon Point
WS-6	Southwest Spokane Street/West Seattle Bridge Trail Looking Southwest toward Mount Rainier; pedestrians and non-motorized traffic.
WS-7	17th Avenue Southwest Looking North; Riverside neighborhood residents
WS-8	West Seattle Bridge Westbound Looking North
WS-9	Looking North from Southwest Charlestown Street and 20th Avenue Southwest
WS-10	West Seattle Bridge Eastbound Lane, 300 Feet West of 23rd Avenue Southwest Right-of-Way, Looking Southeast; no sensitive viewers
WS-11	Looking West along Southwest Andover Street toward Delridge Way Southwest
WS-12	Looking North Along Delridge Way Southwest
WS-13	Looking Northwest from Delridge Playfield
WS-14	Looking North along 26th Avenue Southwest
WS-15	Looking West along Southwest Genesee Street from near Longfellow Creek
WS-16	Longfellow Creek Legacy Trailhead on Southwest Yancy Street, Looking North
WS-17	Dragonfly Garden on 28th Avenue Southwest Looking toward Longfellow Creek Natural Area
WS-18	Southwest Avalon Way Looking South
WS-19	Southwest Yancy Street Looking East from Intersection at 30th Avenue Southwest
WS-20	Looking Past the North End of the West Seattle Golf Course
WS-21	Looking East along Southwest Genesee Street from Southwest Avalon Way
WS-22	Intersection of Southwest Yancy Street and 32nd Avenue Southwest Looking South
WS-23	Southwest Avalon Way Looking Northeast
WS-24	Southwest Avalon Way Looking North at Intersection with Southwest Genesee Street
WS-25	32nd Avenue Southwest Looking Northeast
WS-26	35th Avenue Southwest Looking South near Intersection with Fauntleroy Way Southwest
WS-27	35th Avenue Southwest Looking North at Intersection with Southwest Avalon Way
WS-28	Southwest Genesee Street Looking East toward Southwest Avalon Way
WS-29	Looking Southwest along Fauntleroy Way Southwest from 35th Avenue Southwest
WS-30	39th Avenue Southwest Looking South toward Fauntleroy Way Southwest
WS-31	42nd Avenue Southwest near Southwest Hudson Street

The Duwamish Segment continues west upslope to the top of Pigeon Point and a residential area known as the Pigeon Point community. Southwest Charleston Street, 19th Avenue Southwest, 20th Avenue Southwest, and 21st Avenue Southwest pass along the top of Pigeon Point.

The West Duwamish Greenbelt serves as a backdrop to this residential area, and trees within it block views of the industrial and commercial areas that lie to the north. This area has a residential character and the existing visual quality of views to the north and northwest from residences in these areas is generally high.

As the segment continues west, it travels downslope and includes additional streets in the Pigeon Point community (21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest) with residences. Both 21st Avenue Southwest and 22nd Avenue Southwest dead-end against the edge of the West Duwamish Greenbelt, and 23rd Avenue Southwest connects with Delridge Way Southwest. Trees in the West Duwamish Greenbelt, along streets, and within yards block views to the north and west from many of the residences on these streets of the Delridge Way Southwest-West Seattle Bridge on-ramp, the West Seattle Bridge, and industrial-commercial areas beyond them. These residential streets have a residential character and, due to nearby vegetative screening, the visual quality of views from the residences is generally average.

East Marginal Way South, State Route 99, the Spokane Street Bridge, and the West Seattle Bridge are City of Seattle Designated Scenic Routes. There are no relevant City of Seattle protected views in this segment along East Marginal Way South, which primarily offers views of industrial lands and Port Terminal activities, including docks and piers that are not considered to be protected views. The bridge offers views of the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, and the downtown skyline. The views from the portion of the West Seattle Bridge at Longfellow Creek offers views of the downtown skyline, the Cascade Mountains, and partial views of Elliott Bay.

3.3 Delridge Segment

This segment includes alternatives that would pass through several areas within the overall Delridge Segment area. Several alternatives would begin near the northwest corner of Pigeon Point. Part of the segment continues south along Delridge Way Southwest, and the other part heads west along Southwest Andover Street past the Nucor Steel complex. The residential area on the slope east of Delridge Way Southwest has an established residential visual character (with many mature trees that block views to the west). The visual quality of views to the west is average to high average. The area west of this part of Delridge Way Southwest (south to Southwest Dakota Street) contains commercial buildings (mostly office) and large parking areas. It has a commercial character, low to average visual quality, and no areas with concentrations of sensitive viewers.

The neighborhood south of Southwest Dakota Street, east of Delridge Way Southwest, north of Southwest Genesee Street, and east of the Longfellow Creek Natural Area is composed of several blocks. This area is residential in visual character, contains sensitive residential viewers, and generally has average visual quality. The area south of Southwest Genesee Street contains the Delridge Playfield and Community Center as well as the West Seattle Golf Course, with residences between them along the west side of 26th Avenue Southwest. Delridge Playfield has high visual quality. The heavily vegetated Longfellow Creek Natural Area passes from north to south through the center (and low elevation point) of the Delridge Segment and is an important visual feature. An entrance to the trail that follows the Longfellow Creek Natural Area (the Longfellow Creek Legacy Trail) is on the north side of Southwest Genesee Street and is used by recreationists (sensitive viewers) accessing the trail. These greenspaces, along with the

mature trees that line edge of Southwest Genesee Street, greatly influence the appearance of this part of the segment and create an open-space, park-like visual character. The portion of the Delridge Segment north of Southwest Genesee Street passes by residences east of the Longfellow Creek Natural and continues west uphill next to additional residences to the segment's end. The residential area north of Southwest Genesee Street has a residential visual character along with views of high average visual quality.

The West Seattle Golf Course has a recreational visual character and contains visually distinctive elements associated with golf courses, such as fairways, greens, sand traps, and paths. It supports many mature trees, including trees that line much of the north side of the golf course along the edge of Southwest Genesee Street. These trees form the northern backdrop of the golf course and tend to screen views of the residences to the north. Some openings in the line of trees, however, allow views of the downtown skyline. People at the West Seattle Golf Course are sensitive viewers, and the visual quality of views to the north they see is generally high.

The northern part of the Delridge Segment continues west along Southwest Andover Street past industrial and commercial areas before slowly curving to the southwest, reconnecting with Southwest Andover Street, and entering the residential neighborhood between Southwest Andover Street and the West Seattle Bridge. Multi-family residential buildings line this part of Southwest Andover Street, while there are single-family residences along the streets (32nd Avenue Southwest and Southwest Yancy Street) to the west. This area has a residential visual character, sensitive residential viewers, and views of generally average visual quality. The area along the east end of Southwest Yancy Street is also characterized as a forested recreational area and includes the Longfellow Creek Natural Area and the trailhead to Longfellow Creek Legacy Trail. The sensitive viewers to the north from this trailhead have an average visual quality due to extent of existing vegetation and northerly views of the commercial and industrial buildings.

The on-ramps to the West Seattle Bridge are a City of Seattle Designated Scenic Route, although views to the east from this portion of the scenic route are blocked by adjacent trees to the east side (which block views of it from adjacent residences facing 32nd Avenue Southwest).

The City of Seattle protected views (other than scenic routes) in this segment are the West Seattle Golf Course and the West Seattle Rotary Viewpoint; however, the views from the West Seattle Rotary Viewpoint to the West Seattle Bridge on-ramps are blocked by adjacent trees and residential buildings. The West Seattle Golf Course was selected as a KOP.

3.4 West Seattle Junction Segment

The eastern boundary of the West Seattle Junction Segment begins at the segment boundary and heads west across Southwest Avalon Way and Southwest Genesee Street to Fauntleroy Way Southwest. It then generally follows Fauntleroy Way Southwest to the Alaska Junction area. There are four distinct subsections in this segment.

The first subsection consists of the residential neighborhood between Southwest Avalon Way on the east and Fauntleroy Way Southwest on the west. Multi-family buildings line both sides of Southwest Avalon Way. Single-family residences are found along Southwest Genesee Street and 32nd Avenue Southwest. This neighborhood is somewhat elevated, and some of the multi-family residential buildings have views of the West Seattle Golf Course and nearby areas. The visual character of this area is residential, and the visual quality of views is generally average. There are sensitive residential viewers throughout this subarea.

The second subsection follows the Fauntleroy Way Southwest corridor as it travels southwest and uphill from its intersection with Southwest Avalon Way to the Alaska Junction area. This part of Fauntleroy Way Southwest angles through the generally north-south/east-west street grid pattern of West Seattle. Land uses along this part of Fauntleroy Way Southwest are largely commercial and oriented to the street and/or have parking areas that provide easy street access to customers. The character of this part of the corridor is commercial, and the visual quality is average to low. Sensitive viewers along this portion of Fauntleroy Way Southwest are people using Fauntleroy Place, a small open space between three streets, including Fauntleroy Way Southwest. Areas to the northwest and uphill from the commercial part of Fauntleroy Way Southwest are residential in use and character and contain concentrations of sensitive residential viewers. The area between 36th Avenue Southwest and 42nd Avenue Southwest is primarily composed of single-family residences. Streets in this area are lined with trees, and many of the residences' yards contain additional trees that block views of Fauntleroy Way Southwest. The area has a strong single-family residential character, and the visual quality of this area is generally average. The western part of this subsection north of Southwest Alaska Street contains mixed use, with some multi-family residential buildings. This area has a more urban character, contains many sensitive residential viewers, and has views that are generally of average visual quality.

The third subsection, which encompasses the blocks west and south of the Fauntleroy Way Southwest and Southwest Alaska Street intersection and north of Southwest Edmonds Street, has a very urban visual character. The blocks in this area have a generally pleasant appearance similar to many redeveloping areas in Seattle. The visual quality of views from residences in this area is generally average. Sensitive viewers are composed primarily of residents who view the surrounding area from multi-family buildings, ranging from one to approximately six stories in height.

The last subsection is the residential area south of Southwest Edmunds Street. This area is primarily single-family residential in use and visual character, although multi-family buildings line the east side of California Avenue Southwest. Sensitive residential views are found throughout this area, and the visual quality of views in this area is generally average.

Three City of Seattle Designated Scenic Routes are within the West Seattle Junction Segment: the southwestern portion of the West Seattle Bridge, a portion of Fauntleroy Way Southwest from the off-/on-ramps, and along 35th Avenue Southwest parallel to the West Seattle Golf Course. Key features that can be seen from Fauntleroy Way Southwest are limited because of views are blocked by terrain, vegetation, and buildings. Depending upon location along the southern end of 35th Avenue Southwest, there are views of the Cascade Mountains, and the downtown skyline. Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

4 ENVIRONMENTAL IMPACTS

The project Build Alternatives evaluated in this section are shown on Figures 3-1 through 3-3. Chapter 2, Alternatives Considered, and Appendix J, Conceptual Plans, of the Final EIS provide more information on above-ground components of the project. Attachment N.2A includes existing conditions photographs from all of the KOPs in the study area, reduced-scale simulations of alternatives developed for the KOPs, and detailed descriptions of if how, and to what degree the alternatives would change the visual quality of views from the KOPs. Because none of the KOPs are located within the SODO Segment, the SODO alternatives listed in Table 1-1 are not shown on Figures 3-1 through Figure 3-3, nor were they evaluated.

4.1 No Build Alternative

With the No Build Alternative, the existing visual and aesthetic conditions found throughout the segments described in the affected environment would generally be maintained, subject to changes related to planned development. With the No Build Alternative, light rail stations would not be built in the Delridge, Avalon, and Alaska Junction areas. Development would continue to occur in accordance with zoning and would evolve into denser multi-family development in the Delridge area, along Southwest Avalon Way, with more mixed use in the Alaska Junction area. It is likely that density in the West Seattle Junction area would continue to increase and that some of the less developed parcels of land would be redeveloped and contribute to the increasingly urban character of this area.

4.2 Build Alternatives

4.2.1 Impacts Common to All Build Alternatives

All of the project Build Alternatives would change the visual environments to varying degrees. Figures 3-1 through 3-3 depict the project alternative alignments and proposed profile (at-grade, elevated, trench, or tunnel). The construction and operation of the Build Alternatives would require the removal of a variety of existing visual features such as buildings and vegetation (including trees) in landscaped areas, on slopes, and within parking lots. Some streets would require minor widening, which could require the removal of street trees, and others would require cut-and-cover construction where the alternative would pass beneath them in a trench that would be covered after construction. Tunnel alignments would not be visible after construction, with the exception of station entrances and vent/egress shafts. Table 4-1 identifies the main components of the project alternatives and describes their visual characteristics. As detailed in Section 5.2, Sound Transit Design Measures, Sound Transit has developed design measures that would also be incorporated into the Build Alternatives.

Table 4-1. Visual Characteristics of Project Components

Project Component	Visual Characteristics and Notes
Elevated Guideways or Structures (guideway columns, straddle bents) [a]	These are often the most visible project elements. The bottom parts of elevated guideways and hi-rail access would range between approximately 20 feet and 170 feet in height with the project. Noise barriers near sensitive receivers could add several additional feet to the height of the elevated guideways. Elevated hi-rail access ramps would be required to reach and maintain elevated guideways. In some locations, elevated guideways (and their associated overhead catenary system) could intrude on views of features such the Cascade and Olympic Mountains. Mount Rainier, Elliott Bay, Puget Sound and the downtown skyline. Elevated stations (and guideways to a lesser extent) could create shadows that could have impacts. However, stations and associated structures such as elevators, escalators, and walkways as well as underground stations egress/vent structures would be designed to be attractive architectural elements or features and would add visual interest to the nearby area.
Bridges	The bridges over the Duwamish Waterway would be the most visible structure as seen from a distance associated with the project (see Figure 4-1). High-level fixed bridge structure types could include balanced cantilever segmental box girder, extradosed, cable-stayed, or truss superstructure over the West Waterway. Preferred Alternative DUW-1a over the West Waterway would be constructed as either truss or cable-stayed and the East Waterway would be crossed by a balanced cantilever segmental box girder. For Option DUW-1b and Alternative DUW-2, all bridge types over the West Waterway are still being considered. The project would include a balanced cantilever segmental box girder over the East Waterway for all alternatives.
Stations	Depending on size, bulk, and whether they would be elevated, retained cut, or at-grade, stations could block or intrude on views of features such as the Cascade Mountains, Mount Rainier, Elliott Bay, Puget Sound, and the downtown skyline; cast shadows; or add built elements to the landscape. Elevated stations would be more visible than stations in retained cuts or tunnels and would contain features such as escalators, elevators, and stairs. The only at-grade station would be in SODO.
Overhead Catenary System	The overhead catenary system can be a very visible component from close viewing distances. Overhead catenary system elements (wires and poles) become less visible as viewing distances increase. The structures could intrude on views but would not block views because of their thin, cable-like profile and appearance.
Lighting and Glare Associated with Stations	Project-related lighting at stations could create light impacts, increase the level of ambient light nearby, and increase skyglow, which can impact nighttime views of the stars. Design-related measures such as shielding and altering light direction in stations would be used where appropriate to reduce potential impacts. Glare impacts from the project Build Alternatives would be unlikely. “Glare” is defined by the online Merriam-Webster Dictionary as “a harsh uncomfortably bright light” (Merriam-Webster 2020); given this definition, potential reflection from stations might be seen under certain conditions and at certain times of the day, but would not be likely to produce harsh, uncomfortable bright light that would be a safety issue to vehicle drivers.
Lighting Associated with Trains	Lights from the interior of project light rail trains and train headlights would be seen at night in some locations as the light rail passes viewers, although some noise barriers on elevated structures near sensitive viewers would block views of interior train lights and/or train headlights, particularly when looking upward at trains traveling above viewers on elevated guideways. Briefly seeing light associated with passing light rail trains would not be expected to create visual disturbances, given the existing level of traffic on streets at night on most streets near the Build Alternatives. Some sensitive viewers living in residences that would be adjacent to elevated structures might find passing nighttime light rail visually disturbing.
Building Removal	Removal of existing buildings can improve or detract from visual settings, depending on building condition, style, scale, and color. Areas where buildings would be removed would contain project elements and/or be revegetated to better blend in with nearby areas.

Project Component	Visual Characteristics and Notes
Vegetation Removal	Removal of vegetation can open up views that are nonexistent or, conversely, expose other unsightly views, such as industrial areas below sensitive viewers that are currently blocked by vegetation. When possible, Sound Transit would preserve existing vegetation as practical, replant vegetation, replace trees, and screen to minimize effects of vegetation removal.
Retaining Walls	Retaining walls often replace vegetated hillsides with hard materials such as concrete that might require surface design treatments to reduce impacts. Where appropriate, retaining walls would be treated with surface design enhancements.
Sound Walls	Sound walls or noise barriers could be installed near sensitive noise receivers. They are built of solid materials and placed adjacent to or attached to the light rail guideway (see Figure 4-2). When these measures are not effective, sound walls might be constructed along property lines, sometimes replacing existing fences. The proposed locations of sound walls are shown in Appendix N.3, Noise and Vibration Technical Report, and were considered in the visual impact analysis.
Retained Cut	Retained cut for light rail would only be visible from nearby areas. Fencing and/or walls along the top of the retained cut would be the most visible elements of this feature and would be appropriately designed to fit in with the adjacent properties.
Traction Power Substations	The traction power substations would be in enclosed buildings, about 20 feet by 60 feet in size, with an additional 10 to 20 feet required around each unit. Where appropriate, they would be screened from public view with a wall or fence. The exterior walls or fences would be landscaped in accordance with the landscape regulations of the jurisdictions where the facilities would be located.
Tunnel Egress and Vent Shaft Structure	The tunnel egress and vent shaft structure would provide access from tunnels to the surface and provide a way for the vent shaft to vent above the surface. The structure would be a building approximately 30 feet by 30 feet and 25 feet in height above-grade.

[a] Guideway columns are structures that hold up elevated guideways. Straddle bents are supports made of two guideway columns that support a beam on which the elevated guideway sits.

Figure 4-1. Bridge Structure Types Illustration

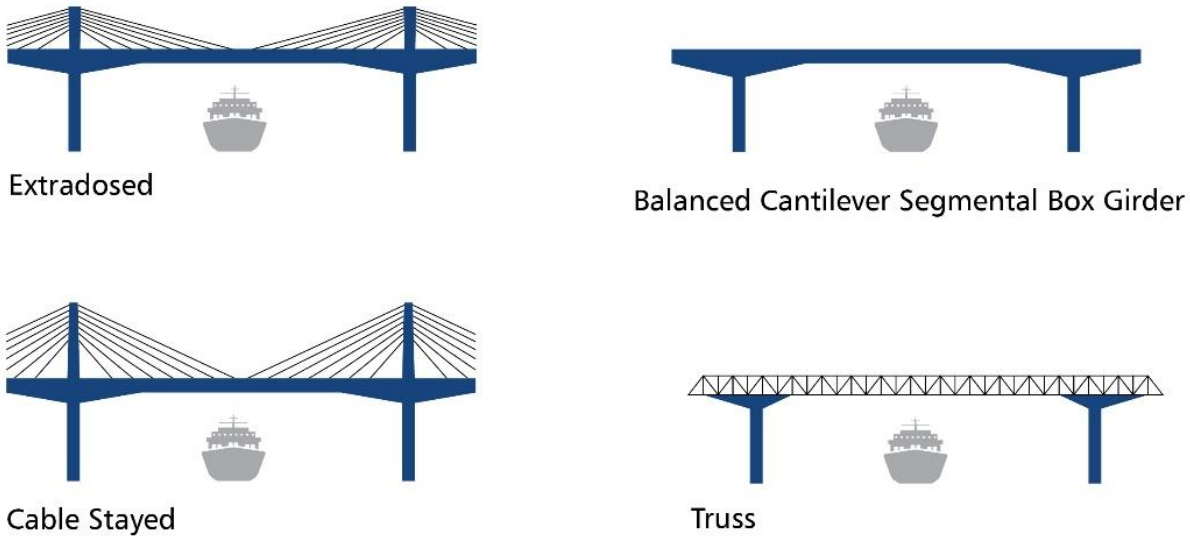


Figure 4-2. Sound Wall on Elevated Guideway

4.2.2 Duwamish Segment

Table 4-2 identifies locations within the Duwamish Segment where there would be visual impacts (a reduction of one or more visual quality categories) near areas with concentrations of sensitive viewers. These sensitive viewer locations are identified on Figure 3-1. The following subsections describe how the alternatives would, or would not, impact the visual quality of views toward them from areas with concentrations of sensitive viewers. It then identifies alternative components that would be seen from City of Seattle Designated Scenic Routes and whether those components would intrude upon or block views of important visual resources identified by the City. Sound Transit is considering several bridge types for Option DUW-1b and Alternative DUW-2, including balanced cantilever segmental box girder, extradosed, truss, and cable-stayed bridges for crossing over the West Waterway. Each of these bridges would have different visual characteristics as described in the following subsections. The subsection concludes with a discussion about light and glare that would be associated with the alternatives as well as identifying where the alternatives would cast shadows on open spaces used by the public.

Table 4-2. Duwamish Segment Visual Quality Impacts near Concentrations of Sensitive Viewers

Alternative or Design Option	Visual Impacts (miles) [a]	Where Visual Quality Impacts Would Occur
Preferred South Crossing Alternative (DUW-1a)	**0.1**	**Residences along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest**
South Crossing South Edge Crossing Alignment Option (DUW-1b)	0.1	Residences along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenues Southwest
North Crossing Alternative (DUW-2)	0	None

[a] Visual impacts occur when an existing visual quality category (high, average, low) is reduced one or more categories. Visual impacts are in miles along the length of the alternative or option adjacent to concentrations of sensitive viewers.

4.2.2.1 Preferred South Crossing Alternative (DUW-1a)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Preferred Alternative DUW-1a would pass near several distinct areas with concentrations of sensitive viewers. This alternative would continue west and to the south side of the West Seattle Bridge. Where Preferred Alternative DUW-1a would cross State Route 99, the alignment would be higher than the West Seattle Bridge and would gradually increase in height as it travels west because light rail cannot travel on grades as steep as automobiles can. This alternative would cross over the East Waterway, Harbor Island, and the West Waterway on a fixed, light-rail-only bridge. It would pass over and place a guideway column in Harbor Marina Corporate Center at Terminal 102. This alternative's bridge would add additional large-scale transportation elements to views from both Harbor Marina Corporate Center at Terminal 102 and t̓uʔəlaltxʷ Village Park and Shoreline Habitat (represented in KOP WS-3) The presence of the bridge's guideway column would somewhat change the character of the view from Harbor Marina Corporate Center at Terminal 102 but would not further reduce the average visual quality of the views from either park.

The bridge for Preferred Alternative DUW-1a would pass south of the West Seattle Bridge and be seen from the Riverside community from residences along 17th Avenue Southwest and 18th Avenue Southwest (represented in KOP WS-7; see Figure 2-7b in Attachment N.2A). It would add an additional large-scale infrastructure element to the northern view from this residential area. The existing low visual quality category of views toward Preferred Alternative DUW-1a would not change.

Sound Transit is considering multiple bridge types for crossing the Duwamish Waterway. In addition to the balanced cantilever segmental box girder bridge depicted in the simulations (Attachment N.2A) over the East Waterway. Over the West Waterway, Sound Transit is considering a truss or cable-stayed bridge for Preferred Alternative DUW-1a (represented in KOP WS-1).

The balanced cantilever segmental box girder bridge crossing the East Waterway would be narrower in width than the cable-stayed or the truss on the West Waterway. The bridge would be very similar to the existing West Seattle Bridge in scale, form, materials, and overall appearance. Its bridge deck would be supported by a series of guideway columns that are similar in appearance to those supporting the West Seattle Bridge. The cable-stayed bridge over the West Waterway would be supported by cables attached to two guideway columns, the tops of which would be approximately 400 feet above the waters of the navigation channel and 130 feet above the deck of the bridge (represented in KOP WS-2 and KOP WS-6). The support cables of this bridge would create an inverted "v." Due to its height and vivid appearance, the cable-stayed bridge is the most visually distinctive bridge being considered and would be seen over the greatest distance. The appearance of the truss bridge type over the West Waterway would be similar to the nearby lower BNSF truss bridge but would be at a much larger scale and more visually distinctive from a greater distance.

The types of bridges and their different visual characteristics would have different influences on the visual character of views toward the West Seattle Bridge from sensitive viewers in the Riverside community or in nearby parks (represented by KOP WS-3 and KOP WS-4). However, regardless of bridge type, the alternatives would not impact the visual quality for these sensitive viewers. The visual quality of views toward the West Seattle Bridge is already low, and the presence of an elevated guideway would not change the low visual quality.

Another concentration of sensitive viewers is on the top of Pigeon Point (represented in KOP WS-9). Preferred Alternative DUW-1a would pass by a residential area at the north end of Pigeon Point (along Southwest Charlestown Street and 19th Avenue Southwest, 20th Avenue Southwest, and 21st Avenue Southwest) that is bordered by the West Duwamish Greenbelt. Tree removal in the greenbelt would open up views to the north toward Elliott Bay. This and the removal of residences next to the greenbelt would be noticed by remaining residents *(*see Figure 2-9b in Attachment N.2A*).* However, the remaining residences would be too far back from the greenbelt to see the industrial lands to the north that the trees in the greenbelt currently screen. None of the project components (elevated guideways, overhead catenary system, or trains) associated with this alternative would be seen from remaining residences. The residential character of views to the north from remaining residences would remain transportation or change from transportation to unbuilt lot with the removal of residences. Sound Transit would use the lots where residences would be removed for the construction of the guideway. This alternative would reduce the high visual quality of views to the north from remaining residences to high average, which would not be a visual impact.

A third area with sensitive viewers along the Preferred Alternative DUW-1a alignment is on the northwestern slope of Pigeon Point along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest. In this area, this alternative would change visual character and impact visual quality of views from some residences along these streets (represented by KOP WS-10). Removing trees would result in uninterrupted views of industrial and commercial areas below as well as the West Seattle Bridge and other streets from some residences. This would change the current residential and natural character of the views to industrial-commercial and bridge. In addition, components of this alternative would be seen, depending on location. The existing average to high visual quality of views to the northwest from this area would be reduced to low, which would be an impact to visual quality.

There are no trails within the portion of the West Duwamish Greenbelt that Preferred Alternative DUW-1a would pass through. There is a pedestrian passageway consisting of series of sections of paved walkway and stairs between Southwest Charleston Street and Southwest Marginal Way that allows pedestrians to walk between Pigeon Point and West Marginal Way Southwest. This alternative would pass over this series of paved walkways and stairs and would be seen by pedestrians. People using the passageway are generally using it for transportation rather than recreation and are not considered sensitive viewers in this analysis. The elevated guideway would add another large-scale elevated transportation element (in addition to the West Seattle Bridge) to views along the passageway and would not change the visual character of quality of most areas along the guideway.

City of Seattle Designated Scenic Routes and Public View Protection

East Marginal Way South, State Route 99, the Spokane Street Bridge, and the West Seattle Bridge (including the West Seattle Bridge Trail) are City of Seattle Designated Scenic Routes. There are no views of elements identified as protected by the City (such as the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, and the downtown skyline) from the stretch of East Marginal Way South where Preferred Alternative DUW-1a would be visible. The nearby presence of the Preferred Alternative DUW-1a elevated guideway in the foreground of the view from East Marginal Way South looking directly south would be another layer of the human-made elements (overpasses) that characterize the existing view conditions. Views to the south from the West Seattle Bridge would be altered by the presence of the elevated guideways associated with Preferred Alternative DUW-1a (represented by KOP WS-2). This alternative would be approximately 115 feet south (over the center of the Duwamish Waterway) of the West Seattle Bridge and, in some locations, would block travelers' passing views of the Duwamish Waterway and Mount Rainier (see Figure 2-2b

in Attachment N.2A). Sound Transit is considering either a truss or a cable-stayed bridge for the West Waterway crossing for Preferred Alternative DUW-1a. Both truss or cable-stayed bridges could be less bulky than the balanced cantilever segmental box girder considered for other alternatives in terms of scale and form. However, they would still intrude upon, or disrupt, the views described above.

Cables from the cable-stayed and vertical steel members of the truss bridge types would be seen by people passing them on the West Seattle Bridge (but would not block views), and the tall guideway columns of both types of bridges would momentarily block north or south views. The many vertical support arms of the truss bridge would slightly intrude upon views from the West Seattle Bridge as drivers and trail users approach and pass over the Duwamish Waterway more than the cable-stayed type of bridge.

The balanced cantilever segmental box girder bridge for the crossing of the East Waterway would be narrower in width than the cable-stayed or the truss on the West Waterway. The bridge would be very similar to the existing West Seattle Bridge in scale, form, materials, and overall appearance. Its bridge deck would be supported by a series of guideway columns that are similar in appearance to those supporting the West Seattle Bridge.

No additional City of Seattle protected views would be affected by Preferred Alternative DUW-1a.

Light, Glare, and Shadows

As is the case with vehicles currently traveling on the West Seattle Bridge, lights and glare (from reflective surface materials) from passing trains associated with Preferred Alternative DUW-1a would be seen from nearby areas. Lights from trains would be seen from the Riverside and the northwestern slope of Pigeon Point residential areas, and from the West Duwamish Greenbelt, Harbor Marina Corporate Center at Terminal 102, and tuʔəlaltxʷ Village Park and Shoreline Habitat. The lights from trains would add additional lights to the variety of lights seen throughout the Duwamish Segment. Light and glare produced by trains would not affect motorists, pedestrians, or the surrounding area. Safety lights for aviation could be required on the bridges being considered for crossing the Duwamish Waterway. These lights could be required at the tops of bridge towers, guideway columns, or the bridge's tallest point. These lights would be seen at night and be similar in appearance to other aviation safety lights, such as those on the tops of communication towers and buildings. Navigation lights could be required on the guideway column protection system and the base of the bridge deck. These lights would be similar to navigation lights seen on bridges over the Duwamish Waterway. The bridge and elevated guideway would add to the existing shadows associated with the West Seattle Bridge, including shadows on public open spaces such as the West Duwamish Greenbelt and Terminal 18 Park (only when winter sun angles are low).

4.2.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Option DUW-1b would be similar to Preferred Alternative DUW-1a except it would cross the East Waterway on the south edge of Harbor Island and is shown as a balanced cantilevered segmental box girder bridge. Option DUW-1b would not pass by areas with concentrations of sensitive viewers until crossing the south end of Harbor Island above Harbor Marina Corporate Center at Terminal 102. It would continue west across the Duwamish Waterway and approach Pigeon Point from the southeast and follow the alignment of Preferred Alternative DUW-1a. The portions of Option DUW-1b that would pass near areas with concentrations of sensitive viewers would be very similar to that of Preferred Alternative DUW-1a and would have the same influence on visual quality, protected views, and light, glare, and shadows (see Figure 2-3d in Attachment N.2A). This option would be approximately 400 feet farther south of Preferred Alternative DUW-1a when

it would cross the Duwamish Waterway. The elevated guideway of this Option DUW-1b would pass above the southern portion of Harbor Marina Corporate Center at Terminal 102, and guideway columns would be placed within or near it (represented by KOP WS-3). The presence of the bridge and guideway columns would not further reduce the low visual quality of views from within Harbor Marina Corporate Center at Terminal 102. The portion of Option DUW-1b in the Pigeon Point community would be the same as Preferred Alternative DUW-1a and have similar visual impacts from nearby Riverside area residences (represented in KOP WS-7).

City of Seattle Designated Scenic Routes and Public View Protection

East Marginal Way South is a City of Seattle Designated Scenic Route. However, there are no views of elements identified as protected by the City (such as the Olympic Mountains, the Cascade Mountains, Mount Rainier, or Duwamish Waterway) from the stretch of East Marginal Way South where Option DUW-1b would be visible. The nearby presence of the elevated guideway of Option DUW-1b in the foreground of the view from East Marginal Way South looking directly south would be another layer of the human-made elements (overpasses) that characterizes the existing view conditions.

State Route 99, the Spokane Street Bridge, and the West Seattle Bridge (including the West Seattle Bridge Trail) are also City of Seattle Designated Scenic Routes. At Harbor Island, Option DUW-1b would be over 400 feet farther south from the West Seattle Bridge than Preferred Alternative DUW-1a and would intrude to a lesser degree on travelers' views of key features, such as Mount Rainier and the Duwamish Waterway (see Figure 2-3d in Attachment N.2A). As discussed for Preferred Alternative DUW-1a, no additional City of Seattle protected views would be affected by Option DUW-1b.

Light, Glare, and Shadows

Option DUW-1b would have a similar influence on light, glare, and shadows as Preferred Alternative DUW-1a, although unlike that alternative, the shadow from the elevated guideway would be cast on parts of one additional open space used by the public (Harbor Marina Corporate Center at Terminal 102) at the south end of Harbor Island.

4.2.2.3 North Crossing Alternative (DUW-2)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DUW-2 would continue south from South Forest Street along the west side of the existing rail line on an elevated guideway before heading west on a new fixed, light-rail-only bridge north of the existing West Seattle Bridge (represented in KOP WS-5). The height of the guideway would range between approximately 30 feet and 170 feet high. It would be at its highest when crossing the West Waterway. Alternative DUW-2 would parallel the north side of the West Seattle Bridge past the western shoreline of the Duwamish Waterway, pass through industrial areas north and northwest of the bridge, (represented in KOP WS-1) and turn south toward the edge of Delridge Way Southwest and the boundary of this segment.

Alternative DUW-2 would have the least change to visual character and least impact on visual quality of the Duwamish Segment alternatives. It would pass by one area containing concentrations of sensitive viewers, Terminal 18 Park. This alternative would introduce another large-scale overhead structure (in addition to the West Seattle Bridge) to views to the south from Terminal 18 Park. This alternative would not change the existing maritime transportation-oriented visual character of views from Terminal 18 Park or further reduce the visual quality of views from this park. This alternative would be seen to the north behind the West Seattle Bridge by residents in the Riverside neighborhood along 17th Avenue Southwest and 18th Avenue Southwest and would not further reduce the existing low visual quality of views towards it (see Figure 2-7d in Attachment N.2A).

Trains would be visible in the distance between existing vegetation (that would not be removed) in the West Duwamish Greenbelt from residences along Southwest Charlestown Street and 19th Avenue Southwest, 20th Avenue Southwest, and 21st Avenue Southwest (see Figure 2-4c in Attachment N.2A). Although trains would be visible, this would not change the residential visual character or lower the existing high visual quality in this area.

Alternative DUW-2 would not remove trees along the northwestern slope of Pigeon Point within the West Duwamish Greenbelt and would not change the existing visual character or lower visual quality of views from residences along 21st Avenue Southwest, 22nd Avenue Southwest, and 23rd Avenue Southwest.

City of Seattle Designated Scenic Routes and Public View Protection

East Marginal Way South and State Route 99 are City of Seattle Designated Scenic Routes. There are no views of elements identified as protected by the City (such as the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, and the downtown skyline) from the stretch of East Marginal Way South and State Route 99 where Alternative DUW-2 would be visible. The nearby presence of the Alternative DUW-2 elevated guideway in the foreground of the view from East Marginal Way South and State Route 99 looking directly south would be another layer of the human-made elements (overpasses) that characterize the existing view conditions.

Alternative DUW-2 would pass approximately 350 feet north of the West Seattle Bridge. The elevated guideway would alter or block short segments of views to the north for people traveling on the West Seattle Bridge. The elevated guideway would intrude on views of features such as Elliott Bay, Puget Sound, and the downtown skyline (see Figure 2-8b in Attachment N.2A).

Sound Transit is considering the possibility of a truss or a cable-stayed bridge for this crossing rather that the balanced cantilever segmental box girder bridge that was depicted in Attachment N.2A for this alternative and others that were simulated. Both truss or cable-stayed bridges would be less bulky in terms of scale and form than the bridges that were depicted in the simulations. They would still intrude upon, or block, the views described above but to a lesser degree. No additional City of Seattle protected views would be affected by this alternative.

Light, Glare, and Shadows

The influence of light, glare, and shadows produced by Alternative DUW-2 would be similar to that described for Preferred Alternative DUW-1a but would not be seen from the same areas with concentrations of sensitive viewers. Lights from this alternative would be seen in front of the West Seattle Bridge from Terminal 18 Park. Shadows created by the elevated guideway would be cast on Terminal 18 Park and Bridge Gear Park for short periods of time in the mornings and winter when the sun angle would be low.

4.2.3 Delridge Segment

Table 4-3 identifies locations within the Delridge Segment where there would be visual impacts (a reduction of one or more visual quality categories) near areas with concentrations of sensitive viewers. The Delridge Segment would have primarily above-ground components and contains nearby concentrations of sensitive viewers. Simulations developed for the Delridge Segment in Attachment N.2A serve as a guide to understand how visual quality would change with the alternative from clear vantage points. Cross sections and 3D views are provided in Attachment N.2B to illustrate the general height, bulk, and scale of the Delridge Station. For more information about station design, see the Sound Transit Station Area Development Opportunities Memo (Sound Transit in development). Because the station and alignments in Delridge represent a

noticeable visual change, a 3D model was created to compare the following components of the alternatives: heights and locations of alignments, station heights, bulk of station elements, and scale relative to the surrounding buildings and landscape (Figure 4-3).

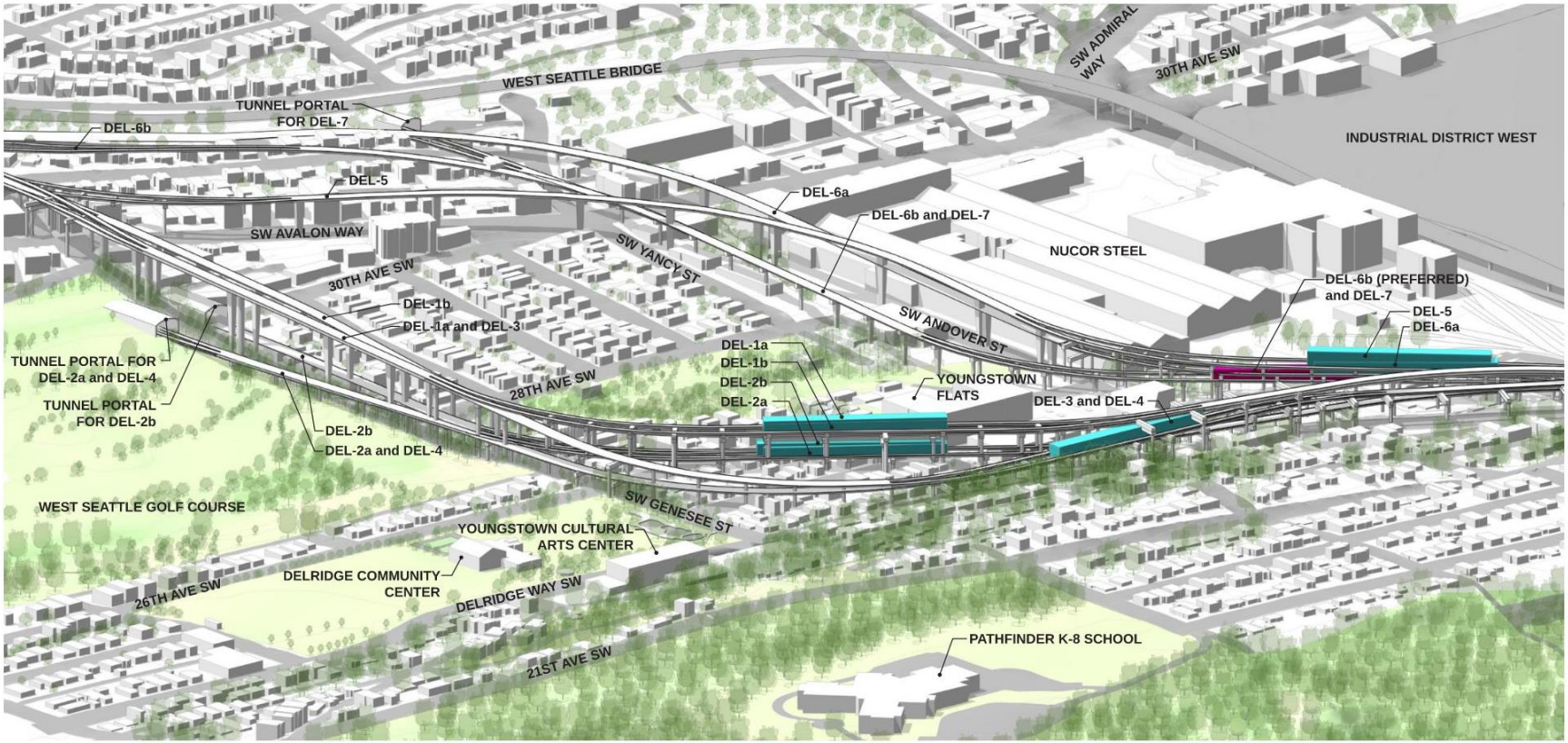
Table 4-3. Delridge Segment Visual Quality Impacts near Concentrations of Sensitive Viewers

Alternative or Design Option	Visual Impacts (miles) [a]	Where Visual Impacts Would Occur
Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	**0.1**	**Residences along 32nd Avenue Southwest**
Dakota Street Station Alternative (DEL-1a)	1.0	Residences along 23rd Avenue Southwest, 25th Avenue Southwest, 26th Avenue Southwest, Nevada Street, Delridge Way Southwest, and parts of Southwest Genesee Street and part of the Delridge Playfield, West Seattle Golf Course, and some locations within Longfellow Creek Natural Area
Dakota Street Station North Alignment Option (DEL-1b)	1.0	Similar to Preferred Alternative DEL-1a; however, additional residences north of Southwest Genesee Street would be removed and therefore do not have visual impacts
Dakota Street Station Lower Height Alternative (DEL-2a)	1.0	Similar to Preferred Alternative DEL-1a but would impact views from fewer residences
Dakota Street Station Lower Height North Alignment Option (DEL-2b)	1.0	Similar to Preferred Alternative DEL-1a; however, additional residences north of Southwest Genesee Street would be removed and therefore do not have visual impacts
Delridge Way Station Alternative (DEL-3)	1.0	Similar to Preferred Alternative DEL-1a
Delridge Way Station Lower Height Alternative (DEL-4)	1.0	Similar to Preferred Alternative DEL-1a
Andover Street Station Alternative (DEL-5)	0.2	Residences along Southwest Avalon Way between Southwest Yancy Street and Southwest Genesee Street
Andover Street Station Lower Height (DEL-6a)	0.1	Residences along a small section of 32nd Avenue Southwest
Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)	0.1	Residences along 32nd Avenue Southwest

[a] Visual impacts occur when an existing visual quality category (high, average, or low) is reduced one or more categories. Visual impacts are in miles along the length of the alternative or option adjacent to concentrations of sensitive viewers.

The West Seattle Link Extension Minimum Operable Segment (M.O.S.) would have an interim terminus in Delridge. With the M.O.S., a tail track (which would look the same as the guideway for the full-length alternatives) would extend approximately 500 feet southwest of Delridge Station. The M.O.S. would have the same design of the guideway and Delridge Station, and therefore would not result in different visual impacts than the full-length alternatives discussed for the Delridge Segment and is not discussed further in this technical report.

Figure 4-3. Delridge Segment Alternatives 3D Model



4.2.3.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Preferred Option DEL-6b includes an elevated guideway on the west side of Delridge Way Southwest near Southwest Andover Street would be seen by residential sensitive viewers east of Delridge Way Southwest (represented in KOP WS-11) see Figure 3-1b in Attachment N2.A). The height of the guideway would range from approximately 40 feet to 80 feet high and the top of the station would be approximately 70 feet. The height, bulk, and scale of the station would be consistent with the existing commercial and industrial development at the intersection of Southwest Andover Street and Delridge Way Southwest.

The alignment would travel west along Southwest Andover Street, curving to the southwest past commercial areas and entering the residential neighborhood between Southwest Andover Street and the north side of Southwest Yancy Street. The elevated guideway would be seen primarily by residential sensitive viewers along 26th Avenue Southwest looking north (represented by KOP WS-14) The guideway would also be seen by sensitive viewers near the Longfellow Creek Legacy Trailhead on Southwest Yancy Street and by park users at Longfellow Creek Natural Area near 28th Avenue Southwest before crossing over Southwest Avalon Way with an elevated guideway (represented by KOP WS-16 and KOP WS-17) The visual quality from these two recreation resources would decrease from average to low average due to the scale and proximity of the structures to the sensitive viewers. Preferred Option DEL-6b would cross 32nd Avenue Southwest at-grade and then transition to a retained-cut condition, resulting in the closure of a portion of 32nd Avenue Southwest and removal of residences (represented by KOP WS-22 and KOP WS-25) This closure would be seen from the remaining residences along 32nd Avenue Southwest, and the visual quality would be reduced from high average to low.

The Delridge station would be elevated north of Southwest Andover Street and west of Delridge Way Southwest, in a northeast-southwest orientation. The top of the station structure would be approximately 70 feet high and would be seen by the residential sensitive viewers east of Delridge Way Southwest near Southwest Andover Street (represented in KOP WS-11). The existing average visual quality of views to the station from the residences would slightly increase to high average due to the visual coherence the station and guideway would provide.

City of Seattle Designated Scenic Routes and Public View Protection

Preferred Option DEL-6b is located adjacent to Fauntleroy Way Southwest on the west end of the Delridge Segment. The alignment transitions to a retained cut, and ancillary components such as catenary poles would be noticed by travelers for a brief period. Due to the depth of the alignment's retained-cut condition, the exposure from travelers on Fauntleroy Way Southwest to residential buildings along 32nd Avenue Southwest would increase compared to the current conditions. From the remaining residence along the south end of 32nd Avenue Southwest the alignment and the ancillary components would be noticed and partially obscure views to the downtown skyline. This alternative would have an effect on City of Seattle protected views.

Light, Glare, and Shadows

With Preferred Option DEL-6b, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line the adjacent parts of Southwest Yancy Street and 32nd Avenue Southwest. The lights from the trains would add to the at-grade lights from vehicles traveling on Southwest Yancy Street and 32nd Avenue

Southwest, where the alignment transitions from elevated to at-grade to retained-cut profile. The removal of trees next to the West Seattle Bridge on-ramp would eliminate the screening value of the trees for screening lights from vehicles traveling on the on-ramp. Shadows from the elevated guideway would not be cast on the Longfellow Creek Natural Area and other open spaces used by the public due to its location and height.

4.2.3.2 Dakota Street Station Alternative (DEL-1a)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-1a would follow Delridge Way Southwest south on an elevated guideway to an elevated station. The guideway would be on the west side of Delridge Way Southwest except for in the vicinity of Southwest Andover Street, where it would be in the roadway right-of-way. The height of Alternative DEL-1a components would range between approximately 70 feet and 150 feet. The height of the top of the Delridge Station with this alternative would be approximately 110 feet. The alternative's elevated guideway would follow Delridge Way Southwest and cross over it near Southwest Dakota Street (see Figure 3-2b in Attachment N.2A). This alternative would require the removal of some single-family residences along Delridge Way Southwest south of Southwest Andover Street, as well as the removal of most of the residences in the blocks between Delridge Way Southwest on the east, Southwest Genesee Street on the south, 26th Avenue Southwest on the west, and Southwest Dakota Street on the north. The curve of the alignment would not follow the street grid of this area, which would be inconsistent with the existing street pattern and would disrupt the visual coherence.

With Alternative DEL-1a, the height of the elevated Delridge Station (about 110 feet) would be taller than the current 30- to 35-foot height allowed by zoning. By removing the residences and introducing the elevated guideway and station into this area, the current residential character of views from remaining nearby residences and the Delridge Playfield (represented in KOP WS-13) would change to a transportation character, and these new transportation elements would seem visually out of place. The elevated station and guideway would be noticeably higher and be larger in bulk and scale than any other structures in this area, and the station would have a more contemporary design than many older nearby residential single-family buildings in the area. The new station design would be similar to that of the many newer multi-family developments that are increasingly being built in the area (particularly along Delridge Way Southwest). The elevated station and guideway would reduce the current average degree of visual unity and intactness of views toward them to low. These reductions would result in a lowering of the current average visual quality to low, which would be a visual impact.

Southeast of the Delridge Station, Alternative DEL-1a would gradually curve toward Southwest Genesee Street past the Delridge Playfield (see Figure 3-3b in Attachment N.2A) and follow the south side of Southwest Genesee Street next to the West Seattle Golf Course up the hill to Southwest Avalon Way (see Figure 3-5a in Attachment N.2A). The elevated guideway would be as high as approximately 150 feet above-grade along this section of the alignment. Trees along both sides of Southwest Genesee Street and within the northern edge of the West Seattle Golf Course would be removed (see Figure 3-5b in Attachment N.2A), as would residences north of Southwest Genesee Street.

Some vegetation would be removed from the south edge of the Longfellow Creek Natural Area. Remaining trees would screen or partially screen views of the elevated guideway from most of the Longfellow Creek Legacy Trail, which follows the creek along the bottom of its ravine. In the few areas along the trail where the elevated guideway would be seen), the high average visual quality of views would be reduced to low, which would be a visual impact.

The removal of the trees, residences, and other visual elements in the Delridge Segment, as well as the elevated guideway, would be seen by sensitive viewers in the Delridge Playfield (represented in KOP WS-13), the West Seattle Golf Course (represented in KOP WS-20), and remaining residences north of the residences adjacent to Southwest Genesee Street (represented in KOP WS-15) that were removed. The existing high visual quality of views toward the guideway from the Delridge Playfield and West Seattle Golf Course would be reduced to low average, which would be a visual impact. The generally high average visual quality of views from the residences north of Southwest Genesee Street (represented in KOP WS-15) toward the guideway would be reduced to low, which would also be an impact to visual quality. Note that the impact assessment in Attachment N.2A describes that Alternative DEL-1a would not impact the visual quality of views looking down the length of Southwest Genesee Street from two KOPs (represented by KOP WS-15 and KOP WS-21) at either end of the street. This conclusion would not apply to perpendicular views toward the guideway from remaining residences to the north of the residences adjacent to Southwest Genesee Street that would remain. Where the alternative would cross over the Southwest Genesee Street and Southwest Avalon Way intersection, it would introduce a new large-scale transportation element to an area whose character is a mix of residential and transportation arterial intersection (see Figure 3-14b in Attachment N.2A). The elevated guideway and columns would be dominant visual components to the view but would not block street-level views of the downtown skyline. The average visual quality of the views near this intersection would be reduced to low average, which would not be a visual impact.

City of Seattle Designated Scenic Routes and Public View Protection

There are no City of Seattle Designated Scenic Routes near Alternative DEL-1a. The alternative would intrude upon or block views of the Downtown Seattle skyline from parts of the West Seattle Golf Course (see Figure 3-10b in Attachment N.2A). Views of the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, Elliott Bay, or the downtown skyline from the other City of Seattle protected view, the West Seattle Rotary Viewpoint would not be blocked by Alternative DEL-1a (which is located above and over 0.25 mile to the east of the West Seattle Rotary Viewpoint).

Light, Glare, and Shadows

With Alternative DEL-1a, lights, and to a much lesser degree, glare from passing trains on the elevated guideway as well as the elevated station lights would be seen from nearby, including areas with concentrations of sensitive viewers. At night, trains would be quite visible, particularly between Delridge Way Southwest and Southwest Avalon Way. The elevated guideway would cast shadows on the north end of the West Seattle Golf Course and the southern edge (adjacent to Southwest Genesee Street) of the Longfellow Creek Natural Area.

4.2.3.3 Dakota Street Station North Alignment Option (DEL-1b)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Option DEL-1b would be similar to Alternative DEL-1a except it would be within the Southwest Genesee Street right-of-way between the West Seattle Golf Course and the Longfellow Creek Natural Area, then shift to the north side of Southwest Genesee Street west of 28th Avenue Southwest. The height of Option DEL-1b components would range between approximately 60 feet and 150 feet. The height to the top of the Delridge Station for Option DEL-1b would be approximately 110 feet. Up to the east end of the West Seattle Golf Course, the impacts associated with Option DEL-1b would be essentially the same as those described for Alternative DEL-1a (see Figure 3-2c in Attachment N.2A) for a view of this alternative along Delridge Way Southwest). Shortly after leaving the station, the elevated guideway would cross

to the south side of Southwest Genesee Street and then veer back along and over the center of the street and onto the north side for the rest of the route in this segment. Some vegetation would be removed from the southern edge of the Longfellow Creek Natural Area. Remaining trees would screen or partially screen views of the elevated guideway from most of the Longfellow Creek Legacy Trail, which follows the creek along the bottom of its ravine. In the few areas along the trail where the elevated guideway would be seen, the high average visual quality of views would be reduced to low, which would be a visual impact.

Option DEL-1b, unlike Alternative DEL-1a, would require removing all of the residences on the north side of Southwest Genesee Street and many of the trees that line the south side of the street as well as trees within the northern edge of the West Seattle Golf Course. It would remove fewer trees along the south side of Southwest Genesee Street and the northern edge of the West Seattle Golf Course than would be removed with Alternative DEL-1a. The changes to the appearance of Southwest Genesee Street and the presence of the elevated guideway, which would be higher (approximately 150 feet at its highest point along Southwest Genesee Street) and have a larger bulk and scale than nearby structures, would be seen from the remaining nearby residences north of the residences that would be removed, as well as by recreationists using the West Seattle Golf Course (see Figures 3-11b and 3-10c in Attachment N.2A). The visual quality of views from the remaining residences towards the guideway (represented in KOPs WS-15 and WS-21) would be reduced from high average to low, which would be a visual impact. The existing high visual quality of views toward the guideway from the Delridge Playfield and West Seattle Golf Course (represented in KOPs WS-13 and WS-20) would be reduced to low average, which would be a visual impact. The Southwest Avalon Way and Southwest Genesee Street intersection crossing would appear very similar in appearance to Alternative DEL-1a and would also not be considered a visual impact (see Figure 3-14c in Attachment N.2A).

City of Seattle Designated Scenic Routes and Public View Protection

There are no City of Seattle Designated Scenic Routes near Option DEL-1b. Option DEL-1b would have similar impacts on protected views as Alternative DEL-1a.

Light, Glare, and Shadows

The influence of Option DEL-1b on light, glare, and shadows would be very similar to what was described above for Alternative DEL-1a.

4.2.3.4 Dakota Street Station Lower Height Alternative (DEL-2a)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

From the beginning of the Delridge Segment to the east end of the West Seattle Golf Course, the Alternative DEL-2a would be similar to Alternative DEL-1a, although it would be lower in height (see Figure 3-2d in Attachment N.2A). Alternative DEL-2a would travel over and south of Southwest Genesee Street through the north end of the West Seattle Golf Course, where it would enter a tunnel. The maximum height of the elevated guideway would be about 60 feet, and the height to the top of the Delridge Station would be approximately 60 feet, with the platform at 35 feet high. With this alternative, the Delridge station would be approximately 50 feet lower than the station for Alternative DEL-1a.

The elevated station would be taller than the current 30- to 35-foot height allowed by zoning. The influence of this lower station on visual character would be very similar to that described for Alternative DEL-1a, but because the top of the station in Alternative DEL-2a station would be about 50 feet lower, it would be seen from fewer areas and therefore would change the visual

character of less of the area than would Alternative DEL-1a. Alternative DEL-2a's impact to visual quality would be the same as that of Alternative DEL-1a. The elevated station and guideway's height, bulk, and scale would reduce the current average degree of visual unity and intactness of views towards it to low. These reductions would result in a lowering of the current average visual quality to low, which would be a visual impact.

By removing the residences and introducing the elevated guideway and station, the current residential character of views towards this area from remaining nearby residences would change to transportation. The elevated station and guideway would be noticeably higher and have a larger bulk and scale than nearby structures and would lack visual coherence with the street grid due to the curved alignment. The station would also have a more contemporary design than many older nearby residential single-family buildings. The station design, height, bulk, and scale would be similar to that of the many newer multi-family developments that are increasingly being built in the area (particularly along Delridge Way Southwest). The elevated station and guideway would reduce the current average degree of visual unity and intactness of views towards it to low. These reductions would result in a lowering of the current average visual quality to low, which would be a visual impact.

Alternative DEL-2a would remove some trees along the edge of Southwest Genesee Street on private property. Trees would screen or partially screen views of the elevated guideways along most of the Longfellow Creek Legacy Trail. The elevated guideway would be seen from some locations along the trail, but its presence would not lower visual quality of views along the trail.

From Southwest Genesee Street, Alternative DEL-2a would remove one residence north of Southwest Genesee Street. It would pass through the northern portion of the West Seattle Golf Course to a portal at the west end of the golf course. The guideway would extend farther south into the West Seattle Golf Course than would Alternative DEL-1a. The presence of Alternative DEL-2a would change the recreational visual character of views toward it from within the golf course (represented in KOP WS-20) and the residential character of views along the north side of Southwest Genesee Street to transportation (represented in KOPs WS-15 and WS-21). Potential sound walls along the eastern portion of Southwest Genesee Street would be on the elevated guideway and would not be very different in appearance from the guideway structure. Freestanding sound walls would be on the west end of Genesee right before the alignment enters into a tunnel. In this area, the sound walls would be noticeable and more memorable than the existing view. The change would not be enough to change the vividness rating. The sound wall near the tunnel portal would contrast with the existing view in terms of height, bulk, and scale, and would be an encroachment into the view. The removal of trees and presence of this alternative through the north end of the West Seattle Golf Course would lower the existing high unity and intactness of views in this area. It would reduce the high visual quality of views from within the West Seattle Golf Course and the Delridge Playfield (represented in KOPs WS-20 and WS-13, respectively) to low average, which would be a visual impact. This alternative would also reduce the high average visual quality of views from along both sides of Southwest Genesee Street to low average, which would not be a visual impact.

City of Seattle Designated Scenic Routes and Public View Protection

There are no City of Seattle Designated Scenic Routes near Alternative DEL-2a. This alternative would have similar impacts on protected views as Alternative DEL-1a.

Light, Glare, and Shadows

The influence of Alternative DEL-2a on light, glare, and shadows would be similar to what was described for Alternative DEL-1a, although passing trains and the station would be lower in height in many areas, particularly at the elevated Delridge Station. The elevated guideway

would cast shadows on parts of two open spaces used by the public—the north end of the West Seattle Golf Course and along the southern edge (adjacent to Southwest Genesee Street) of the Longfellow Creek Natural Area.

4.2.3.5 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Up to the east end of the West Seattle Golf Course, the impacts associated with Option DEL-2b would be essentially the same as those described for Alternative DEL-2a, except it would shift to the north side of Southwest Genesee Street west of 28th Avenue Southwest. With Option DEL-2b, the alternative and associated impacts to visual quality near areas with concentrations of sensitive viewers would be very similar to those associated with Option DEL-1b. Option DEL-2b's Delridge Station would also be approximately 60 feet high and would have similar height and scale influences on the visual character and quality of views toward it from remaining residences. Residences north of Southwest Genesee Street would be removed. Compared to Option DEL-1b, Option DEL-2b would not require the removal of as many trees along the south side of Southwest Genesee Street (represented by KOP WS-15). This would result in slightly less of an impact on the visual quality of views within the West Seattle Golf Course. With Option DEL-2b, the existing high visual quality of views from the West Seattle Golf Course (represented in KOP WS-20) would be reduced to average. This design option would still have a visual impact on views toward it from the West Seattle Golf Course as well as from remaining residences north of Southwest Genesee Street. Potential sound walls along the eastern portion of Southwest Genesee Street would be on the elevated guideway and would not be very different in appearance than the guideway structure. Freestanding sound walls would be on the west end of Southwest Genesee Street right before the alignment enters into a tunnel. In this area, the sound walls would be noticeable and more memorable than the existing view, but vegetation would act as a visual buffer. The change would not be enough to change the vividness rating. The sound wall near the tunnel portal would contrast with the existing view in terms of height, bulk, and scale, and would be an encroachment into the view, but not enough to reduce the visual quality to create a visual impact.

Option DEL-2b would remove some vegetation along the edge of the Longfellow Creek Natural Area. Although trees within the Longfellow Creek Natural Area would generally screen views of the elevated guideway, people on the Longfellow Creek Legacy Trail would see the elevated guideway from some locations. The presence of the elevated guideway would not lower the visual quality of views along the trail.

City of Seattle Designated Scenic Routes and Protected Views

There are no City of Seattle Designated Scenic Routes near Option DEL-2b. This design option would somewhat intrude upon views of the downtown skyline from parts of the West Seattle Golf Course (see Figure 3-10e in Attachment N.2A). It would not intrude upon or block views of the Olympic Mountains, the Cascade Mountains, Mount Rainier, Puget Sound, or Elliott Bay. Views of Option DEL-2b would be blocked from the other City of Seattle protected view, the West Seattle Rotary Viewpoint.

Light, Glare, and Shadows

The influence of Option DEL-2b on light, glare, and shadows would be similar to that described for Alternative DEL-2a, although there would be less shadow on the West Seattle Golf Course because the west end of Option DEL-2b would be on the opposite side of Southwest Genesee Street.

4.2.3.6 Delridge Way Station Alternative (DEL-3)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-3 would follow Delridge Way Southwest south on an elevated guideway to the Delridge Station. The station would be in the middle of Delridge Way Southwest, north of Southwest Dakota Street. The height of the Alternative DEL-3 elevated guideway would range between about 50 feet and 150 feet, and the height to the top of the Delridge Station would be approximately 90 feet with a platform height of 65 feet. The elevated station and guideway would be noticeably higher and have a larger bulk and scale than nearby structures. This alternative would pass through the middle of residential blocks east of Delridge Way Southwest. It would require the removal of residences and trees, which would open up views to the west from remaining residences that are currently screened by trees and buildings. This would change the visual character of views from remaining residences on the hillside between the east side of Delridge Way Southwest and 23rd Avenue Southwest. The new views would include commercial and industrial areas, the elevated guideway, and the Delridge Station, which would cross over the middle of Delridge Way Southwest. The removal of trees and buildings and the presence of the alternative's components would decrease the average visual unity and intactness of views to the west from remaining residences along 23rd Avenue Southwest. This would reduce the average visual quality of views toward Alternative DEL-3 to low, which would be a visual impact.

Alternative DEL-3 would continue south along Delridge Way Southwest and follow it farther south than the other Delridge Segment Build Alternatives before veering west (see Figure 3-2e in Attachment N.2A*)* mid-block through the residential area south of Southwest Dakota Street between Delridge Way Southwest and 26th Avenue Southwest. The elevated guideway in this area would change the residential character of the areas it would pass through to transportation. The height, bulk, and scale of the elevated guideway would lower the generally average visual quality of views from remaining residences (represented in KOP WS-11) towards it to low, which would be a visual impact.

Alternative DEL-3 would not remove vegetation from the edge of the Longfellow Creek Natural Area, although it might be seen from a few points along the Longfellow Creek Legacy Trail due to its height. Where seen, it would lower the high visual quality of views toward the guideway to average, which would be a visual impact.

The guideway would pass along the south side of Southwest Genesee Street and would remove residences north of Southwest Genesee Street. It would also remove trees along the south side of this street (see Figures 3-3d, 3-5f, and 3-10b in Attachment N.2A) From the West Seattle Golf Course, Delridge Playfield, and Southwest Genesee Street, its appearance would be similar to that of Alternative DEL-1a, and impacts would be similar. The existing high visual quality of views toward the guideway from the Delridge Playfield and West Seattle Golf Course (represented in KOPs WS-13 and KOP WS-20) would be reduced to low average, which would be a visual impact. The generally high average visual quality of views from the residences north of Southwest Genesee Street toward the guideway would be reduced to low, which would also be an impact to visual quality.

City of Seattle Designated Scenic Routes and Protected Views

There are no City of Seattle Designated Scenic Routes near Alternative DEL-3. This alternative would have similar impacts on protected views as Alternative DEL-1a.

Light, Glare, and Shadows

With Alternative DEL-3, lights and, to a much lesser degree, glare from passing trains on the elevated guideway and the elevated Delridge Station lights would be seen from nearby, including areas with concentrations of sensitive viewers. At night, light rail trains would be quite visible, particularly in areas along both sides of Delridge Way Southwest where there are residences. The influence of this alternative on light, glare, and shadows in open spaces used by the public (the north end of the West Seattle Golf Course and the southern edge of the Longfellow Creek Natural Area) would be similar to what was described for Alternative DEL-1a.

4.2.3.7 Delridge Way Station Lower Height (DEL-4)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-4 would follow the same alignment as Alternative DEL-3 to the station but would be at a lower height to connect to tunnel alternatives in the West Seattle Junction Segment. With Alternative DEL-4, the height of the elevated guideway would range up to about 60 feet, and the height of the top of the Delridge Station would be approximately 90 feet. The elevated station and guideway would be noticeably higher and have a larger bulk and scale than nearby structures. Between the beginning of the Delridge Segment and Southwest Genesee Street (including the Delridge Station), Alternative DEL-4 would be similar to Alternative DEL-3, although the maximum height would be about 40 feet lower.

The influence of Alternative DEL-4 on visual quality near areas with concentrations of sensitive viewers near the Delridge Station and the residential neighborhood south of the station would be very similar to that described for Alternative DEL-3. Although it would be lower in height, Alternative DEL-4's influence on visual character and visual quality in the residential area east of Delridge Way Southwest would be very similar to that of Alternative DEL-3.

Alternative DEL-4 would not remove vegetation from the edge of the Longfellow Creek Natural Area, although it might be seen from a few points along the Longfellow Creek Legacy Trail. If and where it is seen, it would lower the high average visual quality of views toward the guideway to low average, which would not be a visual impact.

The impacts of Alternative DEL-4 on Delridge Playfield, residents along Southwest Genesee Street, and sensitive viewers in the golf course would be very similar to Alternative DEL-2a (see Figures 3-3c, and 3-3e in Attachment N.2A). Sound walls would be similar to those described for Alternative DEL-2a. The removal of trees and the presence of this alternative through the north end of the West Seattle Golf Course would lower the existing high unity and intactness of views in this area. It would reduce the high visual quality of views from within the West Seattle Golf Course and the Delridge Playfield (represented in KOPs WS-20 and WS-13, respectively) to low average, which would be a visual impact. Alternative DEL-4 would also reduce the high average visual quality of views from along both sides of Southwest Genesee Street (represented in KOPs WS-15 and WS-21) to low average, which would not be a visual impact.

City of Seattle Designated Scenic Routes and Public View Protection

There are no City of Seattle Designated Scenic Routes near Alternative DEL-4. This alternative would have similar impacts on protected views as Option DEL-2b.

Light, Glare, and Shadows

The influence of Alternative DEL-4 on light, glare, and shadows on open spaces would be similar to that described for Alternative DEL-1a, although passing trains and the station would be lower in height in many areas.

4.2.3.8 Andover Street Station Alternative (DEL-5)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-5 would be on an elevated guideway on the west side of Delridge Way Southwest, north of Southwest Andover Street, and would pass to the north of the alternatives previously described in the Delridge Segment. The height of the elevated guideway would range from about 50 to 130 feet, and the top of the Delridge Station would be approximately 90 feet in height. After crossing over Delridge Way Southwest (see Figure 3-2f in Attachment N.2A), Alternative DEL-5 would extend west along Southwest Andover Street near commercial and industrial areas to Southwest Yancy Street. From Southwest Yancy Street, the alternative would head south and enter a residential area. Although Alternative DEL-5 would have the second-least impact on the visual quality of views seen from areas with concentrations of sensitive viewers, it would have impacts along Southwest Avalon Way. This alternative would remove several multi-family residential buildings and most or all of the street trees along Southwest Avalon Way. The guideway curves to the west from Southwest Avalon Way would remove residential buildings (single-family and multi-family) along this street north of Southwest Genesee Street (see Figure 3-14e in Attachment N.2A).

Alternative DEL-5 would impact views from multi-family buildings along Southwest Avalon Way where buildings and existing street trees would be removed, and the elevated guideway would be seen along (and over) much of Southwest Avalon Way. The residential character of views along the street from residences would be changed to transportation. The height, bulk, and scale of the elevated guideway passing over Southwest Avalon Way through a corridor flanked with residences would reduce the average visual unity and intactness of views along it to low and reduce the average visual quality of views to low, which would be a visual impact.

City of Seattle Designated Scenic Routes and Protected Views

There are no City of Seattle Designated Scenic Routes near Alternative DEL-5. This alternative would not have on effect on City of Seattle protected views.

Light, Glare, and Shadows

With Alternative DEL-5, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line this part of Southwest Andover Street. The lights from the trains would add to the at-grade lights from vehicles traveling on Southwest Andover Street. Shadows from the elevated guideway would be cast on Southwest Andover Street and adjacent properties, but not on the open spaces used by the public.

4.2.3.9 Andover Street Station Lower Height Alternative (DEL-6a)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-6a would be similar to Alternative DEL-5 up to and including the light rail station. After passing through commercial and industrial properties west of Delridge Way Southwest, Alternative DEL-6a would head west along Southwest Andover Street, pass into a residential area west of Southwest Andover Street, and then turn south through (and remove residences in) the residential area between 32nd Avenue Southwest and the ramp to and from the West Seattle Bridge (represented by KOP WS-11) The elevated guideway would range from ground level to about 120 feet. The station top height would be approximately 90 feet.

Alternative DEL-6a would have the least impact on visual quality of all the Delridge Segment alternatives. Just before Alternative DEL-6a would cross Southwest Yancy Street, it would remove a cluster of single-family residences. After crossing south of Southwest Yancy Street on

the north end of 32nd Avenue Southwest, this alternative would also remove a series of residences from the west (uphill) side of the street, adjacent to the West Seattle Bridge. Trees that currently screen views of the West Seattle Bridge would be left in place on the north end of 32nd Avenue Southwest. Where the residences and trees would be removed, the view toward the alignment from remaining residences (represented in KOP WS-25) would be changed from a residential character to transportation. The existing average visual quality of views to the west from these remaining residences would remain average.

Farther south along 32nd Avenue Southwest, trees would be removed that are currently behind some remaining residences on the west side of the street. The removal of trees would open up views to a portion of the West Seattle Bridge, the elevated guideway, and potential sound walls from the remaining residences along this portion of 32nd Avenue Southwest (represented by KOP WS-22). The average visual quality of views to the west from these residences would be reduced to low, which would be a visual impact.

City of Seattle Designated Scenic Routes and Public View Protection

With Alternative DEL-6a located adjacent to Fauntleroy Way Southwest on the west end of the Delridge Segment, the alignment transitions to at-grade and to a retained-cut condition. Ancillary components such as catenary poles would be noticed by travelers for a brief period; however, due to the depth of the alignment's retained-cut condition, the exposure to residential buildings along 32nd Avenue Southwest from travelers on Fauntleroy Way Southwest would increase compared current conditions. From the remaining residence along the south end of 32nd Avenue Southwest the alignment and the ancillary components would be noticed and partially obscure views to the downtown skyline. This alternative would have an effect on City of Seattle protected views.

Light, Glare, and Shadows

With Alternative DEL-6a, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line this part of 32nd Avenue Southwest. The lights from the trains would add to the at-grade lights from vehicles traveling on 32nd Avenue Southwest. The removal of trees next to the West Seattle Bridge on-ramp would eliminate the screening value of the trees for screening lights from vehicles traveling on the on-ramp. Shadows from the elevated guideway would not be cast on open spaces used by the public.

4.2.3.10 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative DEL-7 would be similar to Preferred Option DEL-6b up to and including Delridge Station. The top of the Delridge Station structure would be approximately 70 feet high. The height of the guideway would range between approximately 40 feet and 80 feet. The height, bulk and scale of the station would be consistent with the existing commercial and industrial development at the intersection of Southwest Andover Street and Delridge Way Southwest. The elevated guideway would be seen primarily by residential sensitive viewers along 26th Avenue Southwest looking north (represented by KOP WS-14). The guideway would also be seen by sensitive viewers near the Longfellow Natural Area trailhead on Southwest Yancy Street (represented in KOP WS-16) and by park users at the Longfellow Creek Natural Area near 28th Avenue Southwest before it crosses over Southwest Avalon Way with an elevated guideway. The visual quality from these two recreation areas would decrease from average to low average due to the scale and proximity of the structures to the sensitive viewers.

South of the station, the elevated guideway would continue west along Southwest Yancy Street and cross over Southwest Avalon Way in an elevated guideway (see Figure 3-8d in Attachment N.2A) and would be seen by sensitive viewers in a similar way as described for Preferred Option DEL-6b. A tunnel portal leading to Alternative WSJ-6 in the West Seattle Junction Segment would be in the vicinity of 32nd Avenue Southwest, east of the West Seattle Bridge, and would be seen primarily by residential viewers in the vicinity of 32nd Avenue Southwest. 32nd Avenue Southwest would no longer connect to Southwest Andover Street but would end in a cul-de-sac south of the tunnel portal and would be seen by residential viewers on both the north and south side of the portal (represented in KOP WS-25) see Figure 3-12d in Attachment N.2A. The visual quality in this area would be reduced from high average to low. The tunnel portion would continue west under the West Seattle Bridge towards 35th Avenue Southwest and would result in visual impacts to sensitive viewers.

City of Seattle Designated Scenic Routes and Public View Protection

Alternative DEL-7 would not be seen from City of Seattle Designated Scenic Routes. The alignment remains aerial up to the east side of the West Seattle Bridge, where it transitions to a tunnel condition. The portal or aerial structure would not be seen from the West Seattle Bridge. This alternative would not have an effect on City of Seattle protected views.

Light, Glare, and Shadows

With Alternative DEL-7, lights from passing trains on the elevated guideway would be seen by residents from the multi-story residential buildings that line this part of Southwest Yancy Street and 32nd Avenue Southwest. The lights from the trains would add to the at-grade lights from roadway lights and vehicles traveling on Southwest Yancy Street near Southwest Avalon Way. The removal of trees next to the West Seattle Bridge on-ramp would eliminate the screening value of the trees for screening lights from vehicles traveling on the on-ramp. Shadows from the elevated guideway would not be cast on the Longfellow Creek Natural Area and other open spaces used by the public due its location and height.

4.2.4 West Seattle Junction Segment

Table 4-4 identifies locations within the West Seattle Junction Segment where there would be visual impacts (a reduction of one or more visual quality categories) near areas containing concentrations of sensitive viewers. Simulations developed for the West Seattle Junction Segment in Attachment N.2A serve as a guide to understand how visual quality will change with the alternative from clear vantage points. Cross sections and 3D views are provided in Attachment N.2B to illustrate the general height, bulk, and scale of the different station types (elevated or tunnel) in this segment. For additional information related to station design, see the Sound Transit Station Area Development Opportunities Memo (Sound Transit in development).

Table 4-4. West Seattle Junction Segment Visual Quality Impacts near Concentrations of Sensitive Viewers

Alternative or Design Option	Visual Quality Impacts (miles) [a]	Where Visual Impacts Would Occur
Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	**0**	**None**
Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	0.1	Residences along 42nd Avenue Southwest, Southwest Hudson Street, and California Avenue Southwest
Elevated Fauntleroy Way Station Alternative (WSJ-2)	0.2	Residences along 36th Avenue Southwest, 37th Avenue Southwest, and 38th Avenue Southwest
Tunnel 41st Avenue Station Alternative (WSJ-3a)	0	None
Tunnel 42nd Avenue Station Option (WSJ-3b)	0	None
Short Tunnel 41st Avenue Station Alternative (WSJ-4)	0	None
Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)	0	None
No Avalon Station Tunnel Alternative (WSJ-6)	0	None

[a] Visual impacts occur when an existing visual quality category (high, average, low) is reduced one or more categories. Visual impacts are in miles along the length of the alternative or option adjacent to concentrations of sensitive viewers.

4.2.4.1 Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Preferred Option WSJ-5b would enter the West Seattle Junction Segment from the northeast in a retained cut between the West Seattle Bridge on-ramp and 32nd Avenue Southwest. It would continue under Fauntleroy Way Southwest in a retained cut and enter a tunnel west of 37th Avenue Southwest. Single-family residences between the West Seattle Bridge on-ramp and the southern portion of 32nd Avenue Southwest would be removed, as would single-family residences along Southwest Genesee Street and multi-family buildings that face Southwest Avalon Way whose backs face the area where residences would be removed. The removals could change the existing residential visual character of views from remaining residences to a vacant lot or transportation character. Sound Transit would use the lots where residences would be removed for the construction of the guideway. Although the removal of residential buildings (and associated vegetation) in a residential neighborhood would be very noticeable to residents, the average visual quality of views from remaining residences toward Preferred Option WSJ-5b would not be reduced to low and would not be considered a visual impact.

The Avalon Station entrances would be on either side of 35th Avenue Southwest and would be seen primarily by travelers along 35th Avenue Southwest and Southwest Avalon Way. Residents users would be the primary sensitive viewers in the area (represented by KOP WS-27). The Alaska Junction Station is also below ground and the entrances would be seen by residential viewers. The stations would not be considered a visual impact. Adjacent residential viewers would see the above-ground station structures with a similar height, bulk and scale as the adjacent buildings. The stations would increase the visual coherence of the area and would be considered a visual benefit.

City of Seattle Designated Scenic Routes and Public View Protection

The Preferred Option WSJ-5b guideway would parallel the West Seattle Bridge, which is a City of Seattle Designated Scenic Route. Residences and some vegetation that currently screen views to the east from the bridge (and of the bridge from nearby residences) in this area would be removed. Views to the east beyond the bridge may be opened up towards the residential buildings with this alternative. From the remaining residence along the south end of 32nd Avenue Southwest the alignment and the ancillary components would be noticed and partially obscure views to the downtown skyline. This alternative would have an effect on City of Seattle protected views.

Along 35th Avenue Southwest, a City of Seattle Designated Scenic Route, the presence of Preferred Option WSJ-5b in the foreground of the view looking north would slightly increase the vividness, intactness, and unity of the view. The Avalon Station would be another human-made element that characterizes and visually improves the integrity of the existing view and would not distract or intrude from views to the downtown skyline or Cascade Mountains due to the natural topography, existing buildings, and existing vegetation in the foreground. Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

Light, Glare, and Shadows

Although part of the Preferred Option WSJ-5b guideway would be in a retained cut and a tunnel, lights from light rail trains might be seen from adjacent properties and from the West Seattle Bridge on-ramp.

4.2.4.2 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative WSJ-1 would begin near the elevated Avalon Station (the height to the top of the station would be approximately 70 feet to 80 feet, depending on which alternative it would connect to in the Delridge Segment) and proceed west to where it would curve to the southeast to pass over to the northwest side of Fauntleroy Way Southwest. Fauntleroy Place park would be permanently removed with this alternative, so there would be no visual impacts to views from the former park site. However, adjacent residential viewers would see a change of visual character in the neighborhood with an elevated guideway. The height of the elevated guideway would range from about 30 feet to 80 feet. The guideway would depart Fauntleroy Way Southwest and curve to the southwest over 39th Avenue Southwest, 40th Avenue Southwest, and 41st Avenue Southwest before crossing south over Southwest Alaska Street to the Alaska Junction Station, which would be bounded by Southwest Alaska Street, Southwest Edmunds Street, 41st Avenue Southwest, and 42nd Avenue Southwest. From the station, the elevated guideway would travel south to it terminus north of Southwest Hudson Street. The guideway would end on the west side of 42nd Avenue Southwest and would include a tail track south of the Alaska Junction Station

Alternative WSJ-1 would change the visual character at its east end near the Avalon Station. Residential viewers living in the remaining single-family residences on both sides of Southwest Genesee Street would see the changes, as would viewers living in a series of multi-family buildings on Southwest Avalon Way. With this alternative, a multi-family residential building and all of the single-family residences along Southwest Genesee Street would be removed and replaced with the elevated guideway and Avalon Station. The top of the station would be approximately 70 to 80 feet in height (see Figure 1-12 in Attachment N.2B). The appearance and character of the area would change from residences to the north. The elevated station and

its associated plaza would maintain the area's average visual quality. The height, bulk, and scale of the elevated Avalon Station would be similar to that of the five- to six-story multi-family buildings that face Southwest Avalon Way directly south of the station. The station plaza would provide an at-grade visual connection to Southwest Genesee Street, the multi-family buildings on Southwest Avalon Way, and Fauntleroy Way Southwest. The average visual quality of views towards this alternative would be slightly increased to high average by the presence of the station and station plaza the resulting increase in visual intactness, vividness, and unity.

Alternative WSJ-1 would pass south of another area with concentrations of sensitive (residential) viewers; this area is northwest of, and behind, the series of commercial buildings that line the northwest side of Fauntleroy Way Southwest. The removal of these buildings (and associated trees) would eliminate their screening value in terms of screening views to the southeast of Fauntleroy Way Southwest from the residences. The residences would have clear views of the elevated guideway, passing trains, and Fauntleroy Way Southwest. Although the visual character of the views from residences in these areas would change from commercial to transportation, the existing low to low average visual quality of the views (that currently feature the backs and/or roofs of commercial buildings/properties) would not be reduced by the presence of the elevated guideway and new streetscape, and there would not be a visual impact.

The area west of the Fauntleroy Way Southwest and Southwest Alaska Street intersection and south of Southwest Alaska Street contains several concentrations of sensitive viewers. Mixed use, with some multi-family residential and multi-story commercial buildings are within this general area along Southwest Alaska Street (between 41st Avenue Southwest and 42nd Avenue Southwest). The replacement of large mixed-use buildings would be clearly seen by some nearby residents. The large-scale mixed-use, urban visual character of the area would be replaced with a large-scale transportation character, which would include the elevated guideway and the height, bulk, and scale of the Alaska Junction Station. The average visual quality of views in the direction of the elevated guideway and station would not be lowered enough to reduce the visual quality category to low, and there would not be an impact to visual quality.

Impacts to visual quality from Alternative WSJ-1 would occur at the south end of the alignment where the tail track and hi-rail access would remove residences along the west side of 42nd Avenue Southwest between Southwest Edmunds Street and Southwest Hudson Street. The removal of residences and replacement with the tail track and hi-rail access would change the visual character of this area (represented in KOP WS-31) from residential to transportation facility (see Figure 4-6b in Attachment N.2A). The existing high average visual quality of views towards this area from the remaining residential areas would be reduced to low, which would be a visual impact.

City of Seattle Designated Scenic Routes and Public View Protection

The portion of Fauntleroy Way Southwest and its ramp to the West Seattle Bridge and 35th Avenue Southwest are City of Seattle Designated Scenic Routes. Alternative WSJ-1 would cross over Fauntleroy Way Southwest just before it links to the West Seattle Bridge but would not intrude upon or block views of notable features like the downtown skyline (which cannot be seen from this location). Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

Along 35th Avenue Southwest, the distant presence of the Alternative WSJ-1 elevated guideway in the background of the view looking north would not lower the vividness, intactness, or unity of the view. The elevated guideway would be another human-made element that characterizes the existing view conditions and would not distract or intrude from views of the downtown skyline or Cascade Mountains beyond due to the natural topography, existing buildings, and existing vegetation in the foreground.

Light, Glare, and Shadows

Elevated stations like the Avalon and Alaska Junction stations would have lights that would be seen from nearby locations, including some buildings containing sensitive residential viewers. The elevated guideway, tail track, and hi-rail vehicle access would also have lighting that would be seen from nearby residential areas. At-grade vehicle lights and overhead airplane lights are common sights within most of this segment. Elevated lights on trains would be new additions to lights seen in the West Seattle Junction Segment. The lights from passing trains would not impact motorists, pedestrians, and the surrounding area.

4.2.4.3 Elevated Fauntleroy Way Station Alternative (WSJ-2)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative WSJ-2 would be elevated along the south side of Southwest Genesee Street between 31st Avenue Southwest and Fauntleroy Way Southwest. The height of Avalon Station would be approximately 60 to 70 feet (depending on the alternative it connects with in Delridge) and would be similar in height, bulk, and scale compared to the surrounding neighborhood as described for Alternative WSJ-1. The height of the elevated guideway for the Alternative WSJ-2 would range between approximately 30 feet and 70 feet. After crossing south over and continuing southwest along Fauntleroy Way Southwest (see Figure 4-5b in Attachment N.2A). Alternative WSJ-2 would remove street-facing commercial buildings and vegetation on Fauntleroy Way Southwest and residences on nearby side streets, opening up views to the south toward Fauntleroy Way Southwest and the elevated guideway from remaining residences. This would change the residential character of most of the views to transportation. The existing average visual quality of views to the south from the remaining residences between 36th Avenue Southwest, 37th Avenue Southwest, and 38th Avenue Southwest would not change. As with Alternative WSJ-1, Fauntleroy Place park would be permanently removed with Alternative WSJ-2, so there would be no visual impacts to views from the former park. However, adjacent residential viewers would see a change of visual character in the neighborhood with an elevated guideway but due to the alignment being consistent with an existing transportation system it would not enough to change the visual quality.

Alternative WSJ-2 would cross south over Fauntleroy Way Southwest, and its elevated guideway would connect with the elevated Alaska Junction Station (with a height of 70 to 80 feet) that would straddle Southwest Alaska Street (see Figure 4-4c in Attachment N.2A). The station and the elevated guideway south of the station would be seen from several multi-family residential buildings along the west side of 39th Avenue Southwest. The station would be constructed in an area currently containing small commercial buildings, a gas station, and a parking lot. The elevated station, plaza, and guideway would be more memorable elements in this view than the current mix of land uses and buildings. The height, bulk and scale of the elevated Alaska Junction Station would be compatible with nearby buildings and would follow the street pattern in this location. The station and its associated plaza would simplify the visually complex intersection area and add a unifying architectural element. The low visual quality of views toward the intersection that are seen by nearby residences would improve to average, which would be a beneficial change. The elevated guideway as it extends further south on Fauntleroy Way Southwest would be seen by sensitive viewers from multi-family residential on both the east and west side of Fauntleroy Way Southwest. While the guideway would become more memorable, the height, bulk and scale of the alignment would be compatible with nearby buildings and follow the street pattern as a transportation element.

City of Seattle Designated Scenic Routes and Public View Protection

Alternative WSJ-2 would twice pass over the section of Fauntleroy Way Southwest that is a City of Seattle Designated Scenic Route. The elevated guideway would not intrude upon or block views of notable features such as the downtown skyline.

Along 35th Avenue Southwest, and similar to Alternative WSJ-1, the distant presence of the elevated guideway of the Alternative WSJ-2 alignment in the background of the view looking north would not lower the vividness, intactness, or unity of the view. The guideway would be another human-made element that characterizes the existing view conditions and would not distract or intrude from views of the downtown skyline or Cascade Mountains beyond due to the natural topography, existing buildings, and existing vegetation in the foreground. Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

Light, Glare, and Shadows

With Alternative WSJ-2, both the elevated Avalon and Alaska Junction stations would have lights that would be seen from nearby locations, including residential buildings with sensitive viewers. At-grade vehicle lights along Fauntleroy Way Southwest and nearby streets are common sights along most of this segment. Elevated lights on light rail trains would be new additions to light views seen by sensitive viewers, including residents living in multi-family buildings at about the same height as the elevated guideway. The presence of passing light rail train lights could be noticed by some residents. The shadows cast by Alternative WSJ-2 on open spaces used by the public would be similar to those described for Alternative WSJ-1.

4.2.4.4 Tunnel 41st Avenue Station Alternative (WSJ-3a)

Alternative WSJ-3a (and the other tunnel alternatives) would produce few changes to the visual character and quality of portions of its route seen by the greatest concentrations of sensitive viewers. The most noticeable change to existing visual conditions would be near the southern portion of this alternative. Alternative WSJ-3a would require the demolition of a number of buildings, including several stories-high multi-family buildings along the east side of 41st Avenue Southwest that are directly across the street from a large multi-family residential complex. The removal of these buildings would change the residential character of the east side of 41st Avenue Southwest to vacant lot or transportation character and would be seen from the adjacent residences. The average visual quality to the east from the multi-family complex west of 41st Avenue Southwest would not be reduced to low and would therefore not be a visual impact. Construction of the underground tracks employ a cut-and-cover method, which would require the removal of residences on the east side of 41st Avenue Southwest between Southwest Edmunds Street and Southwest Hudson Street. The removal of these residences would change the existing residential visual character of the area when viewed from remaining residences to a vacant lot or transportation character. The presence of the above-ground egress and vent shaft structure associated with Alternative WSJ-3a and the cleared land would not reduce the average visual quality of views towards the areas to low and therefore would not be a visual impact.

4.2.4.5 Tunnel 42nd Avenue Station Option (WSJ-3b)

Option WSJ-3b would be essentially the same as Alternative WSJ-3a, but the guideway would pass under the surface of slightly different locations. Residences would be removed for the elevated guideway and above-ground egress and vent shaft along the east side of 42nd Avenue Southwest between Southwest Edmunds Street and Southwest Hudson Street. As with Alternative WSJ-3a, this design option would change the character of the area where residences would be removed but would not lower the average visual quality of views toward the area to low; therefore, it would not be a visual impact.

4.2.4.6 Short Tunnel 41st Avenue Station Alternative (WSJ-4)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative WSJ-4 would pass near several areas with concentrations of sensitive viewers. Alternative WSJ-4 would have Avalon Station at about 60 to 70 feet high. The height, bulk, and scale of the station might differ from some of the land uses that would remain next to it, but would be similar to the height, bulk, and scale of multi-story, mixed-use buildings that are being developed and will continue to be built in the area. The guideway would begin elevated about 40 feet high near the Avalon Station (which is closer in height to nearby multi-family buildings), head west, and cross over Fauntleroy Way Southwest. After crossing Fauntleroy Way Southwest, the alternative curves southwest and parallels Fauntleroy Way Southwest to the northwest. Alternative WSJ-4 would remove single-family residences along either side of Southwest Genesee Street and, after passing over Fauntleroy Way Southwest, would remove a series of buildings and vegetation north of Fauntleroy Way Southwest. The removal of these features would open up views to the south that are currently blocked by the buildings and trees. The new open views to the south from remaining residences would include Fauntleroy Way Southwest and the elevated guideway, which would change the character of most of the views from residential to transportation. The average visual quality of these views would be reduced to low average, which would not be a visual impact.

The West Seattle Junction Station would be in a tunnel along 41st Avenue Southwest, starting south of Southwest Alaska Street. To build the station, Alternative WSJ-4 would require the demolition of a number of buildings, including several stories-high multi-family buildings along the east side of 41st Avenue West that are directly across the street from a large multi-family residential complex. The removal of these buildings would change the residential character of the east side of 41st Avenue Southwest to vacant lot or transportation character and would be seen from the adjacent residences. The average visual quality to the east from the multi-family complex west of 41st Avenue Southwest would likely not be reduced, and therefore would not be a visual impact.

The other location of where residences would be removed for the elevated guideway and above-ground egress vent shaft would be along the west side of 41st Avenue Southwest from Southwest Edmunds Street to mid-block south of Southwest Hudson Street. As with Alternative WSJ-3a, Alternative WSJ-4 would change the character of the area where residences would be removed but would not lower the average visual quality of views toward the area to low, and thus would not be a visual impact.

City of Seattle Designated Scenic Routes and Protected Views

Alternative WSJ-4 would pass over the section of Fauntleroy Way Southwest that is a City of Seattle Designated Scenic Route. The elevated guideway would not intrude upon or block views of notable features such as the downtown skyline.

Along 35th Avenue Southwest, the distant presence of the elevated guideway of the Alternative WSJ-4 alignment in the background of the view looking north would not lower the vividness, intactness, or unity of the view. The guideway would be another human-made element that characterizes the existing view conditions and would not distract or intrude from views of the downtown skyline or Cascade Mountains beyond due to the natural topography, existing buildings, and existing vegetation in the foreground. Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

Light, Glare, and Shadows

Lights at the elevated Avalon Station would be seen from nearby residential areas. Measures to reduce potential light impacts associated with stations are discussed in Section 5, Sound Transit Design and Mitigation Measures. At-grade vehicle lights along Fauntleroy Way Southwest and nearby streets are a common sight along most of this segment. Elevated lights on light trail trains near Avalon Station would be additional new lights seen by sensitive viewers. The shadows cast by Alternative WSJ-4 from its elevated guideway and station would be similar to those described for Alternative WSJ-1, but along a shorter alignment.

4.2.4.7 Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative WSJ-5a would enter the West Seattle Junction Segment from the northeast in a retained cut between the West Seattle Bridge on-ramp and 32nd Avenue Southwest. It would continue under Fauntleroy Way Southwest in a retained cut and enter a tunnel west of 37th Avenue Southwest. From the tunnel portal south, this alternative would be similar to Option WSJ-3b. Single-family residences between the West Seattle Bridge on-ramp and the southern portion of 32nd Avenue Southwest would be removed, as would single-family residences along Southwest Genesee Street and multi-family buildings that face Southwest Avalon Way whose “backs” face the area where residences would be removed. The removals could change the existing residential visual character of views from remaining residences to a vacant lot or transportation character. Although the removal of residential buildings (and associated vegetation) in a residential neighborhood would be very noticeable to residents, the average visual quality of views from remaining residences toward Alternative WSJ-5a would not be reduced to low and would not be considered a visual impact.

West of Fauntleroy Way Southwest and near the elevated guideway at the southern terminus of Alternative WSJ-5a, this alternative’s influence on the visual quality of views from areas with concentrations of sensitive viewers would be very similar to that of Alternative WSJ-3a.

The Avalon Station entrances would be on either side of 35th Avenue Southwest and would be seen primarily by travelers along 35th Avenue Southwest and Southwest Avalon Way. The Alaska Junction Station is also below ground and the entrances would be seen by residential viewers (represented by KOP WS-27). The stations would not be considered a visual impact. Adjacent residential viewers would see the above-ground station structures with a similar height, bulk, and scale as the adjacent buildings. The stations would increase the visual coherence of the area and would be considered a visual benefit.

City of Seattle Designated Scenic Routes and Protected Views

Part of the Alternative WSJ-5a guideway would parallel the West Seattle Bridge, which is a City of Seattle Designated Scenic Route. Residences and some vegetation that currently screen views to the east from the bridge (and of the bridge from nearby residences) in this area would be removed. Views to the east beyond the bridge may be opened up with this alternative.

Along 35th Avenue Southwest, the distant presence of the elevated guideway of Alternative WSJ-5a in the background of the view looking north would not lower the vividness, intactness, or unity of the view. The elevated guideway would be another human-made element that characterizes the existing view conditions and would not distract or intrude from views of the downtown skyline or Cascade Mountains beyond due to the natural topography, existing buildings, and existing vegetation in the foreground. Other than the City of Seattle Designated Scenic Routes, there are no relevant City of Seattle protected views in this segment.

Light, Glare, and Shadows

Although part of the Alternative WSJ-5a guideway would be in a retained cut and a tunnel, lights from light rail trains might be seen from adjacent properties and from the West Seattle Bridge on-ramp.

4.2.4.8 No Avalon Station Tunnel Alternative (WSJ-6)

Impacts to Visual Quality near Areas with Concentrations of Sensitive Viewers

Alternative WSJ-6 would enter a tunnel within the Delridge Segment on the east side of the West Seattle Bridge and remain in a tunnel condition through the entire West Seattle Junction Segment. The station above-ground ancillary elements would be seen by residential sensitive viewers along 41st Avenue Southwest and the planned West Seattle Junction Park. However, these ancillary elements are another human-built component and would not be considered a visual quality impact.

City of Seattle Designated Scenic Routes and Public View Protection

Alternative WSJ-6 would not have a visual impact on City of Seattle Designated Scenic Routes or Public View Protection areas, as the alignment is underground in a tunnel configuration throughout the West Seattle Junction Segment with the exception of the above-grade ancillary components of the station at Alaska Junction.

Light, Glare, and Shadows

The Alternative WSJ-6 alignment would not have any visual impacts on light, glare, or shadows due to the underground tunnel configuration.

4.3 Construction Impacts

Activities related to building the project would have temporary impacts on the visual environment. Section 2.7, Construction Approach, in Chapter 2 of the Final EIS provides an overview of potential construction activities and timing. The construction period for the project is anticipated to occur over a 5-year period. During this time, many construction activities and related effects would be seen by sensitive viewers, such as moving and storing equipment and materials; exposing soils; glare and lights associated with nighttime construction; storing construction materials; using cranes, in-water equipment, and barges for bridge construction; installing and using work trestles on Pigeon Point, and making general visual changes to the viewed landscape during the project construction period. As detailed in Table 2-6, Major Construction Activities and Duration, in Chapter 2 of the Final EIS, demolition and clearing activities are estimated to last between 2 months and 12 months, guideway construction between 2 years and 4 years, bridge construction between 3 years and 4 years over the Duwamish Waterway, tunnel construction approximately 2 years, and elevated station construction about 3 years. All of these activities would be seen by the public and some would be nearby and seen by sensitive viewers. Staging areas throughout the project corridor would range in size from about 1 acre per mile for elevated or at-grade construction to 3 to 5 acres for water-crossing structure construction.

Views toward the project for sensitive viewers will change during the construction period, and there will be impacts of varying degrees. Measures to reduce the effect of construction activities on views seen by sensitive viewers are identified in Section 5.

4.4 Indirect Impacts

The project could support changes to nearby land uses in station areas, as allowed by zoning. Increases in density of development that are allowed under zoning could occur and would likely be consistent with existing new development in West Seattle. This might result in changes to the visual setting of the areas where the project would support new and more dense development around station areas.

4.5 Consistency with Policies

As described in Section 2.3, Regulatory Requirements, the ordinance with the greatest number of policies that were examined for this technical report is Seattle Municipal Code Section 25.05.675, Specific Environmental Policies. The policies to examine are Policy P, Public View Protections (with an emphasis on views from City of Seattle Designated Scenic Routes); Policy K, Light and Glare; Policy Q, Shadows on Open Spaces; and Policy G, Height, Bulk and Scale. The effects of the project alternatives on Policies P, K, and Q are discussed in Sections 4.1, No Build Alternative, and 4.2, Build Alternatives, for each alternative's assessment; Policy G is discussed in Section 4.5.1 below and will be examined during the design review phase of the project.

There are other City of Seattle ordinances and policies that Sound Transit will need to consider, as appropriate, in coordination with the City of Seattle as part of the project that would have some influence on visual and aesthetic resources. In many cases, project design details related to the project are not far enough along to address the ordinances and/or policies, and in other cases the ordinances and policies are addressed in other sections of the Final EIS or will be addressed during final design. The following sections list some of the ordinances and policies that Sound Transit will need to examine for the project and include assessment related to visual and aesthetic resources.

4.5.1 Seattle Municipal Code Section 25.05.675, Specific Environmental Policies

Seattle Municipal Code Section 25.05.675 contains Policy G, Height, Bulk and Scale. This policy states that it is City policy that the "height, bulk, and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in the Land Use Element, Growth Strategy Element, and Shoreline Element of the Seattle Comprehensive Plan; the procedures and locational criteria for shoreline environment resignations set forth in Sections 23.60A.060 and 23.60A.220; and the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning." It describes how impacts might be mitigated. This policy goes on to state that a "project that is approved pursuant to the design review process is presumed to comply with these height, bulk, and scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk, and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decisionmaker pursuant to these height, bulk, and scale policies on projects that have undergone design review shall comply with design guidelines applicable to the project." This policy will be examined during the design review phase of the project.

4.5.2 Seattle Municipal Code Section 23.60A, Shoreline Master Program

The City's Shoreline Master Program contains two policies that may apply to the project. The first is Policy Q of Section 23.60A.152, General Development, which contains standards for lighting that states "Artificial night lighting shall first be avoided. If that is infeasible, lighting

should minimize night light impacts on the aquatic environment by focusing the light on the pier surface, using shades that minimize illumination of the surrounding environment and using lights that minimize penetration into the water, to the maximum extent feasible, considering the activities that occur at the site at night." The second possibly applicable policy includes Section 23.60A, which also contains policy sections under "Development" that describe view corridor requirements for development of "lots" on private lands and within public rights-of-way that are subject to Shoreline Master Program requirements. These requirements vary by shoreline designation but may require that view corridors of varying percentages of "lot" width (for developments on shoreline lots) be established on the lots to maintain views of the water from upland areas. This policy will be examined during the design review phase of the project.

4.5.3 Seattle Design Guidelines

The City of Seattle's Design Guidelines are the primary tool used in the review of proposed private projects by the Department of Construction and Inspections for administrative design review, and/or by Design Review Boards (City of Seattle 2013a). These guidelines apply to all areas of the city except downtown and are used in tandem with neighborhood plans.

The design guidelines are organized around three themes: context and site, public life, and design concept. Each theme includes three to four individual guidelines. The various guidelines within each theme can provide a large-scale transportation project such as the project with guidance to, among other things: help a proposed project employ the natural systems and features of a site; strengthen the urban pattern and form of the area surrounding the proposed project; provide and strengthen a sense of place near the proposed project; contribute to the architectural character of the neighborhood the proposed project would be in; improve the quality of public life by considering how a proposed project would reinforce or emphasize connectivity, walkability, street-level interactions among people; and integrate transportation systems.

In addition to the City's design guidelines, neighborhood guidelines have been developed that provide specific guidance for proposed projects in those neighborhoods. Several neighborhoods that the project would pass through have specific neighborhood design guidelines. The City's design guidelines are applied to neighborhoods that do not have specific neighborhood plans. Neighborhood design guidelines have "purview over all physical design elements within the private property lines." Some neighborhood design guidelines may contain comments related to design features outside of, but adjacent to, private property lines such as sidewalks and landscaping. These comments are advisory only. It should be noted that elements within public rights-of-way are under the purview of the Seattle Department of Transportation.

4.5.4 West Seattle Junction Neighborhood Design Guidelines

The West Seattle Junction design guidelines apply to proposed development projects in the West Seattle Urban Village that would be subject to design review (City of Seattle 2013b). The West Seattle design guidelines are organized around three themes: context and site, public life, and design concept. Guidelines within each theme can provide a large-scale transportation project such as the West Seattle Link Extension with guidance in the following:

- Using the natural systems and features of a site
- Strengthening the urban pattern and form of the portion of the West Seattle Junction area surrounding the West Seattle Link Extension
- Providing and strengthening a sense in the portion of the West Seattle Junction area near the West Seattle Link Extension

- Contributing to the architectural character of the neighborhood
- Improving the quality of public life by considering how the project would reinforce or emphasize connectivity, walkability, street-level interactions among people
- Integrating transportation systems

The stations associated with the various project alternatives would be designed to meet the intentions of the guidelines highlighted above. This will be accomplished through coordination with the City of Seattle.

The guidelines also identify Fauntleroy Way Southwest as a major pedestrian street and the portions of Southwest Oregon, Alaska, and Edmunds streets as important pedestrian connections. The walkability section of the design guidelines describes measures to create safe and comfortable walking environments that would be of relevance to the West Seattle Link.

Streetscapes associated with project stations and the rebuilding of sidewalks that would be removed during construction would help meet these aspirations.

The design guidelines also identify several gateways within the neighborhood. The project would pass by a gateway at Southwest Alaska Street and Fauntleroy Way Southwest as well as a gateway at Fauntleroy Way Southwest and 35th Avenue Southwest. Alternative WSJ-3a would include an elevated station over Southwest Alaska Street and Fauntleroy Way Southwest that would help create a gateway into this area. The stations in the Southwest Avalon Way area that would be on either side of 35th Avenue Southwest would help create gateways into the neighborhood.

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5 SOUND TRANSIT DESIGN AND MITIGATION MEASURES

5.1 Introduction to Design and Mitigation Measures

The project would result in changes in the visual environment of varying degrees throughout the project segments. Sound Transit has developed design measures that, where practical, would be incorporated into the project to help the alternatives visually fit in with their surroundings. In addition, Sound Transit has developed mitigation measures to reduce visual impacts of the project.

5.2 Sound Transit Design Measures

The following describes the design measures that Sound Transit would incorporate:

- Sound Transit would develop specific design criteria for the project that guide project design through a balanced set of systemwide elements and contextual elements, such as a consistent architectural theme for elevated elements and stations, consistent signage, and a systemwide art program. Interdisciplinary teams would develop these criteria with input from local communities and the City of Seattle and integrate these criteria with existing plans, including plans for redevelopment.
- Sound Transit will work collaboratively with applicable City of Seattle agencies and adjacent communities throughout the design process to minimize visual impacts and develop a civic aesthetic for each station that is aligned with the community vision.
- Through design review in coordination with the City of Seattle, Sound Transit would consider measures to minimize impacts to visual quality from the Duwamish water crossings, such as design guidelines and context-sensitive design.
- Sound Transit would surplus the remainder of the parcels, not needed after construction, which could potentially be redeveloped consistent with Sound Transit's Transit Oriented Development Policies and City of Seattle plans.
- When possible, Sound Transit would preserve existing vegetation.
- Sound Transit would plant appropriate vegetation within and adjoining the project right-of-way to replace existing street trees and other vegetation removed for the project, or provide screening for sensitive visual environments and/or sensitive viewers. New plantings would be consistent with Sound Transit operations and maintenance requirements and would be low-maintenance-type plant material for the long-term growth and health of the plantings. The planting design would emphasize the use of native, adaptive, hardy, drought tolerant, low-maintenance material that can attract bees and butterflies and exist without supplemental water in the local climate after the establishment period.
- Sound Transit would design exterior lighting at stations, tail tracks, and hi-rail access to minimize height and use source shielding to avoid lighting bulbs that would be directly visible from residential areas, streets, and highways. Shielding would also limit spillover light and glare in residential areas.
- During construction, Sound Transit would provide visual screening along some areas where construction activities would be seen by nearby sensitive viewers. Visual screening would include construction of a barrier to screen ground-level views into construction areas where practical. Nighttime construction lighting would be shielded and directed downward to avoid light spillover onto adjacent sensitive uses.

5.3 Mitigation Measures

In addition to the design measures described in Section 5.2, Sound Transit has developed the mitigation measures described in the following sections, which would be applied within the project study area near the locations of sensitive viewers shown on Figures 3-1, 3-2, and 3-3. Sound Transit would further refine the mitigation measures as project design progresses. The design of all structures for the alternative selected to be built, including access ramps, traction power substation facilities, and vent structures, will continue to be refined through preliminary design to minimize visual impacts to surrounding sensitive viewers.

The following are descriptions by segment of where the site-specific mitigation measures within the project study area would be applied. Most of the visual quality impacts to these areas would be mitigated by planting screening vegetation where appropriate along the edge of construction footprints or within residential properties (if desired by residents) to screen views of proposed project components and/or areas that are currently screened by vegetation that would be removed. Existing plant material would be protected to the greatest extent possible to preserve a sense of scale and history. Plant material would be used to enhance the visual quality of the station areas and to integrate them with their surrounding environment. Plant selection would be limited to native and adaptive plants that are suitable for the northwest climate and will thrive in the environment in which they are planted. For safety purposes, vegetation types and locations would adhere to Sound Transit clear zone requirements and setbacks. It should be noted that the use of vegetation to buffer or screen views of Build Alternative elements would not provide immediate mitigation. Depending upon the location of the vegetation in relationship to sensitive viewers, distance to Build Alternative elements, size of the elements, and the growth rates of the vegetation selected, effective screening of the elements could take 5 to 10 years and perhaps as long as 15 years. Impacts associated with some of the higher elements of the alternatives, such as bridges crossing the West Waterway or the taller alternatives passing along Southwest Genesee Street, could not be mitigated. The impacts of the elements on sensitive viewers could be lessened with the strategic planting of vegetation, but the elements themselves would be too large to screen and they would produce unavoidable impacts.

5.3.1 Duwamish Segment

5.3.1.1 Area 1: Residential Areas along 22nd Avenue Southwest and 23rd Avenue Southwest

The following measure would apply to Preferred Alternative DUW-1a and Option DUW-1b:

- Following construction, plant vegetation where appropriate to screen views of areas to the west, elevated guideway, and Delridge Way Southwest from remaining residences on 23rd Avenue Southwest.

5.3.2 Delridge Segment

5.3.2.1 Area 1: Residences along Delridge Way Southwest and 23rd Avenue Southwest from Eastern Edge of Segment to Southwest Andover Street

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to screen views of areas to the west, the elevated guideway, and Delridge Way Southwest from remaining residences on 23rd Avenue Southwest.

5.3.2.2 Area 2: 23rd Avenue Southwest South of Southwest Andover Street

The following measure would apply to Alternative DEL-3 and Alternative DEL-4:

- Following construction, plant vegetation where appropriate to screen views of elevated guideway, Delridge Way Southwest, and views to the west from remaining residences on 23rd Avenue Southwest.

5.3.2.3 Area 3: Delridge Way Southwest, 25th Avenue Southwest, and 26th Avenue Southwest

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-1a, Option DEL-1b, Alternative DEL-2a, Option DEL-2b, Alternative DEL-3, Alternative DEL-4, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to screen views of elevated guideway from remaining residences along Delridge Way Southwest, 25th Avenue Southwest, and 26th Avenue Southwest.

5.3.2.4 Area 4: Delridge Playfield and Community Center

The following measure would apply to Alternative DEL-1a, Option DEL-1b, Option DEL-2b, Alternative DEL-3, and Alternative DEL-4:

- Following construction, plant screening vegetation where appropriate within the northwest edge of the park, if the City of Seattle desires, to screen views of the elevated guideway.

5.3.2.5 Area 5: West Seattle Golf Course

The following measures would apply to Alternative DEL-1a, Option DEL-1b, and Alternative DEL-3:

- Although the elevated guideway could not be screened by vegetation, plant vegetation where appropriate to screen views of Southwest Genesee Street and frame views of the downtown skyline.
- Following construction, plant vegetation in a manner and pattern similar to the vegetation within the golf course that would be removed for construction.

Because Option DEL-2b would not enter the golf course's area of play, no mitigation measures are recommended.

The following measure would apply to Alternative DEL-2a and Alternative DEL-4:

- Redesign and revegetate the north end of the golf course that would be impacted and include screening vegetation where appropriate to block views of the elevated guideway, transition to the portal, and portal.

5.3.2.6 Area 6: Residential Areas North of Southwest Genesee Street and Longfellow Creek Natural Area

The following measures would apply to Preferred Option DEL-6b, Alternative DEL-1a, Alternative DEL-2a, Alternative DEL-3, Alternative DEL-4, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate that would not conflict with the light rail operations in front of remaining residences on north side of Southwest Genesee Street to replace vegetation removed for construction.
- Following construction, plant screening vegetation where appropriate along perimeter of stormwater detention facility to block views from adjacent residences.

The following measure would apply to Option DEL-1b and Option DEL-2b:

- Following construction, plant replant vegetation (subject to Sound Transit height restrictions for vegetation planted near elevated guideways) in front of remaining residences on north side of Southwest Genesee Street, to replace vegetation removed for construction.

5.3.2.7 Area 7: Southwest Avalon Way

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would place an elevated guideway over the center of Southwest Avalon Way. It would be clearly seen by adjacent residents, but there would be no mitigation measures to reduce its impact due to limited planting areas within the plaza and pedestrian circulation areas. Therefore, no mitigation measures are recommended in this area.

5.3.2.8 Area 8: Southwest Yancy Street

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to help screen views of the elevated guideway from remaining industrial buildings on both sides of Southwest Andover Street and Southwest Yancy Street.

5.3.2.9 Area 9: 32nd Avenue Southwest

The following measure would apply to Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7:

- Following construction, plant vegetation where appropriate to help screen views of the elevated guideway from remaining residences on both sides of 32nd Street Southwest.

5.3.3 West Seattle Junction Segment

5.3.3.1 Area 1: North of Fauntleroy Way Southwest along 35th Avenue Southwest, 37th Avenue Southwest, 38th Avenue Southwest, and 39th Avenue Southwest

The following measure would apply to Alternative WSJ-1 and Alternative WSJ-2:

- Following construction, plant screening vegetation where appropriate along the edge of construction footprint.

5.3.3.2 Area 2: Along 42nd Avenue Southwest and California Avenue Southwest.

The following measure would apply to Alternative WSJ-1:

- Following construction, plant screening vegetation where appropriate along the edge of construction footprint

5.3.3.3 Area 3: Along 35th Avenue Southwest and Southwest Genesee Street

The following measure would apply to Alternative WSJ-1:

- Following construction, plant screening vegetation where appropriate along the edge of construction footprint.

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6 REFERENCES

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Attachment N.2A
Key Observation Point Analysis

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Table of Contents

Figures

Tables

Acronyms and Abbreviations

KOP	key observation point

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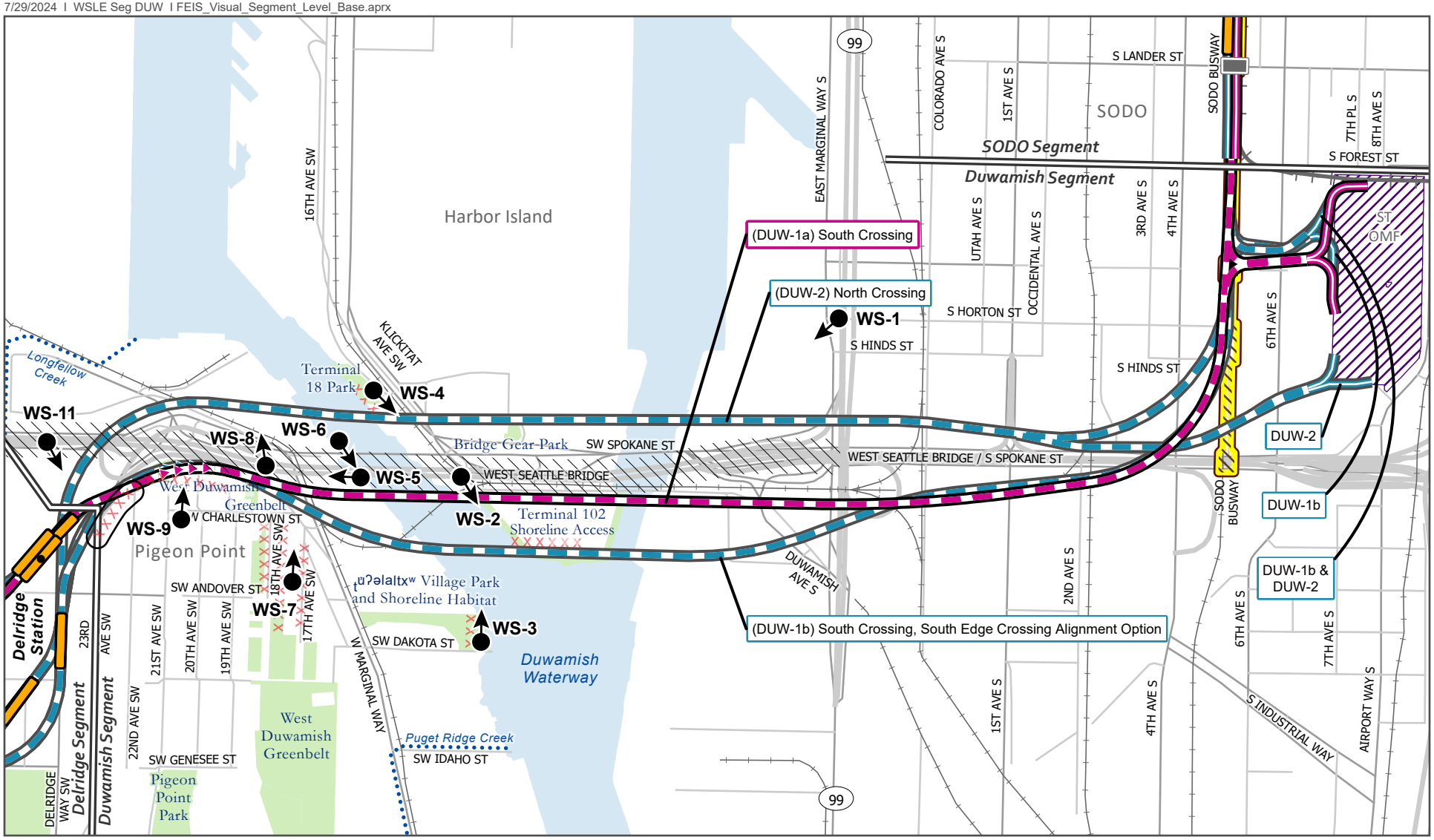
1 INTRODUCTION

This attachment explains how the West Seattle Link Extension Project (the project) alternatives would influence the visual character and quality of the areas they would pass through, as seen from selected key observation points (KOPs). Figures 1-1 through 1-3 identify the locations of the KOPs by segment analyzed. The KOPs described in this attachment were selected in consultation with the City of Seattle. They depict a range of locations and types of views, such as views looking up at alternatives to represent views of elevated guideways from areas below them, views looking perpendicular toward alternatives to represent level views from adjacent areas, and views looking down at alternatives to represent views from hillsides toward alternatives below. KOPs were selected to represent views that would be seen by sensitive viewers from locations such as residential areas and recreation areas. Sensitive viewers include residents and users of recreation areas, such as parks, who are very familiar with, and/or concerned with, a viewed landscape and would notice changes to it. Some locations for KOPs were selected to represent views from streets and bridges that have been identified as City of Seattle Designated Scenic Routes. Several views were chosen to depict entries or gateways into neighborhoods from locations that do not necessarily have sensitive viewers but are very familiar to residents entering the neighborhood.

1.1 Simulations

The simulations included in this attachment were developed using the conceptual design drawings available when the Draft Environmental Impact Statement was being developed, or approximately 10 percent of design completion. The simulations do not contain many engineering details that would be further developed through final design and do not depict the avoidance and minimization measures described in the main section of this technical report. Overhead utility locations could change as a result of future coordination with utility providers. Sound Transit will incorporate specific measures to mitigate visual impacts as it develops the detailed design for the light rail facilities. Avoidance, minimization, and mitigation measures will be developed further by interdisciplinary teams and in coordination with the City of Seattle. These measures will likely “soften” or screen views of the components compared to how the components are depicted in the simulations contained in this attachment. 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. In addition, the simulations are valuable for depicting differences between the alternatives and options.

All of the alternatives would build a bridge over the Duwamish Waterway (also known as the Duwamish River). High-level fixed bridge structure types could include a balanced cantilever segmental box girder over the East Waterway and cable-stayed or truss for the bridge over the West Waterway for Preferred Alternative DUW-1a. Option DUW-1b and Alternative DUW-2 could be constructed with a balanced cantilever segmental box girder, extradosed, cable-stayed, or truss superstructures over the West Waterway. The various types of bridges are depicted in Figure 2-50 in Section 2.7.7, Bridge Light Rail Construction - Over-water Crossings, of the Final EIS. The bridge structure types would be determined during final design based on various factors, including engineering constraints, environmental effects, cost, and coordination with other agencies on permitting requirements.



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass
- Sound Transit Operations and Maintenance Facility (ST OMF)
- Piped Stream
- Park

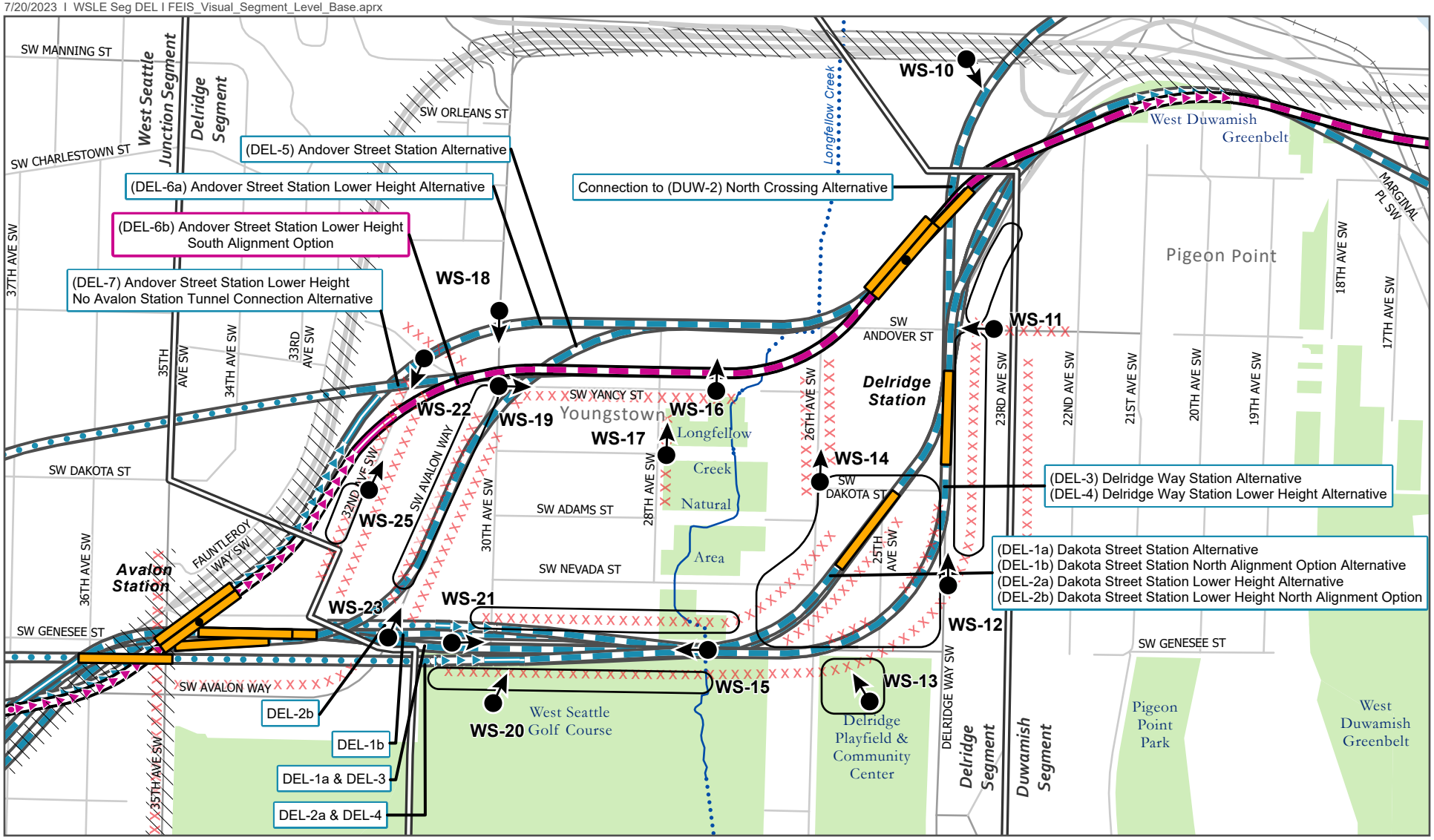
- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

N

FIGURE 1-1
Visual Setting and Impacts
Duwamish Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

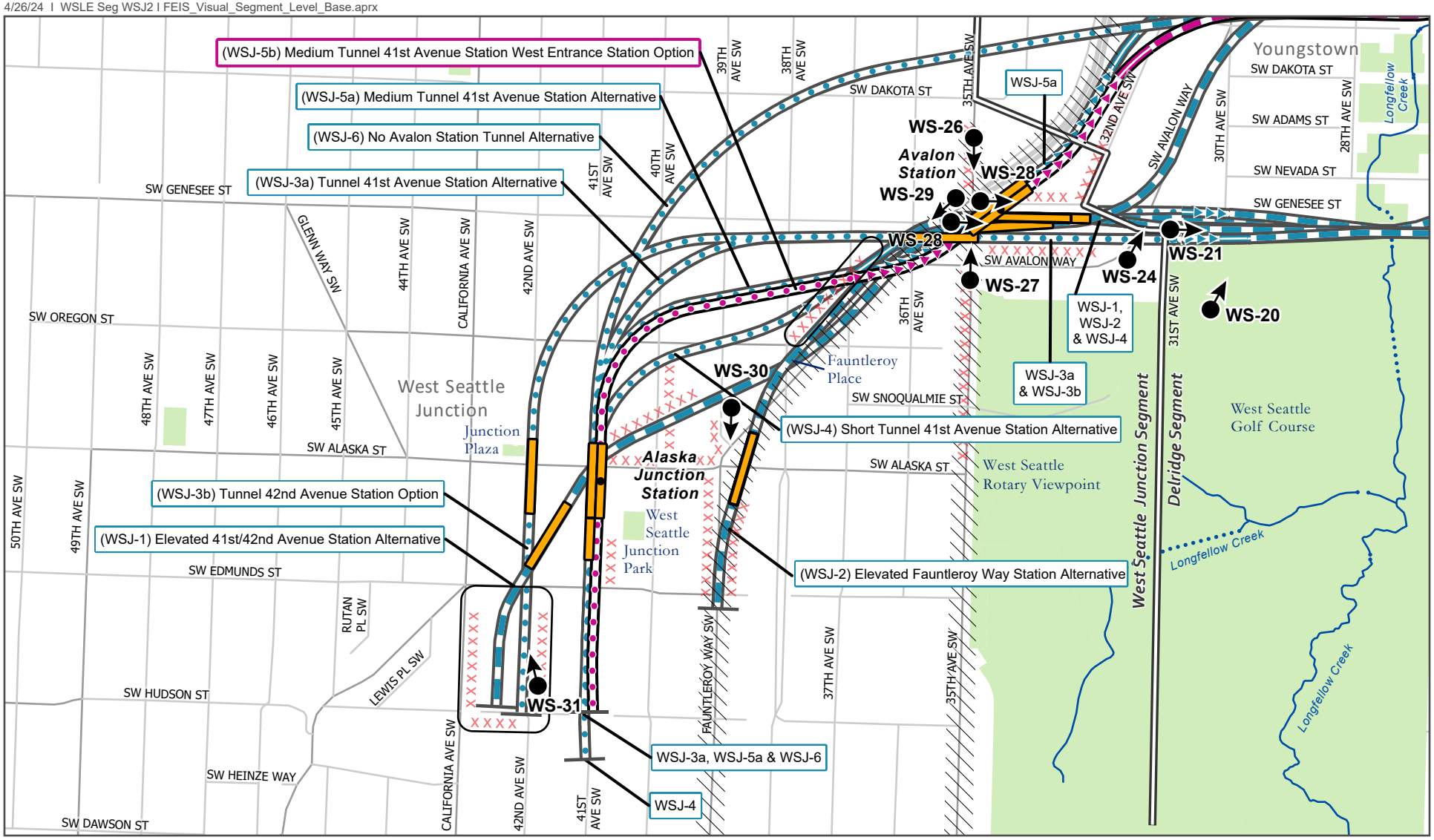
- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

FIGURE 1-2
Visual Setting and Impacts
Delridge Segment

West Seattle Link Extension



Source: City of Seattle, King County (2023).

Preferred Alternative
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Other Alternatives
- Elevated
- Tunnel
- At-Grade
- Retained Cut

Station (● *Indicates Preferred Alternative*)
- New

- Segment Line
- Stream
- Piped Stream
- Park

- Key Observation Point (KOP) and View Direction
- City of Seattle Designated Scenic Route
- Location of impact to visual quality with one or more alternatives near areas with concentrations of sensitive viewers
- XXXXX Approximate Areas with Concentration of Sensitive Viewers

0 500 1,000 Feet

N

FIGURE 1-3
Visual Setting and Impacts
West Seattle Junction Segment

West Seattle Link Extension

1.2 Analysis Methodology

Sound Transit used a methodology specifically designed to analyze the visual impacts of linear rail projects in an urban setting. Sound Transit's methodology draws upon established Federal Highway Administration guidelines (Federal Highway Administration 1988), with several key differences such as the identification of viewer sensitivity and the use of a qualitative rather than quantitative scale. The 2015 Federal Highway Administration guidelines were also consulted (Federal Highway Administration 2015). Sound Transit's methodology was applied by professionally credentialed landscape architects. For linear projects such as the West Seattle Link Extension, it is important to select locations that can serve as representatives of areas found along routes of a proposed project from which the project would be seen. These locations are called KOPs and are used to depict current views toward a proposed project and how the views would change with the project.

The KOPs that are used in this technical report represent a variety of types of view locations and a variety of locations that would be seen by different types of viewers. The locations were selected with input from the City of Seattle.

Visual quality is an assessment of the composition of the character-defining features for selected views of landscapes. A visual quality assessment asks: Is this particular view common or dramatic? Is it a pleasing composition (with a mixture of elements that seem to belong together) or not (with a mixture of elements that either do not belong together or are visual intrusions that contrast with the other elements in the surroundings)? Visual quality is evaluated in terms of three components; vividness, intactness, and unity. The three components are described below.

Vividness is the degree of drama, memorability, or distinctiveness of the landscape. Vividness is composed of four elements—landform, vegetation, water features, and human-made elements—that usually influence the degree of vividness.

Intactness is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. Intactness is composed of two primary elements—development and encroachment—that influence the degree of intactness.

Unity is the degree of visual coherence and compositional harmony of the landscape when it is considered as a whole. High unity frequently attests to the careful design of individual components and their relationship in the landscape.

The three components of visual quality are considered together to determine visual quality. Federal Highway Administration methodology uses a seven-point scale that rates each of the three components and then divides the totals by three to come up with a visual quality rating that can be anywhere from 1 (very low) to 7 (very high). The fairly complex seven-point Federal Highway Administration scale was simplified in this technical report to three general levels of visual quality: low, average, and high. The descriptions of the three simplified visual quality categories are as follows:

Low Visual Quality – Areas with low visual quality have some combination of features that seem visually out of place, lack visual coherence, do not have compositional harmony, and/or might contain unsightly elements.

Average Visual Quality – Areas with average visual quality are commonly occurring or average-appearing landscapes that have a generally pleasant appearance but might lack enough vividness (distinctiveness, memorability, and drama), and/or intactness (the elements in the views "fit" with their natural and human-built surroundings) and/or unity (compositional harmony) to place them in the high visual quality category. Average Visual Quality is generally

the most frequent category. In this technical report, a view with high-average visual quality would have vividness, intactness, and unity characteristics that would be slightly higher than average, but not enough to qualify as high average. Likewise, a view with low-average visual quality would have slightly lower than average vividness, unity, and intactness characteristics, but not enough to have low visual quality.

High Visual Quality – Areas with high visual quality must be outstanding in terms of being very memorable, distinctive, unique (in a positive way), and/or intact—they can be natural, park-like, or urban, with urban areas displaying strong and consistent architectural and urban design features.

Because the vast majority of the visual quality of the areas the project alternatives would pass through is average, the average category was further refined to high average, average, and low average. This refinement assisted in describing changes to visual quality from alternatives in situations where the existing average visual quality of a view from a KOP might be lowered but still remain in the "average" category. By using high average, average, and low average, a better description of the influence of an alternative on visual quality could be made. For example, if an alternative lowered the existing above average visual quality of a view from a KOP to low average, that information would be important to know, rather than simply stating the average visual quality of the view from a KOP would remain average with that alternative. Where the existing visual quality category would be reduced one or more categories (from high to average, from high to low or from average to low), it was determined that an impact to visual quality would occur if the changes were seen by sensitive viewers. If the changes would not be seen by sensitive viewers, the reduction in visual quality was noted, as was the conclusion that the change would not produce a visual impact.

The assessments in this attachment were made by three senior landscape architects who conducted visual impact assessments. The group first rated the existing condition photographs of each KOP and assigned visual quality categories to each. The group then examined the simulations of the alternatives that were developed for each KOP and rated the view using the same rating criteria as was used to establish the existing visual quality category.

2 DUWAMISH SEGMENT

2.1 KOP WS-1 Highway 99 Viaduct SB Lane/Horton, Looking Southwest

2.1.1 Existing Condition

KOP WS1 is what travelers on southbound State Route 99 (a City of Seattle Designated Scenic Route) would see when looking southwest across the Duwamish Waterway toward West Seattle. This view is from the roadway and as such, would not be seen by sensitive viewers. This oblique view of the West Seattle Bridge (Figure 21a) has high average memorability or vividness because of the height of the bridge, partial view across the water, and view of the West Seattle hillsides in the distance. Vividness is also high average because the curved bridge form fits with the landform in the background. Utility structures and storage facilities are strong components of this KOP. The overall intactness is average because the marine-related uses are distinct from the forested hillside. Unity is low average because of the mix of uses. The quality of the view is average primarily because the bridge is a memorable landmark, the greenbelt is mostly intact, and the bridge form fits with the landform. However, the port terminal facility in the foreground provides competing elements with the bridge.

Figure 2-1a. KOP WS-1: Existing Condition

2.1.2 Summary of Visual Quality Changes, by Alternative

Table 2-1 compares the ratings for visual quality components in the existing condition at KOP WS-1 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-1. KOP WS-1 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Vividness	High Average	High Average	High Average	High Average
Intactness	Average	Low Average	Low Average	Low Average
Unity	Low Average	Low	Low Average	Low
Visual Quality	**Average**	**Low Average**	**Low Average**	**Low Average**

Note: All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder and a cable-stayed type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.1.2.1 Preferred South Crossing Alternative (DUW-1a)

The presence of the elevated guideway and cable-stayed structure would be dominant from this view along State Route 99 toward the West Seattle Bridge in the distance (Figure 2-1b). The vividness would remain high average due to the presence of the existing bridge, and the cable-stayed segment would visually emphasize the overall structure. The intactness would be reduced to low average, and the unity would be reduced to low due to the lack of unity between the bridges and the disrupted relationship to the greenbelt landscape in the background. The visual quality of the view would be reduced to low average but would not be a visual impact.

Figure 2-1b. KOP WS-1: Preferred Alternative DUW-1a

2.1.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The presence of the elevated guideway and arching structure would be dominant from this view along State Route 99 toward the West Seattle Bridge in the distance (Figure 2-1c). The vividness would slightly reduce to high average due to the disparity between ascending and descending structural elements. The intactness would be reduced to low average, and the unity would be reduced to low average due to the lack of unity between the bridges and the competing components in the foreground, the disruption to the greenbelt in the background, and the increase in human-made elements. The visual quality of the view would be reduced to low average and would not be a visual impact.

Figure 2-1c. KOP WS-1: Option DUW-1b

2.1.2.3 North Crossing Alternative (DUW-2)

The presence of the elevated guideway and cantilever box girder structure would be dominant from this view along State Route 99 toward the West Seattle Bridge (Figure 2-1d). The vividness would remain as high average due to the memorability of the structure in the foreground and its dominance over the West Seattle Bridge in the background. The intactness would be reduced to low average because it encroaches on a view of the greenbelt. The unity would reduce to low due to the visual clutter and competing components in the foreground. The visual quality of the view would be reduced from average to low average but would not be a visual impact.

Figure 2-1d. KOP WS-1: Alternative DUW-2

2.2 KOP WS-2: West Seattle Bridge Westbound, Looking South

2.2.1 Existing Condition

KOP WS-2 was selected to depict views that people traveling on the West Seattle Bridge (a City of Seattle Designated Scenic Route) would see when looking south. This oblique view includes industrial lands and docks and piers along the Duwamish Waterway, the waterway itself, Boeing Field, and Mount Rainier, 57 miles to the south (Figure 2-2a). The memorability or vividness of this view is primarily dependent upon two factors: its elevation over a body of water and views of Mount Rainier. When Mount Rainer is visible on clear days, the vividness of the view is high, despite the industrial setting of the uplands and waterway. When Mount Rainier is not visible, foreground and middle ground views of industrial land uses decrease vividness. The mixture of industrial elements of varying sizes and appearances (including vapor plumes) creates a view with a low intactness even when Mount Rainier is visible. When visible, Mount Rainier's contrast with the industrial setting in the foreground and middle ground is high, and the unity of the view is less than when the mountain is not visible. The unity of the view is low average, as is the visual quality. This view is from the roadway and as such, would not be seen by sensitive viewers.

Figure 2-2a. KOP WS-2: Existing Condition

2.2.2 Summary of Visual Quality Changes, by Alternative Summary of Visual Quality Changes, by Alternative

Table 2-2 compares the ratings for visual quality components in the existing condition at KOP WS-2 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-2. KOP WS-2 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Algernative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)
Vividness	High	Low	Average
Intactness	Low	Low	Low
Unity	Low Average	Low	Low Average
Visual Quality	**Low Average**	**Low**	**Low Average**

Notes:

Alternative DUW-2 would not be seen from this view and therefore was not simulated or included in this table.

All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder or a cable-stayed type bridge. Sound Transit is studying multiple bridge types, all of which are not shown.

2.2.2.1 Preferred South Crossing Alternative (DUW-1a)

The nearby presence of the elevated guideway and trains would change the view to the south (Figure 2-2b) with Preferred Alternative DUW-1a. Most views to the south would be obscured, except for train users, and the ratings of vividness and unity of the visual quality components would be reduced to low, as would visual quality. This would be a visual impact.

Figure 2-2b. KOP WS-2: Preferred Alternative DUW-1a

2.2.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The Duwamish Waterway would still be seen by travelers, but the elevated guideway for Option DUW-1b would encroach on views to the south of the waterway and industrial lands (Figure 2-2c*)*. The elevated guideway would encroach upon views of Mount Rainier at this elevation on the West Seattle Bridge. The high vividness of the existing view is achieved in part because it is all-encompassing. That panoramic view would be impeded by this alternative, except for train users, and the vividness would be reduced to from high to average. The low intactness would remain. From this location on the West Seattle Bridge, the low average unity of the view would not change. The visual quality of the view would remain low average. No visual impact would occur.

Figure 2-2c. KOP WS-2: Option DUW-1b

2.3 KOP WS-3: View from and Shoreline Habitat, Looking North

2.3.1 Existing Condition

KOP WS-3 was selected to depict views that visitors to ʟuʔələltxʷ Village Park and Shoreline Habitat would see when looking north across the Duwamish Waterway toward Harbor Island. The view includes the West Seattle Bridge, Duwamish Waterway, boat moorage, Harbor Marina Corporate Center at Terminal 102, and Terminal 18 gantry cranes (Figure 2-3a). The memorability or vividness of this view is the view across the water with recognizable downtown buildings that are partially obstructed in the background and the West Seattle Bridge. The quality of the view is average because the covered boat moorage and office building detract from the intactness and unity of the view.

Figure 2-3a. KOP WS-3: Existing Condition

2.3.2 Summary of Visual Quality Changes, by Alternative

Table 2-3 compares the ratings for visual quality components in the KOP WS-3 existing condition, with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-3. KOP WS-3 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a Cable-stayed Bridge)	Preferred South Crossing Alternative (DUW-1a Truss Bridge)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Vividness	High Average	High	High	High	High Average
Intactness	Average	Average	Average	High Average	Average
Unity	Average	Low Average	Average	High Average	Average
Visual Quality	**Average**	**Average**	**Average**	**High Average**	**Average**

Note:

All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder, a cable-stayed, and a truss type bridge. Sound Transit is studying multiple bridge types, all of which are not shown.

2.3.2.1 Preferred South Crossing Alternative (DUW-1a), Cable-stayed Bridge

With Preferred Alternative DUW-1a, the visually dominant cable-stayed structure would create a dramatic and memorable change (Figure 2-3b). The vividness would increase slightly from a high average to a high rating for sensitive viewers, even with the presence of the existing boat moorage in the foreground. The intactness would remain average as the preferred alternative is considered another human-built element in the landscape and would maintain partially obstructed views to Downtown Seattle, of the boat moorage, and of the existing buildings in the foreground. The unity would be lowered slightly to low average due to the addition of another element adding to the complexity of the waterway view in the foreground. The visual quality would remain as average, which would not be a visual impact.

Figure 2-3b. KOP WS-3: Preferred Alternative DUW-1a, Cable-stayed Bridge

2.3.2.2 Preferred South Crossing Alternative (DUW-1a), Truss Bridge

With Preferred Alternative DUW-1a, the visually prominent truss structure would create a remarkable and memorable change (Figure 2-3c). The vividness rating would increase slightly from a high average to a high rating for sensitive viewers because the structure would align horizontally with the West Seattle Bridge. The intactness would remain average as the preferred alternative is considered another human-built element in the landscape and would maintain views to Downtown Seattle and the boat moorage in the foreground. The unity rating would remain average due to the truss structure consistent within the context of the working and recreational waterfront. The visual quality would remain as average, which would not be a visual impact.

Figure 2-3c. KOP WS-3: Preferred Alternative DUW-1a, Truss Bridge

2.3.2.3 South Crossing South Edge Crossing Alignment Option (DUW-1b)

With the structure's alignment being closer to sensitive viewers with Option DUW-1b, the light rail bridge structure would become more apparent (Figure 2-3d). Consequently, the vividness would increase slightly to high due to the height of the structure and larger presence in the landscape. The intactness and the unity would increase slightly due to the widely spaced guideway columns and the removal of the boat moorage in the waterway, thus balancing the view and providing an increased level of visual coherence. The visual quality would increase slightly from average to high average due to the slight increase in vividness, which would not be a visual impact.

Figure 2-3d. KOP WS-3: Option DUW-1b

2.3.2.4 North Crossing Alternative (DUW-2)

With Alternative DUW-2, the light rail bridge structure would align and merge with the horizontal profile of the existing West Seattle Bridge and maintain partial existing views of Downtown Seattle and foreground views of the boat moorage, existing buildings, and waterway (Figure 2-3e). This alternative would maintain the vividness rating of high average. Due to the alignment and the horizontal profile, most of the existing view would be maintained and Alternative DUW-2 would not affect intactness or unity levels. The visual quality would remain unchanged, which would not be a visual impact.

Figure 2-3e. KOP WS-3: Alternative DUW-2

2.4 KOP WS-4: Terminal 18 Park, Looking Southwest

2.4.1 Existing Condition

Terminal 18 Park is located along the Duwamish Waterway shoreline, with views of the waterway and West Seattle. The view from KOP WS-4 includes the West Seattle Bridge, a small part of a forested greenbelt, and nearby industrial land uses (Figure 2-4a). The primary visual elements in the view are the West Seattle Bridge, Duwamish Waterway, nearby industrial land uses, and utility structures. In the distance, the eastern slope of the Admiral District is also visible. The memorability or vividness of this view is high average and is primarily dependent on its view across the water; the West Seattle Bridge structure, which is vivid; and the foreground shoreline. The overall quality of the view is low average because the view lacks both unity and intactness of the visual integrity and coherence.

Figure 2-4a. KOP WS-4: Existing Condition

2.4.2 Summary of Visual Quality Changes, by Alternative

Table 2-4 compares the ratings for visual quality components in the existing condition at KOP WS-4 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-4. KOP WS-4 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)
Vividness	High Average	Average	Average
Intactness	Low Average	Low	Low
Unity	Low Average	Low Average	Low
Visual Quality	**Low Average**	**Low Average**	**Low Average**

Note: Alternative DUW-2 would not be seen from this view. The alignment is above the viewer and therefore was not simulated or included in this table.

All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.4.2.1 Preferred South Crossing Alternative (DUW-1a)

KOP WS-4 represents recreational sensitive viewers at Terminal 18 Park. The Preferred Alternative DUW-1a guideway would become another human-made element in the landscape (Figure 2-4b). The height and scale of the structure would be consistent with the existing West Seattle Bridge but obscure views to the greenbelt in the background and slightly lower the vividness from high average to average. The structure would add enough visual complexity to change the intactness to low. While the third elevated guideway (in addition to the West Seattle Bridge and the Spokane Street Bridge) would add to the unity, it would not be enough to offset the loss of the greenbelt views in the background. The visual quality of this alternative would remain as low average, which would not be a visual impact.

Figure 2-4b. KOP WS-4: Preferred Alternative DUW-1a

2.4.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The Option DUW-1b guideway would become another human-made element in the landscape for recreational sensitive viewers at Terminal 18 Park (Figure 2-4c). The height of Option DUW-1b would be slightly lower than that of Preferred Alternative DUW-1a and would obscure more of the view to the greenbelt in the background, which would slightly lower the vividness from high average to average. The guideway structure would add enough additional visual complexity to change the intactness to low. While this third elevated guideway in the view would add to the unity, its lower vertical profile would increase the loss of the greenbelt views in the background compared to Preferred Alternative DUW-1a and would decrease to low. The visual quality of Option DUW-1b would be reduced to low average but not enough to be a visual impact.

Figure 2-4c. KOP WS-4: Option DUW-1b

2.5 KOP WS-5: West Seattle Bridge Westbound, Looking West toward Pigeon Point

2.5.1 Existing Condition

KOP WS5 was selected to represent views that people traveling on the West Seattle Bridge (a City of Seattle Designated Scenic Route) would see when looking west toward the northern extent of Pigeon Point and beyond. The primary visual elements in the view are the hillside greenbelt parkland that abuts the eastbound lane of the West Seattle Bridge (Figure 2-5a). The Admiral District neighborhood is visible in the distance. When both Pigeon Point and the hilltop neighborhood of Admiral District are visible, the vividness of the view is moderately high. The natural elements of the greenbelt create a higher degree of unity and intactness to the overall view; however, the appearance of a wide roadway and industrial uses through the otherwise residential West Seattle neighborhood would decrease the visual unity and intactness to low average. The visual quality of the existing view is average.

Figure 2-5a. KOP WS-5: Existing Condition

2.5.2 Summary of Visual Quality Changes, by Alternative

Table 2-5 compares the ratings for visual quality components in the existing condition with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-5. KOP WS-5 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Vividness	High Average	Average	Average	High Average
Intactness	Low Average	Low	Low	Low Average
Unity	Low Average	Low	Low	Low Average
Visual Quality	**Average**	**Low**	**Low**	**Average**

Note: Alternative DUW-2 would change the appearance of this area, but to a lesser degree than Preferred Alternative DUW-1a and Option DUW-1b and therefore was not simulated or included on this table.

2.5.2.1 Preferred South Crossing Alternative (DUW-1a)

KOP WS-5 represents a driver's perspective heading west into West Seattle on the West Seattle Bridge (Figure 2-5b). The introduction of retaining walls and the guideway under Preferred Alternative DUW-1a would interrupt the natural landform and forested hillside of Pigeon Point, which would reduce the distinctiveness of the landscape and vividness from high average to average. The addition of the retaining walls and guideway would become part of the transportation infrastructure in this area and decrease the intactness of the view to low. The relationship between the structures, the existing roadway, and the removal of vegetation would slightly reduce the compositional harmony (unity) between the existing forested landform to low. The visual quality would be reduced from average visual quality to low, which would be a visual impact.

Figure 2-5b. KOP WS-5: Preferred Alternative DUW-1a

2.5.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The introduction of retaining walls and the guideway with Option DUW-1b would disrupt the natural landform and forested hillside of Pigeon Point, which would reduce the distinctiveness of the landscape and vividness from high average to average. The inclusion of the retaining walls and guideway curvature would become part of the encroachment of the transportation infrastructure, as shown in Figure 2-5c, and would decrease the intactness of the view to low. The relationship between the structures, the existing highway, and the removal of vegetation would slightly reduce the compositional harmony between the existing forested landform to low. The visual quality would be reduced from average visual quality to low, which would be considered a visual impact.

Figure 2-5c. KOP WS-5: Option DUW-1b

2.5.2.3 North Crossing Alternative (DUW-2)

Under Alternative DUW-2 the natural landform and vegetated hillside of Pigeon Point (Figure 2-5d) would be preserved; as such, the distinctiveness of the existing view would be maintained. As the alternative traverses the West Seattle Bridge, the guideway would create somewhat of a new gateway element into West Seattle, which would be a visual change. However, there would not be enough of a visual change to lower the existing vividness level (high average). The elevated alignment may be noticeable but blends in with the commercial and industrial background view near the lower portion of the West Seattle Bridge and maintains views to greenbelts and residential buildings; as such, the intactness and unity would also remain unchanged (from low average). The overall average visual quality would remain unchanged and is not considered a visual impact.

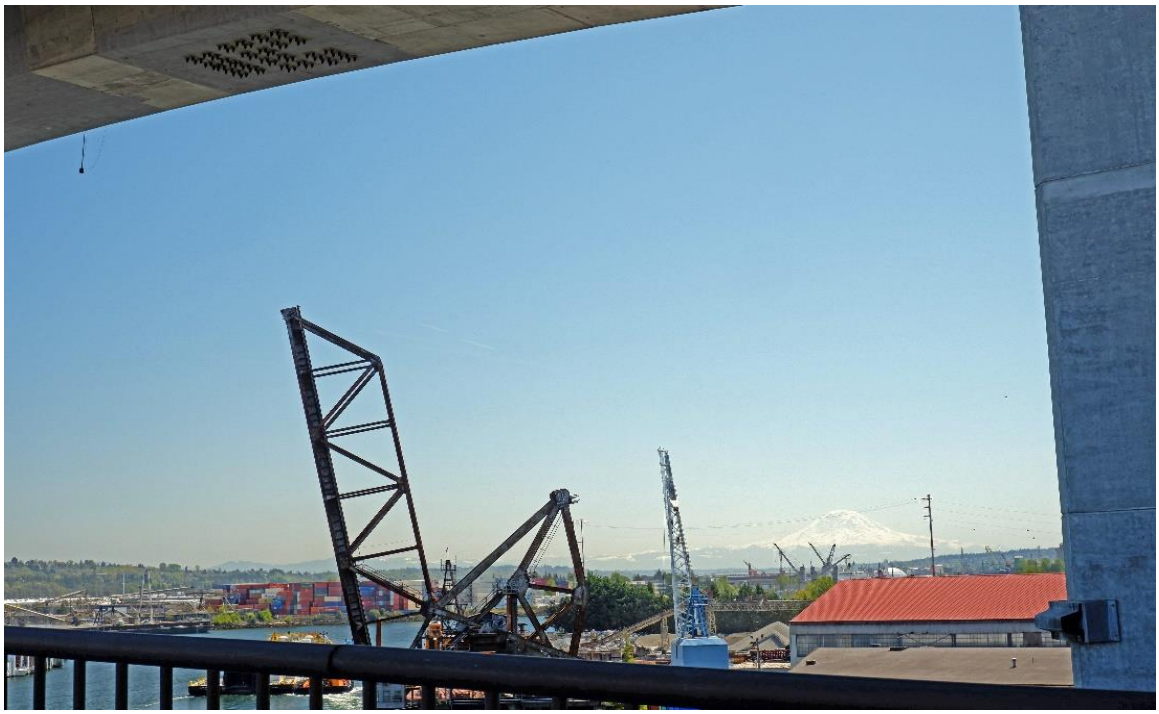
Figure 2-5d. KOP WS-5: Alternative DUW-2

2.6 KOP WS-6: Southwest Spokane Street/West Seattle Bridge Trail, Looking Southwest toward Mount Rainier

2.6.1 Existing Condition

KOP WS6 was selected to depict views that pedestrians and non-motorized traffic would see when traveling on the West Seattle Bridge Trail (a City of Seattle Designated Scenic Route). The view includes the West Seattle Bridge piers, Duwamish Waterway, nearby industrial land uses, and Mount Rainier, which is 57 miles to the south (Figure 2-6a). The memorability or vividness of this view is primarily high but is dependent on its elevation over water and views across the Duwamish River Valley toward Mount Rainier. When Mount Rainier is visible on clear days, the vividness of the view is high; the vividness is lower when the mountain is not visible. Due to the existing competing elements in the background, the intactness is high average and the unity of the view is average. The overall visual quality is high average.

Figure 2-6a. KOP WS-6: Existing Condition



2.6.2 Summary of Visual Quality Changes, by Alternative

Table 2-6 compares the ratings for visual quality components in the existing condition at KOP WS-6 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-6. KOP WS-6 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a, Cable-stayed Bridge)	Preferred South Crossing Alternative (DUW-1a, Truss Bridge)	South Crossing South Edge Crossing Alignment Option (DUW-1b)
Vividness	High	High Average	High Average	High Average
Intactness	High Average	Low	Low	Low
Unity	Average	Low Average	Low Average	Low Average
Visual Quality	**High Average**	**Low**	**Low**	**Low**

Note: Alternative DUW-2 would not be seen from this view and therefore was not simulated or included in this table.

All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder, a cable-stayed and truss type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.6.2.1 Preferred Alternative DUW-1a, Cable-stayed Bridge

Because of the elevation of the guideway structure over the waterway, the elevated, cable-stayed bridge under Preferred Alternative DUW-1a would maintain the City of Seattle Designated Scenic Route, along with pedestrian and bicyclist views toward the Duwamish Waterway and Mount Rainier in the distance (Figure 2-6b). Preferred Alternative DUW-1a with a cable-stayed bridge would maintain a high average level of vividness and become a positive aesthetic element in the landscape. The structure would interrupt the visual integrity of the view in the foreground and lower the intactness to low. The unity would be lowered to low average due to the lack of visual coherence within the viewshed. The visual quality of the view would be reduced from high average visual quality to low, which would be a visual impact.

Figure 2-6b. KOP WS-6: Preferred Alternative DUW-1a, Cable-stayed Bridge

2.6.2.2 Preferred South Crossing Alternative (DUW-1a), Truss Bridge

An elevated truss bridge under Preferred Alternative DUW-1a would maintain the City of Seattle Designated Scenic Route and the pedestrian and bicyclist views toward the Duwamish Waterway and Mount Rainier in the distance due to the elevation of the guideway structure over the waterway (Figure 2-6c). The truss bridge under this alternative would maintain a high level of vividness and becomes a positive aesthetic element in the landscape. The guideway structure would interrupt the visual integrity of the view in the foreground and lower the intactness to low. The unity would be slightly lowered to low average due to the lack of visual coherence within the viewshed. The visual quality of the view would be reduced from high average visual quality to low, which would be a visual impact.

Figure 2-6c. KOP WS-6: Preferred Alternative DUW-1a, Truss Bridge

2.6.2.3 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The elevated balanced cantilever segmental box girder under Option DUW-1b would maintain the City of Seattle Designated Scenic Route and the pedestrian and bicyclist views toward the Duwamish Waterway and Mount Rainier in the distance due to the elevation of the guideway structure over the waterway (Figure 2-6d). The Option DUW-1b structure would slightly lower the high level of vividness to high average and become a positive aesthetic element in the landscape. The structure and guideway columns would interrupt the visual integrity of the view in the foreground and lower the intactness to low. The unity would be lowered to low average by the lack of visual coherence within the viewshed. The visual quality of the view would be reduced from high average visual quality to low, which would be a visual impact.

Figure 2-6d. KOP WS-6: Option DUW-1b

2.7 KOP WS-7: 17th Avenue Southwest, Looking North

2.7.1 Existing Condition

The view from KOP WS-7 represents what residents in this small residential neighborhood (Riverside) see when looking north toward Marginal Way Southwest and the West Seattle Bridge. The area beyond Marginal Way Southwest is industrial and commercial in use and character (Figure 2-7a). Utilitarian elements, which dominate this view, include the elevated West Seattle Bridge, the Spokane Street Bridge, and a tall electrical transmission line support structure. Utility lines and poles, single-family residences, and parked vehicles are prominent features in the foreground of this view. The West Seattle Bridge is the most noticeable element in this view, which has a high average degree of vividness. The bridge is also an intrusive element that, along with a mixture of visual elements such as residences, utilities lines, a large electric transmission line support structure, the 1st Avenue Bridge, and the surface of streets, results in a low degree of visual intactness. The view from this location is disjointed, which results in low visual unity. The visual quality of the view is low.

Figure 2-7a. KOP WS-7: Existing Condition

2.7.2 Summary of Visual Quality Changes, by Alternative

Table 2-7 compares the ratings for visual quality components in the existing condition at KOP W-7 with the ratings for each Duwamish Segment alternative. The visual changes related to each alternative are described in the following sections.

Table 2-7. KOP WS-7 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Vividness	High Average	High Average	Average	Average
Intactness	Low	Low	Low	Low
Unity	Low	Low	Low	Low
Visual Quality	**Low**	**Low**	**Low**	**Low**

Note:

All waterway crossing simulations depicted below indicate a cable-stayed or a balanced cantilever segmental box girder type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.7.2.1 Preferred South Crossing Alternative (DUW-1a)

With Preferred Alternative DUW-1a, the elevated guideway and support structure would be in front of the West Seattle Bridge and be very similar to its angle of descent (Figure 2-7b). The primary difference in the view is that with this alternative, passing trains would be clearly seen at a high elevation (although passing vehicles on the West Seattle Bridge can be seen to some degree). This alternative's presence would not result in a change of the views vividness, intactness, unity, or visual quality.

Figure 2-7b. KOP WS-7: Preferred Alternative DUW-1a

2.7.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

With Option DUW-1b, the elevated guideway and support structure would be closer to KOP WS-7 than would Preferred Alternative DUW-1a, and its angle of approach toward Pigeon Point would be different (Figure 2-7c*)*. The West Seattle Bridge would be visible "behind" the elevated guideway. The most noticeable difference between the existing view and the view with this alternative would be the addition of passing trains. The trains would be additional moving features to a view that currently includes vehicles traveling on the West Seattle Bridge, which would decrease the vividness of the view from high average to average. This alternative would not change the intactness, unity, or visual quality of the view, and there would not be a visual impact.

Figure 2-7c. KOP WS-7: Option DUW-1b

2.7.2.3 North Crossing Alternative (DUW-2)

The elevated guideway and support structure would be seen “behind and underneath” the West Seattle Bridge (Figure 2-7d) with Alternative DUW-2. The elevated guideway would add another visual element to the view and change the vividness from high average to average. However, it would not change the view’s low intactness, unity, or visual quality and would not be a visual impact.

Figure 2-7d. KOP WS-7: Alternative DUW-2

2.8 KOP WS-8: West Seattle Bridge Westbound, Looking North

2.8.1 Existing Condition

KOP WS-8 was selected to depict views that people traveling on the West Seattle Bridge (a City of Seattle Designated Scenic Route) would see when looking north (Figure 2-8a*)*. The view includes the west edge of Harbor Island, the Duwamish Waterway, the Industrial District West (Harbor Island), Elliott Bay, Queen Anne Hill, Magnolia, and a glimpse of the area north of Downtown Seattle (including the Space Needle). The view is somewhat memorable because of its elevation and views of the features mentioned previously. The mixture of different industrial elements in the foreground and middle ground, along with their utilitarian appearance, produce a low intactness. The unity of the view is consistent and low average. The visual quality of the view is low average. This view would not be seen by sensitive viewers.

Figure 2-8a. KOP WS-8: Existing Condition

2.8.2 Summary of Visual Quality Changes, by Alternative

Table 2-8 compares the ratings for visual quality components in the existing condition at KOP W-8 with the ratings for Alternative DUW-2, which is the only alternative that this view represents. The visual changes related to this alternative are described below.

Table 2-8. KOP WS-8 Visual Quality Changes by Alternative

Visual Quality Components	Existing	North Crossing Alternative (DUW-2)
Vividness	High Average	Low Average
Intactness	Low	Low
Unity	Low Average	Low Average
Visual Quality	**Low Average**	**Low Average**

Notes:

Preferred Alternative DUW-1a and Option DUW-1b would not be seen from this view and, therefore, were not simulated or included in this table.

All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.8.2.1 North Crossing Alternative (DUW-2)

With Alternative DUW-2, the elevated guideway would be higher than the West Seattle Bridge elevation (Figure 2-8b*)*. The elevated guideway would encroach on the wide-open panoramic nature of the moving view and reduce its high average vividness to low average. The features of interest that are seen from the view would not be blocked by the elevated guideway. The guideway would be another element in this view that contains many different types of elements and would not alter the low intactness of the view. The vividness would be reduced from high average to low average, and the intactness would remain low. The visual unity of the view with the elevated guideway in place would remain low average, as would the visual quality, which would not be a visual impact.

Figure 2-8b. KOP WS-8: Alternative DUW-2

2.9 KOP WS-9: Looking North from Southwest Charlestown Street and 20th Avenue Southwest

2.9.1 Existing Condition

The view from KOP WS-9 represents the view to the north seen by residents in this neighborhood on Pigeon Point. The view extends over the edge of the West Duwamish Greenbelt and includes Elliott Bay, Queen Anne Hill, and the edge of Downtown Seattle (Figure 2-9a). The viewed area has a single-family residential character. The waters of Elliott Bay, Queen Anne Hill, and three tall orange Port of Seattle cranes on Harbor Island create a memorable and vivid view. Utility lines and poles encroach on the view to a degree and detract from its visual intactness, thus producing a rating of average. The unity of the view is high, as is the visual quality of the view.

Figure 2-9a. KOP WS-9: Existing Condition

2.9.2 Summary of Visual Quality Changes, by Alternative

Table 2-9 compares the ratings for visual quality components in the existing condition at KOP WS-9 with the ratings for each Duwamish Segment alternative. The visual changes related to each alternative are described in the following sections.

Table 2-9. KOP WS-9 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)	North Crossing Alternative (DUW-2)
Vividness	High	High	High	High Average
Intactness	Average	Average	Average	Average
Unity	High	Average	Average	High Average
Visual Quality	**High**	**High Average**	**High Average**	**High Average**

Note: All waterway crossing simulations depicted below indicate a balanced cantilever segmental box girder type bridge. Sound Transit is studying multiple bridge types, which are not shown.

2.9.2.1 Preferred South Crossing Alternative (DUW-1a)

Construction of Preferred Alternative DUW-1a would require the removal of trees within and next to the West Duwamish Greenbelt as well as the removal of several residences (Figure 2-9b). The removal of these objects would open up distant views of more of Elliott Bay and Queen Anne Hill and would maintain or improve upon the high vividness of the view. The factors that contribute to an average degree of intactness (primarily the utility lines and poles) would remain, as would the average rating. The residential character of views to the north from remaining residences would change with the removal of residences. The lots where the residences would be removed would be used by Sound Transit for project support, and the character would change from residential to transportation (Figure 2-9b depicts the lots as cleared without support elements on them).
The replacement of residences with other uses would reduce the view's high degree of unity to average. The visual quality rating of the view would be reduced from high to high average, which is not enough of a reduction to be a visual impact.

Figure 2-9b. KOP WS-9: Preferred Alternative DUW-1a

2.9.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

This influence of Option DUW-1b on the visual quality of this view would be very similar to that of Preferred Alternative DUW-1a.

2.9.2.3 North Crossing Alternative (DUW-2)

This alternative's elevated guideway would be approximately 800 feet north of this location but would high enough that part of the elevated structure would be seen, as would passing trains (Figure 2-9c). Unlike Preferred Alternative DUW-1a and Option DUW-1b, vegetation in the West Duwamish Greenbelt next to this location would not be removed. Passing trains and the elevated guideway would slightly lower the vividness and unity rating and would slightly reduce the visual quality rating from high to high average, which would not be enough of a reduction to be a visual impact.

Figure 2-9c. KOP WS-9: Alternative DUW-2

2.10 KOP WS-10: West Seattle Bridge Eastbound Lane, 300 Feet West of 23rd Avenue Southwest Right-of-Way, Looking Southeast

2.10.1 Existing Condition

KOP WS-10 looks out over an area identified as a City of Seattle, Scenic Route Corridor. The view represents a driver's perspective heading east on the West Seattle Bridge.

Primary elements of the view include the northern extent of Pigeon Point below (Figure 2-10a). The scene is a juxtaposition of residences on a forested hillside that is a prominent landform and the lower West Duwamish Greenbelt. The vividness is rated as high average due to the recognizable forested hillside for viewers heading east from West Seattle. Intactness is average because of the bridge and ramp in the foreground. Likewise, unity is average only because of the mix of land uses, which are predominantly transportation-related in the foreground view. The existing visual quality is average.

Figure 2-10a. KOP WS-10: Existing Condition

2.10.2 Summary of Visual Quality Changes, by Alternative

Table 2-10 compares the ratings for visual quality components in the existing condition at KOP WS-10 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 2-10. KOP WS-10 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred South Crossing Alternative (DUW-1a)	South Crossing South Edge Crossing Alignment Option (DUW-1b)
Vividness	High Average	Average	Average
Intactness	Average	Low	Low
Unity	Average	Low	Low
Visual Quality	**Average**	**Low**	**Low**

Note: Alternative DUW-2 would not be seen from this view. The alignment would be above the viewer and frame of this photo and therefore was not simulated or included in this table.

2.10.2.1 Preferred South Crossing Alternative (DUW-1a)

The introduction of retaining walls and the guideway under Preferred Alternative DUW-1a would disrupt the natural landform and forested hillside of Pigeon Point, which would reduce the distinctiveness of the landscape and vividness from high average to average (Figure 2-10b). The new retaining walls and guideway would become part of the transportation system and, due to the impact on the natural hillside, the intactness would be reduced to low. The relationship between the new structures, the existing highway, and the removal of vegetation would slightly reduce the compositional harmony of the existing forested landform to low. Therefore, the visual quality would be reduced from average to low, which would be considered a visual impact.

Figure 2-10b. KOP WS-10: Preferred Alternative DUW-1a

2.10.2.2 South Crossing South Edge Crossing Alignment Option (DUW-1b)

The KOP WS-10 view under Option DUW-1b would be very similar to Preferred Alternative DUW-1a (Figure 2-10c). The introduction of retaining walls and the guideway in the foreground would replace the natural landform and forested hillside of Pigeon Point; this would reduce the distinctiveness of the landscape and vividness from high average to average. The inclusion of the retaining walls and guideway would become part of the overall transportation system, but due to the impact on the natural hillside, the intactness would downgrade to low. While the removal of existing vegetation could increase northerly views from the existing residences at the top of Pigeon Point, the relationship between the structures, the existing highway, and the removal of vegetation from this view would slightly reduce the compositional harmony of the existing forested landform to low. The visual quality would be reduced from average to low, which would be a visual impact.

Figure 2-10c. KOP WS-10: Option DUW-1b

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3 DELRIDGE SEGMENT

3.1 KOP WS-11: Looking West along Southwest Andover Street toward Delridge Way Southwest

3.1.1 Existing Condition

KOP WS11 was selected to depict views of the guideway that residential sensitive viewers on Southwest Andover Street might see when looking west toward Delridge Way Southwest. The vividness of this view is enhanced by the unobstructed sightline across the valley to the hillside residences (Figure 3-1a). The character of the surrounding area is a mix of commercial and residential land uses with some dense urban canopy. Overall, this view has an average level of vividness because this is a common view of West Seattle. The intactness and unity are also average because of the mix of land uses, including strip retail. The overall existing visual quality is average.

Figure 3-1a. KOP WS-11: Existing Condition

3.1.2 Summary of Visual Quality Changes, by Alternative

Table 3-1 compares the ratings for visual quality components in the existing condition at KOP WS-11 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-1. KOP WS-11 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station Lower Height Alternative (DEL-2a)	Delridge Way Station Alternative (DEL-3)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	High	Average	Average	Average	High Average	High
Intactness	Average	Average	High Average	Low	High Average	Average	Average
Unity	Average	High Average	Average	Low Average	Average	Low Average	High Average
Visual Quality	**Average**	**High Average**	**Average**	**Low**	**Average**	**Average**	**High Average**

Note: Alternative DEL-7 would be the same as Preferred Option DEL-6b and therefore was not simulated. Option DEL-1b, Option DEL-2b, Alternative DEL-4, and Alternative DEL-5 would change the appearance of this area, but to a lesser degree than Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7 and therefore were not simulated or included on this table.

3.1.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

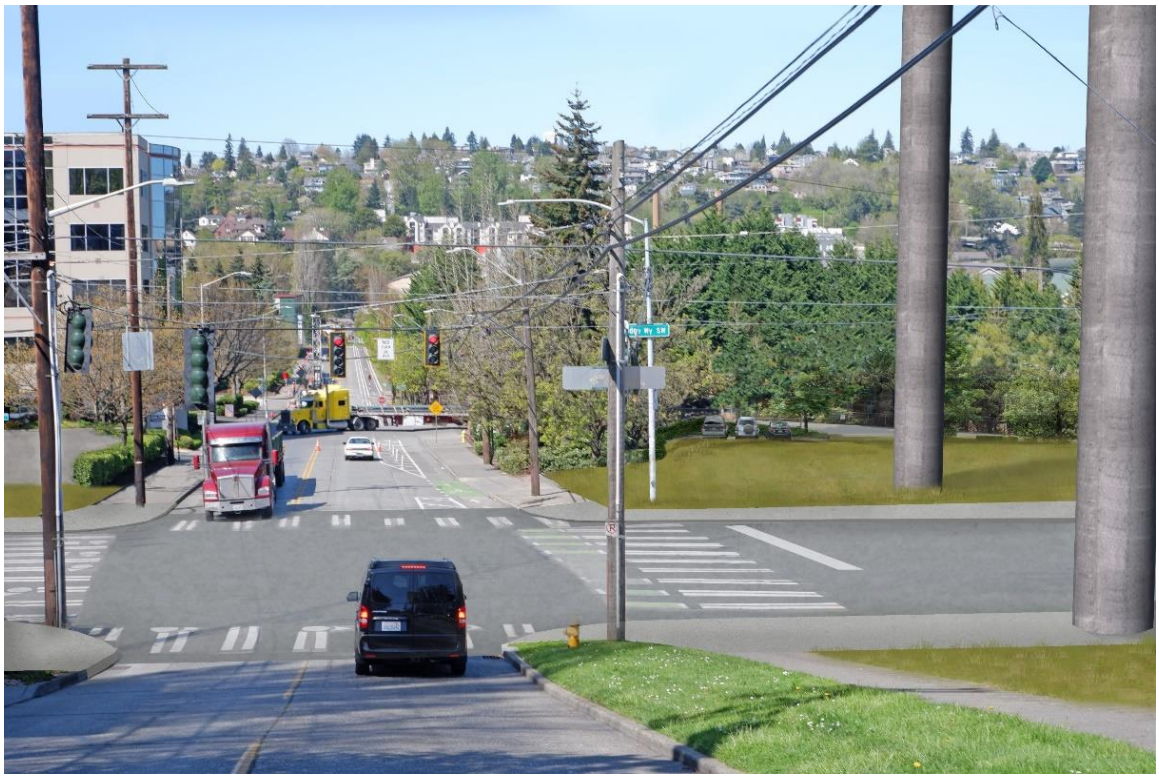
With Preferred Option DEL-6b, the lower height guideway would place more emphasis on the station area in the foreground and would be very visible from KOP WS-11 (Figure 3-1b). The view of the station in the foreground would strengthen the focal point with a similar bulk and scale as the existing retail center and increase the vividness to high. The intactness would remain as average as existing conditions because this option would not alter the integrity of the neighborhood and views to the topography and vegetation in the background. The unity would slightly increase the visual coherence because the station would replace the existing retail center and maintain the existing residential and commercial character. The visual quality would slightly increase from average to high average, which is not considered a visual impact.

Figure 3-1b. KOP WS-11: Preferred Option DEL-6b

3.1.2.2 Dakota Street Station Alternative (DEL-1a)

The elevated guideway and straddle bent piers would remove the existing strip retail building at the northwest corner of Southwest Andover Way and Delridge Way Southwest, which would allow views of the remaining business park buildings. Views of the trees and homes on the hillside in the background would be maintained (Figure 3-1c). The vividness would not change (from average). The removal of the existing building would enhance the integrity of the view while slightly increasing the intactness from average to high average. Visual unity would slightly decrease due to the introduction of a new transportation element but not enough to lower the existing average unity. The overall visual quality would remain average and there would not be a visual impact.

Figure 3-1c. KOP WS-11: Alternative DEL-1a



3.1.2.3 Dakota Street Station Lower Height Alternative (DEL-2a)

With Alternative DEL-2a, the lower height elevated guideway and the straddle beam columns would be in close proximity to the viewer and would add an increased degree of drama which would slightly increase the vividness but would remain average. With the removal of the existing building on the northeast corner of Delridge Way Southwest and Southwest Andover Street, the integrity of the view to the business park would slightly increase but remain intact. However, the background view to the residential neighborhood (Figure 3-1d) would be diminished and would lower the intactness from average to low. The encroachment of a new transportation element at a lower height would be more apparent to the viewer and would slightly lower the average unity to low average. The visual quality would be lowered from average to low and would be considered a visual impact.

Figure 3-1d. KOP WS-11: Alternative DEL-2a

3.1.2.4 Delridge Way Station Alternative (DEL-3)

Similar to Alternative DEL-1a (Figure 3-1c), the elevated alignment and straddle bent piers would remove the existing retail building at the northwest corner of Southwest Andover Street and Delridge Way Southwest, which would expose additional views of the business park on the west side of Delridge Way Southwest. This alternative would maintain views of the trees and homes on the hillside in the background (Figure 3-1e). The vividness would not change (from average). The removal of the existing building would enhance the integrity of the view while slightly increasing the intactness from average to high average. Visual unity would slightly decrease due to the introduction of a new transportation element but not enough to lower the existing average unity. The overall visual quality would remain average and there would not be a visual impact.

Figure 3-1e. KOP WS-11: Alternative DEL-3

3.1.2.5 Andover Street Station Lower Height Alternative (DEL-6a)

With Alternative DEL-6a, the elevated guideway, which would curve and ascend through the neighborhood, would be very visible from this location and slightly increase the degree of drama and vividness to high average while maintaining the rise in topography and existing vegetation in the background (Figure 3-1f). The station in the foreground reflects a very similar height, bulk and scale as the existing retail strip center and would not be out of character or change the intactness. The unity would slightly decrease to low average due to the exposure of the large industrial building and the addition of a new transportation facility element that is out of residential and commercial visual character of the neighborhood. The average visual quality would not change and is not a visual impact.

Figure 3-1f. KOP WS-11: Alternative DEL-6a

3.1.2.6 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on the visual quality of this view would be similar to that of Preferred Option DEL-6b (Figure 3-1b). The visual quality of the view would slightly increase from average to high average which would not be a visual impact.

3.2 KOP WS-12: Looking North Along Delridge Way Southwest

3.2.1 Existing Condition

KOP WS-12 was selected to represent views to the north along Delridge Way Southwest that are seen along Delridge Way by residents. The view extends beyond Delridge Way Southwest and includes Queen Anne Hill and a glimpse of Elliott Bay (Figure 3-2a). This part of Delridge Way Southwest has a primarily residential character, although commercial buildings can be seen in the middle ground and industrial areas can be glimpsed beyond the visual terminus of the street. The primary visual elements in the view are the street, single-family and multi-family buildings, plus utility lines and poles. Distant views of Queen Anne and Elliott Bay rate the view a high average of vividness. The pleasant streetscape contains street trees and adjacent landscaping, which contributes to average visual intactness. The visual pattern of the streetscape and adjacent areas is somewhat coherent, so the unity is average. The visual quality of the view is average.

Figure 3-2a. KOP WS-12: Existing Condition

3.2.2 Summary of Visual Quality Changes, by Alternative

Table 3-2 compares the ratings for visual quality components in the existing condition at KOP WS-12 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-2. KOP WS-12 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Dakota Street Station (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station (DEL-3)	Delridge Way Station Lower Height (DEL-4)	Andover Street Station (DEL-5)	Andover Street Station Lower Height (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection (DEL-7)
Vividness	High Average	Average	Average	Average	Low Average	Average	Average	Average	Average	Average	Average
Intactness	Average	Average	Low	Low	Low	Low	Low	Low	Average	Average	Average
Unity	Average	Low Average	Low	Low	Low	Low	Low	Low	Low Average	Low Average	Low Average
Visual Quality	**Average**	**Average**	**Low**	**Low**	**Low**	**Low**	**Low**	**Low**	**Average**	**Average**	**Average**

Note:

Preferred Option DEL-6b and Alternative DEL-7 were not simulated because they are the same as Alternative DEL-6a. Option DEL-2b was not simulated because, from this view, it would be like Alternative DEL-1a.

3.2.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

The influence of Preferred Option DEL-6b on the visual quality of this view would be similar to that of Alternative DEL-6a (see Figure 3-2g below in Section 3.2.2.9). The visual quality of the view would remain average which would not be a visual impact.

3.2.2.2 Dakota Street Station Alternative (DEL-1a)

With Alternative DEL-1a, the elevated guideway would be located along Delridge Way Southwest and cross over the street approaching the elevated Delridge Station (the edge of which would be seen as shown in Figure 3-2b). This alternative would require the removal of single-family residences along Delridge Way Southwest, which would detract from the residential character this part of the neighborhood. The elevated guideway structure over Delridge Way Southwest would be highly visible from this location and could appear visually incompatible in a residential neighborhood.

Views toward Elliott Bay and Queen Anne Hill would be framed by straddle bents over Delridge Way Southwest. The vividness of this view would change from high average to average. The height, bulk, scale, and form of the elevated guideway would be a visual encroachment and reduce intactness from average to low. Visual connections to Elliott Bay and Queen Anne Hill would somewhat remain. However, the curve of the alignment would not follow the street grid of this area and thus inconsistent with the street pattern and consequently diminish visual coherence. Likewise, the unity rating would be reduced to low. The overall visual quality would be lowered from average to low, which would be a visual impact.

Figure 3-2b. KOP WS-12: Alternative DEL-1a

3.2.2.3 Dakota Street Station North Alignment Option (DEL-1b)

The influence of Option DEL-1b on the visual quality of this view, as shown on Figure 3-2c, would be very similar to Alternative DEL-1a. The visual quality would be lowered from average to low, which would be a visual impact.

Figure 3-2c. KOP WS-12: Option DEL-1b

3.2.2.4 Dakota Street Station Lower Height Alternative (DEL-2a)

The elevated guideway with Alternative DEL-2a would intrude upon views to the north of areas along Delridge Way Southwest, Elliott Bay, and Queen Anne Hill (see Figure 3-2d). The high average vividness of this view would be decreased to low average without views of Elliott Bay and Queen Anne Hill. The location, height, bulk, scale, form, and color of the elevated guideway would be a visual encroachment on this location, thus reducing intactness from average to low. Because the curved alignment would not provide a visual coherence with the street grid, the unity rating would be reduced from average to low. The visual quality would be lowered from average to low, which would be a visual impact.

Figure 3-2d. KOP WS-12: Alternative DEL-2a

3.2.2.5 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

The influence of Option DEL-2b on the visual quality of the view from KOP WS-12 would be very similar to Alternative DEL-2a, as shown on Figure 3-2d. The visual quality would be lowered from average to low, which would be a visual impact.

3.2.2.6 Delridge Way Station Alternative (DEL-3)

The elevated guideway's wide straddle bents with Alternative DEL-3 would follow both sides of Delridge Way Southwest when viewed from KOP WS-12 and would dominate the views to the north (Figure 3-2e). The tunnel-like appearance of the guideway over Delridge Way Southwest would be unique and vivid, but these qualities would be reduced from average to low and high average to low, respectively. This alternative's structures would introduce multiple large-scale elements into the view that would be very different in height, bulk, scale, form, and color compared to existing visual elements. With this alternative, the overhead utility lines would be underground due to the station crossing over Delridge Way Southwest but would not alter the overall visual quality. The intactness of the view down Delridge Way Southwest would be reduced from average to low. The visual pattern of this part of Delridge Way Southwest would be less visually coherent with this alternative than it is currently, and the unity would be reduced from average to low. The visual quality of the view would be reduced from average to low, which would be a visual impact.

Figure 3-2e. KOP WS-12: Alternative DEL-3

3.2.2.7 Delridge Way Station Lower Height Alternative (DEL-4)

From this location, Alternative DEL-4 would be very similar in appearance to Alternative DEL-3 depicted in Figures 3-2d and 3-2e, as would its influence on visual quality. The visual quality of the view would be reduced from average to low, which would be a visual impact.

3.2.2.8 Andover Street Station Alternative (DEL-5)

Alternative 5 would place the elevated guideway at the end of Delridge Way Southwest but would not require the removal of buildings in the foreground of this view (Figure 3-2f). The primary change to the view would be the elevated guideway and station crossing over Delridge Way Southwest, impairing distant views of Elliott Bay and Queen Anne Hill and reducing the high average vividness of the view to average. The guideway and station would introduce new elements into the view, but they would be far enough away so their presence would not alter existing intactness or unity, but the vividness would change from high average to average. The visual quality of the view would remain average, which would not be a visual impact.

Figure 3-2f. KOP WS-12: Alternative DEL-5

3.2.2.9 Andover Street Station Lower Height Alternative (DEL-6a)

The appearance of Alternative DEL-6a would be very similar to that of Alternative DEL-5. However, because this alternative would be farther north on Delridge Way Southwest, the guideway would have less impact on distant views of Queen Anne Hill (Figure 3-2g). All the existing ratings of the visual quality components and visual quality would be the same as with Alternative DEL-5 and would reduce the high average vividness from high average to average, but all other visual components would remain the same. The visual quality would remain average, which would not be a visual impact.

Figure 3-2g. KOP WS-12: Alternative DEL-6a

3.2.2.10 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on the visual quality of this view would be similar to that of Alternative DEL-6a (Figure 3-2g). The visual quality of the view would remain average which would not be a visual impact.

3.3 KOP WS-13: Looking Northwest from Delridge Playfield

3.3.1 Existing Condition

KOP WS-13 is a place within the Delridge Playfield (much of which is a traditional park) where park users looking north/northwest have relatively unobstructed territorial views (Figure 3-3a). The character of the view is a combination of parklands and residential neighborhood. Trees within the park and beyond are major visual elements that partially obstruct views of residences and utility lines and poles beyond them. This open view in a heavily developed area with views of the distant hill has a high degree of vividness. The pleasant park and residential settings of the view also have high average visual intactness. The unity of the view is high, as is its visual quality.

Figure 3-3a. KOP WS-13: Existing Condition

3.3.2 Summary of Visual Quality Changes, by Alternative

Table 3-3 compares the ratings for visual quality components in the existing condition at KOP WS-13 with the ratings for each alternative. The visual changes related to each alternative are described in the following subsections.

Table 3-3. KOP WS-13 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Dakota Street Station Altnerative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)
Vividness	High	High	High	Average	Average	High	Average
Intactness	High Average	Low	Low	Low	Low	Low	Low
Unity	High	Low Average	Low Average	Average	Average	Low Average	Average
Visual Quality	**High**	**Low Average**	**Low Average**	**Average**	**Average**	**Low Average**	**Average**

Note:

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not be seen from this view and, therefore, were not simulated or included in this table.

3.3.2.1 Dakota Street Station Alternative (DEL-1a)

With Alternative DEL-1a, the elevated guideway and support structures would be very visible from this location. This alternative would be located outside the Delridge Playfield, but would influence the viewed landscape beyond (Figure 3-3b). The vividness or memorability of the view with the elevated guideway structure would remain high. The scale, form color, and materials of this alternative's components would encroach on the viewed landscape and introduce a new, major transportation facility element into a view that is currently residential and park-like. The vertical alignment of the guideway would be above the horizon line. With these changes, the intactness of the view would be reduced from high average to low. The visual connection with the far hillside would be maintained by the elevated guideway, but the visual pattern of the view would change. The unity of the view would be reduced from high to low average. The visual quality of the view would be reduced from high to low average, which would be a visual impact.

Figure 3-3b. KOP WS-13: Alternative DEL-1a

3.3.2.2 Dakota Street Station North Alignment Option (DEL-1b)

The influence of Option DEL-1b on the visual quality of this view would be very similar to that of Alternative DEL-1a in that the structure and guideway columns would be visible. The vividness or memorability of the view with the elevated guideway structures would remain high. However, the intactness of the view would be reduced from high average to low due to the encroachment of the neighborhood and park character. The visual pattern of the view would be interrupted and reduce the unity from high to low average. The visual quality of the view would be reduced from high to low average, which would be a visual impact.

3.3.2.3 Dakota Street Station Lower Height Alternative (DEL-2a)

Portions of the elevated guideway would be visible from this location (Figure 3-3c) with Alternative DEL-2a. This alternative would be outside of the Delridge Playfield, but the viewed landscape (particularly the residential area across Southwest Genesee Street) would be influenced by it. From this viewing location, the elevated guideway would be similar in appearance to a typical roadway overpass unless trains were visible. The vividness of the view would be reduced from high to average. The strong horizontal form, color, materials, and scale of the elevated guideway would encroach on the viewed landscape and introduce a major transportation facility element into an area that is otherwise residential and park-like in character. It would reduce the intactness from high average to low. The alignment of this alternative as it would pass from Fauntleroy Way Southwest to Southwest Genesee Street would not follow the grid pattern of nearby streets. This would change the visual pattern and coherence of the viewed area and reduce the unity rating from high to average. The visual quality of the view would be reduced from high to average, which would be a visual impact.

Figure 3-3c. KOP WS-13: Alternative DEL-2a

3.3.2.4 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

From this location, the Option DEL-2b elevated guideway would be very similar in appearance to the Alternative DEL-2a elevated guideway. The visual quality of the view would be reduced from high to average, which would be a visual impact.

3.3.2.5 Delridge Way Station Alternative (DEL-3)

The Alternative DEL-3 elevated guideway would be highly visible from this location (Figure 3-3d). It would create less visual change to the portion of the neighborhood across the street from the Delridge Playfield seen from this location than would the other alternatives along Southwest Genesee Street. However, this alternative would be closer to this location than the other alternatives. The memorability or vividness of the view with the elevated guideway and support structures would remain high. The location, scale, form, color, and materials of the elevated guideway and columns would encroach into the viewed landscape and introduce a major transportation facility element into the view, which would reduce the intactness rating from high average to low. The elevated guideway would not follow the existing street pattern and would be above the horizon from this observation point. The existing high unity would be reduced to low average. The visual quality of the view would be lowered from high to low average, which would be a visual impact.

Figure 3-3d. KOP WS-13: Alternative DEL-3

3.3.2.6 Delridge Way Station Lower Height Alternative (DEL-4)

Alternative DEL-4 would be closer to this observation point than Alternative DEL-2a, and its elevated guideway would be somewhat higher (Figure 3-3e). The influence of this alternative on vividness, intactness, and unity would be like that of Alternative DEL-2a, as would the influence on visual quality. Although the elevation of the guideway would preserve views of the neighborhood, the scale and height of the guideway would offset that benefit because it would be visually imposing. The vividness and unity would be reduced from high to average. The intactness would be reduced from high average to low, and the visual quality of the view would be reduced from high to average, which would be a visual impact.

Figure 3-3e. KOP WS-13: Alternative DEL-4

3.4 KOP WS-14: Looking North along 26th Avenue Southwest

3.4.1 Existing Condition

KOP WS-14 was selected to depict views that residents see when looking north along 26th Avenue Southwest. The view is of a residential neighborhood, with multi-story, multi-family buildings on the east side of the street and lower density residential on the west side of the street (Figure 3-4a). The vividness of this view is maintained by the unobstructed sightline across the valley to the hilltop neighborhood of Queen Anne in the background. The character of the surrounding area is a mix of commercial and residential with a densely planted urban canopy. Overall, this view has a moderately high degree of unity and intactness, a high degree of vividness, and an average level of encroaching elements. Visual quality overall is average because it is a common view in West Seattle. In the immediate area, unity is high average because of the strong architectural presence of the newer multi-family buildings.

Figure 3-4a. KOP WS-14: Existing Condition

3.4.2 Summary of Visual Quality Changes, by Alternative

Table 3-4 compares the ratings for visual quality components in the existing condition at KOP WS-14 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-4. KOP WS-14 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	Average	High Average	High Average	Average
Intactness	Average	Average	Average	Average	Average
Unity	High Average	High Average	High Average	High Average	High Average
Visual Quality	**Average**	**Average**	**High Average**	**High Average**	**Average**

Note: Alternative DEL-5 would be the same as Alternative DEL-6a from this view, and Alternative DEL-7 would be the same as Preferred Option DEL-6b; therefore, these alternatives were not simulated.

3.4.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

The view of Preferred Option DEL-6b indicates a lower height guideway (Figure 3-4b). This view would primarily be seen by sensitive residential viewers. With the Lower Height Alternative, the existing vegetation would be removed and provide partial views to the West Seattle Bridge and limited views to Elliott Bay, which would maintain the average vividness from this viewpoint. The height and scale of the guideway would be consistent with adjacent multi-family buildings. However, the guideway would partially obscure views of Queen Anne Hill but not enough to lower the intactness rating, which would remain average. The unity rating would also increase slightly to high average because the guideway would be narrowly framed by buildings and vegetation, with a similar height and scale. The visual quality would remain as average, which would not be a visual impact.

Figure 3-4b. KOP WS-14: Preferred Option DEL-6b

3.4.2.2 Andover Street Station Alternative (DEL-5)

The influence of Alternative DEL-5 on the visual quality of this view would primarily be seen by residential sensitive viewers. The existing vegetation would be removed and provide views to the West Seattle Bridge and partial views to Elliott Bay, which would slightly increase the vividness from this viewpoint (Figure 3-4c). The height and scale of the guideway is consistent with the adjacent multi-family buildings. The guideway would partially obscure views of Queen Anne Hill in the background but not enough to lower the intactness, which would remain average. The unity would also remain high average due to the guideway being narrowly framed by buildings and vegetation. The visual quality of the view would be an increase from average to high average, which would be a slight visual benefit.

3.4.2.3 Andover Street Station Lower Height Alternative (DEL-6a)

The influence of Alternative DEL-6a on the visual quality of this view would be similar to that of Alternative DEL-5 (see Figure 3-4c).The visual quality would slightly increase from average to high average and would not be a visual impact.

Figure 3-4c. KOP WS-14: Alternative DEL-6a

3.4.2.4 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on the visual quality of this view would be similar to that of Preferred Option DEL-6b (Figure 3-4b). The visual quality of the view would remain average, which would not be a visual impact.

3.5 KOP WS-15: Looking West along Southwest Genesee Street from near Longfellow Creek

3.5.1 Existing Condition

KOP WS15 represents the view to the west seen by residents along this portion of Southwest Genesee Street as well as by people accessing the Longfellow Creek Legacy Trail from Southwest Genesee Street. The view from KOP WS15 includes Longfellow Creek Natural Area to the north (right), the edge of the West Seattle Golf Course to the south (left), and the slope up to Southwest Avalon Way. Residences (single-family and multi-family) can be seen along the north side of Southwest Genesee Street beyond the Longfellow Creek Natural Area (Figure 3-5a). Trees in the Longfellow Creek Natural Area and along the south side of Southwest Genesee Street (next to the West Seattle Golf Course) are dominant visual elements of the view and lend a natural character to part of the view. The north side of Southwest Genesee Street beyond the Longfellow Creek Natural Area has a residential character. The vividness, intactness, and unity of the existing view is high average, due in large part to the presence of large trees on either side of the road. The visual quality of the view is also high average.

Figure 3-5a. KOP WS-15: Existing Condition

3.5.2 Summary of Visual Quality Changes, by Alternative

Table 3-5 compares the ratings for visual quality components in the existing condition at KOP WS-15 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-5. KOP WS-15 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)
Vividness	High Average	Low Average	Low Average	Average	Low Average	Low Average	Average
Intactness	High Average	Low	Low	Low	Low	Low	Low
Unity	High Average	Low	Low	Low Average	Low	Low	Low Average
Visual Quality	**High Average**	**Low**	**Low**	**Low Average**	**Low**	**Low**	**Low Average**

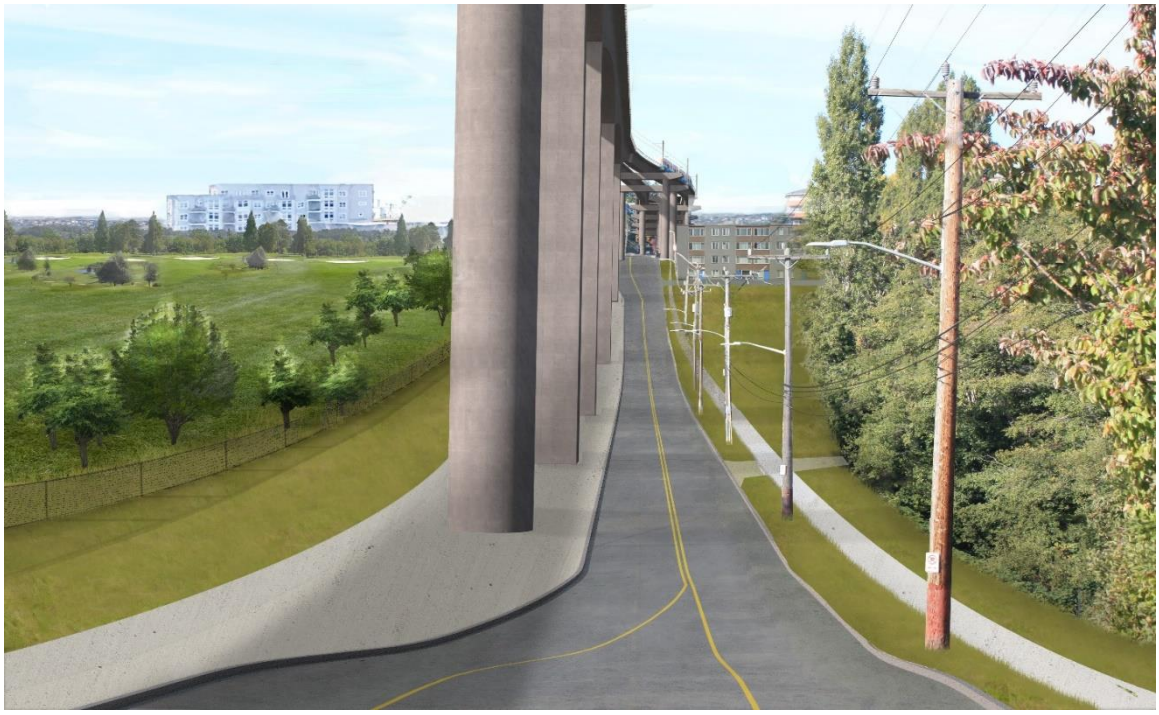
Note:

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not be seen from this view and therefore were not simulated or included in this table.

3.5.2.1 Dakota Street Station Alternative (DEL-1a)

Trees at the edge of the Longfellow Creek Natural Area next to Southwest Genesee Street would be cleared with Alternative DEL-1a, but most of the clearing (trees and residences) along the north (right) side of the street would occur farther west (Figure 3-5b). Large trees that line the south side of Southwest Genesee Street and screen views into (and out of) the West Seattle Golf Course would be removed. The existing overhead utilities on the north side of Southwest Genesee Street would shift farther to the north but would not alter the visual quality. The presence of the elevated guideway columns and overhead elevated guideway along the south side of this view would introduce large-scale transportation elements into this view. The visually distinctive and vivid trees would be removed, and vividness would decrease from high average to low average. The guideway columns and elevated guideway would add new human-made objects to this view that would differ in scale, form, color, and materials with existing visual elements and would encroach on the view to the west (but not block it) toward the top of Southwest Genesee Street. The intactness of the view would be reduced from high average to low due to the removal of trees. The high average unity of the view would decrease to low with the removal of the important visual elements in the view (trees and residences) that currently help establish a harmonious visual pattern. The visual quality of the view from this location would be reduced from high average to low, which would be a visual impact.

Figure 3-5b. KOP WS-15: Alternative DEL-1a



3.5.2.2 Dakota Street Station North Alignment Option (DEL-1b)

Option DEL-1b would change the visual character of this view from natural and residential to transportation (Figure 3-5c). The appearance of the view to the west would perhaps best be described as that found underneath an overpass structure (but would not be as wide). Trees next to the Longfellow Creek Natural Area would be removed, as would trees and residences farther west along the north side of Southwest Genesee Street. The existing overhead utilities on the north side of Southwest Genesee Street would shift farther to the north but would not alter the visual quality. Trees along the south side of Southwest Genesee Street and part of the West Seattle Golf Course would also be removed. The replacement of trees and residences with a series of tall guideway columns (that would be somewhat memorable due to their scale) would reduce the vividness of the view to low average. The existing high average intactness and unity of the view would be reduced to low with the alternative's components, as would visual quality, which would be a visual impact.

Figure 3-5c. KOP WS-15: Option DEL-1b

3.5.2.3 Dakota Street Station Lower Height Alternative (DEL-2a)

Alternative DEL-2a components would only be seen on the south side of Southwest Genesee Street (Figure3-5d) from this location. The north side of the street's visual condition would not change. The large trees that line the south side of Southwest Genesee Street and screen views into and out of the West Seattle Golf Course would be removed, and the north end of the golf course would need to be redesigned. The presence of the golf course netting and support poles would be noticeable but would not reduce the visual quality. The presence of the single row of columns and overhead guideway heading to the tunnel portal would introduce large-scale elements into this view but would not block views to the top of Southwest Genesee Street. The overhead structures and the tunnel portal would be memorable, but the vividness of the view would change to average. The location, scale, form, and color of the elevated structure would be a visual encroachment on this location, which would reduce the intactness of the view. These new visual elements and removal of trees would reduce the existing high average intactness of the view to low. The single row of guideway columns and elevated guideway heading to the tunnel portal would establish a somewhat coherent pattern in the view, so despite the removal of trees south of Southwest Genesee Street, unity would be reduced to low average rather than low. The visual quality of the view would be reduced from high average to low average, which not be a visual impact from this location.

Figure 3-5d. KOP WS-15: Alternative DEL-2a

3.5.2.4 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Option DEL-2b would pass over and along Southwest Genesee Street, and its straddle bents would dominate the view and change the visual character of this area from natural and residential to transportation (Figure3-5e). The appearance of the view to the west would perhaps best be described as that found underneath an overpass structure (but would not be as wide). Trees next to the Longfellow Creek Natural Area would be removed, as would trees and residences farther west along the north side of Southwest Genesee Street. Trees along the south side of Southwest Genesee Street and part of the West Seattle Golf Course would also be removed. The replacement of trees and residences with a series of tall guideway columns (that would be somewhat memorable due to their scale) would reduce the vividness of the view to low average. The existing high average intactness and unity of the view would be reduced to low, as would visual quality, which would be a visual impact.

Figure 3-5e. KOP WS-15: Option DEL-2b

3.5.2.5 Delridge Way Station Alternative (DEL-3)

With Alternative DEL-3, the large trees that line the south side of Southwest Genesee Street and screen views into the West Seattle Golf Course would be removed (Figure 3-5f). The presence of the single row of guideway columns and overhead guideway heading to the tunnel portal would introduce large-scale elements into this view, which would lower the high average vividness to low average. The high average unity of the view would be reduced to low. The elevated guideway would not block views to the top of Southwest Genesee Street, and the high average intactness of the view would be reduced to low. The existing high average visual quality of the view would be reduced to low; this would be a visual impact.

Figure 3-5f. KOP WS-15: Alternative DEL-3

3.5.2.6 Delridge Way Station Lower Height Alternative (DEL-4)

The influence of Alternative DEL-4 on the visual quality of the view from this location would be very similar to that of Alternative DEL-2a. The removal of trees along the south side of Southwest Genesee Street would reduce the existing high average vividness of the view to average. The presence of the golf course netting and support poles would be noticeable but would not reduce the visual quality. The change in the view would reduce the existing high average intactness of the view to low. The single row of guideway columns and elevated guideway heading to the tunnel portal would establish a somewhat coherent pattern in the view and would not block views toward the western end of Southwest Genesee Street (Figure 3-5g). The removal of trees south of Southwest Genesee Street, unity would be reduced from high average to low average. The visual quality of the view from this location would be reduced from high average to low average, which would not be a visual impact.

Figure 3-5g. KOP WS-15: Alternative DEL-4

3.6 KOP WS-16: Longfellow Creek Legacy Trailhead on Southwest Yancy Street, Looking North

3.6.1 Existing Condition

KOP WS-16 represents the view looking north from the Longfellow Creek Legacy Trailhead along Southwest Yancy Street. This view was captured to show how changes to this area might affect trail users. The tree canopy over the existing creek alignment is dense and frames the view to the parking lot and commercial building in the foreground (Figure 3-6a). The overall vividness and intactness is average due to the lack of distinctiveness of the parking lot, while maintaining a forested character. The unity of the view is high average, with the tree canopy confined primarily to the riparian area that encompasses the creek and views to the commercial and industrial buildings in the background. Views outside of the trail are average because the adjacent roadways, vehicles, parking lot, and commercial buildings are consistent with the neighborhood character. The overall visual quality of the view is average.

Figure 3-6a. KOP WS-16: Existing Condition

3.6.2 Summary of Visual Quality Changes, by Alternative

Table 3-6 compares the ratings for visual quality components in the existing condition at KOP WS-16 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-6. KOP WS-16 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	High Average	Average	Average	High Average
Intactness	Average	Low	Low Average	Low Average	Low
Unity	High Average	Low Average	Low Average	Low Average	Low Average
Visual Quality	**Average**	**Low Average**	**Low Average**	**Low Average**	**Low Average**

Note: Alternative DEL-5 would be the same as Alternative DEL-6a, and Alternative DEL-7 would be the same as Preferred Option DEL-6b; therefore, these alternatives were not simulated. Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3 and Alternative DEL-4 would not be seen and therefore were not included in this table or simulated.

3.6.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

With Preferred Option DEL-6b, the guideway alignment would be much closer to the viewer than with Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7. The guideway columns and structure would become more dominant and memorable in the foreground to sensitive viewers. However, the existing trees and other vegetation partially screen the structure (Figure 3-6b). This would result in a slight increase in the vividness, from average to high average. The scale of the structure would be disharmonious with the natural setting of the trail and trailhead and would lower the intactness and unity from average to low average. The visual quality would lower from average to low average, which would not be a visual impact.

Figure 3-6b. KOP WS-16: Preferred Option DEL-6b

3.6.2.2 Andover Street Station Alternative (DEL-5)

With Alternative DEL-5, the view of the guideway would mostly be obscured by existing vegetation (Figure 3-6c). Due to the height of the guideway from KOP WS-16, the viewer would primarily be visually drawn to the street and parking in the foreground, which would not alter the vividness from average. The intactness would be slightly lowered to low average due to the guideway's disharmonious context with the natural setting of the trail and the human-built alignment. Unity would be slightly lowered from high average to low average due to the height and scale of the guideway in relationship to the trail and trailhead setting. The visual quality would be slightly lowered from average visual quality to low average visual quality, which would not be a visual impact.

3.6.2.3 Andover Street Station Lower Height Alternative (DEL-6a)

The influence of Alternative DEL-6a on the visual quality of this view would be similar to that of Alternative DEL-5a (Figure 3-6c). The visual quality of the view would decrease from average to low average, which would not be a visual impact.

Figure 3-6c. KOP WS-16: Alternative DEL-6a

3.6.2.4 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on the visual quality of this view would be similar to that of Preferred Option DEL-6b (Figure 3-6b). The visual quality of the view would lower the visual quality from average to low average, which would not be a visual impact.

3.7 KOP WS-17: Longfellow Creek Natural Area on 28th Avenue Southwest, Looking North

3.7.1 Existing Condition

KOP WS-17 was selected to show how changes to the residential and park setting might impact park visitors and other sensitive viewers (Figure 3-7a). The character of this area is primarily residential, with views to the industrial building in the background. The impact of industrial and commercial development is most significant at the north end of the neighborhood and reduces the memorability of the view to average. The urban canopy over the existing creek alignment is dense and maintains the intactness of the overall view. However, the unity of the view is low average with the tree canopy confined primarily to the riparian zone. The overall quality of this view is average because the residential and park space is the dominant character, and the industrial development views do not overpower the view.

Figure 3-7a. KOP WS-17: Existing Condition

3.7.2 Summary of Visual Quality Changes, by Alternative

Table 3-7 compares the ratings for visual quality components in the existing condition at KOP WS-17 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-7. KOP WS-17 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	High Average	High Average	High Average	High Average
Intactness	Average	Low Average	Low Average	Low Average	Low Average
Unity	Low Average	Low Average	Low Average	Low Average	Low Average
Visual Quality	**Average**	**Low Average**	**Low Average**	**Low Average**	**Low Average**

Note: Alternative DEL-5 would be the same as Alternative DEL-6a, and Alternative DEL-7 would be the same as Preferred Option DEL-6b from this view; therefore, these alternatives were not simulated. Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3 and Alternative DEL-4 would not be seen and therefore were not included in this table or simulated.

3.7.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

The guideway alignment for Preferred Option DEL-6b would be in front of the industrial development (Figure 3-7b). Trains would become more apparent to viewers at the park and increase the memorability slightly. The vividness would slightly increase from average to high average. The height and scale of the guideway and columns would be a factor and more noticeable compared to the residential character and the industrial building in the background, and would slightly alter the intactness of the view from average to low average. The unity would not be altered from low average because this option would be on the edge of the non-residential and park development and portions of the structure would be screened by existing vegetation. The visual quality would slightly decrease from average to low average in this setting, which would not be a visual impact.

Figure 3-7b. KOP WS-17: Preferred Option DEL-6b

3.7.2.2 Andover Street Station Alternative (DEL-5)

The guideway alignment under Alternative DEL-5 would be in front of the industrial development (Figure 3-7c). Trains would become more apparent to viewers at Longfellow Creek Natural Area and increase the memorability slightly. Vividness would slightly increase from average to high average. The height and scale of the guideway would be more noticeable compared to the residential character and the industrial building in the background and would slightly alter the intactness of the view from average to low average. The unity would not be altered from low average, as the alignment would be on the edge of the non-residential and park development. The visual quality would slightly decrease from average to low average in this setting, which would not be a visual impact.

3.7.2.3 Andover Street Station Lower Height Alternative (DEL-6a)

The influence of Alternative DEL-6a on the visual quality of this view would be similar to that of Alternative DEL-5 (Figure 3-7c) discussed below. The visual quality of the view would decrease from average to low average, which would not be a visual impact.

Figure 3-7c. KOP WS-17: Alternative DEL-6a

3.7.2.4 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on the visual quality of this view would be similar to that of Preferred Option DEL-6b (Figure 3-7b). The visual quality of the view would decrease from average to low average which would not be a visual impact.

3.8 KOP WS-18: Southwest Avalon Way, Looking South

3.8.1 Existing Condition

The KOP WS-18 location was selected to represent the view of the adjacent residences while heading south on Southwest Avalon Way (Figure 3-8a). The view includes mixed density residential and commercial buildings. The vividness of the view is low average because the wide roadway and street trees dominate the view. Intactness is low average because the land uses are mostly residential; however, a large storage facility is on the east side of the street and overhead power lines and poles also dominate the view. Unity is low average because the neighborhood appears in transition, with older light industrial buildings, predominance of power lines, street trees and newer residential buildings in the view. Visual quality is low average.

Figure 3-8a. KOP WS-18: Existing Condition

3.8.2 Summary of Visual Quality Changes, by Alternative

Table 3-8 compares the ratings for visual quality components in the existing condition at KOP WS-18 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-8. KOP WS-18 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Low Average	Average	Average	Average
Intactness	Low Average	Low Average	Low Average	Low Average
Unity	Low Average	Low Average	Low Average	Low Average
Visual Quality	**Low Average**	**Low Average**	**Low Average**	**Low Average**

Note: Alternative DEL-5 would not be seen from this view and therefor, was not simulated or included in this table. Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3, and Alternative DEL-4 would not be seen and therefore were not included in this table or simulated

3.8.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

From KOP WS-18, the view with Preferred Option DEL-6b looking south would be framed by the guideway and columns, which would slightly increase the memorability of this view and slightly increase the vividness from low average to average (Figure 3-8b). Intactness would remain average based on the slightly lowered height of the guideway, which would be at a similar scale with the multi-family residential buildings. The power lines would remain within the view and provide visual clutter but not enough to alter the intactness. With the guideway structure framing, looking south, the unity would remain low average, with the visual focus primarily on the road ahead and the residential buildings in the background and lack of compositional harmony. The visual quality would remain as low average, which would not be a visual impact.

Figure 3-8b. KOP WS-18: Preferred Option DEL-6b

3.8.2.2 Andover Street Station Lower Height Alternative (DEL-6a)

The view looking south along Southwest Avalon Way with Alternative DEL-6a would be framed by the guideway and columns, which would slightly increase the memorability of this view and slightly increase the vividness from low average to average (Figure 3-8c). Intactness would remain low average due to the height of the guideway being at a similar scale as the multi-family residential buildings. The power lines would remain within the view and provide visual clutter but not enough to alter the intactness. With the framing of the structure looking south, the unity would slightly increase from low average to average, with the visual focus primarily on the road ahead and the residential buildings in the background. The visual quality would remain as low average, which would not be a visual impact.

Figure 3-8c. KOP WS-18: Alternative DEL-6a

3.8.2.3 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

Similar to Preferred Option DEL-6b, Alternative DEL-7 guideways and guideway columns would frame the existing view looking south and would slightly increase the memorability from low average to average (Figure 3-8d). Intactness would remain low average due to the power lines and poles remaining in the view that provide visual clutter. The unity would remain low average due to the lack of compositional harmony between the structures, buildings, and the visual clutter of the overhead power lines and poles. Visual quality would remain low average, which would not be a visual impact.

Figure 3-8d. KOP WS-18: Alternative DEL-7

3.9 KOP WS-19: Southwest Yancy Street, Looking East from Intersection at 30th Avenue Southwest

3.9.1 Existing Condition

KOP WS-19 represents the view that residents along this portion of Southwest Yancy Street would see when looking east. The character of this neighborhood is both commercial and residential and common for the larger West Seattle area (Figure 3-9a). Street trees and landscape screening preserve some of the residential character of the street. Utility poles and overhead wires are also strong visual elements in the view. The street has low average unity and intactness because of the commercial development to the north and east. The downhill midpoint of the view includes Longfellow Creek Natural Area to the north and south. The overall quality of the view is low average due to lower unity and intactness.

Figure 3-9a. KOP WS-19: Existing Condition

3.9.2 Summary of Visual Quality Changes, by Alternative

Table 3-9 compares the ratings for visual quality components in the existing condition at KOP WS-19 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-9. KOP WS-19 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	High Average	High Average	High Average
Intactness	Low Average	Low Average	Low Average	Low Average
Unity	Low Average	Low Average	Low Average	Low Average
Visual Quality	**Low Average**	**Average**	**Average**	**Average**

Note: Alternative DEL-5 would not be seen from this view and therefore was not simulated or included in this table. Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3, and Alternative DEL-4 would not be seen and therefore were not simulated or included in this table.

3.9.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Preferred Option DEL-6b would be on the south side of Southwest Yancy Street and close to the residential buildings on the south side of the street in the foreground (Figure 3-9b). Due to the height of the structure, the openness of the area, and views to the north where the light industrial building would be removed for this alternative, the vividness or memorability of the view would slightly increase from average to high average. The intactness and unity would slightly decrease to a low average based on the prominence of the guideway's proximity encroachment to the residences, the introduction of a traction power sub-station, and the contextual environment of the existing industrial building character on the north side of Southwest Yancy Street. With Preferred Option EL-6b, the power lines would remain, but some of the existing vegetation would be removed and expose more of the larger industrial buildings to the residential viewers on the south side of Southwest Yancy Street. The visual quality would slightly increase from low average to average, which would not be a visual impact.

Figure 3-9b. KOP WS-19: Preferred Option DEL-6b

3.9.2.2 Andover Street Station Lower Height Alternative (DEL-6a)

Alternative DEL-6a would be on the north side of the light industrial building in the foreground view from KOP WS-19, and due to the height of the guideway structure, the vividness or memorability of the view would slightly increase from average to high average (Figure 3-9c). The intactness and unity would slightly decrease to a low average based on the contextual environment of the existing industrial and light commercial building character on this north side of Southwest Yancy Street. With Alternative DEL-6a, the existing light industrial buildings and power lines would remain, but some of the existing vegetation would be removed and expose more of the buildings to the residential viewers on the south side of Southwest Yancy Street. The visual quality would slightly increase from low average to average, which would not be a visual impact.

Figure 3-9c. KOP WS-19: Alternative DEL-6a

3.9.2.3 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

Similar to Preferred Option DEL-6b, Alternative DEL-7 would be on the south side of the light industrial building and closer to the residential buildings on the south side of Southwest Yancy Street (Figure 3-9d). Due to the height of the structure, the openness of the area, and views to the north where the light industrial building would be removed in this alternative the vividness or memorability of the view would slightly increase from average to high average. The intactness and unity would slightly decrease to a low average due to the prominence of the guideway and encroachment on the residences as well as the contextual environment of the existing industrial building character on the north side of Southwest Yancy Street. With Alternative DEL-7, the traction power sub-station would not be visible from KOP WS-19 and the power lines would remain. However, some of the existing vegetation would be removed and expose more of the larger industrial buildings to the residential viewers on the south side of Southwest Yancy Street. The visual quality would slightly increase from low average to average, which would not be a visual impact.

Figure 3-9d. KOP WS-19: Alternative DEL-7

3.10 KOP WS-20: Looking Past the North End of the West Seattle Golf Course

3.10.1 Existing Condition

The view from KOP WS-20, in the north part of the West Seattle Golf Course, includes features of the golf course and views of the Downtown Seattle skyline (Figure 3-10a). The foreground includes fairways, greens, a sand trap, paths, and trees. Trees along the north side of the golf course and north of Southwest Genesee Street screen views of the nearby neighborhood on the north side of Southwest Genesee Street. Shorter vegetation allows views of Downtown Seattle as well as Port of Seattle gantry cranes at Terminal 18. The character of the view is clearly pastoral, with an urban background. The vividness of this view is high (due primarily to the unique combination of a golf course with a framed view of the downtown skyline and Port of Seattle cranes). The view has high ratings for intactness and unity. The visual quality of the view is high.

Figure 3-10a. KOP WS-20: Existing Condition

3.10.2 Summary of Visual Quality Changes, by Alternative

Table 3-10 compares the ratings for visual quality components in the existing condition at KOP WS-20 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-10. KOP WS-20 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)
Vividness	High	High	High	Average	Average	High	Average
Intactness	High	Low	Low	Low	Average	Low	Low Average
Unity	High	Low Average	Low Average	Low Average	Low Average	Low Average	Low Average
Visual Quality	**High**	**Low Average**	**Low Average**	**Low Average**	**Average**	**Low Average**	**Low Average**

Note:
Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not be seen from this view and therefore were not simulated or included in this table.

3.10.2.1 Dakota Street Station Alternative (DEL-1a)

The elevated guideway with Alternative DEL-1a would pass over the view toward Downtown Seattle and, along with the two support structures and passing trains, would be a unique major visual element in the view (Figure 3-10b). Trees along Southwest Genesee Street would be removed and no longer screen the view of residences on the north side of the street. The tree removals would somewhat open distant views of Downtown Seattle. The vividness or memorability of the view with the elevated guideway and support structures would continue to be high. The location, scale, form, color, and materials of this alternative's elevated guideway and support structures would encroach on the viewed landscape; be silhouetted against the sky; and introduce a new, major transportation facility element into a view that is currently park-like in character. The intactness of the view would be reduced to low. The removal of screening vegetation along Southwest Genesee Street would open views of residences north of the street, which along with the elevated guideway and columns, would add new elements into the view and reduce the high degree of visual unity to low average. The visual quality of the view would be reduced from high to low average, which would be a visual impact.

Figure 3-10b. KOP WS-20: Alternative DEL-1a

3.10.2.2 Dakota Street Station North Alignment Option (DEL-1b)

The influence of Option DEL-1b on the visual quality of this view, as shown in Figure 3-10c, would be very similar to that of Alternative DEL-1a. The visual quality of the view would be reduced from high to low average, which would be a visual impact.

Figure 3-10c. KOP WS-20: Option DEL-1b

3.10.2.3 Dakota Street Station Lower Height Alternative (DEL-2a)

The elevated guideway with Alternative DEL-2a would be visible as it would begin its transition into the tunnel west of this location (Figure 3-10d). The alignment would require the removal of trees along the south side of Southwest Genesee Street because it would extend into the West Seattle Golf Course. The tree removals would open views to the south toward the alignment from residences on the north side of Southwest Genesee Street as well as open up more views of Downtown Seattle to the north for golfers. The presence of the golf course netting and support poles would be noticeable but would not reduce the visual quality. From this location, the elevated guideway would have an appearance like that of an elevated overpass (unless trains were traveling on it). The high vividness of the view would be reduced to average.

The strong presence (horizontal form, color, materials, and scale) of the elevated guideway, trains, sound wall, and portal retaining wall would encroach on the viewed landscape of the golf course and introduce a major transportation facility element into the view. The elevated guideway encroachment into the view of Downtown Seattle, the portal retaining wall, and construction within the golf course that would permanently change the appearance of its north end would reduce visual intactness to low. The high unity of the existing view would be reduced to low average by this alternative's changes to the existing visual pattern (but would allow some visual connection with the downtown skyline). The visual quality rating of the view would be reduced from high to low average, which would be a visual impact.

Figure 3-10d. KOP WS-20: Alternative DEL-2a

3.10.2.4 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

The portion of Option DEL-2b that would be seen from KOP WS-20 would be north of Southwest Genesee Street (Figure 3-10e). The alignment would require the removal of trees and residences north of Southwest Genesee Street, little of which would be noticed from this location. Part of the elevated guideway and trains would be visible and would somewhat intrude into views of the downtown skyline and reduce the high vividness of the view to average. The presence of the golf course netting and support poles would be noticeable but would not reduce the visual quality. The elevated guideway would be somewhat of an encroachment into the view of Downtown Seattle, passing trains would be seen, and the intactness of the view would be reduced from high to average. The high unity of the view would be slightly reduced to low average with the addition of the elevated guideway into the view. The visual quality of the view would be reduced from high to average, which would be a visual impact.

Figure 3-10e. KOP WS-20: Option DEL-2b

3.10.2.5 Delridge Way Station Alternative (DEL-3)

The influence of Alternative DEL-3 on the visual quality of this view would be similar to that of Alternative DEL-1a (Figure 3-10b). The visual quality of the view would be reduced from high to low average, which would be a visual impact.

3.10.2.6 Delridge Way Station Lower Height Alternative (DEL-4)

The influence of Alternative DEL-4 on the visual quality of this view would be similar to that of Alternative DEL-2a (Figure 3-10d). The visual quality of the view would be reduced from high to low average, which would be a visual impact.

3.11 KOP WS-21: Looking East along Southwest Genesee Street from Southwest Avalon Way

3.11.1 Existing Condition

The view from KOP WS-21 represents what residents in this area see when looking east along Southwest Genesee Street. The view includes the downhill and uphill gradients of Southwest Genesee Street and the Pigeon Point area beyond (Figure 3-11a). Single-family residences along the north (left) side of Southwest Genesee Street give the area a residential character. Tall trees along the south (right) side of the view block views into the north end of the West Seattle Golf Course. The sloping terrain, trees, structures, and utility lines and poles are strong visual elements in this view. The viewed landscape is somewhat memorable and has a slightly high average degree of vividness. The visual intactness rating of the viewed area is high average. Utility lines intrude on the view and somewhat decrease the unity rating of the view to average. The view's visual quality rating is high average.

Figure 3-11a. KOP WS-21: Existing Condition

3.11.2 Summary of Visual Quality Changes, by Alternative

Table 3-11 compares the ratings for visual quality components in the existing condition at KOP WS-21 with the ratings for each alternative. The visual changes related to these alternatives are described in the following section.

3.11.2.1 Dakota Street Station Alternative (DEL-1a)

The column to the right in this view with Alternative DEL-1a would block views down the south (right) side of Southwest Genesee Street and beyond up the hill to Pigeon Point (Figure 3-11b). It would also block views of the tree removals along the south side of the street and this alternative route though the West Seattle Golf Course. Residences and some of the trees along the north side of the street would remain. The existing overhead utilities on the north side of Southwest Genesee Street would shift farther to the north but would not alter the visual quality. The curving elevated guideway near the east end of Southwest Genesee Street, would create a memorable visual element due to its size and form. Overall, however, the above average vividness of the view would be reduced to average. The view on the north side of the street would remain intact, although the view on the south side and beyond would effectively change reducing the intactness of the view to low average. The unity rating would be lowered from average to low average. The visual quality of the view would be lowered from high average to low average, which would not be a visual impact.

Figure 3-11b. KOP WS-21: Alternative DEL-1a

Table 3-11. KOP WS-21 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Dakota Street Station Lower Height Alternative (DEL-2a)	Dakota Street Station Lower Height North Alignment Option (DEL-2b)	Delridge Way Station Alternative (DEL-3)	Delridge Way Station Lower Height Alternative (DEL-4)
Vividness	High Average	Average	High Average	High Average	High Average	Average	High Average
Intactness	High Average	Low Average	Low	Low Average	Low Average	Low Average	Average
Unity	Average	Low Average	Low Average	Average	Average	Low Average	Average
Visual Quality	**High Average**	**Low Average**	**Low Average**	**Average**	**Average**	**Low Average**	**Low Average**

Note:

Preferred Option DEL-6b, Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would not be seen from this view and therefore were not simulated or included in this table.

3.11.2.2 Dakota Street Station North Alignment Option (DEL-1b)

Option DEL-1b would remove all the residences and vegetation on the north side of the view (left), which would open views to the east and north that are currently obscured by trees and buildings (Figure 3-11c). Because the elevated guideway would be seen as a sweeping element curving from left to right though this view, the memorability or vividness of the view would remain high average. The closeness of the large-scale guideway columns and elevated guideway would encroach on this view of a residential area and reduce the intactness from high average to low. Because so much of the elevated guideway could be seen in the landscape, thus providing a somewhat unifying element, and because the appearance of most of the area on the north side of Southwest Genesee Street would be maintained, the view would be different than it is now but nevertheless coherent. The existing overhead utilities on the north side of Southwest Genesee Street would shift farther to the north but would not alter the visual quality. This would result in the unity rating of the view decreasing from above average to low average. The visual quality of the view would be reduced from high average to low average, which would not be a visual impact.

Figure 3-11c. KOP WS-21: Option DEL-1b

3.11.2.3 Dakota Street Station Lower Height Alternative (DEL-2a)

Alternative DEL-2a would be located entirely on the south (right) side of Southwest Genesee Street along the northern part of the West Seattle Golf Course at an elevation lower than the viewer (Figure 3-11d). Potential sound walls along the eastern portion of Southwest Genesee Street would be on the elevated guideway and would not be very different in appearance than the guideway structure. Freestanding sound walls would be on the western part of Genesee right before the alignment enters into a tunnel. In this area, the sound walls would be noticeable and more memorable than the existing view. The change would not be enough to change the vividness rating. The sound wall near the tunnel portal would contrast with the existing view in terms of height, bulk, and scale, and would be an encroachment into the view. The above average intactness of the view would be reduced to low average. The average unity rating of the view would be maintained because the viewed landscape would continue to have a somewhat coherent visual pattern. The visual quality of the view would be lowered from high average to average, which would not be a visual impact.

Figure 3-11d. KOP WS-21: Alternative DEL-2a

3.11.2.4 Dakota Street Station Lower Height North Alignment Option (DEL-2b)

Option DEL-2b would be located entirely on the north (left) side of Southwest Genesee Street at an elevation lower than the viewer. This option would open views to the east and north that are currently obscured by trees and buildings (Figure 3-11e). Potential sound walls along the eastern portion of Southwest Genesee Street would be on the elevated guideway and would not be very different in appearance than the guideway structure. Freestanding sound walls would be on the western part of Genesee right before the alignment enters into a tunnel. In this area, the sound walls would be noticeable and more memorable than the existing view, but vegetation would act as a visual buffer. The change would not be enough to change the vividness rating. The sound wall near the tunnel portal would contrast with the existing view in terms of height, bulk, and scale, and would be an encroachment into the view. The above average intactness of the view would be reduced to low average. The average unity rating of the view would be maintained because the viewed landscape would continue to have a somewhat coherent visual pattern. The visual quality of the view would be lowered from high average to average, which would not be a visual impact.

Figure 3-11e. KOP WS-21: Option DEL-2b

3.11.2.5 Delridge Way Station Alternative (DEL-3)

From KOP WS-21, the influence of Alternative DEL-3 on visual quality would be similar to that of Alternative DEL-1a, although the curve of the Alternative DEL-1a elevated guideway would not be seen in the distance (Figure 3-11f). The visual quality of the view would be lowered from high average to low average, which would not be a visual impact.

Figure 3-11f. KOP WS-21: Alternative DEL-3

3.11.2.6 Delridge Way Station Lower Height Alternative (DEL-4)

The influence of Alternative DEL-4 on the visual quality of this view would be similar to that of Alternative DEL-2a (Figure 3-11g). The visual quality of the view would be lowered from high average to low average, which would not be a visual impact.

Figure 3-11g. KOP WS-21: Alternative DEL-4

3.12 KOP WS-22: Intersection of Southwest Andover Street and 32nd Avenue Southwest, Looking South

3.12.1 Existing Condition

KOP WS-22 was selected to examine changes that residents and other sensitive viewers would experience looking south on 32nd Avenue Southwest. The neighborhood is typical for West Seattle, so vividness is rated as average (Figure 3-12a). The character of the area is primarily single-family residential, with a high average degree of intactness and unity. Overall, the aesthetic quality is rated as high average.

Figure 3-12a. KOP WS-22: Existing Condition

3.12.2 Summary of Visual Quality Changes, by Alternative

Table 3-12 compares the ratings for visual quality components in the existing condition at KOP WS-22 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-12. KOP WS-22 Visual Quality Changes by Alternative

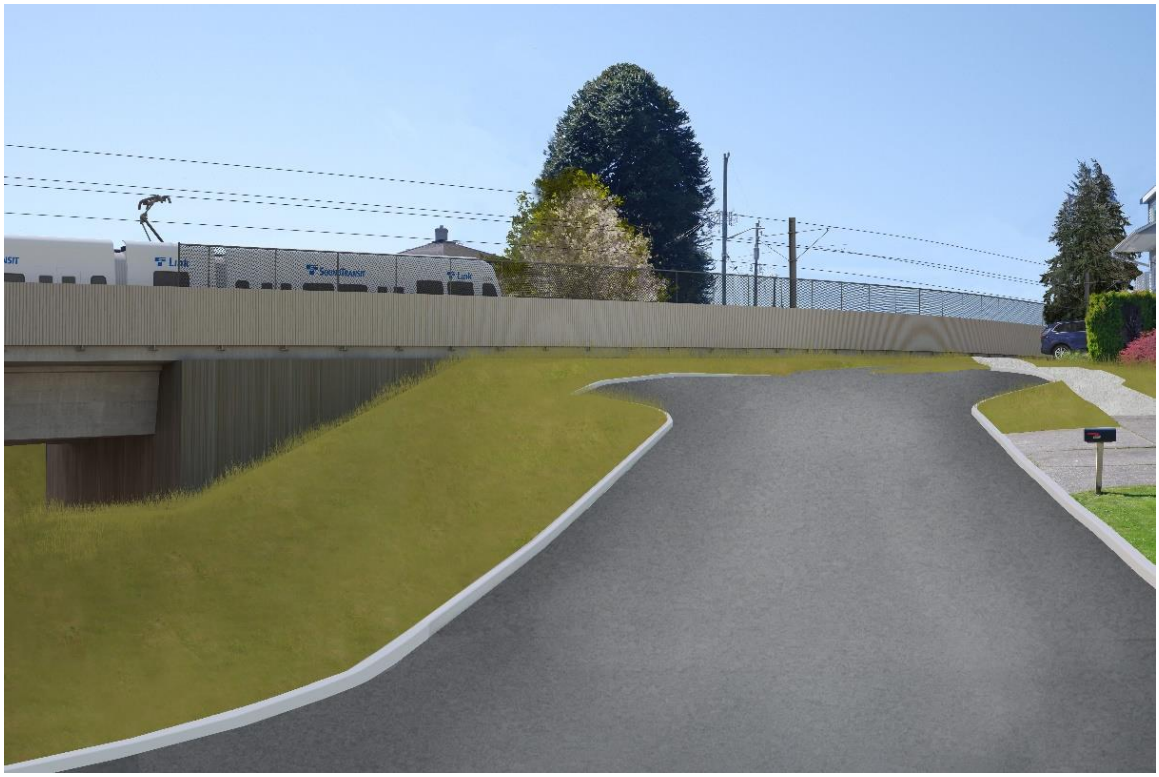
Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	Average	Low	Average	Low
Intactness	High Average	Low	Average	Low
Unity	High Average	Low	Average	Low
Visual Quality	**High Average**	**Low**	**Average**	**Low**

Note: Alternative DEL-5 would not be seen from this view and therefore was not simulated or included in this table. In addition, Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3, and Alternative DEL-4 would not be seen from this view and therefore were not simulated or included in this table.

3.12.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

In the view from KOP WS-22, Preferred Option DEL-6b is in a retained cut (Figure 3-12b). This view represents what the remaining residences would see looking south from Southwest Yancy Street. The vividness of this view would be lowered from average to low due to the encroachment of the guideway structure, retaining walls, fencing, and sound walls on the views to the south, and the visual focus would be toward the tree, utility poles, and power lines in the background. The intactness and unity would be lowered from high average to low due to the structure, retaining walls, and the street end. In addition, removal of landscaping and residences would create a discontinuous sense and lack of harmony of the residential neighborhood. The overall visual quality would be lowered from high average to low, which would be a visual impact.

Figure 3-12b. KOP WS-22: Preferred Option DEL-6b



3.12.2.2 Andover Street Station Lower Height Alternative (DEL-6a)

With Alternative DEL-6a, the visible portion of the guideway would be minimal from neighbors at Southwest Yancy Street (Figure 3-12c). The vividness or degree of drama that the structure and openness on the west side of 32nd Avenue Southwest provide in this view would maintain the average neighborhood character. The intactness would be slightly reduced to average, and due to the removal of residences, this alternative would not alter the view to the south enough to have an impact on visual quality. The removal of residential buildings on the west side of 32nd Avenue Southwest and the presence of the guideway would lower the sense of unity from high average to average. The overall visual quality would change slightly and be reduced to average, which is not considered a visual impact.

Figure 3-12c. KOP WS-22: Alternative DEL-6a

3.12.2.3 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

Similar to Preferred Option DEL-6b, Alternative DEL-7 would be in a retained cut in the view from KOP WS-22 (Figure 3-12d). The vividness of this view would be lowered from average to low due to the encroachment of the guideway structure and retaining walls on the views to the south, and the visual focus would be toward the utility poles and power lines in the foreground. The intactness and unity would be lowered from high average to low due to the structure, retaining walls, and street and landscape removal. The residential buildings provide a lack of harmony to the existing residential neighborhood visual character. The overall visual quality with this alternative would be lowered from high average to low, which would be a visual impact.

Figure 3-12d. KOP WS-22: Alternative DEL-7

3.13 KOP WS-23: Southwest Avalon Way, Looking Northeast

3.13.1 Existing Condition

KOP WS-23 was selected to represent the view that residential sensitive viewers would see looking northeast on Southwest Avalon Way. The view includes mixed-use residential and commercial land uses and appears as a neighborhood with ongoing redevelopment (Figure 3-13a). Partial views of Elliott Bay, portions of the Terminal 5 facility, and Downtown Seattle in the distance contribute to the memorability and vividness of this viewpoint. Utility poles and the wide roadway are strong visual elements in this view, and there are few mature trees, which rates this view as average intactness. Unity, however, is rated high average due to the strong architectural presence of the facades. The overall visual quality of the view is high average due to the scenic nature of Elliott Bay and downtown skyline view.

Figure 3-13a. KOP WS-23: Existing Condition

3.13.2 Summary of Visual Quality Changes, by Alternative

Table 3-13 compares the ratings for visual quality components in the existing condition at KOP WS-23 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-13. KOP WS-23 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	High	High Average	High Average	High Average
Intactness	Average	Low Average	Low Average	Low Average
Unity	High Average	Low Average	Low Average	Low Average
Visual Quality	**High Average**	**Average**	**Average**	**Average**

Note: Alternative DEL-5 would not be seen from this view and therefore was not simulated or included in this table. In addition, Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3 and Alternative DEL-4 would not be seen from this view and therefore were not simulated or included in this table.

3.13.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Preferred Option DEL-6b would pass from northeast to southwest across Southwest Avalon Way near its intersection with Southwest Yancy Street (Figure 3-13b). The elevated structure and guideway columns would be similar in scale with the elements and multi-family buildings currently near this intersection. The elevated guideway would encroach on and somewhat intrude upon views of Downtown Seattle. The above high vividness of the view would be reduced to high average. The elevated structure and guideway columns would be encroachments into the view to downtown at this location and would reduce the intactness rating from average to low average. The placement of guideway columns would frame views to the industrial buildings and a portion of the Terminal 5 facility; this would also reduce the unity of the existing unobstructed view. The high average visual quality rating would be reduced slightly to average but not enough to be a visual impact.

Figure 3-13b. KOP WS-23: Preferred Option DEL-6b

3.13.2.2 Andover Street Station Lower Height Alternative (DEL-6a)

Alternative DEL-6a would pass from northeast to southwest across Southwest Avalon Way near its intersection of Southwest Yancy Street (Figure 3-13c). From the perspective of KOP WS-23, the elevated structure and guideway columns would be similar in scale with the elements and multi-family buildings currently near this intersection. The elevated guideway would encroach on and somewhat intrude upon views of Downtown Seattle. The high vividness of the current view would be reduced to high average. The elevated structure and columns would encroach on the view to downtown and would reduce the intactness rating from average to low average. The placement of guideway columns would frame views to the industrial buildings and a portion of the Terminal 5 facility; this would also reduce the unity of the existing unobstructed view. The high average visual quality rating would be reduced somewhat to average but not enough to be a visual impact.

Figure 3-13c. KOP WS-23: Alternative DEL-6a

3.13.2.3 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 on KOP WS-23 would be the same to that under Preferred Option DEL-6b (Figure 3-13d). Visual quality would be reduced slightly from high average to average but not enough to be a visual impact.

Figure 3-13d. KOP WS-23: Alternative DEL-7

3.14 KOP WS-24: Southwest Avalon Way, Looking North at Intersection with Southwest Genesee Street

3.14.1 Existing Condition

KOP WS-24 was selected to represent views that residents in this area have when looking along Southwest Avalon Way as it descends to the north. The view includes multi-story, multi-family buildings on either side of Southwest Avalon Way, Harbor Island, Elliott Bay, and the Downtown Seattle skyline (Figure 3-14a). The character of the view is urban, and its vividness (with the optimal type of light available when the photograph was taken) is high average. Utility lines, traffic signals, and their associated poles are very apparent in the foreground of this view and, along with storage containers and other facilities at Harbor Island, detract from the intactness of the view, resulting in a slightly low average intactness rating. The unity of the view is average, as is visual quality.

Figure 3-14a. KOP WS-24: Existing Condition

3.14.2 Summary of Visual Quality Changes, by Alternative

Table 3-14 compares the ratings for visual quality components in the existing condition at KOP WS-24 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 3-14. KOP WS-24 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Dakota Street Station Alternative (DEL-1a)	Dakota Street Station North Alignment Option (DEL-1b)	Delridge Way Station Alternative (DEL-3)	Andover Street Station Alternative (DEL-5)
Vividness	High Average	High Average	High Average	High Average	Low Average
Intactness	Low Average	Low Average	Low Average	Low Average	Low
Unity	Average	Low Average	Low Average	Low Average	Low
Visual Quality	**Average**	**Low Average**	**Low Average**	**Low Average**	**Low**

Note:

Preferred Option DEL-6b, Alternative DEL-6a, and Alternative DEL-7 would not be seen from this view and therefore were not simulated or included in the table. In addition, Alternative DEL-2a, Alternative DEL-2b, and Alternative DEL-4 would not be seen from this view and therefore were not simulated or included in this table.

3.14.2.1 Dakota Street Station Alternative (DEL-1a)

Alternative DEL-1a would pass over Southwest Avalon Way near its intersection with Southwest Genesee Street and remove a multi-story, multi-family building on the northwest corner of the intersection (Figure 3-14b). The mass of the elevated structure and guideway columns would be greater than the scale of the intersection. The structures and guideway columns form, materials, and texture would be architecturally inconsistent. Because the view of Downtown Seattle would not be blocked, the vividness of the view would remain high average. The elevated guideway and columns would be encroachments into the view but based on the height of the elevated guideway (and views of Downtown Seattle beneath the guideway) would not further reduce the low average intactness. This alternative would not be consistent with the existing visual pattern of the streetscape and adjacent areas, so the average unity rating would be reduced to low average. Visual quality would be reduced from average to low average, which would not be a visual impact.

Figure 3-14b. KOP WS-24: Alternative DEL-1a

3.14.2.2 Dakota Street Station North Alignment Option (DEL-1b)

The influence of Option DEL-1b on the visual quality of this view would be very similar to that of Alternative DEL-1a (Figure 3-14c). Visual quality would be reduced from average to low average, which would not be a visual impact.

Figure 3-14c. KOP WS-24: Option DEL-1b

3.14.2.3 Delridge Way Station Alternative (DEL-3)

As shown in Figure 3-14d, the influence of Alternative DEL-3 on the visual quality of this view would be very similar to that of Alternative DEL-1a. Visual quality would be reduced from average to low average, which would not be a visual impact.

Figure 3-14d. KOP WS-24: Alternative DEL-3

3.14.2.4 Andover Street Station Alternative (DEL-5)

Alternative DEL-5 would pass from northeast to southwest above the intersection of Southwest Genesee Street and Southwest Avalon Way (Figure 3-14e). It would require the removal of multi-story, multi-family buildings on the west side of Southwest Avalon Way, and this would partially alter the residential character of Southwest Avalon Way. The elevated structure and guideway columns would be out of scale with the setting, and the alternative's weaving alignment would not follow the nearby street grid.

The elevated guideway would encroach on and partially eclipse views of Downtown Seattle. The above average vividness of the view would be reduced to low average. The elevated structure and guideway columns would be encroachments into the view of this location and would reduce the intactness rating from low average to low. The placement of a series of guideway columns and straddle bents in an area where buildings would be removed, along with the elevated guideway's weaving alignment, would not follow the visual pattern of the existing streetscape and decrease the unity rating from average to low. In addition, the number of introduced elements and shear mass of the structure would visually overpower what is architecturally a cohesive neighborhood. The average visual quality rating would be reduced from average to low, which would be a visual impact.

Figure 3-14e. KOP WS-24: Alternative DEL-5

3.15 KOP WS-25: 32nd Avenue Southwest, Looking Northeast

3.15.1 Existing Condition

The view from KOP WS-25 represents what residences in the area would see looking north along 32nd Avenue Southwest (Figure 3-15a). The view includes the downward slope of 32nd Avenue Southwest toward a distant partial view of Downtown Seattle, Port of Seattle facilities, and Elliott Bay through the trees in the foreground, with single-family residences and trees on both the east and west side of 32nd Avenue Southwest. The single-family residences on the west side of 32nd Avenue Southwest back up against the West Seattle Bridge (approach), with a buffer of trees between. The sloping terrain, trees, structures, and utility poles are strong visual elements in this view. The unity, vividness, and intactness are rated high average due to the consistent neighborhood character with partial views of the downtown skyline. The visual quality is high average.

Figure 3-15a. KOP WS-25: Existing Condition

3.15.2 Summary of Visual Quality Changes, by Alternative

Table 3-15 compares the ratings for visual quality components in the existing condition at KOP WS-25 with the ratings for. The visual changes related to are described in the following section.

Table 3-15. KOP WS-25 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)	Andover Street Station Alternative (DEL-5)	Andover Street Station Lower Height Alternative (DEL-6a)	Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)
Vividness	High Average	Average	Average	Average	Average
Intactness	High Average	Low	Low	Low	Low
Unity	High Average	Low	Low	Low	Low
Visual Quality	High Average	**Low**	**Low**	**Low**	**Low**

Note:

Alternative DEL-5, Alternative DEL-6a, and Alternative DEL-7 would be similar from this view and therefore were not simulated. In addition, Alternative DEL-1a, Alternative DEL-1b, Alternative DEL-2a, Alternative DEL-2b, Alternative DEL-3, and Alternative DEL-4 would not be seen from this view and therefore were not simulated or included in this table.

3.15.2.1 Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)

Preferred Option DEL-6b would cross in a retained cut (Figure 3-15b) near the north end of 32nd Avenue Southwest. It would remove a series of residences from both the east and the west side of the street. This view represents what the remaining residents would see looking north along 32nd Avenue Southwest. The vividness of this view would be lowered from high average to average due to the encroachment of the guideway structure, sound walls, and retaining walls but still maintain memorable partial views to the downtown skyline and the port facilities. The intactness and unity would be lowered from high average to low due to the guideway structure, retaining walls, and street end. The overhead power lines would be placed underground but would not alter the intactness or unity enough to increase the visual quality. In addition, removal of landscaping and residences would create a discontinuous sense and lack of harmony of the residential neighborhood. The overall visual quality would be lowered from high average to low, which would be a visual impact.

Figure 3-15b. KOP WS-25: Preferred Option DEL-6b

3.15.2.2 Andover Street Station Alternative (DEL-5)

The influence of Alternative DEL-5 on the visual quality of this view would be similar to that of Preferred Option DEL-6b (Figure 3-15b). The visual quality of the view would be reduced from high average to low, which would be a visual impact.

3.15.2.3 Andover Street Station Lower Height Alternative (DEL-6a)

The influence of Alternative DEL-6a (Figure 3-15c) on the visual quality of this view would be similar to that of Preferred Option DEL-6b. The vividness of this view would be lowered from high average to average due to the encroachment of the guideway structure, sound walls, and retaining walls but still maintain memorable partial views to the downtown skyline and the port facilities. The intactness and unity would be lowered from high average to low due to the encroachment of the guideway structure, retaining walls, and street end. The visual quality of the view would be reduced from high average to low, which would be a visual impact.

Figure 3-15c. KOP WS-25: Alternative DEL-6a

3.15.2.4 Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7)

The influence of Alternative DEL-7 (Figure 3-15d) on the visual quality of this view would be similar to that of Preferred Option DEL-6b. The alignment would partially maintain views of the city skyline in the background, but would encroach upon the neighborhood visual character. The intactness and unity would be lowered from high average to low due to the guideway structure, sound walls, retaining walls, and street end. The visual quality of the view would be reduced from high average to low, which would be a visual impact.

Figure 3-15d. KOP WS-25: Alternative DEL-7

4 WEST SEATTLE JUNCTION SEGMENT

4.1 KOP WS-26: 35th Avenue Southwest, Looking South near Intersection with Fauntleroy Way Southwest

4.1.1 Existing Condition

KOP WS-26 was selected to represent the view looking southeast at potential visual impacts of the proposed Avalon Station area and across the intersection of Fauntleroy Way Southwest. The current view is predominantly transportation based; elements include high traffic roadways, sidewalks, and retail. (Figure 41a). New large-scale, multi-family residential structures and Providence Hospital are also visible along 35th Avenue Southwest. Vividness is rated as low average (but not low) because of the topography and trees visible at the top of the hill on 35th Avenue Southwest. The overall intactness and unity of this view are low because of the mix of different land uses and the visual clutter of utilities and signs. Overall, the visual quality of the KOP is rated low.

Figure 4-1a. KOP WS-26: Existing Condition

4.1.2 Summary of Visual Quality Changes, by Alternative

Table 4-1 compares the ratings for visual quality components in the existing condition at KOP WS-26 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 4-1. KOP WS-26 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)
Vividness	Low Average	Low Average	Low Average	Low Average	Low Average
Intactness	Low	Low Average	Low	Low	Low Average
Unity	Low	Low Average	Low	Low	Low Average
Visual Quality	**Low**	**Low Average**	**Low**	**Low**	**Low Average**

Note: Alternative WSJ-5a would be the same as Preferred Option WSJ-5b and therefore was not simulated or included in table. Alternative WSJ-4 would be the same as Alternative WSJ-1 and WSJ-2 and therefore was not simulated or included in the table. Alternative WSJ-3a, Alternative WSJ-3b, and Alternative WSJ-6 would be in a tunnel and would not be seen.

4.1.2.1 Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

Preferred Option WSJ-5b represents the residential viewers to the north of Fauntleroy Way Southwest looking southeast across this major intersection (Figure 4-1b). The above-ground portion of the east and west station buildings would not add to the memorability of the view because it would blend into this view in architectural size and style. The intactness of the view would increase by replacing surface parking and strip retail buildings on both sides of the intersection. The station architecture would add to unity of the view by appearing more in common with the contemporary large-scale multi-family buildings and by mirroring the east and west buildings. The addition of the east and west entrance buildings would simplify an otherwise visually disconnected setting consisting of commercial, retail, and residential. The east and west station buildings would be a similar scale and height as the existing residential development. The vividness would remain as low average, and the intactness and unity would increase to low average, therefore increasing the overall visual quality to low average. This alternative would be a visual quality benefit.

Figure 4-1b. KOP WS-26: Preferred Option WSJ-5b

4.1.2.2 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

KOP WS-26 represents the residential sensitive viewers to the north of Fauntleroy Way Southwest looking south across this major intersection. While the elevated guideway with Alternative WSJ-1 would slightly add to the memorability of the view, this KOP is in a setting characterized by the visual disarray of a mix of commercial, retail, and residential (Figure 4-1c). The guideway would have a similar scale and height as the existing development and add to the complexity of the view. Therefore, the vividness would remain low average and the intactness and unity would remain low. The overall visual quality would remain low, which would not be a visual impact.

Figure 4-1c. KOP WS-26: Alternative WSJ-1

4.1.2.3 Elevated Fauntleroy Way Station Alternative (WSJ-2)

With Alternative WSJ-2, the guideway would be slightly lower but the vividness, intactness and unity would be very similar to WSJ-1 and not alter the visual quality from low (Figure 4-1d). The visual quality would remain low, which would not be a visual impact.

Figure 4-1d. KOP WS-26: Alternative WSJ-2

4.1.2.4 Tunnel 41st Avenue Alternative (WSJ-3a)

With Alternative WSJ-3a, the station building would be on the west side of this major intersection (Figure 4-1e). The station platform would be at the tunnel level and unseen in this view. This above-ground portion of the station would not add to the memorability of the view because it would blend into this setting with both architectural scale and style. Likewise, vividness would remain the same because the view of the hilltop and trees would remain. The intactness of the view would increase by replacing the strip retail buildings. The station building would add to unity of the view by appearing more in harmony with the contemporary large-scale multi-family buildings. The addition of the station would simplify an otherwise visually disconnected setting consisting of commercial, retail, and residential. The station building would be a similar scale, height, and bulk as the existing residential development. The view intactness and unity would improve to low average, therefore increasing the overall visual quality to low average. This alternative would be a visual quality benefit.

Figure 4-1e. KOP WS-26: Alternative WSJ-3a

4.1.2.5 Short Tunnel 41st Avenue Station Alternative (WSJ-4)

The influence of Alternative WSJ-4 on the visual quality of this view would be similar to that of Alternative WSJ-1 (Figure 4-1c) and Alternative WSJ-2 (Figure 4-1d). The average visual quality rating would remain low, which would not be a visual impact.

4.1.2.6 Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)

The influence of Alternative WSJ-5a on the visual quality of this view would be similar to that of Preferred Option WSJ-5b (Figure 4-1b). The low visual quality rating would increase to low average, which would be a visual quality benefit.

4.2 KOP WS-27: 35th Avenue Southwest, Looking North at Intersection with Southwest Avalon Way

4.2.1 Existing Condition

KOP WS-27 was selected to represent the view looking north from the proposed Avalon Station location. The current view is predominantly transportation-based; elements of this include high traffic roadways, sidewalks, parking lots, and strip retail (Figure 42a). The overall intactness and unity of this view are low. The area includes residential sensitive viewers and commercial retail space. Signs, overhead utility poles and wire utilities are dominant in this view. The quality of the view is low.

Figure 4-2a. KOP WS-27: Existing Condition

4.2.2 Summary of Visual Quality Changes, by Alternative

Table 4-2 compares the ratings for visual quality components in the existing condition at KOP WS-27 with the ratings for each alternative. The visual changes related to each alternative are described in the following sections.

Table 4-2. KOP WS-27 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Tunnel 41st Avenue Station Alternative (WSJ-3a)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)	Medium Tunnel 41st Avenue Station Alternative (WSJ-5a)
Vividness	Average	Average	Average	Average	Average	Average	Average
Intactness	Low	Low Average	Low Average	Low Average	Low Average	Low Average	Low Average
Unity	Low	Average	Average	Average	Average	Average	Average
Visual Quality	**Low**	**Average**	**Average**	**Average**	**Average**	**Average**	**Average**

Note: Alternative WSJ-4 would be the same as Alternative WSJ-1 and WSJ-2 and therefore was not simulated or included in the table. Alternative WSJ-3b would be the same as Alternative WSJ-3a, and Alternative WSJ-5a would be the same as Preferred Option WSJ-5b and therefore was not simulated or included in this table.

4.2.2.1 Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b)

The view with Preferred Option WSJ-5b represents the neighborhood and residential sensitive viewers from south of Fauntleroy Way Southwest, along 35th Avenue Southwest at Southwest Avalon Way looking north across this major intersection. While the Preferred Option WSJ-5b would be in a tunnel configuration, the station (shown to the right on Figure 4-2b) would add to the memorability of the view. The preferred option alignment would be in an already visually high traffic area along a City of Seattle Designated Scenic Route consisting of a mix of commercial, retail, and residential district. The station, being a similar height, bulk, and scale as the existing adjacent development, would add distinctiveness; therefore, the vividness would increase to average. The intactness would increase slightly to low average, and the unity would increase to average due to the removal of some of the retail and parking lots, which would increase the integrity of the neighborhood and level of visual coherence. The overall visual quality would increase to average, which would be a visual quality benefit.

Figure 4-2b. KOP WS-27: Preferred Option WSJ-5b

4.2.2.2 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

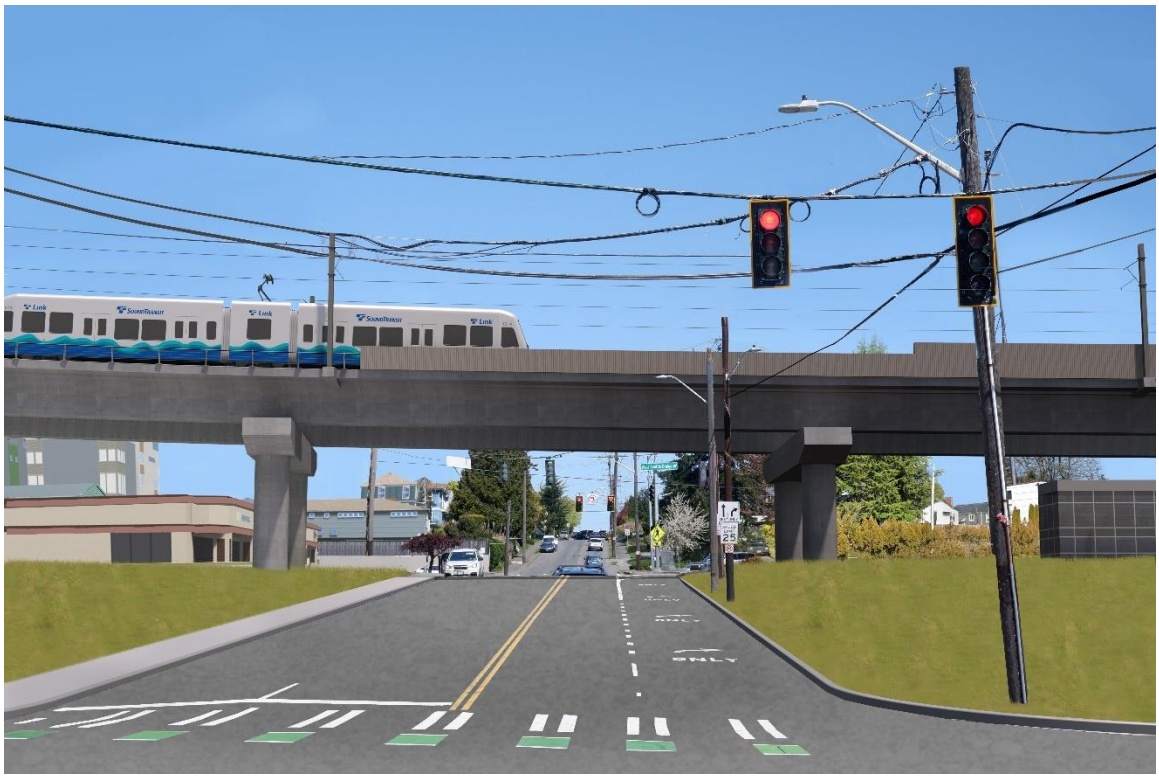
This KOP represents the neighborhoods sensitive viewers and retail strip patrons with views to the north of Fauntleroy Way Southwest, along 35th Avenue Southwest at Southwest Avalon Way, looking north across this major intersection (Figure 4-2c). While the elevated guideway would add to the memorability of the view, this alternative would be in an already high traffic area along a City of Seattle Designated Scenic Route consisting of a mix of commercial, retail, and residential district. The removal of some of the retail and parking lots would reduce the amount of visual clutter. The guideway, with a similar scale and height as the existing development, would add to the complexity of the view; therefore, the vividness would remain as average. The intactness would slightly increase to low average based on the removal of visual distractions, and unity would slightly increase to average based on this alternative's increase in visual coherence. The overall visual quality would increase from low to average, which would be a visual quality benefit.

Figure 4-2c. KOP WS-27: Alternative WSJ-1

4.2.2.3 Elevated Fauntleroy Way Station Alternative (WSJ-2)

This view of Alternative WSJ-2 represents the neighborhoods residential viewers and retail strip patrons with views to the south of Fauntleroy Way Southwest at Southwest Avalon Way looking north across this major intersection (Figure 4-2d). While the elevated guideway would add to the memorability of the view, this alternative would be in an already visually high traffic area along a City of Seattle Designated Scenic Route consisting of a mix of commercial, retail, and residential district. The removal of some of the retail and parking lots would reduce the amount of visual clutter. The guideway, which would be a similar scale and height as the existing development, would add to the complexity of the view; therefore, the vividness would remain as average. The intactness would slightly increase to low average based on the removal of visual distractions, and unity would slightly increase to average visual quality based on this alternative providing an increase in visual coherence. The overall visual quality would increase from low to average, which would be a visual quality benefit.

Figure 4-2d. KOP WS-27: Alternative WSJ-2



4.2.2.4 Tunnel 41st Avenue Station Alternative (WSJ-3a)

The view of Alternative WSJ-3a from this KOP represents the neighborhoods sensitive viewers and retail strip patrons view from south of Fauntleroy Way Southwest at Southwest Avalon Way looking north across this major intersection (Figure 4-2e). While Alternative WSJ-3a would be a tunnel configuration, the station to the right of the image would add to the memorability of the view. This alternative is already in a visually high traffic area along a City of Seattle Designated Scenic Route consisting of a mix of commercial, retail, and residential district. The station would be similar in height, bulk, and scale as the existing adjacent development and would slightly increase the sense of distinctiveness; therefore, the vividness would increase to average. The intactness would increase slightly to low average, and the unity would increase to average based on the removal of some of the retail and parking lots, with a resulting increase in the integrity of the neighborhood and level of visual coherence. The overall visual quality would increase to average, which would be a slight improvement and would be considered a visual quality benefit.

Figure 4-2e. KOP WS-27: Alternative WSJ-3a

4.2.2.5 Short Tunnel 41st Avenue Station Alternative (WSJ-4)

The influence of Alternative WSJ-4 on the visual quality of this view would be similar to that of Alternative WSJ-1 (Figure 4-2c) and Alternative WSJ-2 (Figure 4-2d). The average visual quality rating would increase from low to average visual quality, which would be a visual quality benefit.

4.3 KOP WS-28: Southwest Genesee Street, Looking East toward Southwest Avalon Way

4.3.1 Existing Condition

KOP WS-28 was selected to represent views that residents along this portion of Southwest Genesee Street have when looking east toward Southwest Avalon Way. Single-family residences and a multi-story, multi-family building at the end of the street create a residential character (Figure 4-3a). The view is not especially memorable, and its vividness rating is average. Utility poles and tall trees are major vertical visual elements in this view. The view has a low average intactness rating due to the strong visual presence of the utility poles and lines running along and crossing the street in several places. The unity rating of the view is average, as is the visual quality rating.

Figure 4-3a. KOP WS-28: Existing Condition

4.3.2 Summary of Visual Quality Changes, by Alternative

Table 4-3 compares the ratings for visual quality components in the existing condition at KOP WS-28 with the ratings for each alternative. The visual changes related to these alternatives are described in the following section.

Table 4-3. KOP WS-28 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)	Short Tunnel 41st Avenue Station Alternative (WSJ-4)
Vividness	Average	High Average	High Average	High Average
Intactness	Low Average	Average	Average	Average
Unity	Average	High Average	High Average	High Average
Visual Quality	**Average**	**High Average**	**High Average**	**High Average**

Note:

Preferred Option WSJ-5b, Alternative WSJ-3a, Alternative WSJ-5a, and Alternative WSJ-6 would change the appearance of this area but to a lesser degree than Alternative WSJ-1 and therefore were not simulated or included on this table. Option WSJ-3b would not be seen from this view and therefore was not simulated or included in the table.

4.3.2.1 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

Residences along both sides of Southwest Genesee Street would be removed, and those on the south side of the street (right) would be replaced with an elevated guideway, support structures, and station (Figure 4-3b) with Alternative WSJ-1. The elevated guideway would continue east and remove the multi-story, multi-family buildings seen at the terminus of Southwest Genesee Street. The back of multi-story, multi-family buildings that face Southwest Avalon Way would be exposed with the removal of single-family residence and associated landscaping along the south side of Southwest Genesee Street. The visual character would partially change from residential to major transportation facility. With the extension of the elevated guideway to the east (especially the arched guideway), the memorability or vividness of this view would slightly increase to high average. The intactness of the view would remain average (if utility poles and lines are removed, it could increase to high average). The development of the station and its plaza along with the extension of the elevated guideway through the view would increase the visual unity rating of the view to high average. The average visual quality rating would slightly increase to high average which would be a visual quality benefit.

Figure 4-3b. KOP WS-28: Alternative WSJ-1

4.3.2.2 Elevated Fauntleroy Way Station Alternative (WSJ-2)

The influence of Alternative WSJ-2 on the visual quality of this view would be similar to that of Alternative WSJ-1 (Figure 4-3b). The average visual quality rating would slightly increase to high average.

4.3.2.3 Short Tunnel 41st Avenue Station Alternative (WSJ-4)

The influence of Alternative WSJ-4 on the visual quality of this view would be similar to that of Alternative WSJ-1 (Figure 4-3b). The average visual quality rating would slightly increase to high average.

4.4 KOP WS-29: Looking Southwest along Fauntleroy Way Southwest from 35th Avenue Southwest

4.4.1 Existing Condition

The location of KOP WS-29 is somewhat of an extended gateway into West Seattle because it represents the view seen by people approaching the Alaska Junction area after they exit the West Seattle Bridge. The view is along Fauntleroy Way Southwest as it passes through an area of primarily low-rise, commercial development (Figure 4-4a). Multi-story, mixed-use buildings in the Alaska Junction area are visible at the terminus of the street. The character of the view is commercial. Street trees along both sides of Fauntleroy Way Southwest obscure views beyond the street corridor and provide some visual unity. The view toward Alaska Junction is not memorable and has an average degree of vividness. Power lines and utility poles intrude on the view and somewhat decrease the intactness but not enough to reduce it to low average. The scale of the elements along Fauntleroy Way Southwest appears fairly uniform from KOP WS-29, and the development pattern is generally consistent. The unity rating of the view is average as is overall visual quality.

Figure 4-4a. KOP WS-29: Existing Condition

4.4.2 Summary of Visual Quality Changes, by Alternative

Table 4-4 compares the ratings for visual quality components in the existing condition at KOP WS-29 with the ratings for each alternative. The visual changes related to the alternatives are described in the following section.

Table 4-4. KOP WS-29 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)	Elevated Fauntleroy Way Station Alternative (WSJ-2)
Vividness	Average	Average	Average
Intactness	Average	Low	Low Average
Unity	Average	Low	Low Average
Visual Quality	**Average**	**Low**	**Low Average**

Note:

Preferred Option WSJ-5b, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not be seen from this view and therefore were not simulated or included on this table.

4.4.2.1 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

The elevated guideway with Alternative WSJ-1 would pass next to and above KOP WS29 (Figure 4-4b). It would continue west toward Alaska Junction while straddling Fauntleroy Way Southwest. Although the vividness rating of the view would not change, the elevated guideway, straddle bents, and double row of guideway columns would be dissimilar in height, bulk, scale, form, color, and materials, and would visually encroach on the view. The average intactness rating would be reduced to low. The tunnel effect along Fauntleroy Way Southwest that would be created by the straddle bents and guideway columns would lower the average unity rating to low by disrupting the existing average harmony and visual pattern of the existing view. The existing overhead power lines would be undergrounded, which would not alter the visual quality. The average visual quality rating would be reduced to low, which would be a visual impact.

Figure 4-4b. KOP WS-29: Alternative WSJ-1

4.4.2.2 Elevated Fauntleroy Way Station Alternative (WSJ-2)

Although the elevated guideway and one straddle bent would be very close to and visible from KOP WS-29 with Alternative WSJ-2, on the north (right) side of Fauntleroy Way Southwest, this alternative would follow the street direction and maintain a degree of visual intactness, although the rating would be reduced from average to low average (Figure 4-4c). The existing overhead power lines would be undergrounded, which would not alter the visual quality. By following the existing street pattern and creating an open area next to Fauntleroy Way Southwest under the elevated guideway, the unity of the view would not be decreased as much as it would be with different alternatives in this segment. The unity rating would decrease to low average, as would the visual quality rating, which would not be a visual impact.

Figure 4-4c. KOP WS-29: Alternative WSJ-2

4.5 KOP WS-30: 39th Avenue Southwest, Looking South toward Fauntleroy Way Southwest

4.5.1 Existing Condition

KOP WS-30 represents views that residents on the slope north of Fauntleroy Way Southwest have when looking south toward Alaska Junction. The view includes a major intersection in West Seattle; a gas station; a multi-story, multi-family building; Fauntleroy Way Southwest where it angles to the southwest at the junction; a tower crane (a temporary feature); and a hillside beyond the junction (Figure 4-5a). This visually busy and transitioning area has a mixed character. The most distinctive feature in this view is the prominent hillside beyond the intersection. However, even with the hillside, the view is not unusually memorable, and its vividness rating is average. The view has an average degree of intactness. With the mixture of uses and building types that can be viewed, the unity of the view is low average. The visual quality rating of the view is average.

Figure 4-5a. KOP WS-30: Existing Condition

4.5.2 Summary of Visual Quality Changes, by Alternative

Table 4-5 compares the ratings for visual quality components in the existing condition at KOP WS-30 with the ratings for Alternative WSJ-2. The visual changes related to this alternative are described in the following section.

Table 4-5. KOP WS-30 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Elevated Fauntleroy Way Station Alternative (WSJ-2)
Vividness	Average	High Average
Intactness	Average	High Average
Unity	Low Average	Average
Visual Quality	**Average**	**Average**

Note:

Preferred Option WSJ-5b, Alternative WSJ-1, Alternative WSJ-3a, Option WSJ-3b, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not be seen from this view and therefore were not simulated or included on this table.

4.5.2.1 Elevated Fauntleroy Way Station Alternative (WSJ-2)

The Alternative WSJ-2 elevated station and guideway would add more memorable elements in this view than the mix of land uses and buildings that are currently seen (Figure 4-5b). The vividness of the view would increase from average to high average. The height and scale of the elevated station would be compatible with nearby buildings and this setting in general. The existing overhead power lines would be undergrounded, which would not alter the visual quality. Although the elevated guideway might encroach on views from residential sensitive viewers farther down Fauntleroy Way Southwest, this alternative's components would improve the intactness of the view and increase the rating to high average. The elevated station and guideway would follow the street pattern in this location, simplify and harmonize the intersection area compared to the existing condition, and increase the low average unity rating to average. The visual quality rating would remain average, which would not be a visual impact.

Figure 4-5b. KOP WS-30: Alternative WSJ-2

4.6 KOP WS-31: 42nd Avenue Southwest near Southwest Hudson Street, Looking North

4.6.1 Existing Condition

KOP WS-31 represents the view north along 42nd Avenue Southwest that is seen by residents in this neighborhood. Single-family residences, street trees, and large trees in the yards of residences are the primary visual elements of this view (Figure 4-6a). The area viewed from this location is residential in character. The view is of a pleasant but unremarkable residential area that has an average degree of vividness. The intactness and unity of this area are high average. The area viewed has high average visual quality rating.

Figure 4-6a. KOP WS-31: Existing Condition

4.6.2 Summary of Visual Quality Changes, by Alternative

Table 4-6 compares the ratings for visual quality components in the existing condition at KOP WS-31 with the ratings for Alternative WSJ-1. The visual changes related to this alternative are described in the following section.

Table 4-6. KOP WS-31 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Elevated 41st/42nd Avenue Station Alternative (WSJ-1)
Vividness	Average	Average
Intactness	High Average	Low
Unity	High Average	Low
Visual Quality	**High Average**	**Low**

Notes:

Option WSJ-3b would not be seen from this view and therefore, was not simulated or included in this table. Changes associated with the construction of Option WSJ-3b would alter the appearance of this view (but were not simulated or included in this table because simulations show long-term permanent impacts).

In addition, Preferred Option WSJ-5b, Alternative WSJ-2, Alternative WSJ-3a, Alternative WSJ-4, Alternative WSJ-5a, and Alternative WSJ-6 would not be seen from this view and therefore were not simulated or included in this table.

4.6.2.1 Elevated 41st/42nd Avenue Station Alternative (WSJ-1)

All of the residences along 41st Avenue Southwest that are visible in Figure 4-6a would be removed with Alternative WSJ-1 (Figure 4-6b). The elevated guideway, the elevated trail track, stored trains, and the high access would introduce large-scale elements into the view that would be very different visually, and somewhat more memorable, than the existing view. The change would not be enough to change the vividness rating to high average however, so it would remain average. The project components would contrast with the existing view in terms of height, bulk, scale, form, color, and material, and would be encroachments into the view. The high average intactness of the view would be reduced to low. The project elements do not fit the pattern of the area near them, contrast with nearby residential areas, and do not support a harmonious visual setting. As a result, the unity rating of view would be reduced to low. The visual quality rating would also be reduced to low, which would be a visual impact.

Figure 4-6b. KOP WS-31: Alternative WSJ-1

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5 REFERENCES

Federal Highway Administration. 1988. *Visual Assessment Methodology*.

Federal Highway Administration. 2015. *Guidelines for the Visual Impact Assessment of Highway Projects.*

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Attachment N.2B
Station 3D Views and Cross Sections

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Attachment N.2B
Station 3D Views and Cross Sections

To show the height, bulk, and scale of the stations in Delridge and the West Seattle Junction, segments, this attachment includes generalized cross sections of each station. In addition, 3D views of some of the stations are also shown as representative examples of the height, bulk, and scale for higher and lower alternatives. The 3D views also identify potential sites for transit-oriented development (TOD).

1 DELRIDGE SEGMENT

Figure 1-1. Delridge Station 3D View for Preferred Option DEL-6b and Alternative DEL-7

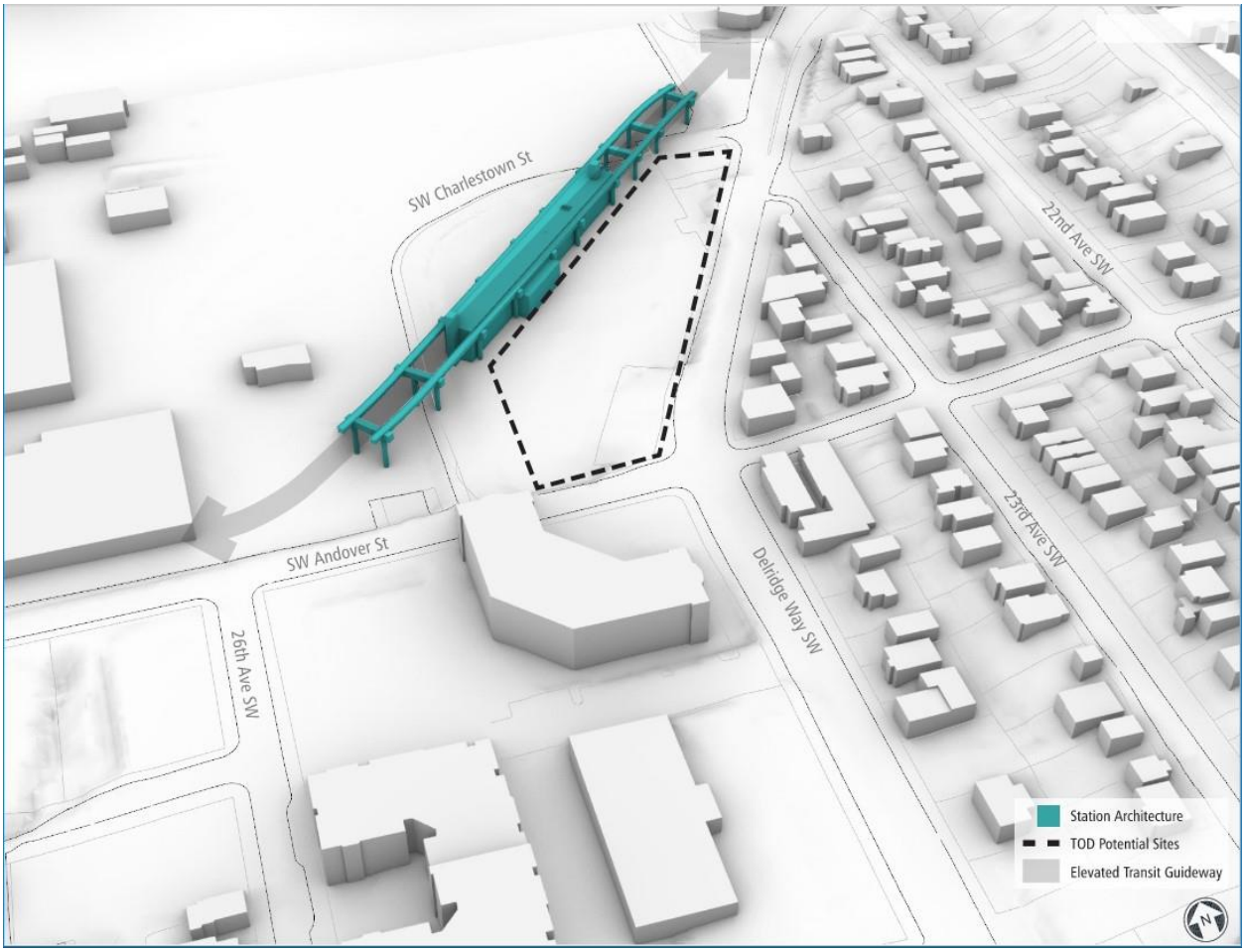
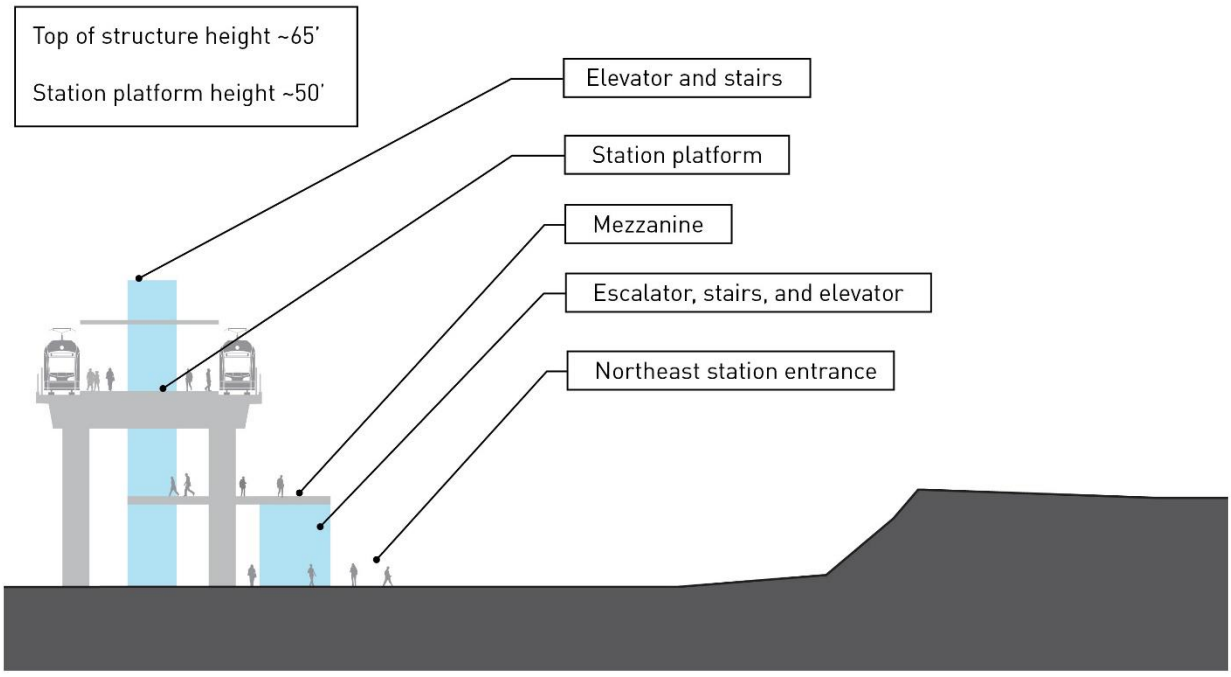


Figure 1-2. Delridge Station Cross Section for Preferred Option DEL-6b and Alternative DEL-7



Note: Heights shown are the same for both Preferred Option DEL-6b and Alternative DEL-7.

Figure 1-3. Delridge Station 3D View for Alternative DEL-1a and Option DEL-1b

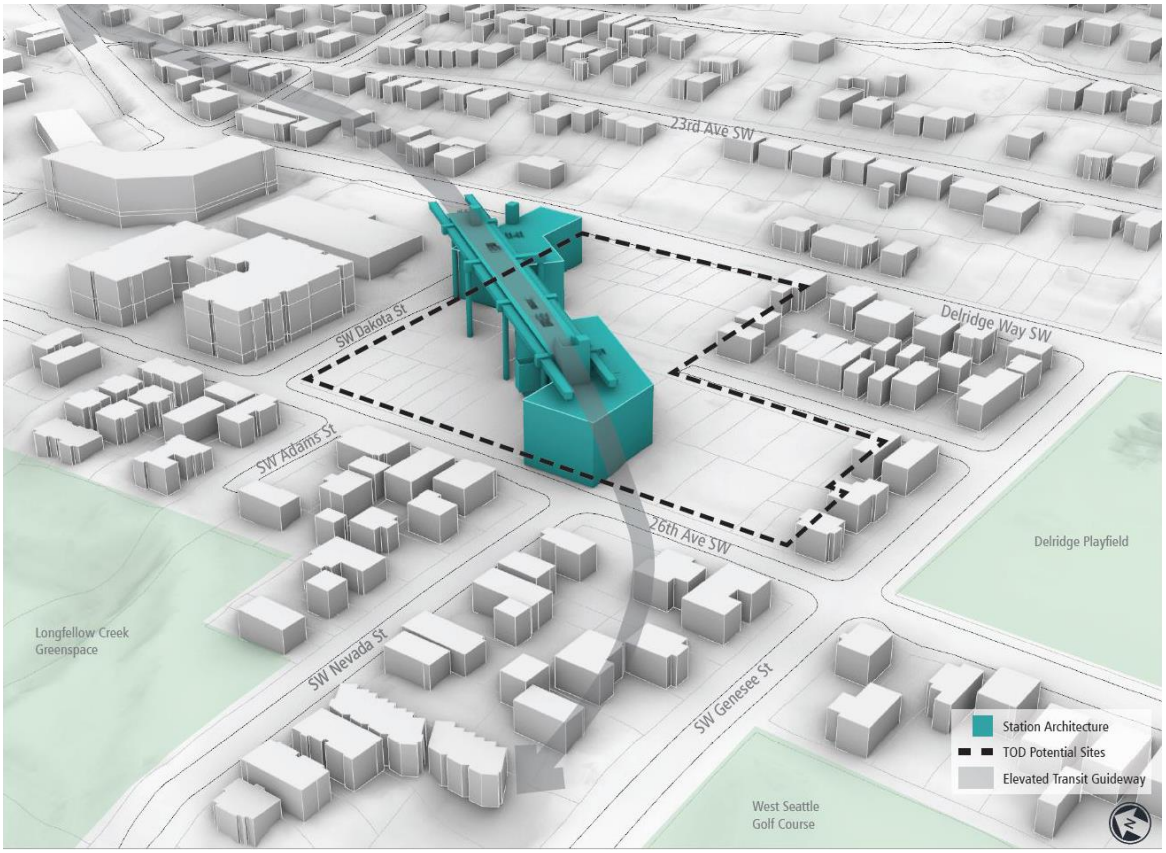


Figure 1-4. Delridge Station Cross Section for Alternative DEL-1a and Option DEL-1b

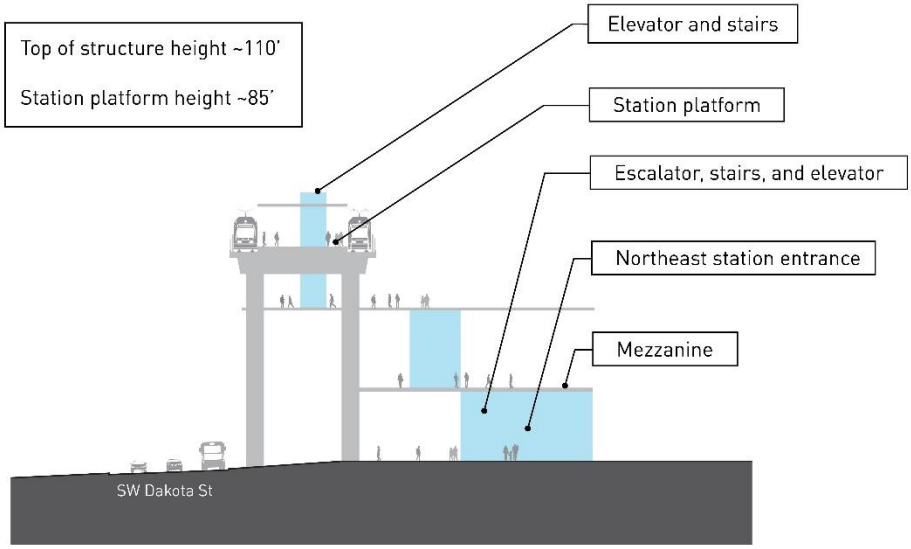


Figure 1-5. Delridge Station 3D View for Alternative DEL-2a and Option DEL-2b

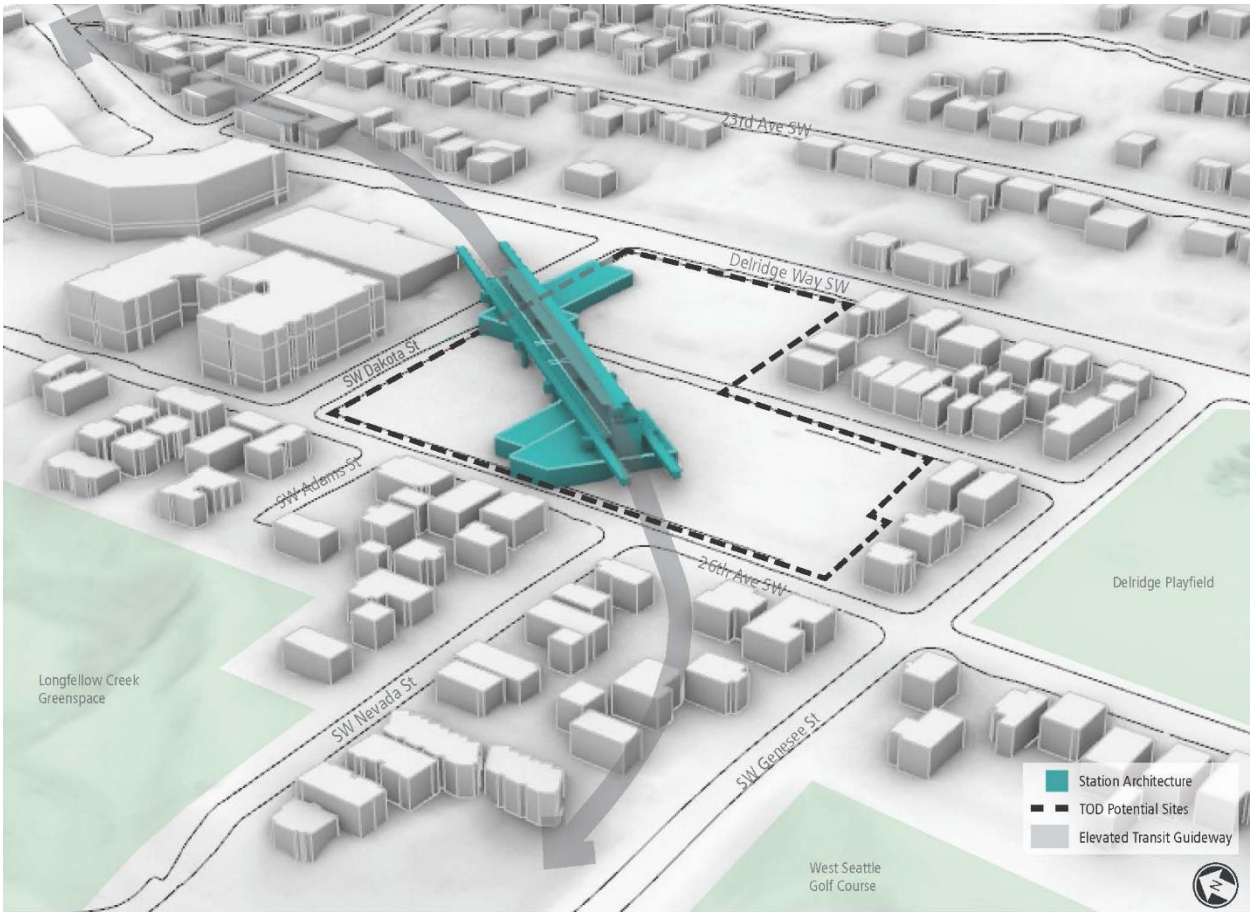


Figure 1-6. Delridge Station Cross Section for Alternative DEL-2a and Option DEL-2b

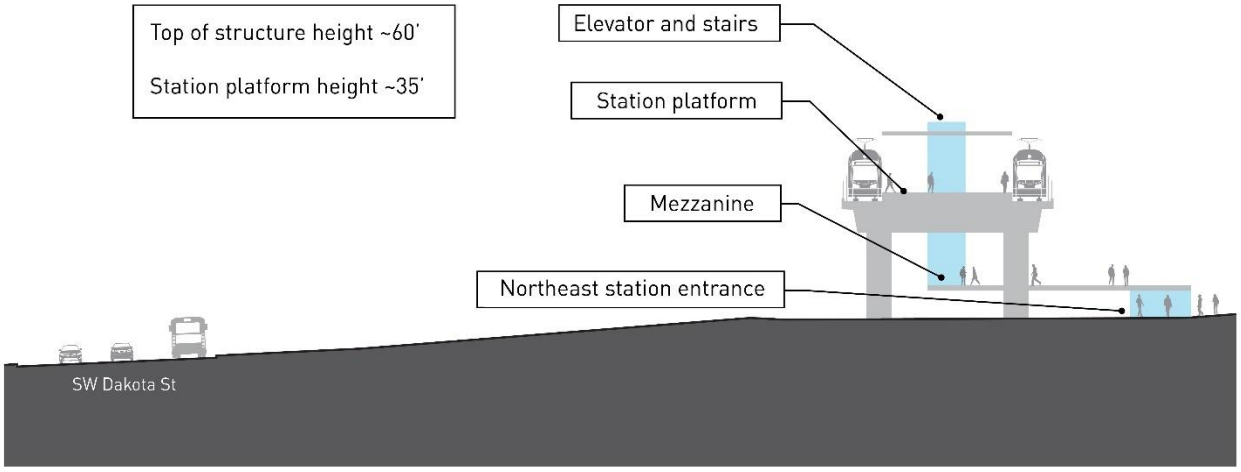
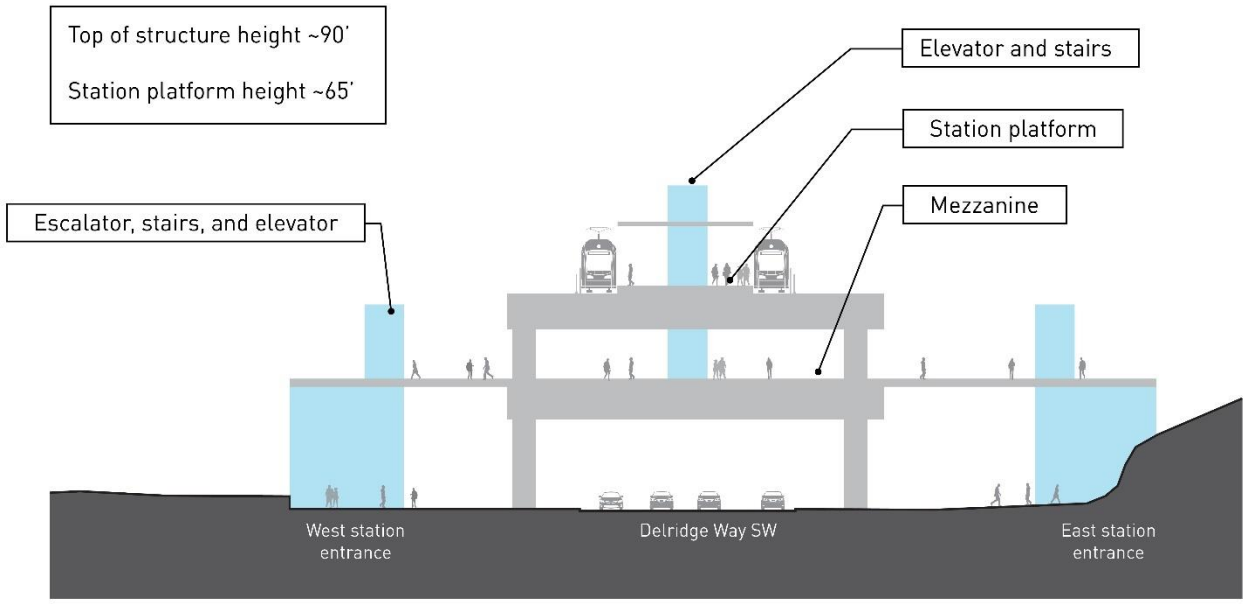


Figure 1-7. Delridge Station Cross Section for Alternative DEL-3 and Alternative DEL-4



Note: There is no 3D view for Alternative DEL-3 and Alternative DEL-4.

Figure 1-8. Delridge Station 3D View for Alternative DEL-5 and Alternative DEL-6a

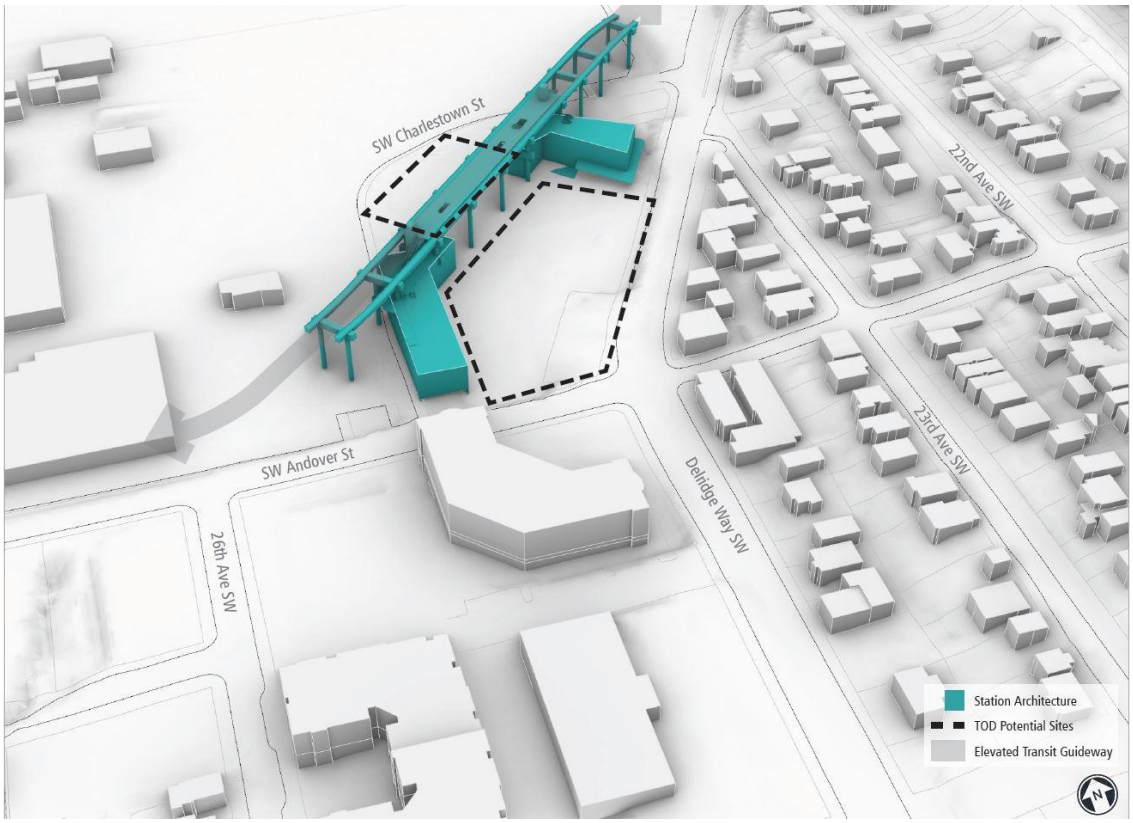
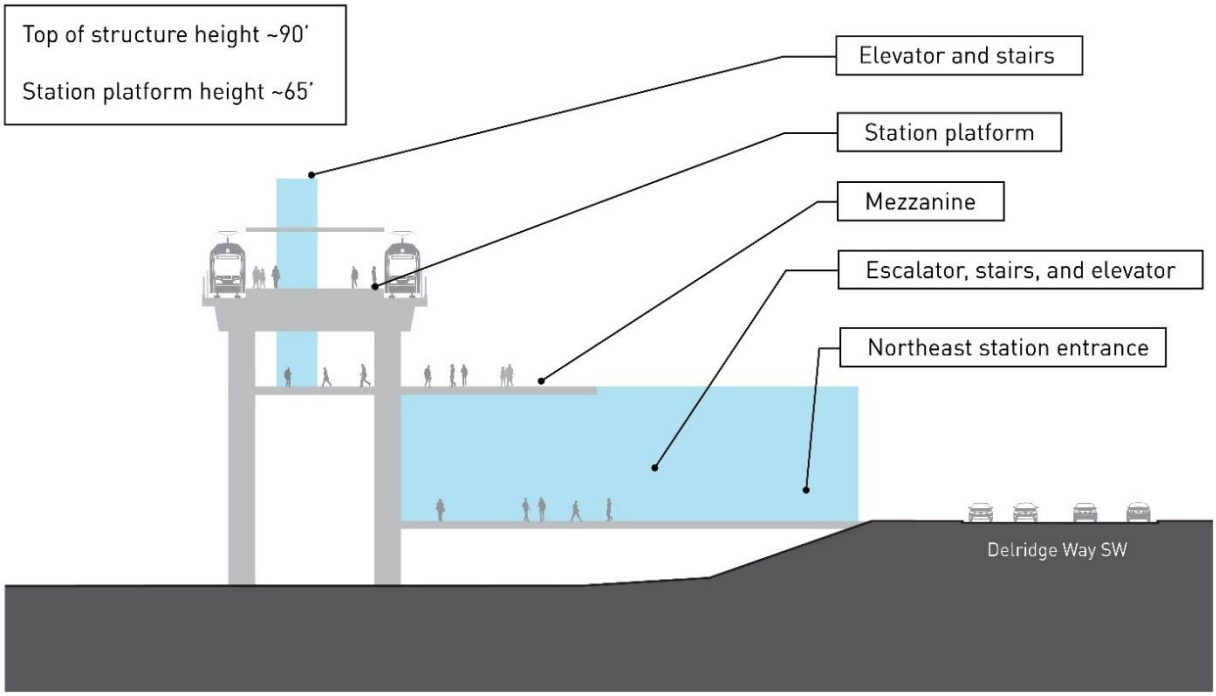


Figure 1-9. Delridge Station Cross Section for Alternative DEL-5 and Alternative DEL-6a



Notes: Heights shown are for Alternative DEL-6a. The top of the station height for Alternative DEL-5 would be about 100 feet.

2 WEST SEATTLE JUNCTION SEGMENT

Figure 2-1. Avalon Station 3D View for Preferred Option WSJ-5b

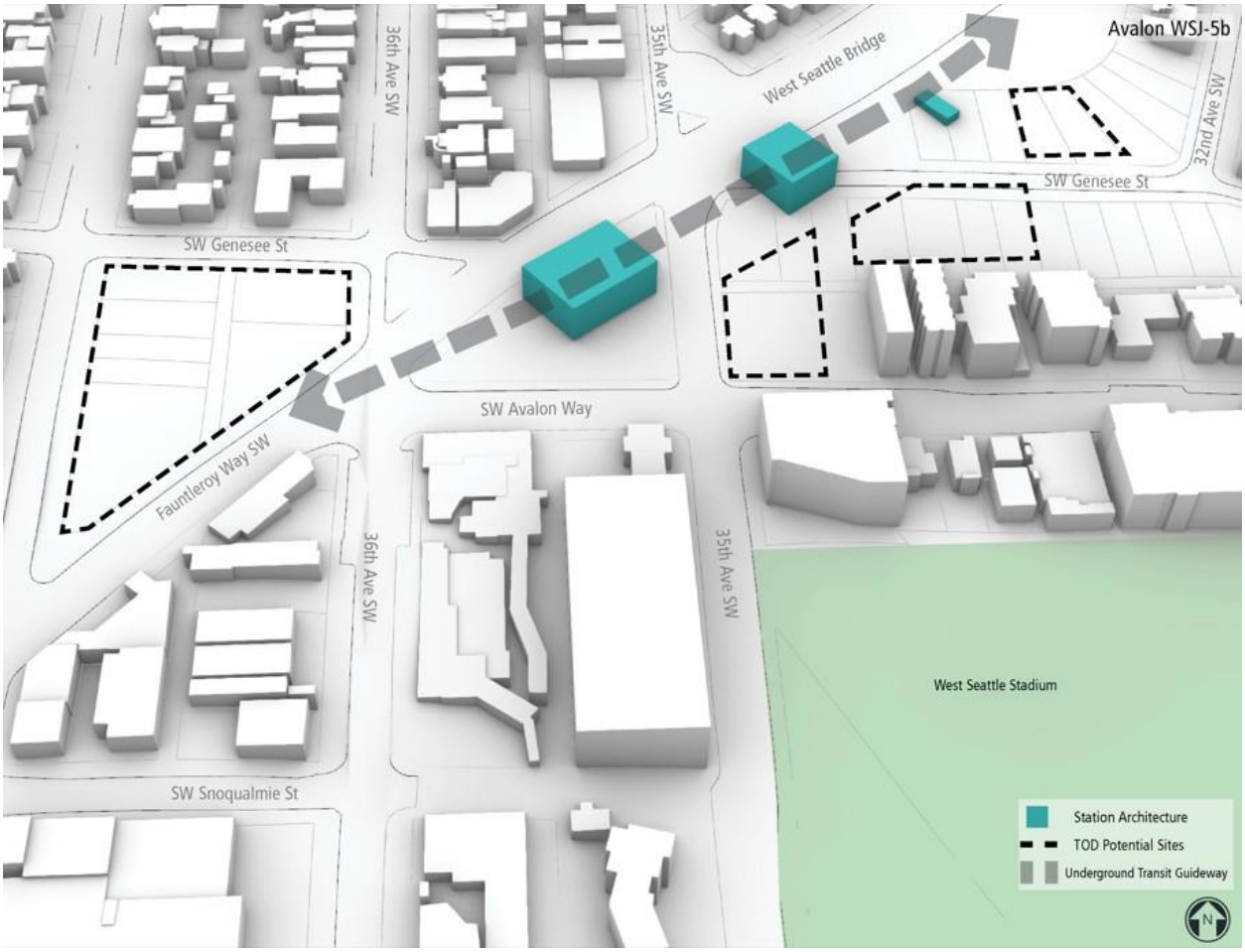


Figure 2-2. Avalon Station Cross Section for Preferred Option WSJ-5b

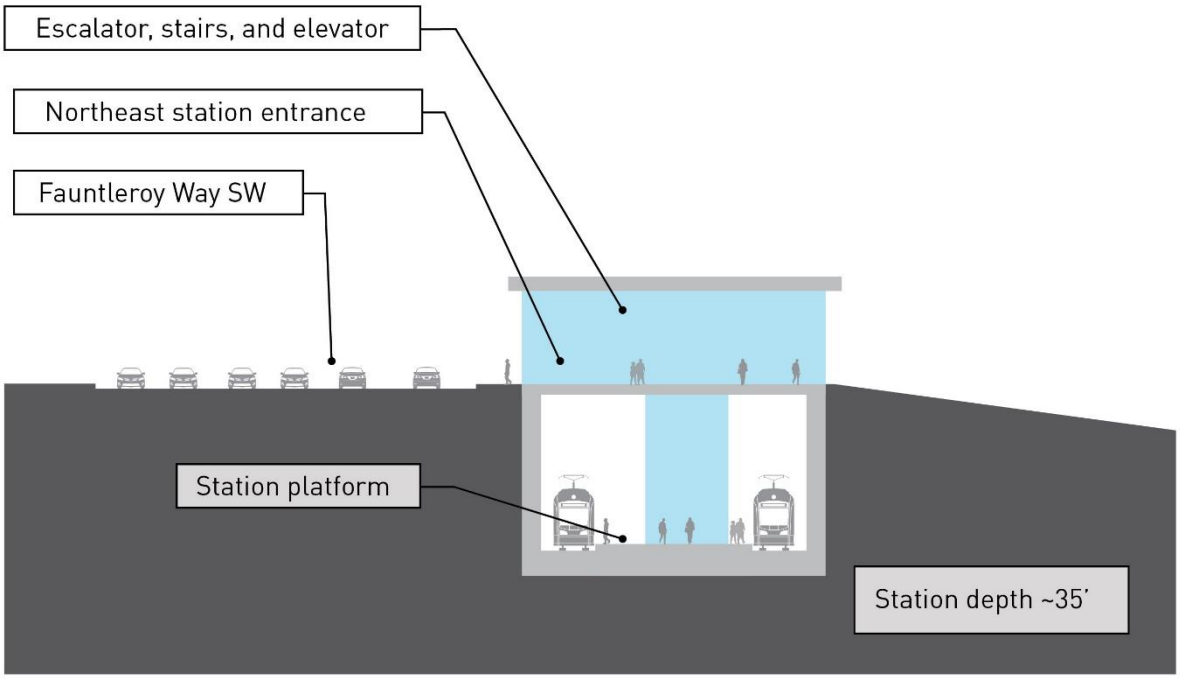
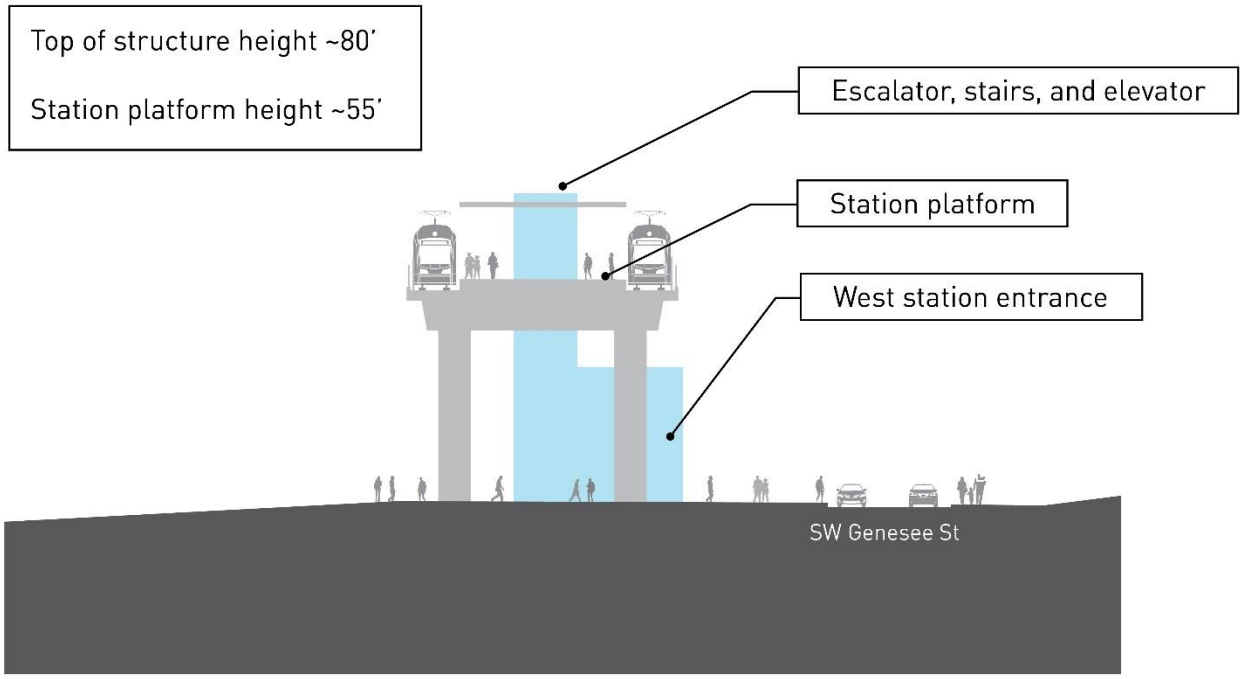
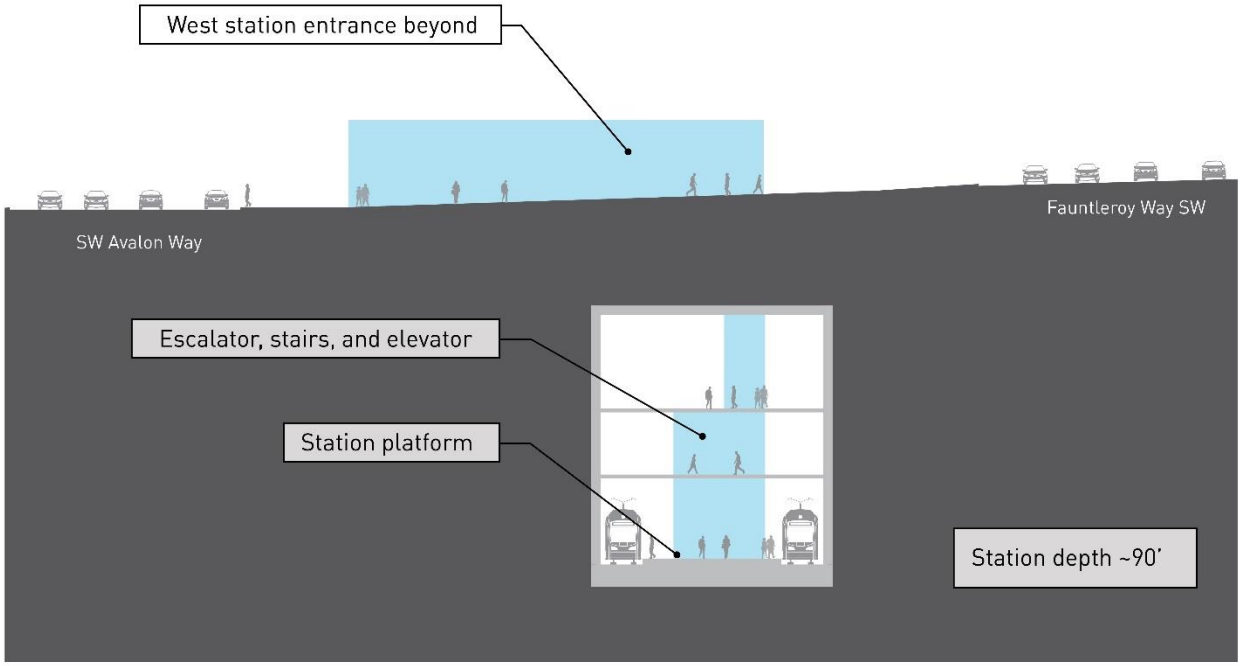


Figure 2-3. Avalon Station Cross Section for Alternative WSJ-1 and Alternative WSJ-2



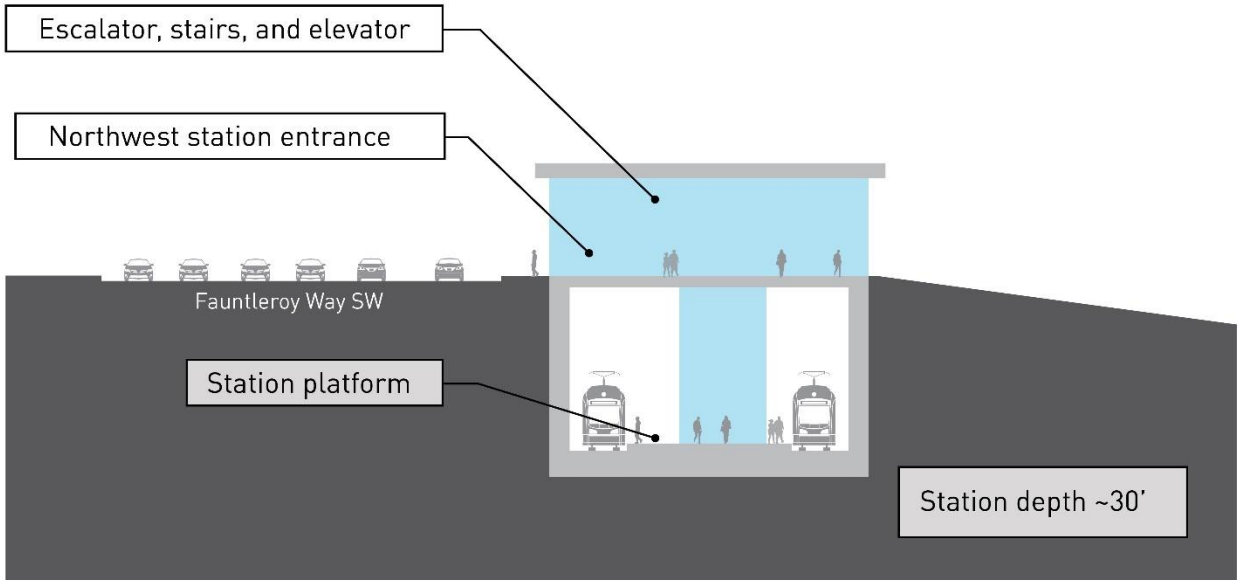
Note: There is no 3D view for Alternatives WSJ-1 and WSJ-2.

Figure 2-4. Avalon Station Cross Section for Alternative WSJ-3a and Option WSJ-3b



Note: There is no 3D view for Alternative WSJ-3a and Option WSJ-3b.

Figure 2-5. Avalon Station Cross Section for Alternative WSJ-5a



Note: There is no 3D view for Alternative WSJ-5a.

Figure 2-6. Alaska Junction Station 3D View for Preferred Option WSJ-5b and Alternative WSJ-6

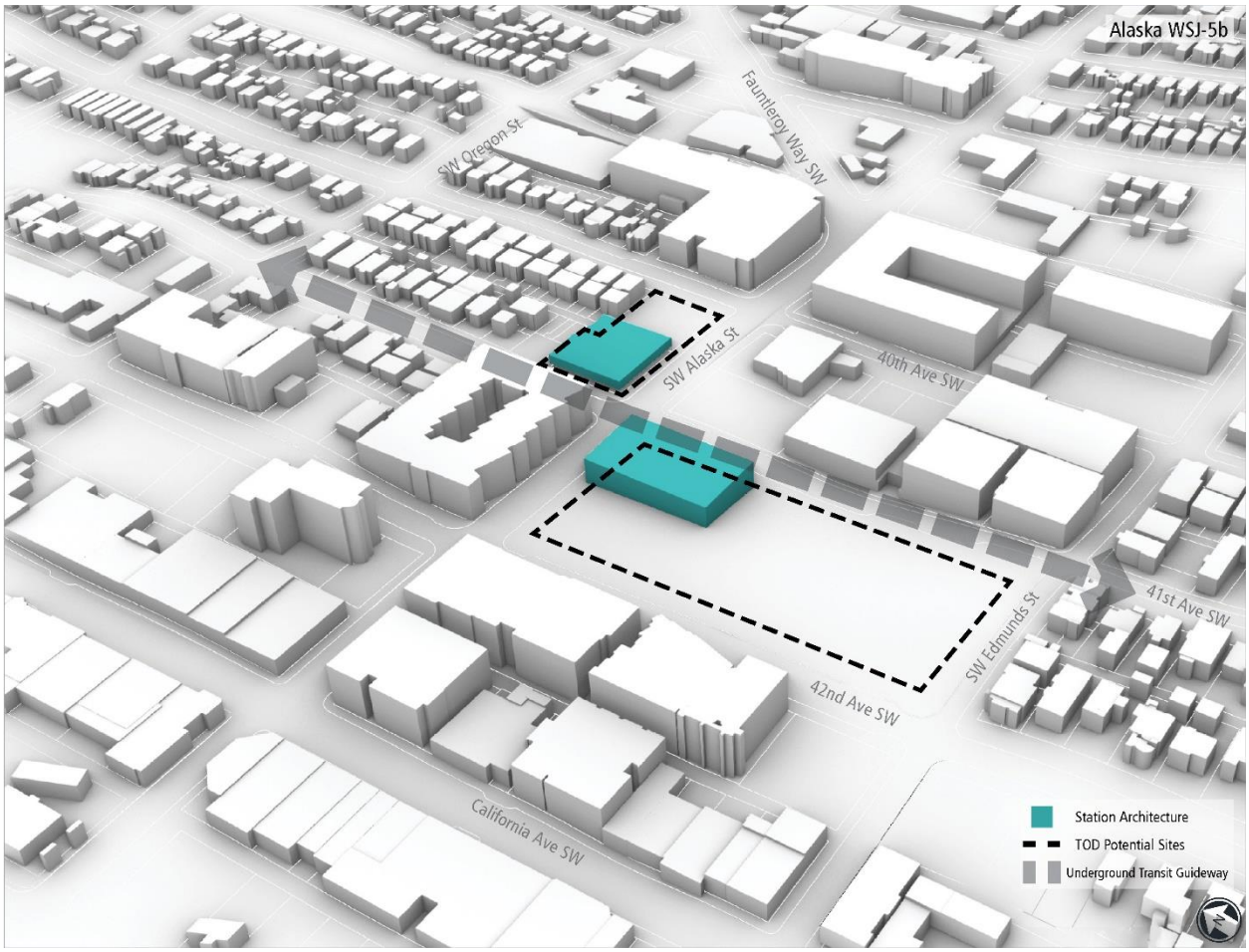


Figure 2-7. Alaska Junction Station Cross Section for Preferred Option WSJ-5b and Alternative WSJ-6

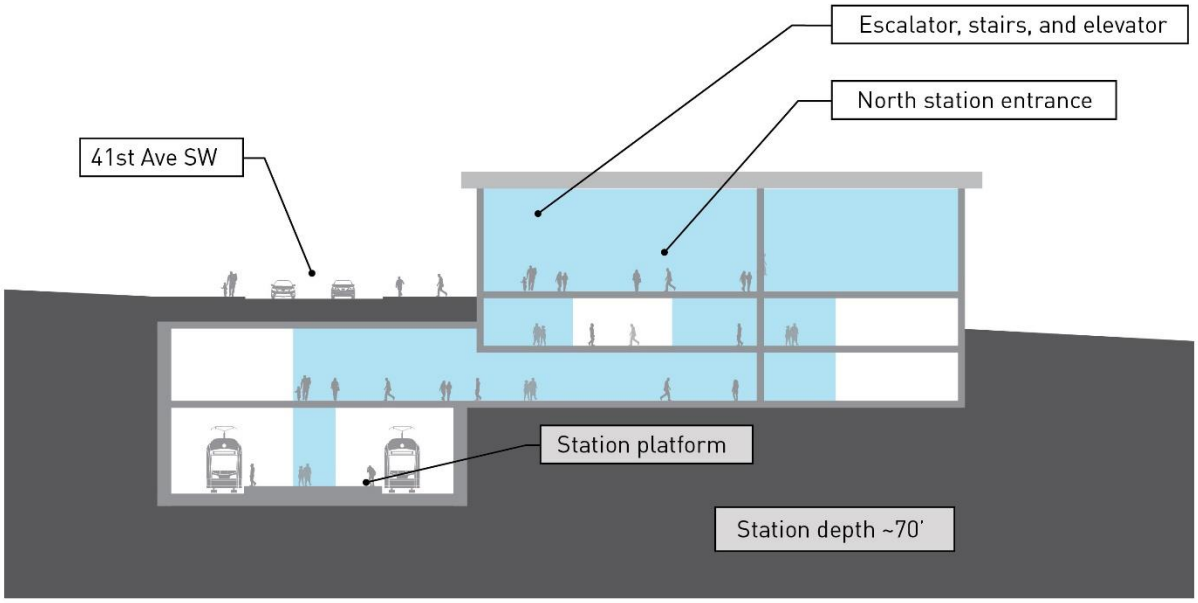
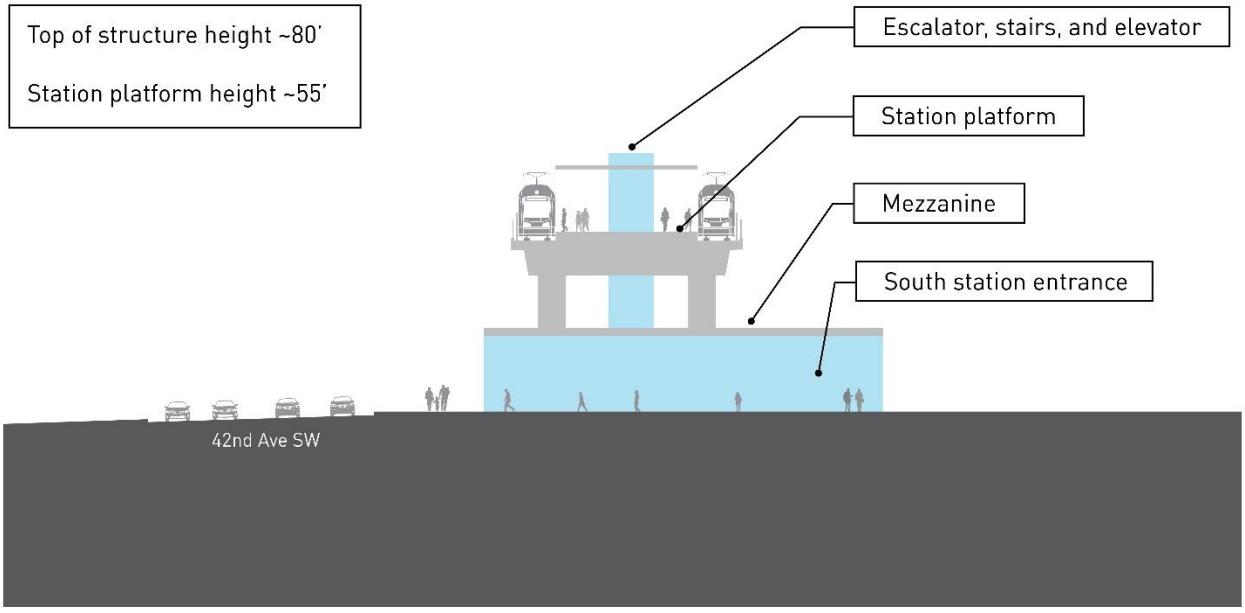


Figure 2-8. Alaska Junction Station Cross Section for Alternative WSJ-1



Note: There is no 3D view for Alternative WSJ-1.

Figure 2-9. Alaska Junction Station 3D View for Alternative WSJ-2

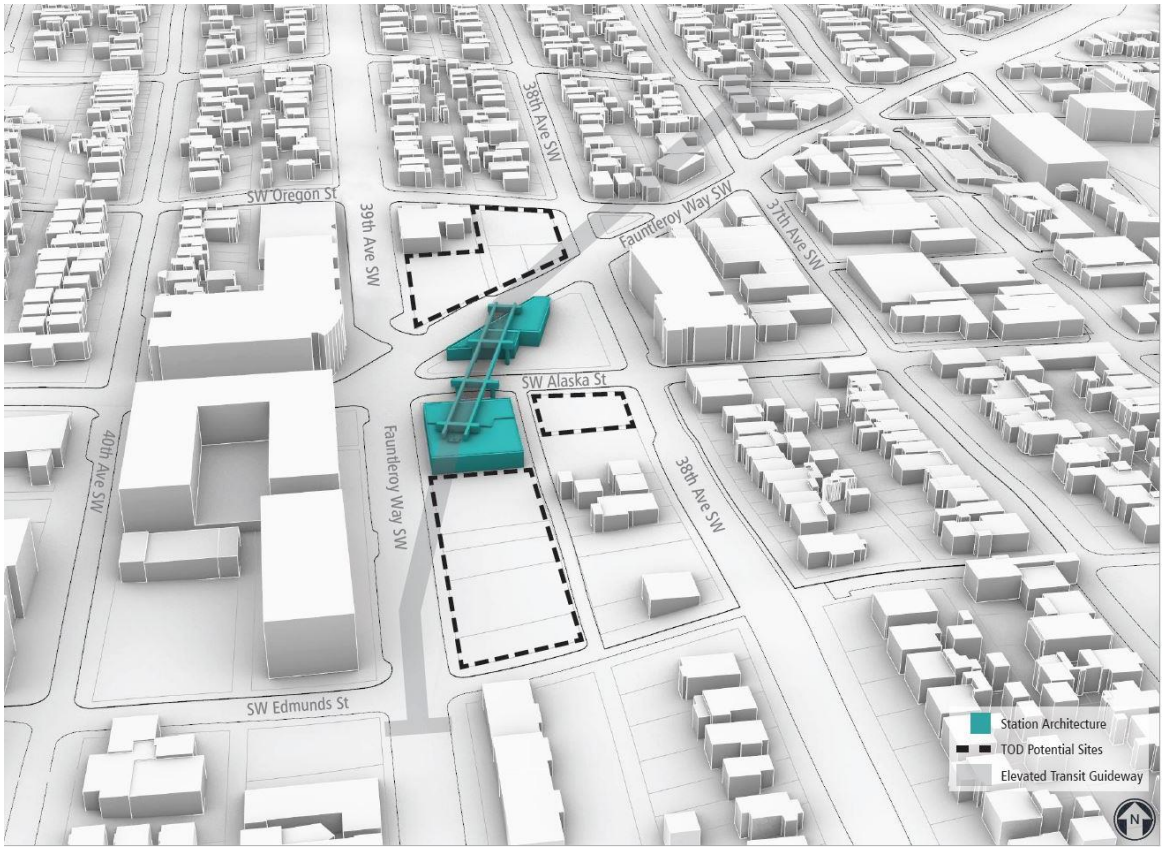


Figure 2-10. Alaska Junction Station Cross Section for Alternative WSJ-2

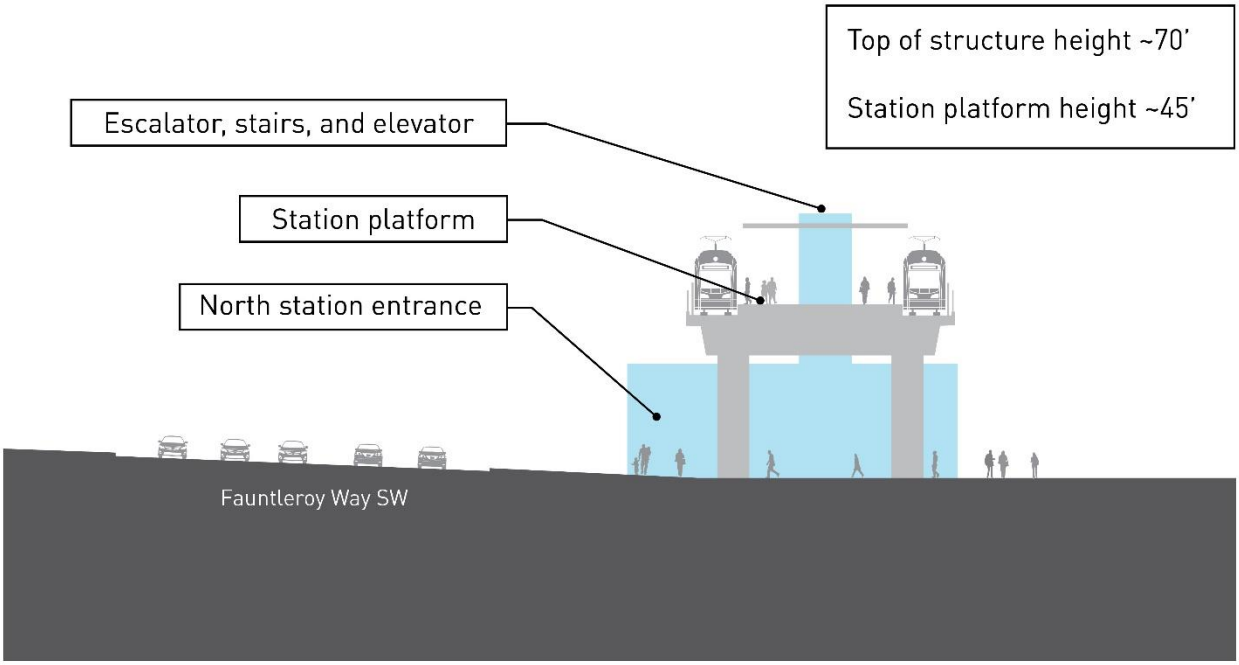


Figure 2-11. Alaska Junction Station 3D View for Alternative WSJ-3a

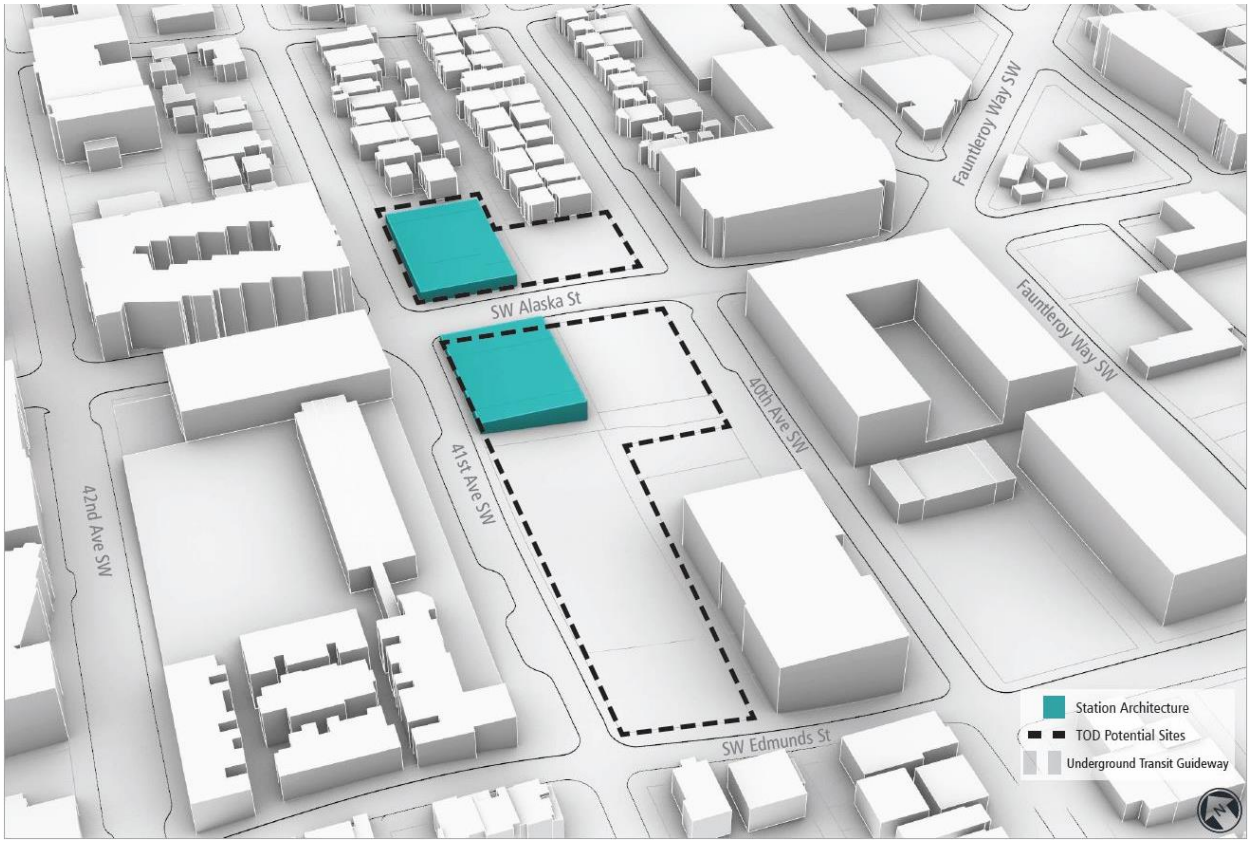


Figure 2-12. Alaska Junction Station Cross Section for Alternative WSJ-3a

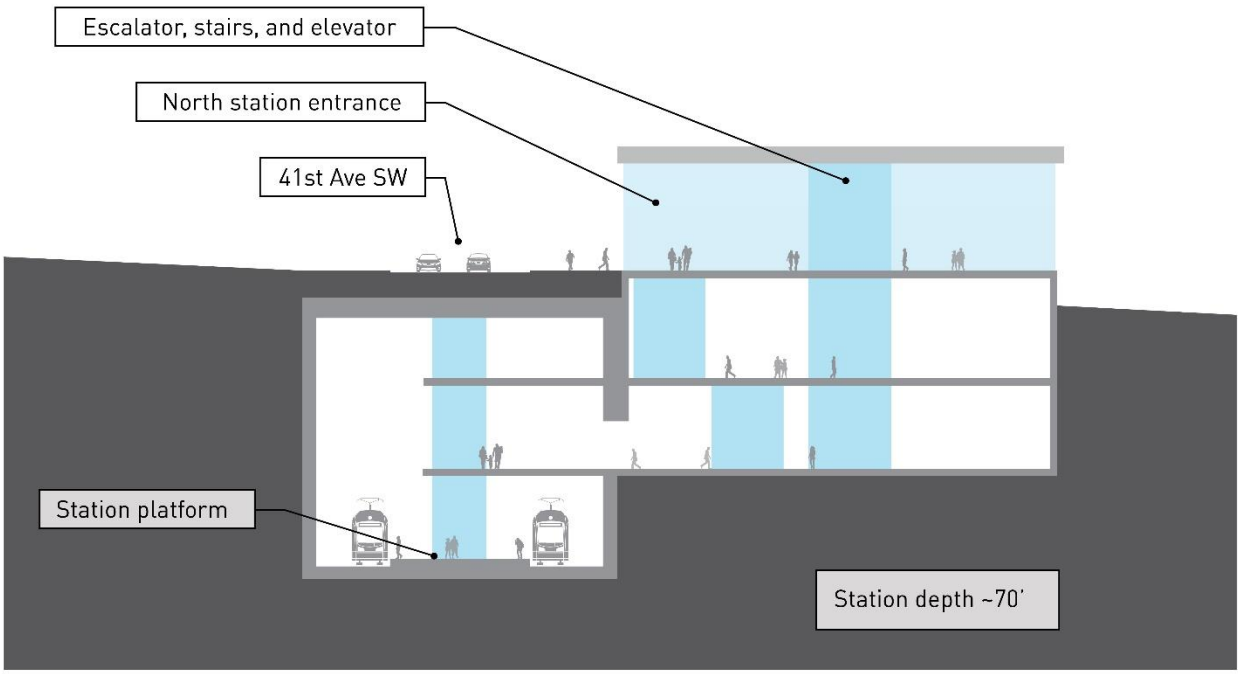
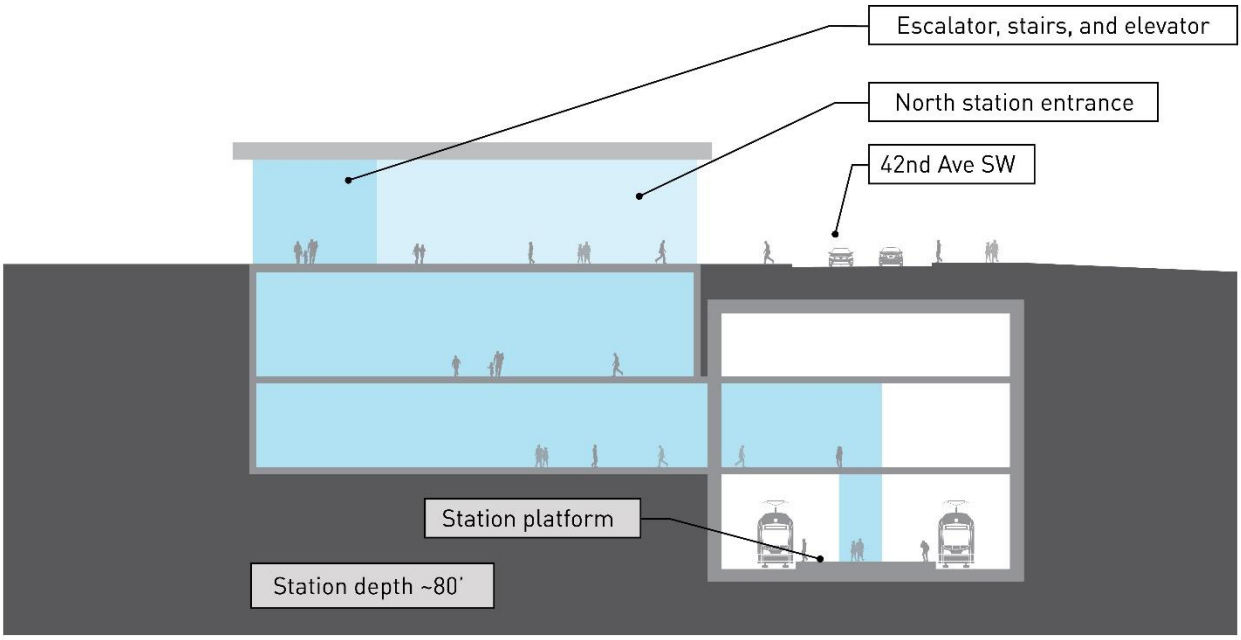
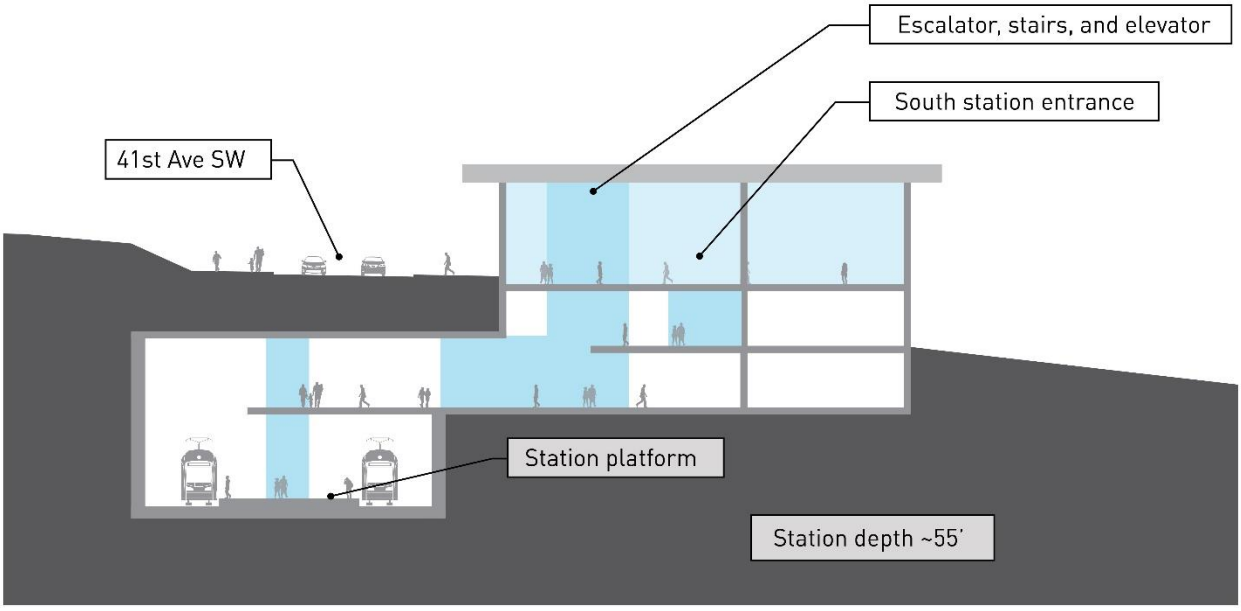


Figure 2-13. Alaska Junction Station Cross Section for Option WSJ-3b



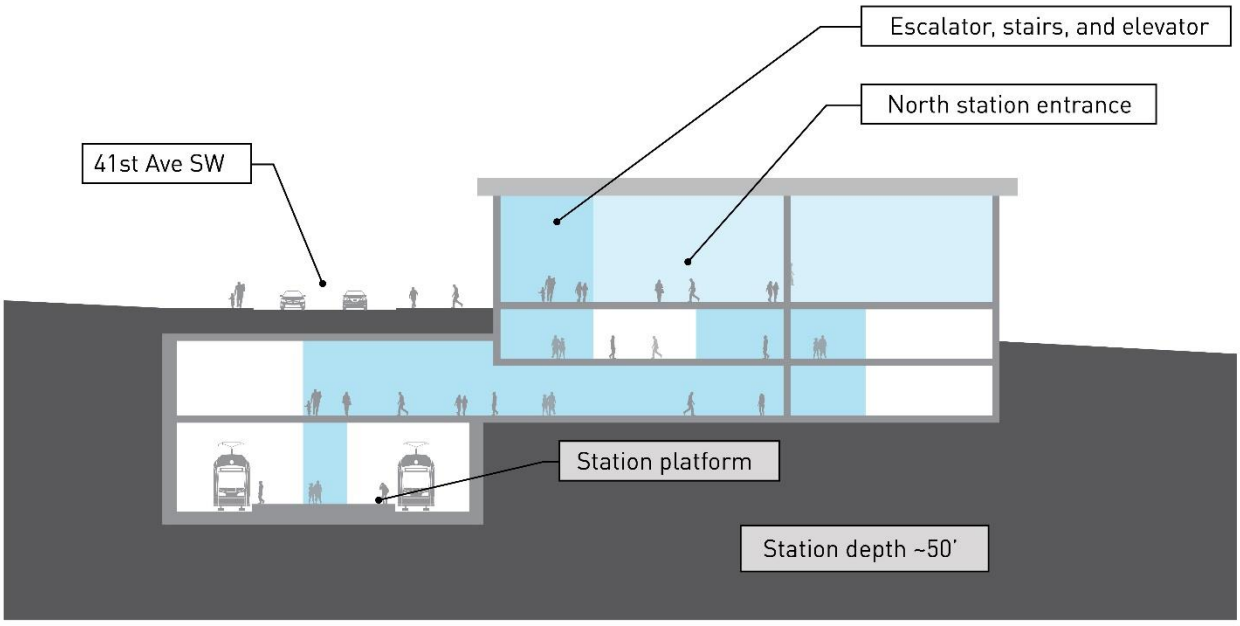
Note: There is no 3D view for Option WSJ-3b.

Figure 2-14. Alaska Junction Station Cross Section for Alternative WSJ-4



Note: There is no 3D view for Alternative WSJ-4.

Figure 2-15. Alaska Junction Station Cross Section for Alternative WSJ-5a



Note: There is no 3D view for Alternative WSJ-5a.