



Everett Link Extension

Draft Environmental Impact Statement

VISUAL AND AESTHETIC RESOURCES TECHNICAL REPORT

Appendix G.6

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Acronyms

AIR	SR 99/Airport Road
ALD	West Alderwood
ASH	Ash Way
BI	Broadway/I-5
EGN	SR 526/Evergreen
EIS	Environmental Impact Statement
EVLE	Everett Link Extension
EVT	Everett Station
FHWA	Federal Highway Administration
KOP	key observation point
MAR	Mariner
MOW	maintenance of way
NEPA	National Environmental Policy Act
OMF	operations and maintenance facility
SR	State Route
ST3	Sound Transit 3 Plan
SWI	SW Everett Industrial Center
VIA	Visual Impacts Analysis
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service northward from the Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington (Figure 1-1). The Everett Link Extension (EVLE) Project would provide fast, reliable light rail service to regional residential and job centers in Snohomish County's growing urban areas. The proposed project is part of the Sound Transit 3 (ST3) Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

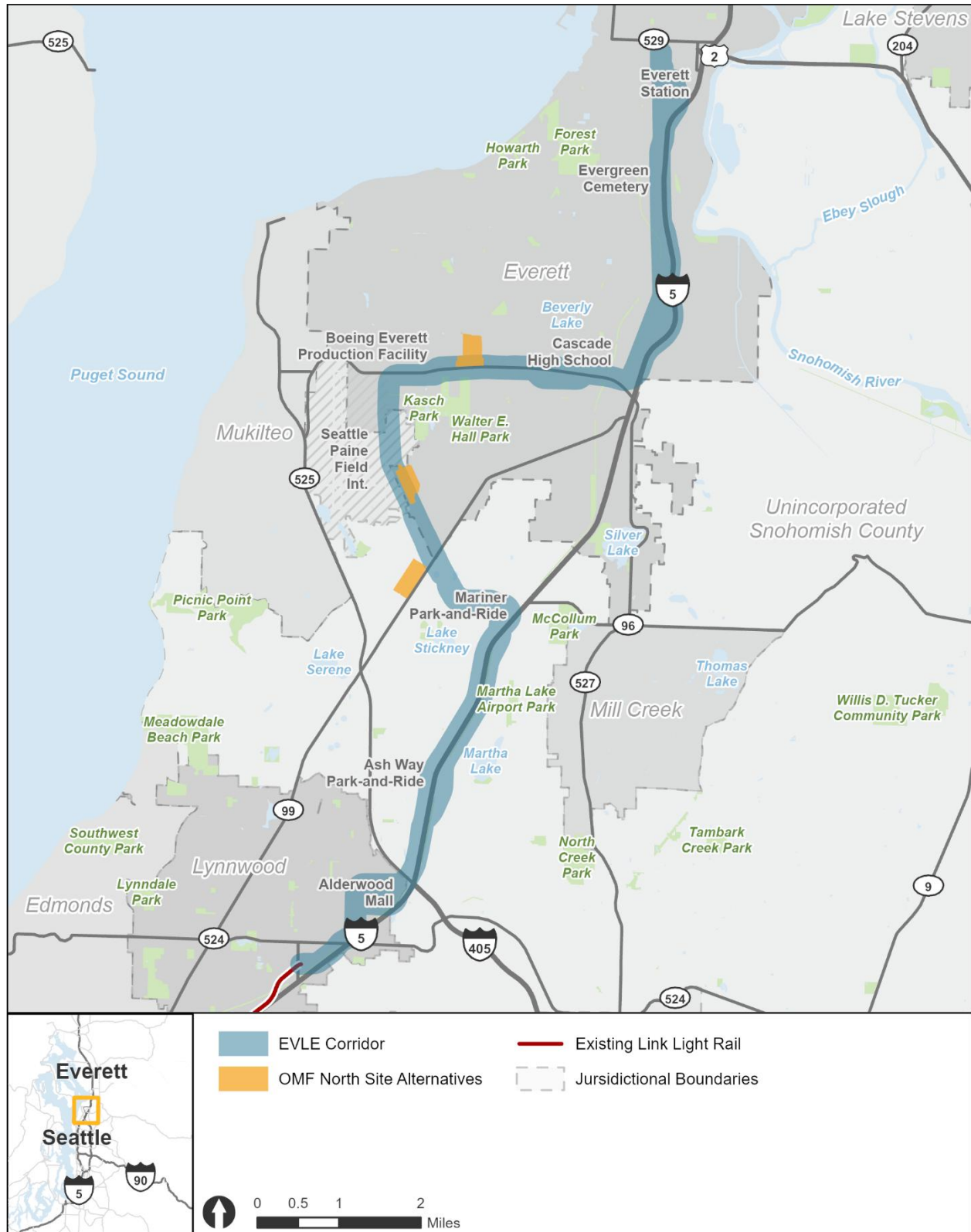
For this analysis, the EVLE Project consists of approximately 16 miles of light rail guideway, seven light rail stations, two parking facilities, and an operations and maintenance facility (OMF North). Sound Transit proposes to begin construction of the project in 2030. The current schedule for opening light rail service from the Lynnwood City Center Station to Everett Station is 2041. A shorter route connecting Lynnwood City Center to the SW Everett Industrial Center Station would open first in 2037 as the initial phase. OMF North would open by 2034, prior to opening of the light rail extension, as the facility is necessary for storing rail cars and supporting service for not only the extension to Everett, but also other parts of the regional system.¹ Parking facilities at the Mariner and Everett Stations would open by 2046.

One station, State Route (SR) 99/Airport Road Station, is currently considered provisional since planning, preliminary engineering, and environmental review are funded, but final design and construction are not. However, for purposes of this evaluation, all seven stations are assumed to be funded and open according to the schedule described above to capture all locations where impacts could occur. The station would be fully constructed and open for service when additional funding is identified.

The initial phase is not discussed in this analysis because it would not have additional potential impacts when compared with the fully built alternatives (i.e., the impacts would be the same in the West Alderwood, Ash Way, Mariner, SR 99/Airport Road, and SW Everett Industrial Center Segments, and for the OMF sites, but the impacts in the SR 526/Evergreen, Broadway/I-5, and Everett Station Segments would not occur until construction on those segments begins). All potential impacts are described in Section 4.

¹ Construction of light rail projects is typically divided into sections, and construction would occur across different parts of the corridor between 2030 and 2046. For more information on the construction approach, see Draft EIS Appendix B.

Figure 1-1 EVLE Project Corridor



For planning and engineering purposes, the project is organized into eight geographic segments, discussed in this document from south to north. Within those segments, a total of 17 alignment alternatives and 18 station location alternatives are under consideration. These alignment and station alternatives are combined into Build Alternatives for analysis as shown in Table 1-1 and Figure 1-2.

Table 1-1 describes the alignment and station alternatives as follows:

- **Segments:** The eight alignment segments and corresponding abbreviations are:
 - West Alderwood (ALD).
 - Ash Way (ASH).
 - Mariner (MAR).
 - SR 99/Airport Road (AIR).
 - SW Everett Industrial Center (SWI).
 - SR 526/Evergreen (EGN).
 - Broadway/I-5 (BI).
 - Everett Station (EVT).
- **Alignment alternatives:** Alignment alternatives in each segment are identified with numbers (e.g., ALD-1).
- **Station alternatives:** Station alternatives in each segment are identified with letters (e.g., ALD-B).²
- **Build Alternatives:** Alignments and stations are combined to create the Build Alternative name (e.g., Station ALD-B is located on Alignment ALD-1, so this pairing is referred to as Alternative ALD-1B). If a preferred Build Alternative has been identified by the Sound Transit Board of Directors, it is indicated with an asterisk.
- **Design options:** A design option is an alternate design for a portion of a Build Alternative. It could be a different route or profile along a portion of an alignment, a different station configuration, or a different parking location. For example, in the West Alderwood Segment the Alderwood Mall Boulevard Design Option is being considered for all three Build Alternatives.

² Letters identifying station alternatives are non-sequential in some segments; missing letters denote alternatives that did not perform as well as alternatives considered in the Draft EIS. For more information on the Alternatives Development process, see Draft EIS Chapter 2.

Table 1-1 Alignment and Station Build Alternatives by Segment

Segment	Alignment Alternatives	Station Alternatives	Build Alternatives (Combined Alignment and Station)	Build Alternative Design Options Also Considered
West Alderwood	ALD-1	ALD-B	ALD-1B	Alderwood Mall Boulevard
	ALD-2	ALD-D	ALD-2D*	Alderwood Mall Boulevard
		ALD-F	ALD-2F	Alderwood Mall Boulevard
Ash Way	ASH-1	ASH-A	ASH-1A	None
	ASH-2	ASH-D	ASH-2D	None
Mariner	MAR-1	MAR-B	MAR-1B	Surface Parking
	MAR-2	MAR-D	MAR-2D	Surface Parking
SR 99/ Airport Road	AIR-1	AIR-A	AIR-1A	None
	AIR-2	AIR-B	AIR-2B	None
SW Everett Industrial Center	SWI-1	SWI-A	SWI-1A*	Lower
		SWI-B	SWI-1B	None
		SWI-C	SWI-1C	None
SR 526/ Evergreen	EGN-1	EGN-A	EGN-1A	None
	EGN-2	EGN-B	EGN-2B	North Side of SR 526
	EGN-3	EGN-E	EGN-3E	North Side of SR 526
Broadway/I-5	BI-1	None	BI-1*	None
	BI-2	None	BI-2	None
Everett Station	EVT-1	EVT-A	EVT-1A	None
	EVT-2	EVT-C	EVT-2C*	None
	EVT-3	EVT-D	EVT-3D*	None

* Denotes preferred alternative

There are also three OMF North site alternatives under consideration as shown in Table 1-2 and Figure 1-2.

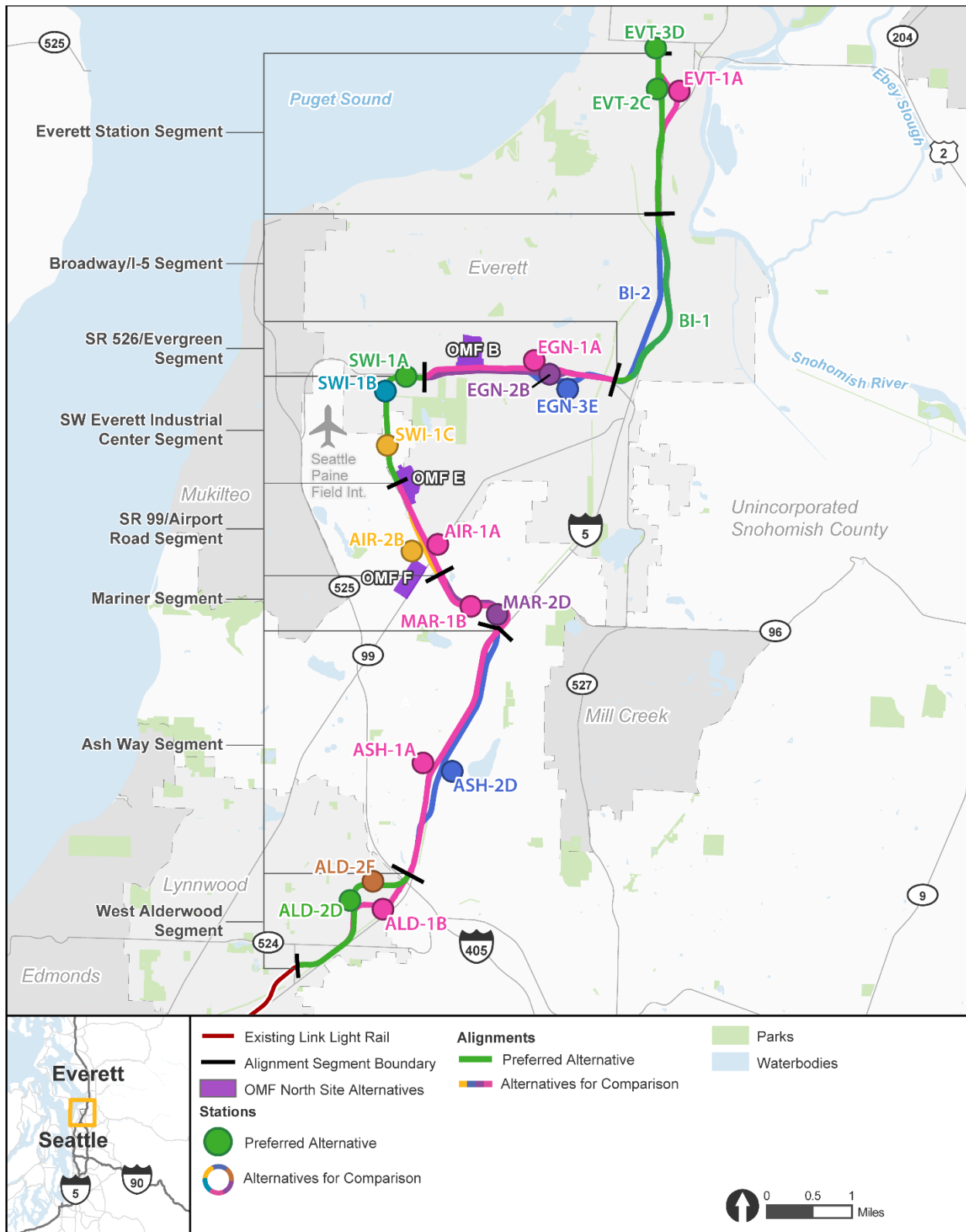
Table 1-2 OMF North Site Alternatives

Build Alternative	Build Alternative Design Options Also Considered
OMF Site F	Lead Tracks to West Side of Airport Road
OMF Site E	None
OMF Site B	Lead Tracks to South Side of SR 526

Analysis of the Build Alternatives was based on the conceptual design drawings included in Draft Environmental Impact Statement (EIS) Appendix F.

The No Build Alternative describes the environment, including the transportation system, as it would exist in 2046 without the proposed project. The No Build Alternative uses 2046 as the year of analysis to align with the target date for completion of all EVLE Project components and the full buildout of the light rail capital projects included in the ST3 Plan.

Figure 1-2 EVLE Project Alternatives



1.2 Potential Design Refinements

In addition to the alternatives described above, the Draft EIS provides a qualitative evaluation of potential design refinements that could reduce overall project cost if applied to the alignment and station alternatives (for more information, see Draft EIS Chapter 2). The potential design refinements identified to date that could be considered in each segment, along with potential changes in impacts, are described in Draft EIS Chapter 4. Potential changes in impacts to visual and aesthetic conditions are also described in Section 4.1.1.3. If Sound Transit decides to include these refinements as part of the project prior to the Final EIS, they would be reflected in the conceptual design plans and evaluated in the Final EIS.

1.3 Purpose of Report

The purpose of the Visual and Aesthetic Resources Technical Report is to identify the existing visual and aesthetic conditions of the study area and evaluate visual and aesthetic impacts of the Build and No Build Alternatives. Consistency with existing city and county regulations and ordinances related to visual and aesthetic resources is also discussed, along with Sound Transit design measures intended to help project components fit with their visual environment as well as mitigation measures to reduce visual impacts.

2 REGULATORY CONTEXT AND METHODOLOGY

2.1 Applicable Laws, Regulations, and Guidelines

The analysis is informed by the Federal Highway Administration (FHWA) guidance for visual impact assessment (FHWA 1988; FHWA 2015). Local planning documents, ordinances, and codes were reviewed to identify important visual resources and to determine whether local jurisdictions have established protections for visual resources such as protected view corridors and/or viewpoints.

Since the EVLE Project is along an interstate highway, the analysis included review of the Highway Beautification Act of 1965. This act calls for the preservation of resource conservation areas (RCAs). RCAs are natural areas purchased by the Washington State Department of Transportation (WSDOT) to provide a vegetated buffer between a highway and adjacent land uses.

Relevant guidance and regulatory documents that were reviewed for the analysis include the following:

- *Visual Impact Assessment for Highway Projects* (FHWA 1988).
- *Guidelines for the Visual Impact Assessment of Highway Projects* (FHWA 2015).
- *Roadside Policy Manual* (WSDOT 2022b).
- *Utilities Accommodation Policy Manual* (WSDOT 2016).
- *City Center Design Guidelines* (City of Lynnwood 2019).
- *Lynnwood Citywide Design Guidelines* (City of Lynnwood 2019).

- *City of Lynnwood Transition Area Design Guidelines* (City of Lynnwood 2014).
- Snohomish County Code Chapter 30.34A, Urban Center Development (Snohomish County 2024).
- City of Everett Municipal Code Chapter 19.12, Building Form and Design Standards (City of Everett 2024).
- *City of Everett Comprehensive Plan (2015-2035), Urban Design & Historic Preservation Element* (City of Everett 2021).

2.2 Methodology

This analysis evaluated the potential visual and aesthetic impacts of the No Build and Build Alternatives within the study area. National Environmental Policy Act (NEPA) regulations require that an EIS disclose impacts (i.e., effects) of a proposed action on the environment. NEPA requires an EIS to evaluate and disclose the “reasonably foreseeable environmental effects of the proposed agency action” (42 USC Section 4332). Reasonably foreseeable environmental effects are those that are sufficiently likely to occur during operation (long-term) or construction (short-term). Reasonably foreseeable environmental effects do not include effects that are speculative in nature or remote in time or place, or that are the result of a lengthy causal chain. For this analysis, reasonably foreseeable effects include all effects that are considered likely to result from the project over its operational lifetime within the study area of each resource.

Sound Transit’s methodology for evaluating impacts to visual and aesthetic resources draws upon established FHWA guidelines (FHWA 1988 and FHWA 2015) with several key differences, such as the identification of viewer sensitivity and the use of a qualitative rather than quantitative scale. Local and regional plans were also consulted.

2.2.1 Study Area

The study area for each alternative is the viewshed from the project limits. The project limits include permanent project improvements and areas needed for project construction. The study area also includes parcels adjacent to the project limits, whether the project would be seen from those parcels or not. The evaluation of the viewshed generally focused on areas that would be within the foreground viewing distance (approximately 200 to 500 feet from the guideway or OMF site). The evaluation considered views of the Build Alternatives from nearby areas and views.

2.2.2 Key Observation Points

Sound Transit selected key observation points (KOPs) along the EVLE Project corridor and near OMF North site alternatives. KOPs were used to depict existing conditions and were then developed into photographic simulations to depict how the Build Alternatives would affect these views. Some KOPs were selected from important viewing locations such as multi-purpose trails or community resources, while others were chosen to represent “typical” views, such as those seen by nearby residents or passing motorists.

While not all individual views along the project study area can be captured in a review such as this, locations were selected in an attempt to be representative of the overall study area and

were reviewed by staff from authorities having jurisdiction in the corridor. There are no designated scenic viewsheds in the study area.

Photographs were taken at each KOP in November and December 2023 using a 35-millimeter (mm) digital single-lens reflex camera with a focal length equivalent to a photo taken with a 35-mm camera using a 50-mm lens. This setting is generally accepted for visual assessment in that it captures views in a way that closely resembles what the human eye sees in a landscape. The photographic simulations used 5 feet as the assumed viewer eye level at each KOP. These specifications are consistent with FHWA guidelines (FHWA 1988).

2.2.3 Visual Character

The FHWA methodology evaluates changes to the visual character and visual quality of a view that would be seen by sensitive viewers (viewers who are very aware of the existing viewed landscape and are concerned about changes to it such as residents or recreationalists). Viewer types and sensitivity are discussed further in Section 2.2.5. Visual quality is described in Section 2.2.4.

Visual character is a non-evaluative description of a viewed landscape, and the concept was used to describe the landscape in commonly understood terms. The description considered and included topography, vegetation, land use patterns, community identity (aesthetics and image), neighborhood boundaries and edges, building scale and massing, and building/open space texture. Examples within this study area include suburban, residential, industrial, school campus, and airport.

Visual character was also be used to define landscape units, which are used to break down the study area into smaller visually contiguous and uniform areas. Landscape units have common characteristics and features such as topography, land use, and viewer types that make them distinct. Landscape units were defined by characteristics such as the following:

- The viewsheds within each landscape unit.
- Street grid, development characteristics, and open space patterns.
- Parks, pedestrian and bicycle routes, and other recreation areas.
- Special or protected views such as scenic routes identified in federal, state, or local jurisdiction plans, ordinances, or codes.
- Individual buildings, landmarks, designated historic buildings, or clusters of development that help define the visual character of an area.

2.2.4 Visual Quality

Visual quality assigns a meaningful “value” or “degree of attractiveness” to a landscape, so that changes in views from a proposed project can be determined. The three components that 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 FHWA methodology uses a quantitative approach to determine visual quality. The three components of visual quality described above are rated numerically and are considered together to determine overall visual quality. The FHWA methodology uses a seven-point scale to rate each of the three components and then divides the totals by three to determine an overall visual quality rating that can be anywhere from 1 (very low) to 7 (very high). The seven-point FHWA scale was simplified for this analysis to three general levels of visual quality: low, average, and high as follows:

- **Low Visual Quality** – Areas with low visual quality have some combination of features that seem visually out of place, lack visual coherence, lack 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, intactness, and unity to place them in the high visual quality category.

The visual quality of most of the study area was identified as average, which created the need to further refine this category into three subsets: *high average*, *average*, and *low average*. This refinement assisted in describing changes to visual quality from the project 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.

- **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.

2.2.5 Viewers and Viewer Sensitivity

The KOPs that were analyzed for this report represent a variety of types of viewpoint locations that would be seen by different types of viewers. Potential types of viewers were identified within the study area by reviewing demographic data and existing land use studies, site visits, aerial photographs, input from local jurisdiction staff, and input from public participation. Types of viewers generally include residents; individuals visiting parks, trails, and viewpoints; commercial business staff and customers; motorists and cyclists traversing the study area; and other sensitive viewers identified through the public participation process.

The types of viewers and their activities influence their sensitivity to changes in the viewed environment. Viewer sensitivity to changes in the viewed landscape was categorized as low, moderate, or high.

- People with **low viewer sensitivity** are not particularly concerned about the view or changes to it and/or see a view for brief periods of time (such as when driving along a highway). These types of viewers might include people working or shopping in an area that

are engaged in their activities and not concerned with the condition of the visual setting. Relative to other viewer groups, motorists and transit riders are considered low sensitivity due to their brief exposure to the views while in transit, thus they were not evaluated as sensitive viewers.

- **Moderate viewer sensitivity** indicates that viewers have some concern and/or familiarity with a viewed landscape to a degree that is greater than those with low sensitivity, but less than viewers with high sensitivity.
- People with **high viewer sensitivity** are very aware of the existing viewed landscape and are concerned about changes to it. These viewers typically include residents, recreationists, or others for whom the viewed landscape is important. The impact assessment focused on viewers with high viewer sensitivity (referred to in the subsequent sections as sensitive viewers).

2.2.6 Assessing Impacts to Visual Quality

Analysis of the potential visual impacts began with the assessment of a baseline visual quality rating of the value viewers place on the existing visual character of the affected environment based on their visual preferences for vividness, intactness, and unity. These three components for visual quality were considered together to determine overall visual quality.

An impact to visual quality would occur wherever the overall existing visual quality would be reduced by one or more categories (from high to average, from high to low, or from average to low) and the changes would be 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 result in a visual impact. An impact to visual quality would not occur wherever the overall existing visual quality would be reduced by less than one category (e.g., high average to average, or average to low average), even if the changes would be seen by sensitive viewers. These visual changes were noted, as was the conclusion that the change would not result in a visual impact. Attachment A provides detailed descriptions of these changes for each KOP.

3 AFFECTED ENVIRONMENT

3.1 West Alderwood Segment

The West Alderwood Segment includes alternatives in the vicinity of Alderwood Mall. The alternatives are located along heavily commercial areas with existing transportation infrastructure. The views around the West Alderwood Segment are consistent with a shopping and retail center, which includes varying department stores, parking lots, and roadways as well as some human-made and natural landscaping such as trees along the streets.

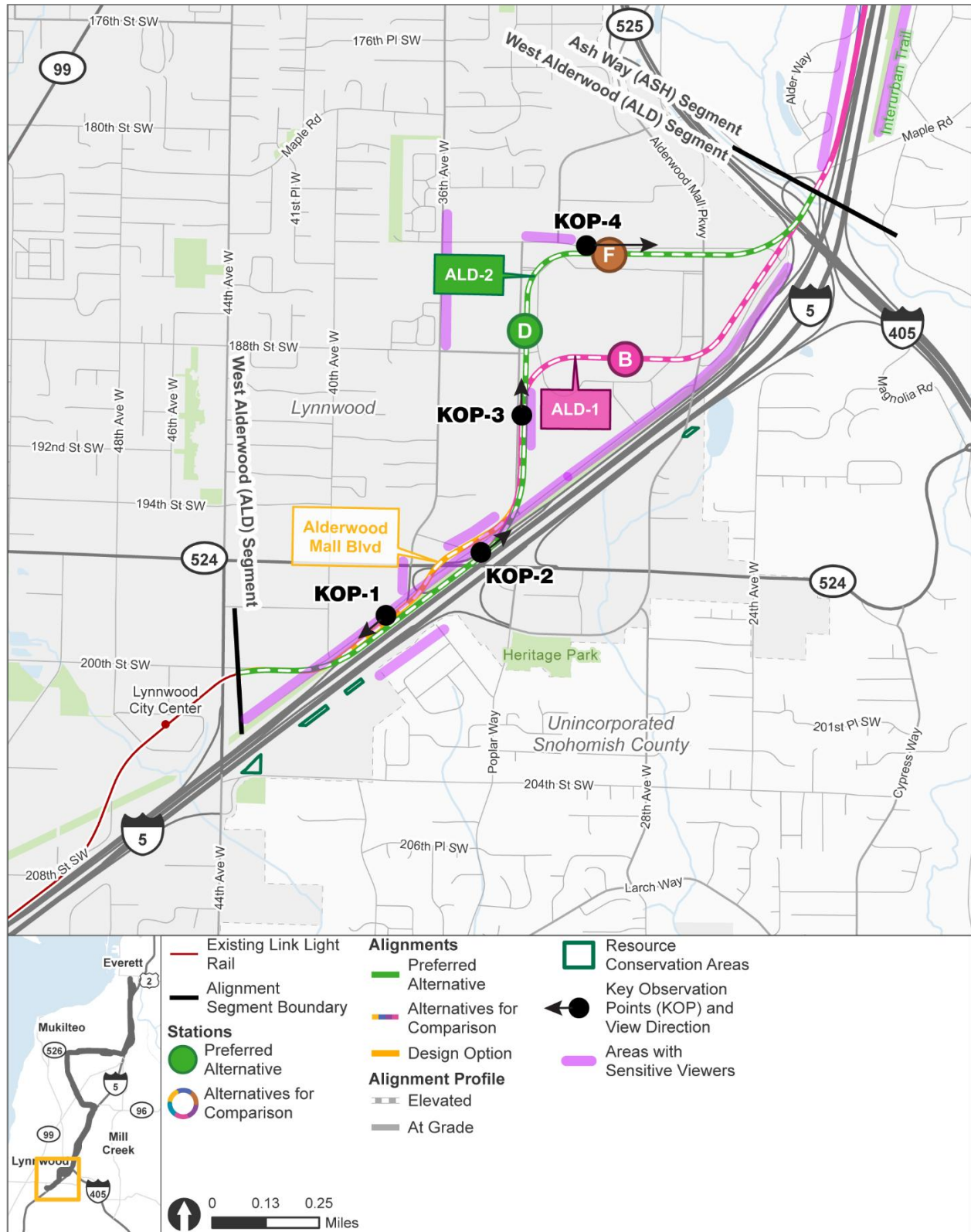
Four KOPs were identified in the West Alderwood Segment. As shown in Figure 3-1, the segment has a small concentration of sensitive viewers near KOP-2 along the alignment that is produced from the City Center at Lynnwood apartment complex at 196th Street SW and 36th Avenue. Although the concentration of sensitive viewers does exist due to the residents in the apartment complex, the views are primarily of neighboring buildings and a large parking lot. The concentration of sensitive viewers at the Woods at Alderwood apartment complex near 33rd Avenue W and 184th Street SW is represented by KOP-4 and is similar in visual quality, as

most of the segment is located across from Alderwood Mall and along a heavily traveled road, 184th Street SW.

Other community facilities that could contain sensitive viewers are the Lynnwood Event Center located across from the City Center at Lynnwood, Alderwood Mall, and a variety of places of worship. The primary concentration of sensitive viewers in this segment comes from the Interurban Trail, which is represented with KOP-1. The portion of the trail in the West Alderwood Segment is a separated path that runs along Alderwood Mall Boulevard. Views along the trail are heavily influenced by existing roads and buildings, heavy traffic, and the retail and commercial infrastructure. The trail is primarily used by pedestrians and bicyclists.

Although the West Alderwood Segment consists primarily of lower visual quality elements around the commercial and retail centers of Alderwood Mall, it also features a variety of urban landscaping and a portion of the Interurban Trail. Due to these elements, this segment has an average visual quality.

Figure 3-1 KOPs – West Alderwood Segment



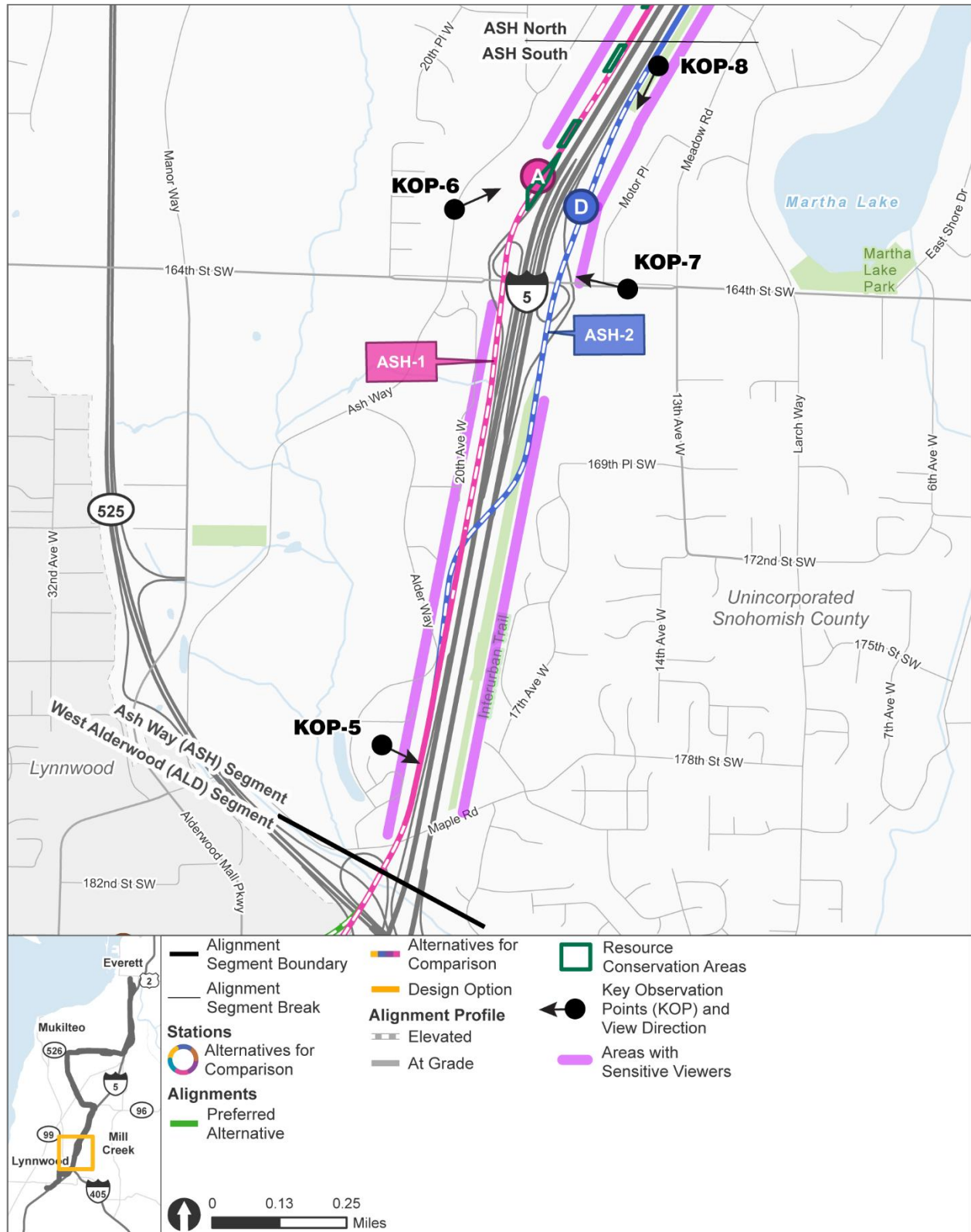
SOURCE: WSDOT (2022a).

3.2 Ash Way Segment

The Ash Way Segment contains four KOPs and a high number of sensitive viewers. Sensitive viewers are located along both sides of I-5, largely consisting of multi-family residential areas with apartment complexes that are represented with KOP-7. Single-family residences are largely located along the east and west sides of I-5 along Meadow Road and Ash Way (represented by KOP-5). Some commercial and high-density residential areas are found along 164th Street SW but are not proximate to the Ash Way alignment and are west of the Ash Way Park & Ride, which is represented with KOP-6.

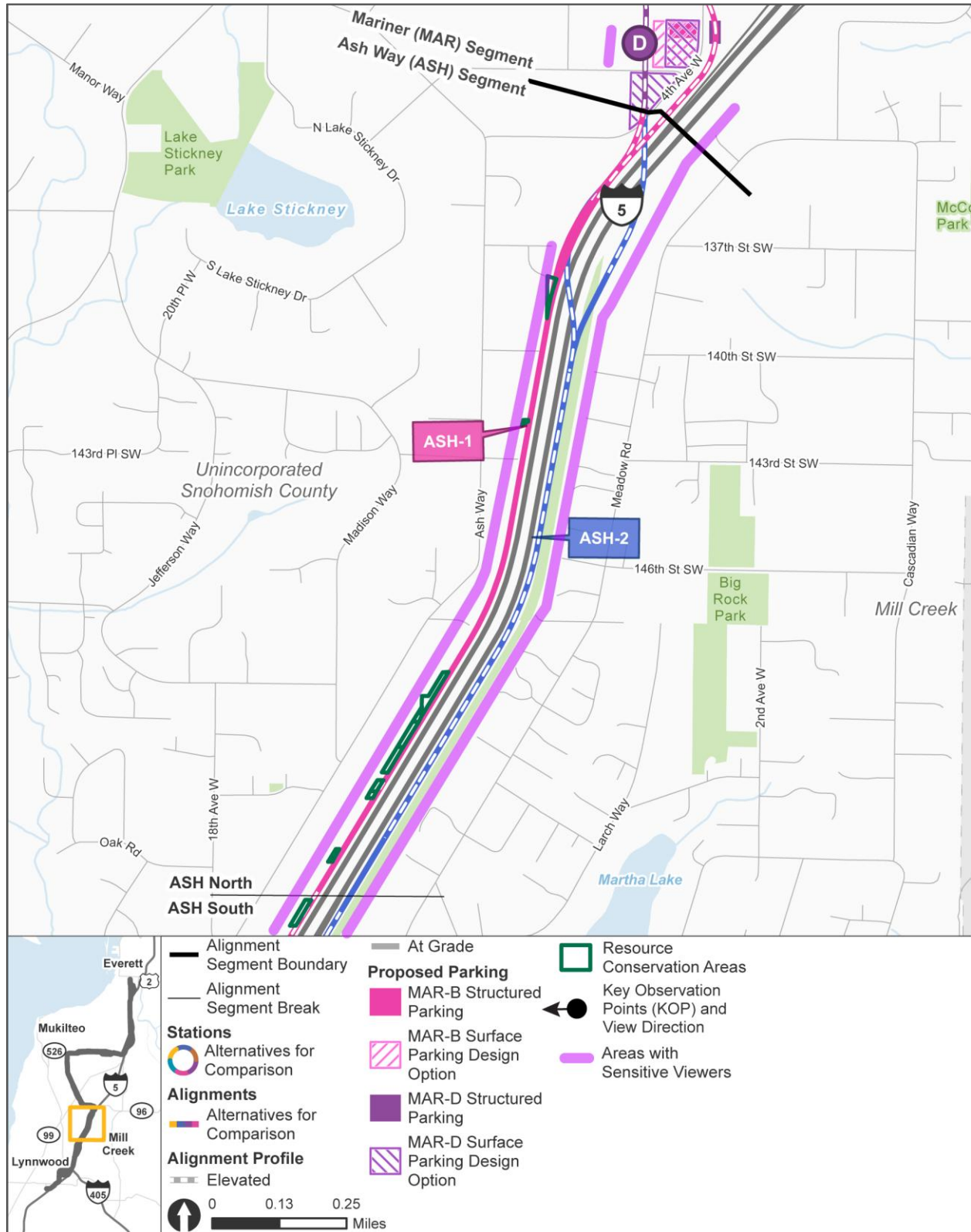
Natural features such as Swamp Creek run parallel along I-5 to the west of the highway, while the Interurban Trail runs parallel along I-5 to the east (represented with KOP-8). These features, along with other community facilities such as Mill Creek Foursquare Church, also contain potential for sensitive viewers. However, views along the alignment in the Ash Way Segment primarily consist of busy roads as well as trees and vegetation along I-5. There are 13 RCAs along the west side of I-5 in the Ash Way Segment between 164th Street SW and 137th Street SW. A portion of the RCAs would be impacted based on conceptual design; that impact will be further defined as design advances. The existing visual quality in the Ash Way Segment is average. Areas with sensitive viewers are shown in Figure 3-2 and Figure 3-3.

Figure 3-2 KOPs – Ash Way Segment (South)



SOURCE: WSDOT (2022a).

Figure 3-3 KOPs – Ash Way Segment (North)



SOURCE: WSDOT (2022a).

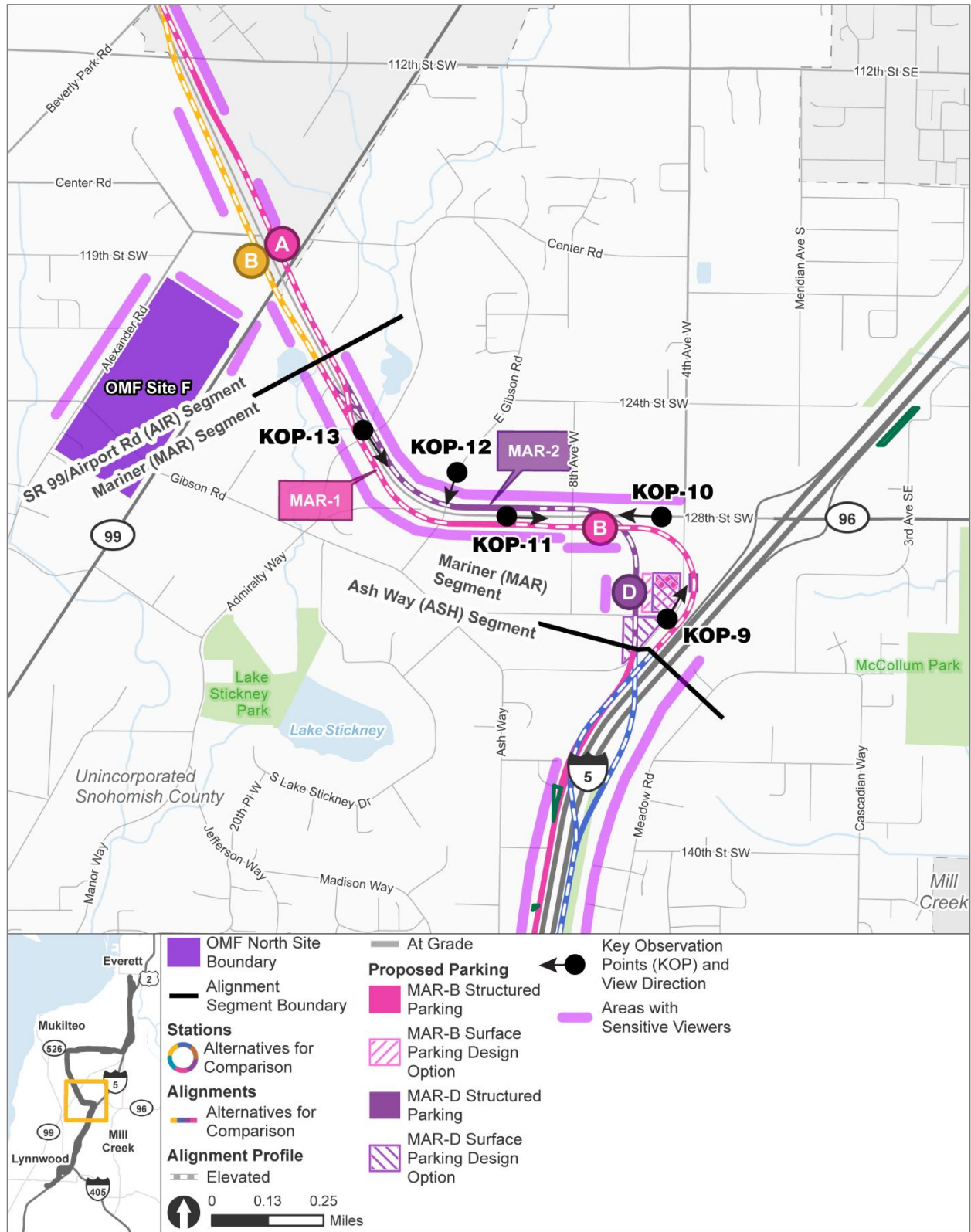
3.3 Mariner Segment

Mariner Segment contains five KOPs and several pockets of sensitive viewers specifically within the multi-family residential developments along 128th Street SW and along E Gibson Road, which are represented by KOP-10, KOP-11, and KOP-12. A concentration of multi-family residential buildings, which is identified as a location of sensitive viewers, is along the north side of 132nd Street SW and east of 8th Avenue W at Hangar 128 Apartments. Views in this location are focused on other multi-family buildings, a parking lot, and a variety of residential landscaping and scattered trees. The Mariner Park & Ride, represented by KOP-9, also contributes to the visual character along 132nd Street SW with scattered trees and large storage buildings. Residents located in the easternmost part of the development, off 8th Avenue W, also have views of a small industrial center to the south of 128th Street SW, but currently trees and fencing act as a partial visual barrier to the industrial and warehouse buildings.

The portion of 128th Street SW within the Mariner Segment is a mix of a small industrial cluster south of 128th Street SW and several medium-density residential developments between I-5 and SR 99. Sensitive viewers, represented with KOP-13, are located along the entire stretch of Airport Road within the Mariner Segment, which includes the residents living at Windstone Apartments, Hillcrest Estates, Village Green Mobile Home Park, and several assisted living housing communities. Sensitive viewers are also identified around the residential areas near Mariner High School to the north of 128th Street SW and around community facilities that multiple neighborhoods have access to, such as the Mariner Library located to the south of 128th Street SW and 4th Avenue W. Areas with sensitive viewers are shown in Figure 3-4.

In addition, several major roadways such as I-5 and SR 99 currently contribute to the views along the Mariner Segment. Along these major roadways, there are no significant or highly impactful views within this segment and the overall existing visual quality is average.

Figure 3-4 KOPs – Mariner Segment

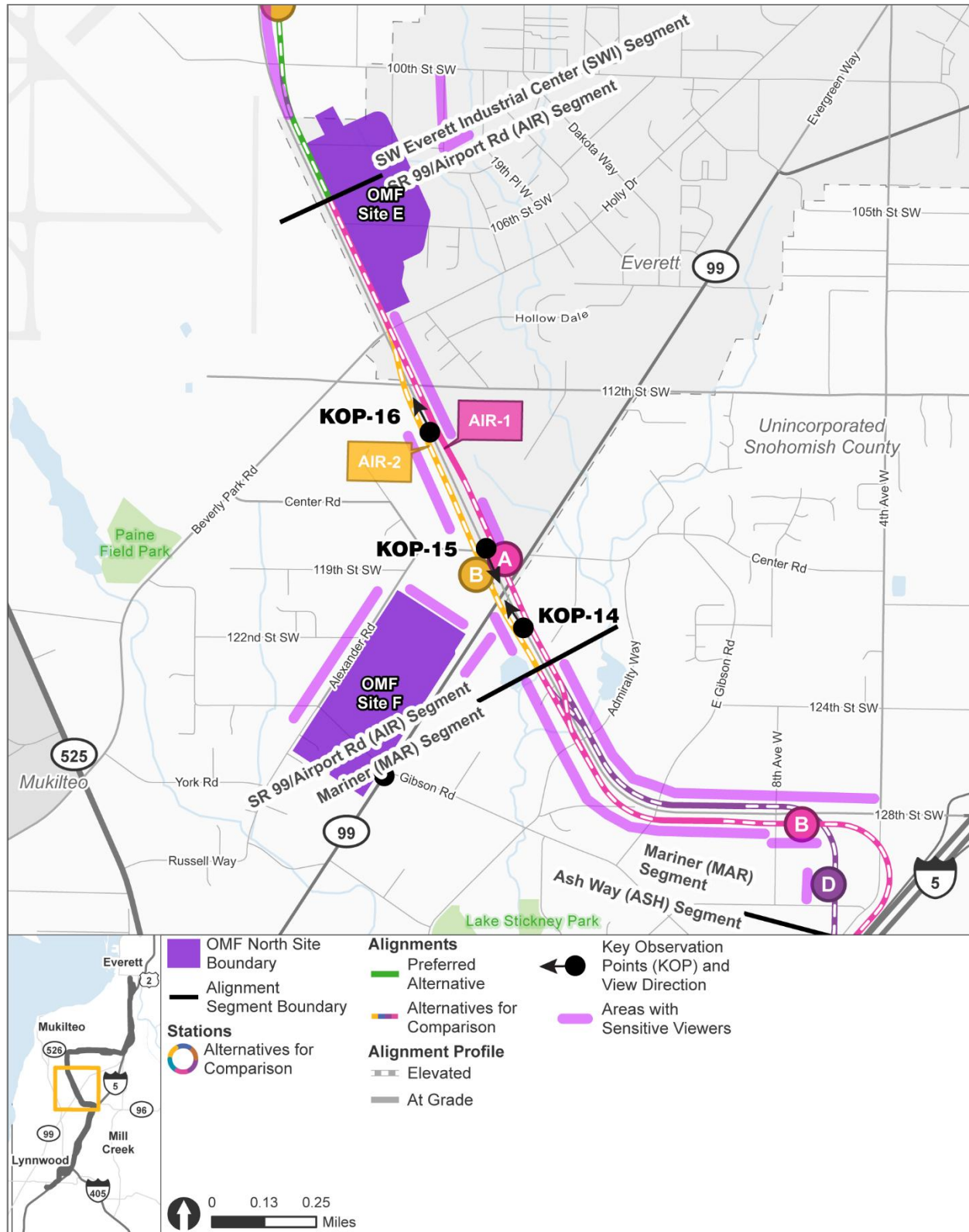


3.4 SR 99/Airport Road Segment

Areas with sensitive viewers are concentrated at the northeast portion of the segment in the Holly Neighborhood, particularly along Holly Drive and roads adjacent to Holly Drive. Single-family homes and medium-density housing in garden apartments and a large recreational vehicle (RV) park are among the sensitive viewer locations. Other areas with sensitive viewers were identified around 23rd Place W in a single-family neighborhood.

Seattle Paine Field International Airport (Paine Field) is the most prominent feature within the segment with some commercial and residential developments along Airport Road. Overall this segment is largely composed of commercial and industrial uses as shown in the three KOPs in this segment, KOP-14, KOP-15, and KOP-16. Adjacent to Airport Road between SR 99 and Paine Field, the segment includes light industrial and commercial uses, which are not considered sensitive viewers. Along SR 99 the views are mostly of commercial buildings including some big-box stores and industrial buildings. The overall existing visual quality of the SR 99/Airport Road Segment is low average. Areas with sensitive viewers are shown in Figure 3-5.

Figure 3-5 KOPs – SR 99/Airport Road Segment



3.5 SW Everett Industrial Center Segment

The SW Everett Industrial Center Segment features predominantly commercial and industrial uses, including Paine Field and the Boeing Everett Production Facility. Paine Field sits between SR 526 and Airport Road and includes a small passenger terminal, hangars, and the Boeing Everett Delivery Center. Two KOPs are located within the SW Everett Industrial Center Segment, KOP-17 and KOP-18. KOP-17 represents the view seen by those traveling to and from Paine Field.

The east side of Airport Road is primarily industrial and office uses, which are not considered to have sensitive viewers. Sno-Isle TECH Skills Center technical school campus is located to the east of Airport Road along with storage facilities for Mukilteo School District and for First Transit buses. The north side of SR 526, which can be seen in KOP-18, is taken up entirely by Boeing's Everett Production Facility, which includes large factory buildings for the final assembly of passenger airplanes.

There are some residential uses in the southern portions of the segment around 100th Street SW and to the north of Walter E. Hall Park. This area also includes Kasch Park, which is a well-used community park with a substantial amount of open space. Sensitive viewers for SW Everett Industrial Center Segment are primarily pedestrians and bicyclists and are found along Airport Road. The overall existing visual quality for this segment is average. Areas of sensitive viewers are shown in Figure 3-6.

Figure 3-6 KOPs – SW Everett Industrial Center Segment



3.6 SR 526/Evergreen Segment

The SR 526/Evergreen Segment has seven KOPs and a number of sensitive viewers outside of the commercial intersection of Evergreen Way and SR 526 (Figure 3-7 and Figure 3-8). The south side of SR 526 is largely made up of medium-density residential developments along W Casino Road and Walter E. Hall Park. On the south side of SR 526 residential views are represented with KOP-19 and KOP-24. Single-family residential developments mix with apartment complexes along W Casino Road to the north of Walter E. Hall Park, and sensitive viewers are located at a variety of apartments. Views overlook Walter E. Hall Park to the south and W Casino Road to SR 526 to the north. Single-family residences are found within the Evergreen neighborhood along the north side of SR 526 between Hardeson Road and Beverly Lane, which are represented with KOP-20. Cascade High School is also located in this area and is identified as a location that contains sensitive viewers; however, views from this location have a low visual quality as seen in KOP-23 and KOP-25.

Casino Square, represented with KOP-21 near the intersection of Evergreen Way and SR 526, provides the surrounding community with local businesses and a variety of restaurants. This area has an average visual quality. It is highlighted as an area of sensitive viewers due to Casino Square's importance in the community.

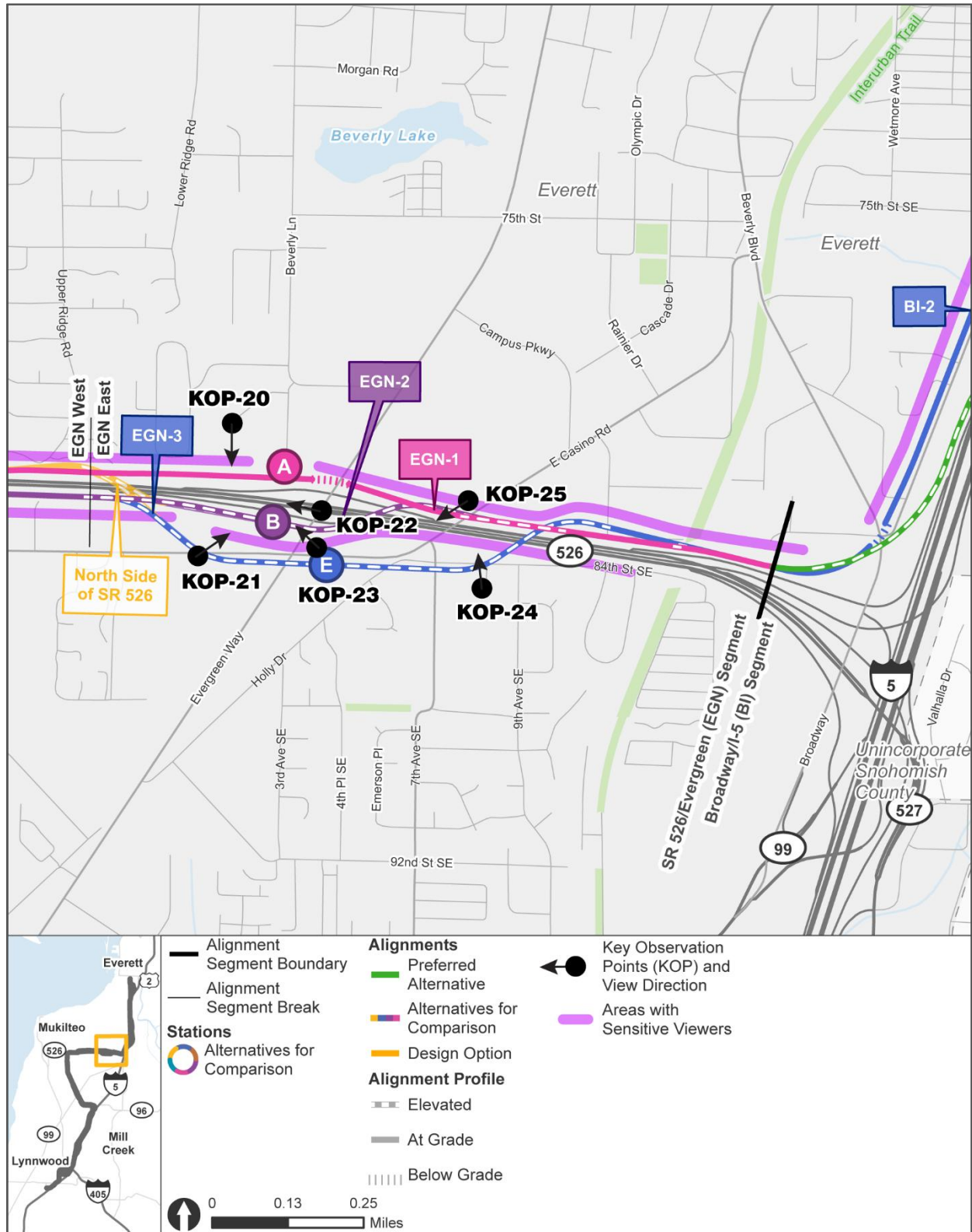
Outside of the areas with sensitive viewers, the SR 526/Evergreen Segment includes a portion of Paine Field and the Boeing Everett Production Facility as well as a light commercial center. The north side of SR 526 is largely heavy industrial. Along Evergreen Way, a variety of department stores such as Fred Meyer and Safeway are present as well as other local restaurants, businesses, and Hispanic marketplaces as seen in KOP-22.

Overall, the SR 526/Evergreen Segment has an average existing visual quality.

Figure 3-7 KOPs – SR 526/Evergreen Segment (West)



Figure 3-8 KOPs – SR 526/Evergreen Segment (East)



3.7 Broadway/I-5 Segment

There is a high concentration of areas with sensitive viewers within the Broadway/I-5 Segment (Figure 3-9 and Figure 3-10) as the alternatives would pass through several neighborhoods. All neighborhoods within this segment are characterized by single-family residences and residential land uses, along with the Snohomish River Valley and natural features such as woods, hills, rivers, and lakes. Visual quality for several of the neighborhoods, particularly those with views of the valley, is average to high, and the viewer sensitivity is high. This is also true for a majority of the Pinehurst-Beverly Park neighborhood to the west of I-5 as it has the most community facilities in the study area, including several places of worship, the Interurban Trail, and housing developments that receive public assistance. There are three KOPs within the Broadway/I-5 Segment. KOP-26, KOP-27, and KOP-28 represent residential views in this segment and capture primarily sensitive viewers.

I-5 is the primary east-west divider in this segment, and existing views near the alignment are tied into the infrastructure of a major freeway with sound walls acting as a barrier. The neighborhoods to the west of I-5 share common characteristics of low-density residential with some commercial activity, along with the Interurban Trail providing additional north-south connections. The neighborhoods on the east side of I-5 have little to no commercial or industrial activity, primarily composed of open space and single-family residences, providing higher levels of visual quality for adjacent neighborhoods. Overall, the Broadway/I-5 Segment has low average visual quality.

Figure 3-9 KOPs – Broadway/I-5 Segment (South)

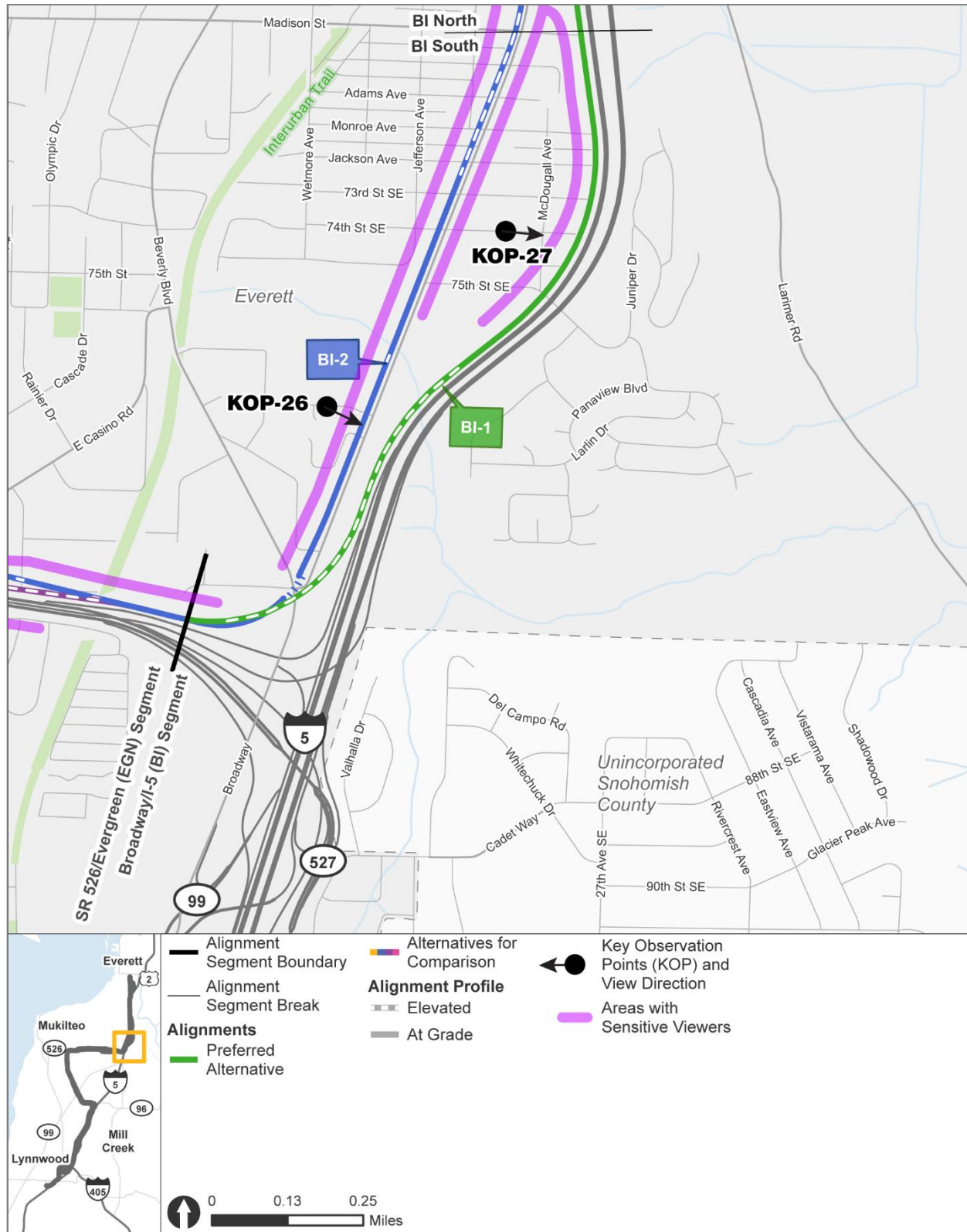
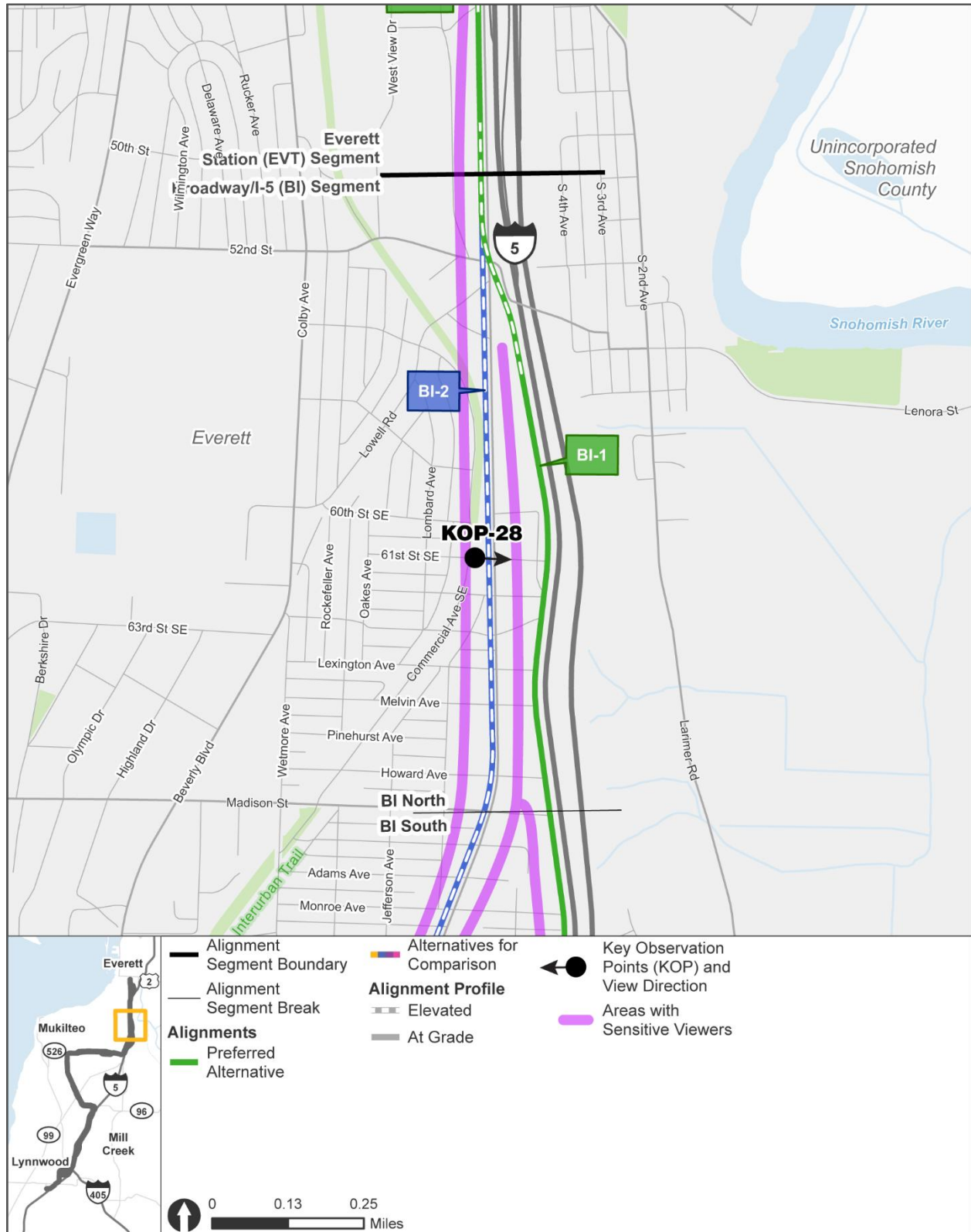


Figure 3-10 KOPs – Broadway/I-5 Segment (North)



3.8 Everett Station Segment

The Everett Station Segment includes two primary locations of sensitive viewers, which exist in single-family developments along the west side of I-5 and near downtown Everett along Broadway (Figure 3-11 and Figure 3-12). Four KOPs were identified in the Everett Station Segment.

Evergreen Funeral Home and Cemetery takes up a large portion of the land on the southern end of the segment, though the area also includes some single-family neighborhoods on either side of I-5. KOP-29 reflects the view experienced by those visiting the funeral home and cemetery.

The northern portion of the Everett Station Segment is mostly composed of low-density residential areas, though the central parts that encompass downtown Everett have a multitude of higher-density and mixed-use developments. This area is also home to the Imagine Children's Museum and the Angel of the Winds Arena and is represented with KOP-31. In addition to the existing Everett Station and other community facilities, Funko Field Minor League Baseball stadium is located along Broadway and 38th Street. Major roads within the study area such as I-5, US 2, and SR 529 divide the natural landscape with human-made infrastructure.

Visual quality varies from low average to high average within the study area for the Everett Station Segment. For those located along I-5, the freeway creates a visual barrier for many of the residential and multi-family developments, and the existing overall quality is average. The visual quality along Broadway and in the northern portion of the segment in downtown Everett is mostly low average due to the roadways, commercial buildings, and other concrete elements. However, at KOP-30 the existing visual quality is high average due to its overlooking perspective of the Snohomish River Valley in the distance and fewer human-made elements obstructing the view. Overall, the existing visual quality for Everett Station Segment is average.

Figure 3-11 KOPs – Everett Station Segment (South)

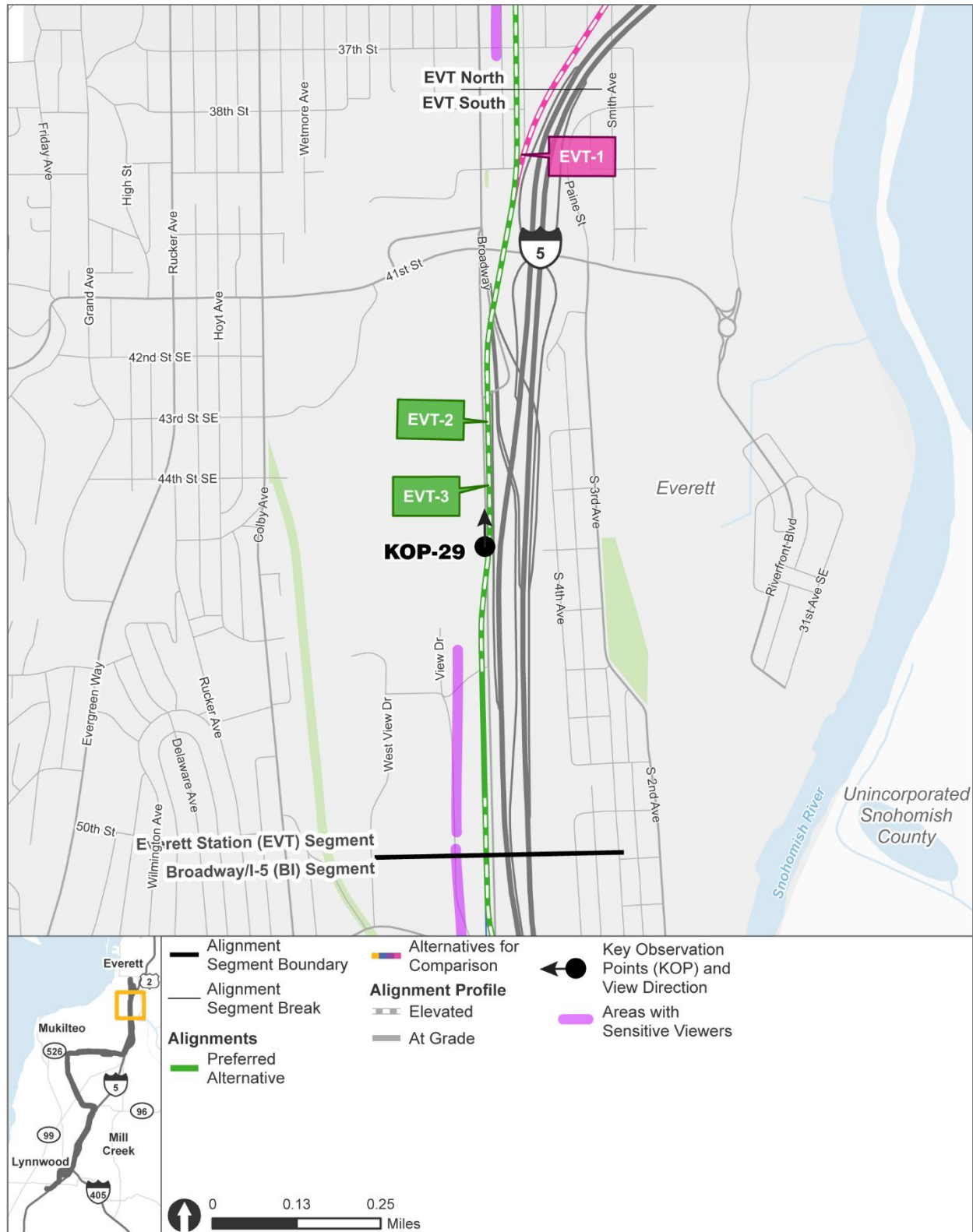


Figure 3-12 KOPs – Everett Station Segment (North)



3.9 OMF North Site Alternatives

3.9.1 OMF Site F (SR 99)

OMF Site F is bordered by Alexander Road to the northwest and SR 99 to the southeast. The four KOPs identified at this site, KOP-F1 through KOP-F4, are located on the four corners of OMF Site F and represent those living in surrounding neighborhoods and traveling along nearby roads. The area surrounding the site contains primarily multi-family residential land uses to the west, with some commercial to the south, mixed use to the northwest, and industrial to the northeast. Sensitive viewers at Axis Apartments are located between Alexander Road and Evergreen Way and overlook an RV dealer and major roadways. All existing views around OMF Site F have a low average existing visual quality. Sensitive viewers along Alexander Road are single-family residences and are typically residential in visual character. Figure 3-13 shows the location of sensitive viewers near OMF Site F.

3.9.2 OMF Site E (Airport Road)

OMF Site E is located north of Holly Drive and south of 100th Street SW. The site is adjacent to Paine Field and contains airport property. The site includes transportation, communications, and utilities buildings, as well as vegetated and wetland areas. It is surrounded by single-family residential to the east and industrial uses around the remaining portions of the site. OMF Site E has three KOPs. KOP-E1 and KOP-E3 represent residential views, and KOP-E2 represents multi-modal travelers along Airport Way. Sensitive viewers exist along 21st Avenue SW and to the south of 100th Street SW in residential neighborhoods. The overall existing visual quality for OMF Site E is average. Areas with sensitive viewers are shown in Figure 3-14.

3.9.3 OMF Site B (SR 526)

OMF Site B contains commercial and industrial land uses and is surrounded by heavy industrial uses to the north, east, and west on the north side of SR 526. Three KOPs were identified at OMF Site B. KOP-B1 through KOP-B3 represent the view from surrounding businesses and neighborhoods on the north side of SR 526. The overall existing visual quality for OMF Site B is low average due to the mixture of natural and human-made elements. Areas with sensitive viewers are shown in Figure 3-15.

Figure 3-13 KOPs – OMF Site F

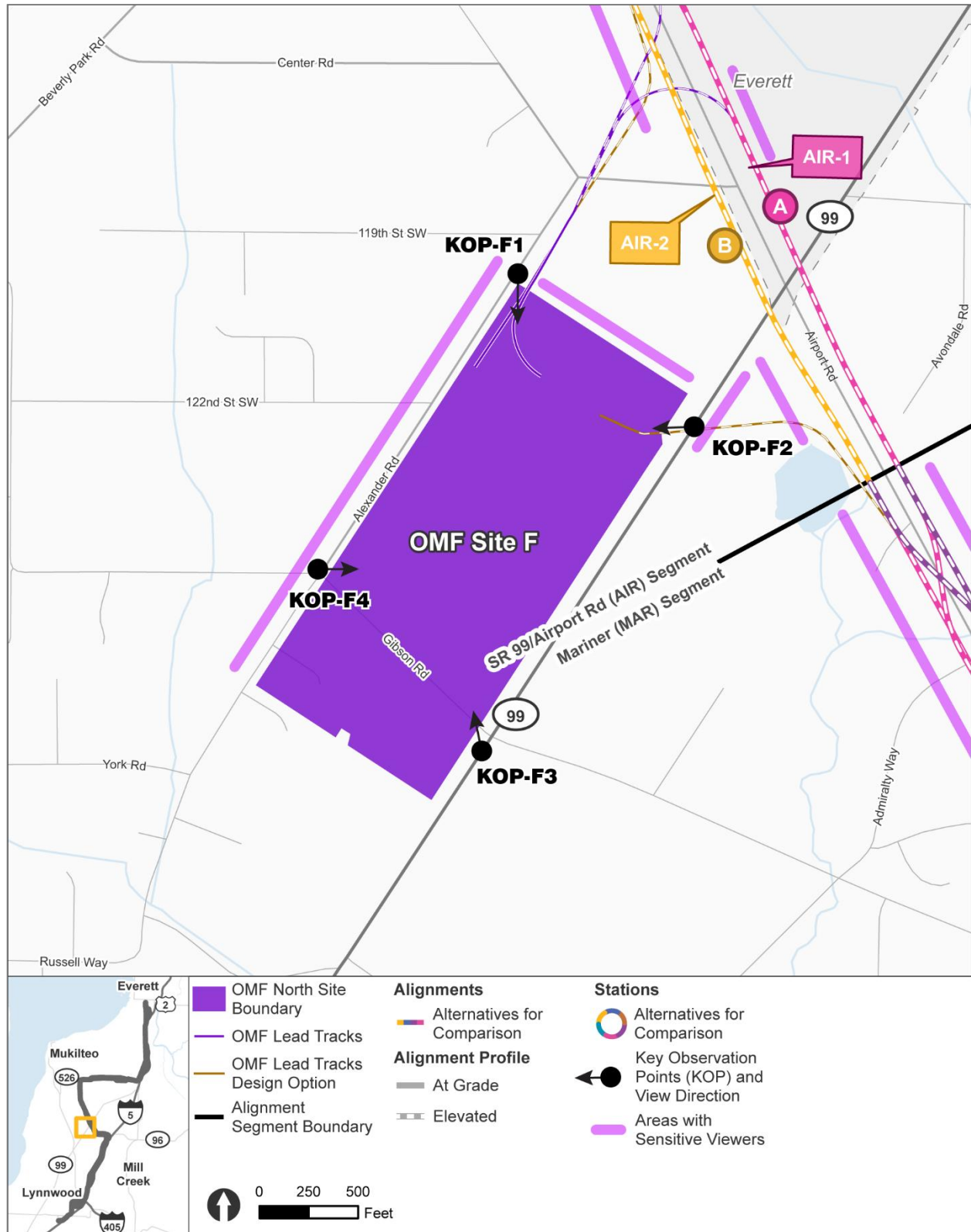


Figure 3-14 KOPs – OMF Site E

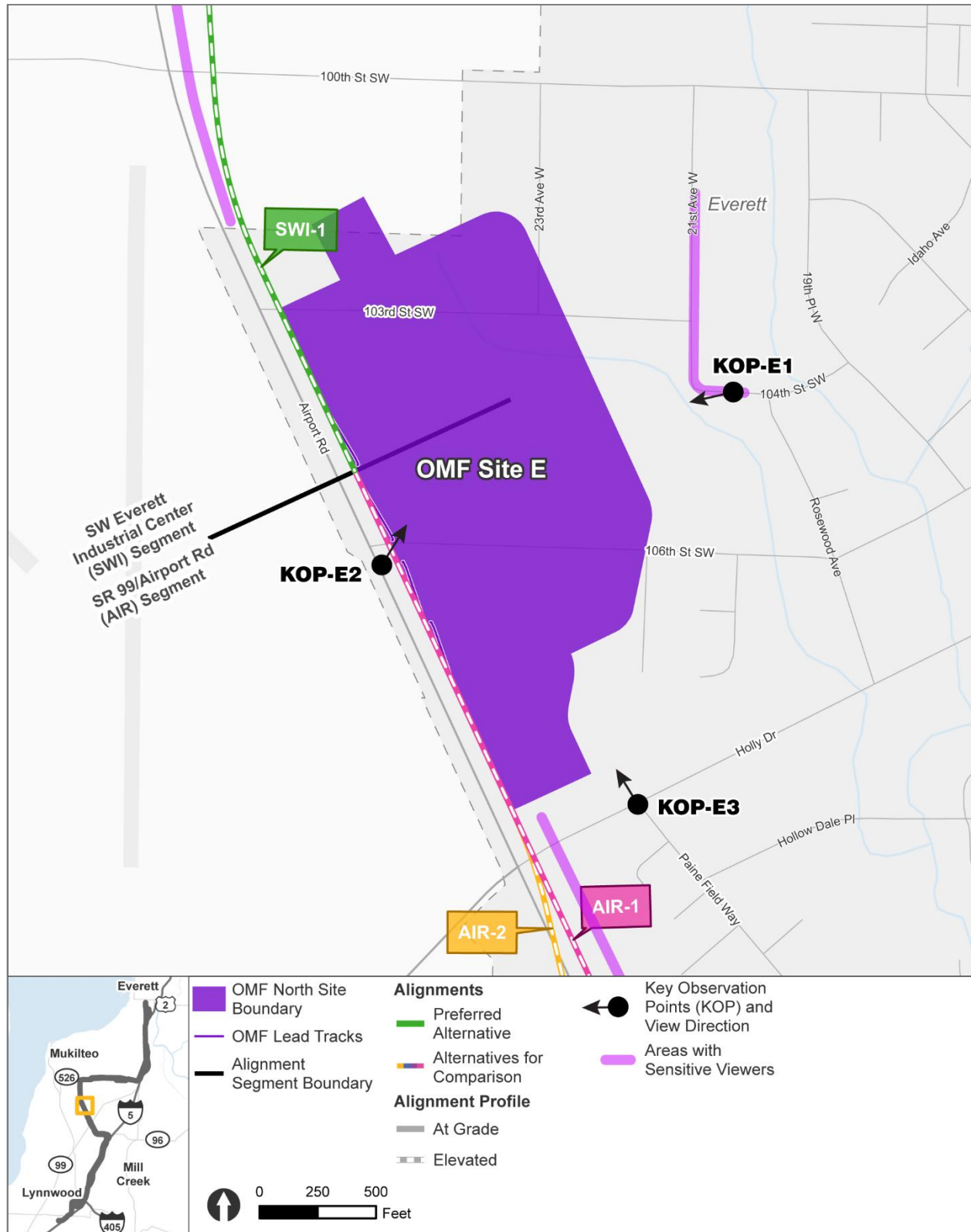
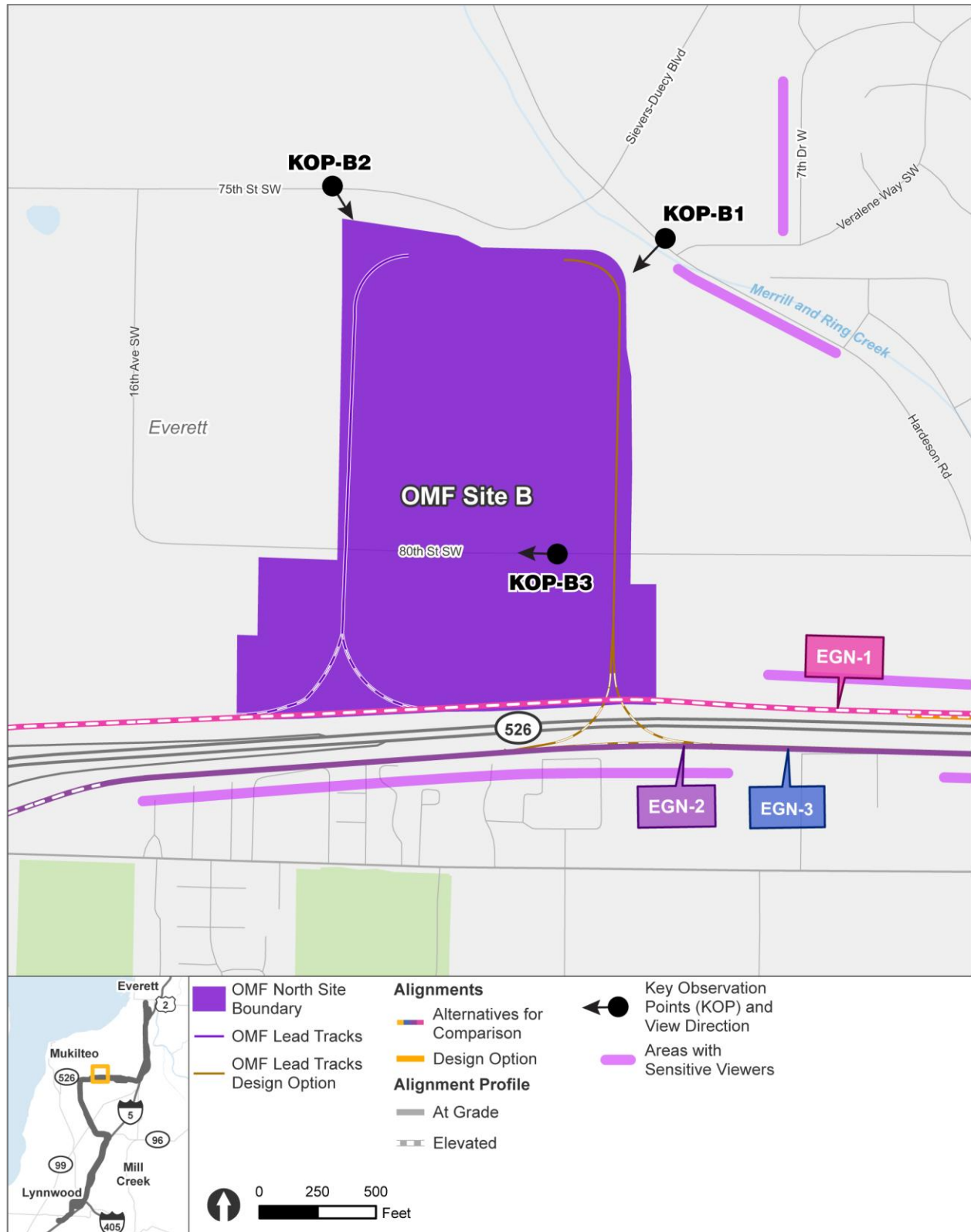


Figure 3-15 KOPs – OMF Site B



4 ENVIRONMENTAL IMPACTS

Attachment A includes existing conditions photographs from each KOP, 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 the views from the KOPs.

4.1 Build Alternatives

4.1.1 Operational Impacts

4.1.1.1 Alignment and Station Alternatives

The following subsections describe how the alignment and station alternatives would or would not impact the visual quality of views toward them from areas with concentrations of sensitive viewers. It also discusses potential light and glare impacts that would be associated with the alternatives and identifies where the alternatives would cast shadows on open spaces used by the public. Potential light and shading impacts to aquatic habitats and species are addressed in the Ecosystems Technical Report in Draft EIS Appendix G.10.

Impacts Common to All Alignment/Station Alternatives

All of the Build Alternatives would change the visual environments of the corridor to varying degrees. Figure 3-1 through Figure 3-12 depict the alternative alignments and proposed profiles (at-grade, elevated, or below-grade). The construction and operation of the Build Alternatives would require the removal of a variety of existing visual features such as buildings, fences, sound walls, and vegetation (including trees) in landscaped areas, on slopes, and within parking lots. Some streets would require widening or realigning, which would require the removal of street trees, and others would require excavation where the alternative would pass beneath ground-level in an open trench. Table 4-1 identifies the main components of the alignment and station alternatives and describes their visual characteristics.³ As detailed in Section 5.2, Sound Transit has developed design measures that would also be incorporated into the Build Alternatives in an effort to provide for a safe environment and consistent facilities throughout the system.

The EVLE Project could also lead to changes in the built environment due to the increased connectivity and land value near the stations. Impacts to visual quality from these land use changes could be experienced by sensitive viewers along the EVLE Project corridor in the future (e.g., if a forested site were cleared of trees for a housing development).

Table 4-1 Visual Characteristics of Alignment/Station Alternative Components

Project Component	Visual Characteristics and Notes
Elevated Guideways and Structures	Elevated guideways and their column structures are often the most visible project elements to sensitive viewers. The bottom parts of elevated guideways and hi-rail access ⁴ would range in heights from approximately 15

³ Draft EIS Appendix B includes additional descriptions and photographs of the components of the alignment and station alternatives.

⁴ Access points for hi-rail vehicles that perform maintenance and inspection on the track, guideway, and overhead catenary system.

Project Component	Visual Characteristics and Notes
	to 70 feet. Noise barriers near sensitive receivers would layer an additional vertical structure adjacent to the guideway. 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 ⁵) could intrude on views of notable features along the corridor, although they might not block these views altogether. 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 would be designed to have architectural elements or features and would add visual interest to the nearby area.
Stations	Depending on the size, bulk, and whether they would be elevated, retained cut, or at-grade, stations could block or intrude on views along the corridor. Elevated stations would be more visible than stations in retained cuts or at-grade and would include features such as elevators, escalators, and stairs.
Overhead Catenary System	The overhead catenary system (wires and poles) can be a very visible component from close viewing distances and become less visible as viewing distances increase. Although catenary systems would not necessarily block views, the associated wires and support structures can degrade views at closer ranges.
Lighting and Glare Associated with Stations	Project-related lighting at stations could contribute to light impacts, increase the level of ambient light nearby, and increase skyglow, which could impact nighttime views of stars in the sky. Design-related measures such as shielding and altering light direction at stations would be used to reduce potential impacts. Glare impacts from the Build Alternatives would be unlikely. “Glare” is defined as “a harsh uncomfortably bright light” (Merriam-Webster 2024). 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 create a safety issue.
Lighting Associated with Trains	Lights from the interior of 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 distracting.
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-related elements and/or be revegetated to better blend in with nearby areas.
Vegetation Removal	Removal of vegetation can create new views or, conversely, expose unsightly views, such as industrial areas below sensitive viewers that are currently blocked by vegetation. When possible, Sound Transit would preserve existing vegetation and would replant vegetation, replace trees, and screen facilities to minimize effects of vegetation removal as much as feasible.

⁵ A network of overhead wires that supplies electric power.

Project Component	Visual Characteristics and Notes
Retaining Walls	Retaining walls often replace portions of more natural seeming 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. 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 Draft EIS Appendix G.8 (Noise and Vibration Technical Report). Similar to retaining walls, sound walls would also be considered for potential surface design treatments.
Retained Cut	A 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 (TPSS) would be in enclosed buildings, about 20 feet by 60 feet in size, with an additional 10 to 20 feet of clear area required on each side of the facility. The TPSS facilities would be screened from public view with a wall or fence for safety and access purposes. The exterior walls or fences would be landscaped in accordance with the landscape regulations of the jurisdictions where the facilities would be located.

West Alderwood Segment

Table 4-2 summarizes where visual quality impacts would occur and how many miles of views would be impacted. The following sections include a description of where sensitive viewers would experience impacts to visual quality or visual changes within the West Alderwood Segment. For reference, the KOP locations are identified in Figure 3-1, and detailed descriptions and simulations can be found in the West Alderwood Segment section of Attachment A.

Table 4-2 West Alderwood Segment Visual Quality Impacts

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Quality Impacts Would Occur
ALD-1B	0	None
ALD-1B with Alderwood Mall Boulevard Design Option	0	None
ALD-2D	0	None
ALD-2D with Alderwood Mall Boulevard Design Option	0	None
ALD-2F	0	None
ALD-2F with Alderwood Mall Boulevard Design Option	0	None

Alternative ALD-1B

Alternative ALD-1B would pass near or along a few concentrations of sensitive viewers. Alignment ALD-1 would be elevated along the west side of I-5, in between the southbound travel lanes and on-ramp near the Interurban Trail, turning north near 33rd Avenue W, then turning east near 188th Street SW on the south side of Alderwood Mall. The height of the guideway would range between approximately 25 and 80 feet above ground. The elevated guideway running along the west side of I-5 would be visible to sensitive viewers using the Interurban Trail (KOP-1 and KOP-2). There is also a concentration of sensitive viewers residing at the City Center at Lynnwood apartments at 196th Street SW and 36th Avenue W that would see the guideway from their building. Street trees along 33rd Avenue W would likely be impacted by the project; however, there are no concentrations of sensitive viewers along this portion of the alignment (KOP-3). Station ALD-B would be an elevated station on the south side of Alderwood Mall near Alderwood Mall Parkway. The station canopy would be approximately 60 feet above ground. There are no concentrations of sensitive viewers within that station area, so there would be no impacts to visual quality. Alignment ALD-1 would then continue east, returning to the west side of I-5 and turning north.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality in this segment due to proximity to I-5 and Alderwood Mall.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Sensitive viewers at Alderwood Community Church would experience a visual change but no impact to visual quality due to their proximity to similar infrastructure related to I-5 and Alderwood Mall Boulevard.

Light, Glare, and Shadows

The elevated guideway of Alternative ALD-1B would cause some light and glare (due to guideway surface materials reflecting light from passing trains) that could be seen from nearby areas. Light from trains, both headlights and interior lighting, would be seen from taller buildings such as City Center at Lynnwood apartments and some of the businesses along the west side of 33rd Avenue W. The light and glare impacts would be minimal in the portions of Alternative ALD-1B that run along I-5 due to the existing light and glare caused by cars and highway lighting, so light and glare produced by trains would not be expected to affect motorists, pedestrians, or the surrounding area. The elevated guideway and elevated station of Alternative ALD-1B would create shadows along the entire alignment, affecting sensitive viewers using the Interurban Trail (KOP-1) and pedestrians using the sidewalk along the east side of 33rd Avenue W (KOP-3).

Alternative ALD-1B with Alderwood Mall Boulevard Design Option

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality in this segment due to proximity to I-5 and Alderwood Mall, which exhibit similar existing infrastructure.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

This design option locates the elevated guideway on Alderwood Community Church property, creating a visual change for those patrons.

Light, Glare, and Shadows

The elevated guideway of Alternative ALD-1B with Alderwood Mall Boulevard Design Option would produce the same light and glare impacts as Alternative ALD-1B.

Alternative ALD-2D

Alternative ALD-2D would pass near or along a few concentrations of sensitive viewers, similar to Alternative ALD-1B. Alignment ALD-2 has the same guideway as Alignment ALD-1 from 44th Avenue W to 188th Street SW. From there, Alignment ALD-2 continues north along the east side of 33rd Avenue W and turns east at 184th Street SW, continuing east along the south side of the roadway towards the interchange of I-405 and I-5. The height of the guideway would range between approximately 25 and 80 feet above ground. Station ALD-D would be an elevated station on the west side of Alderwood Mall at 188th Street SW. The station canopy would be approximately 65 feet above ground. A concentration of sensitive viewers resides at The Woods at Alderwood apartments at 33rd Avenue W and 184th Street SW that would see the guideway from their building (KOP-4). These residents would not experience an impact to visual quality due to the nature of the existing view remaining relatively similar with Alderwood Mall being across the street. Street trees along the south side of 184th Street SW would also likely be removed by the project; however, there are no additional concentrations of sensitive viewers along this section east of the apartments.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality in this segment due to proximity to I-5 and Alderwood Mall.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

The only potential concentrations of sensitive viewers that would experience visual changes within the station area would be employees of businesses along the west side of 33rd Avenue W and bicycles or pedestrians traveling along the corridor.

Light, Glare, and Shadows

The elevated guideway of Alternative ALD-2D would cause similar light and glare impacts as Alternative ALD-1B in the sections where they share the same guideway. These same minimal impacts would extend up the east side of 33rd Avenue W and along the south side of 184th Street SW. The elevated guideway and elevated station of Alternative ALD-2D would create shadows along the entire alignment, affecting sensitive viewers using the Interurban Trail (KOP-1) and pedestrians using the sidewalk along the east side of 33rd Avenue W (KOP-3).

Alternative ALD-2D with Alderwood Mall Boulevard Design Option

Alternative ALD-2D with Alderwood Mall Boulevard Design Option would include an elevated guideway along the west side of I-5 from 40th Avenue W to 33rd Avenue W.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality in this segment due to proximity to I-5 and Alderwood Mall.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

This design option locates the elevated guideway on Alderwood Community Church property, creating a visual change for those patrons.

Light, Glare, and Shadows

The elevated guideway of Alternative ALD-2D with the Alderwood Mall Boulevard Design Option would cause similar light and glare impacts as Alternative ALD-2D.

Alternative ALD-2F

Alternative ALD-2F would pass near or along a few concentrations of sensitive viewers, similar to Alternative ALD-2D. Alternative ALD-2F would share the same concentrations of sensitive viewers as Alternative ALD-2D, with the only difference being which sensitive viewers would have the station within their view. Station ALD-F would be located on the south side of 184th Street SW to the east of 33rd Avenue W, across the street from sensitive viewers residing at The Woods at Alderwood apartments (KOP-4). The station canopy would be approximately 60 feet above ground.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality in this segment due to proximity to I-5 and Alderwood Mall.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative ALD-2F would have similar changes to visual quality for sensitive viewers as ALD-2D. Sensitive viewers residing at The Woods at Alderwood apartments (KOP-4) would experience a visual change due to Station ALD-F.

Light, Glare, and Shadows

The elevated guideway of Alternative ALD-2F would cause similar light and glare impacts as Alternative ALD-2D throughout the entire segment, with the only exception being the station location. There would be some additional lighting and potential glare at Station ALD-F on the north side of Alderwood Mall, which would affect the sensitive viewers residing on the north side of 184th Street SW at The Woods at Alderwood apartments (KOP-4). Shadows from the station would exist in the adjacent area beneath the platform; however, no sensitive viewers would be affected by those shadows.

Alternative ALD-2F with Alderwood Mall Boulevard Design Option

Alternative ALD-2F with Alderwood Mall Boulevard Design Option would include an elevated guideway along the west side of I-5, just east of Alderwood Mall Boulevard and the Interurban Trail. The alignment would then cross over to the west side of Alderwood Mall Boulevard at 196th Street SW.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality in this segment due to proximity to I-5 and Alderwood Mall.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

This design option locates the elevated guideway on Alderwood Community Church property, creating a visual change for those patrons.

Light, Glare, and Shadows

The elevated guideway of Alternative ALD-2F with Alderwood Mall Boulevard Design Option would produce the same light and glare impacts as Alternative ALD-2F.

Ash Way Segment

Table 4-3 summarizes where visual quality impacts would occur and how many miles of views would be impacted. The following sections include a description of where sensitive viewers would experience impacts to visual quality or visual changes within the Ash Way Segment. The KOP locations are identified in Figure 3-2 and Figure 3-3, and detailed descriptions and simulations can be found in the Ash Way Segment section of Attachment A.

Table 4-3 Ash Way Segment Visual Quality Impacts

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Impacts Would Occur
ASH-1A	0	None
ASH-2D	0	None

Alternative ASH-1A

Alternative ASH-1A would pass near or along concentrations of sensitive viewers spanning most of the segment. Alignment ASH-1 would have both at-grade and elevated guideway along the west side of I-5 from Maple Road to 134th Street SW. The guideway remains parallel to I-5 through the entire segment. The height of the guideway would range between at-grade and approximately 70 feet above ground. Station ASH-A would be located at the northwest corner of I-5 and 164th Street SW in the existing Ash Way Park-and-Ride (KOP-6). Station ASH-A would have an elevated platform with a canopy approximately 75 feet above ground. Alternative ASH-1A would be visible by concentrations of sensitive viewers along most of the segment, as most of the land use along the west side of I-5 is residential.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality in this segment due to the similar land use and views associated with I-5.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Residents living on these streets would have a change to their visual landscape due to tree removal and property acquisition required for the project. Alternative ASH-1A would remove 0.1 acres of trees and vegetation within RCAs near the guideway consistent with clear zone

requirements, causing a visual change for those residing along the west side of I-5. Alternative ASH-1A would also cause a visual change for sensitive viewers residing at the Urban Center Apartments just north of the station.

Light, Glare, and Shadows

The at-grade guideway of Alternative ASH-1A would cause some light and glare (from reflective surface materials) from passing trains to be seen from nearby areas. Light and glare from trains would likely be seen from nearby residential areas adjacent to the guideway. The light and glare impacts would be minimal for the portion of elevated guideway near 164th Street SW due to the proximity to I-5 and the existing light and glare produced from highway traffic (KOP-6). Light and glare produced by trains would not affect motorists, pedestrians, or the surrounding area. Shadows created by the elevated portions of the guideway for Alternative ASH-1A would not affect any concentrations of sensitive viewers due to the distance between the elevated guideway and sensitive viewers.

Alternative ASH-2D

Alternative ASH-2D would pass near or along concentrations of sensitive viewers spanning most of the segment. Alignment ASH-2 would have both at-grade and elevated guideway along the west side of I-5 from Maple Road to 172nd Street SW. The elevated guideway would then cross over to the east side of I-5 and continue north as both at-grade and elevated guideway to 137th Street SW. The elevated guideway would then cross back over to the west side of I-5 and continue to 134th Street SW. The guideway would run parallel to I-5 through the entire segment except for the two crossings of I-5. The height of the guideway would range between at-grade and approximately 75 feet above ground. Station ASH-D would be located at the northeast corner of I-5 and 164th Street SW and have an elevated platform, with a canopy approximately 80 feet above ground. Alternative ASH-2D would be visible by concentrations of sensitive viewers along the majority of the segment, as most of the land use along the west and east sides of I-5 is residential. Alternative ASH-2D would not remove any trees or vegetation within RCAs along the guideway.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality in this segment due to the below average existing views and highway-related uses nearby.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Residents living on these streets would have a visual change due to tree removal and property acquisition required for the project.

Light, Glare, and Shadows

The at-grade guideway of Alternative ASH-2D would cause some light and glare (from reflective surface materials) from passing trains to be seen from nearby areas. Light and glare from trains would likely be seen from nearby residential areas adjacent to the guideway. The light and glare impacts would be minimal for the portion of elevated guideway near 164th Street SW due to the proximity to I-5 and the existing light and glare produced from highway traffic. Light and glare produced by trains would not affect motorists, pedestrians, or the surrounding area. Shadows created by the elevated portions of the guideway for Alternative ASH-2D would produce a visual change for concentrations of sensitive viewers using the Interurban Trail along the west side of

I-5 (KOP-8) but would result in no visual impact due to the vividness and unity of the view remaining average and low average, respectively.

Mariner Segment

Table 4-4 summarizes where visual quality impacts would occur and how many miles of views would be impacted. The following sections include a description of where sensitive viewers would experience impacts to visual quality or visual changes within the Mariner Segment. The KOP locations are identified in Figure 3-4, and detailed descriptions and simulations can be found in the Mariner Segment section of Attachment A.

Table 4-4 Mariner Segment Visual Quality Impacts

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Impacts Would Occur
MAR-1B	0	None
MAR-1B with Surface Parking Design Option	0	None
MAR-2D	0	None
MAR-2D with Surface Parking Design Option	0	None

Alternative MAR-1B

Alternative MAR-1B would pass along or near a few concentrations of sensitive viewers living along the alignment. Alignment MAR-1 would feature an elevated guideway running on the west side of I-5 from 134th Street SW before curving west and continuing on the south side of 128th Street SW/Airport Road towards Admiralty Way. A small section of Alignment MAR-1 would be at-grade on the east side of E Gibson Road (KOP-11). On the north side of Admiralty Way, the elevated guideway would cross from the west side of Airport Road to the east side before continuing north on the east side of Airport Road (KOP-13). The height of the guideway would range between at-grade and approximately 70 feet above ground. Station MAR-B would be elevated on the south side of 128th Street SW between 5th Place W and 8th Avenue W, with a canopy approximately 80 feet above ground (KOP-10). Alternative MAR-1B would include a structured parking facility at the northwest corner of 4th Avenue W and 132nd Street SW that would be approximately three stories tall (KOP-9). Alternative MAR-1B would be visible to concentrations of sensitive viewers residing to the west of 8th Avenue W.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality for sensitive viewers due to their proximity to Airport Road.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Residents living in this area would have a visual change due to tree removal and property acquisition.

Light, Glare, and Shadows

The at-grade guideway of Alternative MAR-1B would cause some light and glare (from reflective surface materials) from passing trains to be seen from nearby areas. Light and glare from trains would likely be seen from nearby residential areas adjacent to the guideway. The light and glare impacts would be minimal for the elevated guideway due to the proximity to 128th Street SW/Airport Road and the existing light and glare produced from traffic. Light and glare produced by trains would not affect motorists, pedestrians, or the surrounding area. Shadows created by the elevated portions of the guideway for Alternative MAR-1B would affect concentrations of sensitive viewers walking or biking along the south side of 128th Street SW (KOP-10) and west side of Airport Road (KOP-13). The structured parking facility would also cast shadows upon those walking or biking along 4th Avenue W (KOP-9).

Alternative MAR-1B with Surface Parking Design Option

Alternative MAR-1B with the Surface Parking Design Option would include the same features and visual changes as Alternative MAR-1B but with surface parking rather than a structured parking facility at the northwest corner of 4th Avenue W and 132nd Street SW (KOP-9). This alternative would be visible to concentrations of sensitive viewers residing to the west of 8th Avenue W.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality for sensitive viewers due to their proximity to Airport Road.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Residents living in this area would have a visual change due to tree removal and property acquisition.

Light, Glare, and Shadows

Alternative MAR-1B with the Surface Parking Design Option would include the same features and visual changes as Alternative MAR-1B except the surface parking facility would not cast any shadows upon pedestrians or bicycles on 4th Avenue W (KOP-9).

Alternative MAR-2D

Alternative MAR-2D would pass along or near a few concentrations of sensitive viewers living along the alignment. Alignment MAR-2 would feature an elevated guideway running on the west side of I-5 from 134th Street SW before curving west and continuing on the north side of 128th Street SW/Airport Road towards Admiralty Way. A small section of Alignment MAR-2 would be at-grade on the east side of E Gibson Road. The height of the guideway would range between at-grade and approximately 55 feet above ground. Station MAR-D would be elevated on the west side of 4th Avenue W between 132nd Street SW and 130th Street SW, with a canopy approximately 65 feet above ground. Alternative MAR-2D would include a structured parking facility at the northeast corner of 4th Avenue W and 132nd Street SW that would be approximately five stories tall (KOP-9). Alternative MAR-2D would be visible by concentrations of sensitive viewers residing to the west of 8th Avenue W, including the Windstone Apartments (KOP-12).

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

The project would not result in a visual impact due to the similar infrastructure needed for the adjacent existing roadway.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Residents living in this area would have a visual change due to tree removal and property acquisition.

Light, Glare, and Shadows

The at-grade guideway of Alternative MAR-2D would not cause light and glare (from reflective surface materials) from passing trains to be seen from nearby areas. The light and glare impacts would be minimal for the elevated guideway near residential areas due to the proximity to 128th Street SW/Airport Road and the existing light and glare produced from traffic. Light and glare produced by trains would not affect motorists, pedestrians, or the surrounding area. Shadows created by the elevated portions of the guideway for Alternative MAR-2D would affect concentrations of sensitive viewers walking or biking along the north side of 128th Street SW (KOP-10) and east side of Airport Road (KOP-13). The structured parking facility would also cast shadows upon those walking or biking along 4th Avenue W (KOP-9).

Alternative MAR-2D with Surface Parking Design Option

Alternative MAR-2D with Surface Parking Design Option would include the same features and potential impacts as Alternative MAR-2D but with surface parking rather than a structured parking facility at the northeast corner of 4th Avenue W and 132nd Street SW (KOP-9). Alternative MAR-2D with Surface Parking Design Option would be visible to concentrations of sensitive viewers residing to the west of 8th Avenue W.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There would be no impacts to visual quality for sensitive viewers due to their proximity to Airport Road.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Residents living in this area would have a visual change due to tree removal and property acquisition.

Light, Glare, and Shadows

Alternative MAR-2D with Surface Parking Design Option would include the same features and visual changes as Alternative MAR-2D except that the surface parking option would not cast any shadows upon pedestrians or bicycles on 4th Avenue W (KOP-9).

SR 99/Airport Road Segment

Table 4-5 summarizes where visual quality impacts would occur and how many miles of views would be impacted. The following sections include a description of where sensitive viewers would experience impacts to visual quality or visual changes within the SR 99/Airport Road Segment. The KOP locations are identified in Figure 3-5, and detailed descriptions and simulations can be found in the SR 99/Airport Road Segment section of Attachment A.

Table 4-5 SR 99/Airport Road Segment Visual Quality Impacts

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Impacts Would Occur
AIR-1A	0	None
AIR-2B	0	None

Alternative AIR-1A

Alternative AIR-1A would pass along or near a few concentrations of sensitive viewers walking or biking along the alignment. Alignment AIR-1 would feature a mostly elevated guideway running along the east side of Airport Road from Avondale Road to 106th Street SW. Alignment AIR-1 would include an at-grade portion just south of 112th Street SW (KOP-16). The height of the guideway would range between at-grade and approximately 50 feet above ground. Station AIR-A would feature an elevated platform on the east side of Airport Road with a canopy approximately 70 feet above ground just north of SR 99/Evergreen Way (KOP-14 and KOP-15).

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

The land use along this corridor is mostly commercial, so although a visual change would occur, there would be no concentrations of sensitive viewers that would experience impacts to visual quality.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative AIR-1A would cause a visual change for sensitive viewers walking or biking along Airport Road, particularly on the east side of the road.

Light, Glare, and Shadows

The elevated guideway of Alternative AIR-1A would cause minimal light and glare (from reflective surface materials) from passing trains to be seen from nearby areas due to the alignment's proximity to Airport Road and its associated vehicular traffic. Some motorists may experience some light and glare impacts in the at-grade section of Alternative AIR-1A just south of 112th Street SW; however, the impact is expected to be similar to another passing car. No concentrations of sensitive viewers would be impacted by light and glare for Alternative AIR-1A. Some sensitive viewers walking or biking along the east side of Airport Road would be affected by shadows created by the elevated guideway of Alternative AIR-1A (KOP-14 and KOP-15).

Alternative AIR-2B

Alternative AIR-2B would pass along or near a few concentrations of sensitive viewers walking or biking along the alignment. Alignment AIR-2 would feature an elevated guideway running along the west side of Airport Road from Avondale Road to 112th Street SW. Alignment AIR-2 would cross from the west side of Airport Road to the east side of Airport Road between 112th Street SW and Holly Drive and continue north along the east side of Airport Road (KOP-16). The height of the guideway would range between approximately 30 and 65 feet above ground. Station AIR-B would feature an elevated platform on the west side of Airport Road with a canopy approximately 80 feet above ground just north of SR 99/Evergreen Way (KOP-14 and KOP-15).

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

The land use along this corridor is mostly commercial, so although a visual change would occur, there would be no concentrations of sensitive viewers that would experience impacts to visual quality.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative AIR-2B would cause a visual change for sensitive viewers walking or biking along Airport Road.

Light, Glare, and Shadows

The elevated guideway of Alternative AIR-2B would cause minimal light and glare (from reflective surface materials) from passing trains to be seen from nearby areas due to the alignment's proximity to Airport Road and its associated vehicular traffic. No concentrations of sensitive viewers would be impacted by light and glare for Alternative AIR-2B. Some sensitive viewers walking or biking along the west side of Airport Road would be affected by shadows created by the elevated guideway of Alternative AIR-2B (KOP-14 and KOP-15).

SW Everett Industrial Center Segment

Table 4-6 summarizes where visual quality impacts would occur and how many miles of views would be impacted. The following sections include a description of where sensitive viewers would experience impacts to visual quality or visual changes within the SW Everett Industrial Center Segment. The KOP locations are identified in Figure 3-6, and detailed descriptions and simulations can be found in the SW Everett Industrial Center Segment section of Attachment A.

Table 4-6 SW Everett Industrial Center Segment Visual Quality Impacts

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Impacts Would Occur
SWI-1A	0	None
SWI-1A with Lower Design Option	0	None
SWI-1B	0	None
SWI-1C	0	None

Alternative SWI-1A

Alignment SWI-1 would run along the east side of Airport Road from 106th Street SW to SR 526, where the alignment would curve east and continue along the south side of SR 526 to the interchange with Seaway Boulevard (KOP-18). The height of the guideway would range between approximately 25 and 75 feet above ground. Station SWI-A would feature an elevated platform with a canopy approximately 100 feet above ground just north of Kasch Park and W Casino Road.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

The land use along this corridor is mostly industrial, so no concentrations of sensitive viewers would experience impacts to visual quality.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative SWI-1A would pass along or near a few concentrations of sensitive viewers walking or biking along Airport Road who would experience a change in visual quality.

Light, Glare, and Shadows

The elevated guideway of Alternative SWI-1A would cause minimal light and glare (from reflective surface materials) from passing trains to be seen from nearby areas due to the proximity to Airport Road and SR 526 and the existing light and glare produced from vehicular traffic. Nearby industrial uses would also minimize potential impacts from passing trains. Elements of Station SWI-A would create some glare for nearby industrial businesses. Shadows created by the elevated portions of the guideway for Alternative SWI-1A would affect concentrations of sensitive viewers walking or biking along Airport Road (KOP-18).

Alternative SWI-1A with Lower Design Option

The alignment and station for Alternative SWI-1A with the Low Design Option would be in the same location as for Alternative SWI-1A but have a different height north of Kasch Park Road. Alternative SWI-1A with Lower Design Option would feature an elevated guideway from 106th Street SW to Casino Road, where it would then transition to a mostly at-grade guideway along the south side of SR 526. The height of the guideway would range between at-grade and approximately 45 feet above ground. The station canopy would be approximately 65 feet above ground (KOP-18).

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

The land use along this corridor is mostly industrial, so no concentrations of sensitive viewers would experience impacts to visual quality.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative SWI-1A with Lower Design Option would pass along or near a few concentrations of sensitive viewers walking or biking along Airport Road who would experience a change in visual quality.

Light, Glare, and Shadows

The elevated guideway of Alternative SWI-1A with Lower Design Option would cause minimal light and glare (from reflective surface materials) from passing trains to be seen from nearby areas due to the proximity to Airport Road and the existing light and glare produced from vehicular traffic. The at-grade guideway along SR 526 would not cause any light or glare impacts to concentrations of sensitive viewers or motorists. Nearby industrial uses would also minimize potential impacts from passing trains. Elements of the station would create some glare for nearby industrial businesses. Shadows created by the elevated portions of the guideway for Alternative SWI-1A with Lower Design Option would affect concentrations of sensitive viewers walking or biking along Airport Road (KOP-18).

Alternative SWI-1B

With Alternative SWI-1B, Alignment SWI-1 would be the same as described above for Alternative SWI-1A. Station SWI-B would have an elevated platform with a canopy

approximately 65 feet above ground on the east side of Airport Road between Kasch Park Road and W Casino Road (KOP-18).

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

The land use along this corridor is mostly industrial, so no concentrations of sensitive viewers would experience impacts to visual quality.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative SWI-1B would pass along or near a few concentrations of sensitive viewers walking or biking along Airport Road who would experience a change in visual quality.

Light, Glare, and Shadows

The elevated guideway of Alternative SWI-1B would cause minimal light and glare (from reflective surface materials) from passing trains to be seen from nearby areas due to the proximity to Airport Road and SR 526 and the existing light and glare produced from vehicular traffic. Nearby industrial uses would also minimize potential impacts from passing trains. Elements of Station SWI-B would create some glare for nearby industrial businesses. Shadows created by the elevated portions of the guideway for Alternative SWI-1B would affect concentrations of sensitive viewers walking or biking along Airport Road (KOP-18).

Alternative SWI-1C

With Alternative SWI-1C, Alignment SWI-1 would be the same as described above for Alternative SWI-1A. Station SWI-C would have an elevated platform with a canopy approximately 55 feet above ground at the southeast corner of Airport Road and 94th Street SW.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

The land use along this corridor is mostly industrial, so no concentrations of sensitive viewers would experience impacts to visual quality.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative SWI-1C would pass along or near a few concentrations of sensitive viewers walking or biking along Airport Road (KOP-17 and KOP-18) who would experience a change in visual quality.

Light, Glare, and Shadows

The elevated guideway of Alternative SWI-1C would cause minimal light and glare (from reflective surface materials) from passing trains to be seen from nearby areas due to the proximity to Airport Road and SR 526 and the existing light and glare produced from vehicular traffic. Nearby industrial uses would also minimize potential impacts from passing trains. Elements of Station SWI-C would create some glare for nearby industrial businesses. Shadows created by the elevated portions of the guideway for Alternative SWI-1C would affect concentrations of sensitive viewers walking or biking along Airport Road.

SR 526/Evergreen Segment

Table 4-7 summarizes where visual quality impacts would occur and how many miles of views would be impacted. The following sections include a description of where sensitive viewers would experience impacts to visual quality or visual changes within the SR 526/Evergreen Segment. The KOP locations are identified in Figure 3-7 and Figure 3-8, and detailed descriptions and simulations can be found in the SR 526/Evergreen Segment section of Attachment A.

Table 4-7 SR 526/Evergreen Segment Visual Quality Impacts

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Impacts Would Occur
EGN-1A	0	None
EGN-2B	0.3	Residential areas and sidewalks along Casino Road
EGN-2B with North Side of SR 526 Design Option	0	None
EGN-3E	0.5	Residential areas and sidewalks along Casino Road and 84th Street SE
EGN-3E with North Side of SR 526 Design Option	0.2	Residential areas and sidewalks along 84th Street SE

Alternative EGN-1A

Alternative EGN-1A would feature sections of at-grade, below-grade, and elevated guideway running along the north side of SR 526 from Seaway Boulevard to just west of Broadway. The height of the guideway would range between an undercrossing approximately 30 feet deep and an elevated guideway approximately 70 feet high. Station EGN-A would be located at the northwest corner of SR 526 and Evergreen Way as an open-air station with platforms approximately 25 feet below ground and a canopy approximately 20 feet above street level. This alignment would run along industrial land uses west of Hardeson Road and predominantly residential land uses east of Hardeson Road.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative EGN-1A would not result in an impact to visual quality for sensitive viewers due to the low quality of existing views and the similarity of the infrastructure needed for the project to the current environment.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Concentrations of sensitive viewers living along the north side of SR 526 east of Hardeson Road would experience a visual change with Alternative EGN-1A due to tree removal and property acquisition required for the project (KOP-20). Alternative EGN-1A would also produce a visual change for those who walk and bike along the Interurban Trail on the north side of SR 526 along Pinkerton Avenue.

Light, Glare, and Shadows

Alternative EGN-1A would have no additional light or glare impacts to the industrial land uses west of Hardeson Road. East of Hardeson Road, Alternative EGN-1A would likely create some light or glare (from reflective surface materials) from passing trains near the residential areas. This impact would be minimal due to the proximity to SR 526 and the associated light and glare from vehicular traffic. Most of the guideway near concentrations of sensitive viewers would be at-grade, so there would not be any notable shadows from the elevated guideway to sensitive viewers for Alternative EGN-1A.

Alternative EGN-2B

Alternative EGN-2B would feature sections of both at-grade and elevated guideway running along the south side of SR 526 from Seaway Boulevard to Evergreen Way, where the elevated guideway would then cross to the north side of SR 526 and continue east to just west of Broadway. The height of the guideway would range between at-grade and approximately 55 feet above ground. Station EGN-B would be located at the southwest corner of SR 526 and Evergreen Way with an elevated platform and a canopy approximately 55 feet above ground (KOP-22). Station EGN-B would be located at the current site of Casino Square, an important community resource.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Concentrations of sensitive viewers living along the Alternative EGN-2B alignment, particularly along Casino Road, would experience impacts to visual quality due to tree removal and property acquisition required for the project (KOP-19).

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Sensitive viewers who frequent Casino Square (KOP-21 and KOP-23) or Cascade High School (KOP-25) would experience visual changes. Alternative EGN-2B would also cause visual change for those who walk and bike along the Interurban Trail on the north side of SR 526 along Pinkerton Avenue, as the trail would be realigned farther to the north of its current alignment.

Light, Glare, and Shadows

Alternative EGN-2B would likely create some light or glare (from reflective surface materials) from passing trains near residential areas and Casino Square. This impact would be minimal due to the proximity to SR 526 and the associated vehicular traffic causing light and glare impacts. The elevated sections of guideway for Alternative EGN-2B would create some shadows for sensitive viewers residing near the alignment and those frequenting Casino Square and Cascade High School, especially by bicycle or foot.

Alternative EGN-2B with North Side of SR 526 Design Option

Alternative EGN-2B with North Side of SR 526 Design Option would feature both at-grade and elevated sections of guideway running along the north side of SR 526 from Seaway Boulevard to the east side of Upper Ridge Road, where the elevated guideway would then cross to the south side SR 526, continuing east to Evergreen Way. Alternative EGN-2B with North Side of 526 Design Option would then cross back over SR 526 and continue east to just west of Broadway. The height of the guideway would range between at-grade and approximately 70 feet above ground.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative EGN-2B with North Side of SR 526 Design Option would not result in any impacts to visual quality due to its proximity to SR 526 and the similar view of transportation infrastructure along the corridor.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Concentrations of sensitive viewers living on the north side of SR 526 to the east of Hardeson Road and to the east of E Casino Road would experience visual changes due to tree removal and property acquisition required for the project. Sensitive viewers who frequent Casino Square (KOP-21 and KOP-23) or Cascade High School (KOP-25) would also experience visual changes. This alternative would also cause visual changes for those who walk and bike along the Interurban Trail on the north side of SR 526 along Pinkerton Avenue.

Light, Glare, and Shadows

Alternative EGN-2B with North Side of SR 526 Design Option would likely create some light or glare (from reflective surface materials) from passing trains near residential areas on the north side of SR 526 and Casino Square. This impact would be minimal due to the proximity to SR 526 and the associated vehicular traffic causing light and glare impacts. The elevated sections of guideway for this alternative would create some shadows for sensitive viewers residing near the alignment and those frequenting Casino Square and Cascade High School, especially by bicycle or foot.

Alternative EGN-3E

Alternative EGN-3E would feature both at-grade and elevated sections of guideway along the south side of SR 526 from Seaway Boulevard to W Glen Drive. The elevated guideway would then shift from the south side of SR 526 to the south side of W Casino Road, continuing to 9th Avenue SE. The elevated guideway would cross to the north side of SR 526 and continue east to just west of Broadway. The height of the guideway would range between at-grade and approximately 60 feet above ground. There are predominantly residential land uses along this alignment. Station EGN-E would be located at the southeast corner of Evergreen Way and W Casino Road with an elevated platform and a canopy approximately 55 feet above ground. Station EGN-E would be located near the current site of Casino Square, an important community resource.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Concentrations of sensitive viewers living along the alignment, particularly along W Casino Road and 8th Place SE, would experience impacts to visual quality due to tree removal and property acquisition required for the project (KOP-19 and KOP-24).

Changes to Visual Quality Near Areas with Concentrations of Sensitive Viewers

Sensitive viewers who frequent Casino Square would experience visual change, but no impacts to visual quality since Casino Square would remain in place under this alternative. Alternative EGN-3E would also create visual change for those who walk and bike along the Interurban Trail on the north side of SR 526 along Pinkerton Avenue as the trail would be realigned farther north away from SR 526.

Light, Glare, and Shadows

Alternative EGN-3E would likely create some light or glare (from reflective surface materials) from passing trains near residential areas on the north and south sides of SR 526, as well as Casino Square. This impact would be minimal due to the proximity to SR 526 and the associated vehicular traffic causing light and glare impacts. The elevated sections of guideway for Alternative EGN-3E would create some shadows for sensitive viewers residing near the alignment and those frequenting Casino Square, especially by bicycle or foot.

Alternative EGN-3E with North Side of SR 526 Design Option

Alternative EGN-3E with North Side of SR 526 Design Option would feature both at-grade and elevated guideway sections running along the north side of SR 526 from Seaway Boulevard to Upper Ridge Road, where the elevated guideway would then cross over SR 526 to the south side of W Casino Road. The elevated guideway would cross SR 526 again and continue east along the north side of the highway. The height of the guideway would range between at-grade and approximately 70 feet above ground.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Concentrations of sensitive viewers residing along the alignment, particularly east of Hardeson Road, would experience impacts to visual quality due to tree removal and property acquisition required for the project (KOP-24).

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Sensitive viewers who frequent Casino Square would experience visual changes but no impacts to visual quality since Casino Square would remain in place under this alternative. Alternative EGN-3E with North Side of SR 526 Design Option would also have visual changes for those who walk and bike along the Interurban Trail on the north side of SR 526 along Pinkerton Avenue as the trail would be realigned farther north away from SR 526.

Light, Glare, and Shadows

Alternative EGN-3E with North Side of SR 526 Design Option would likely create some light or glare (from reflective surface materials) from passing trains near residential areas on the north and south sides of SR 526 as well as Casino Square. This impact would be minimal due to the proximity to SR 526 and the associated vehicular traffic causing light and glare impacts. The elevated sections of guideway for this alternative would create some shadows for sensitive viewers residing near the alignment and those frequenting Casino Square, especially by bicycle or foot.

Broadway/I-5 Segment

Table 4-8 summarizes where visual quality impacts would occur and how many miles of views would be impacted. The following sections include a description of where sensitive viewers would experience impacts to visual quality or visual changes within the Broadway/I-5 Segment. The KOP locations are identified in Figure 3-9 and Figure 3-10, and detailed descriptions and simulations can be found in the Broadway/I-5 Segment section of Attachment A.

Table 4-8 Broadway/I-5 Segment Visual Quality Impacts

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Impacts Would Occur
BI-1	0	None
BI-2	0	None

Alternative BI-1

Alternative BI-1 would feature both at-grade and elevated portions of guideway running along the west side of I-5 from SR 526 to 52nd Street SE before continuing north along the west side of Broadway. The height of the guideway would range between at-grade and approximately 60 feet above ground.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative BI-1 would not result in any impacts to visual quality for sensitive viewers due to their existing views of I-5 and the similar views they would experience with this alternative.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Concentrations of sensitive viewers residing along the west side of I-5 would experience a visual change due to tree removal and property acquisition required for the project (KOP-26 and KOP-27).

Light, Glare, and Shadows

Alternative BI-1 would likely create some light or glare (from reflective surface materials) from passing trains near residential areas along the west side of I-5. This impact would be minimal due to the proximity to I-5 and the associated vehicular traffic causing light and glare impacts. The elevated sections of guideway for Alternative BI-1 would create some shadows for sensitive viewers residing near the alignment.

Alternative BI-2

Alternative BI-2 would feature both at-grade and elevated portions of guideway running along the west side of Broadway from SR 526 to Lowell Elementary School. The height of the guideway would range between an undercrossing approximately 30 feet deep and an elevated guideway approximately 55 feet high.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative BI-2 would not result in any impacts to visual quality for sensitive viewers due to their existing views of I-5 and the similar views they would experience with this alternative.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Concentrations of sensitive viewers residing along Broadway would experience a visual change due to tree removal and property acquisition required for the project (KOP-26 and KOP-28).

Light, Glare, and Shadows

Alternative BI-2 would likely create some light or glare (from reflective surface materials) from passing trains near residential areas along both sides of Broadway. This impact would be minimal due to the proximity to I-5 and Broadway, and the associated vehicular traffic causing light and glare impacts. The elevated sections of guideway for Alternative BI-2 would create some shadows for sensitive viewers residing near the alignment, particularly those who walk or bike along Broadway.

Everett Station Segment

Table 4-9 summarizes where visual quality impacts would occur and how many miles of views would be impacted. The following sections include a description of where sensitive viewers would experience impacts to visual quality or visual changes within the Everett Station Segment. The KOP locations are identified in Figure 3-11 and Figure 3-12, and detailed descriptions and simulations can be found in the Everett Station Segment section of Attachment A.

Table 4-9 Everett Station Segment Visual Quality Impacts

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Impacts Would Occur
EVT-1A	0	None
EVT-2C	0	None
EVT-3D	0	None

Alternative EVT-1A

Alternative EVT-1A would feature a mostly elevated guideway running along the west side of Broadway from Lowell Elementary School to the south entrance of Evergreen Cemetery, where the elevated guideway would cross to the east side of Broadway (KOP-29). The guideway would continue north to 41st Street before turning northeast to run along the west side of I-5 to Smith Avenue. At 35th Street, the elevated guideway would turn back to the northwest and progress towards the intersection of 32nd Street and McDougall Avenue (KOP-30 and KOP-32). The height of the guideway would range between at-grade and approximately 60 feet above ground. Station EVT-A would be located on the east side of McDougall Avenue between 32nd and 33rd streets as an elevated platform with a canopy sitting approximately 55 feet above ground (KOP-32).

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative EVT-1A would not result in an impact to visual quality for sensitive viewers due to the low quality of existing views and large presence of concrete along the corridor.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Concentrations of sensitive viewers living near Lowell Elementary School and south of Evergreen Cemetery would experience a visual change due to tree removal and property acquisition required for the project. The current land use surrounding Alternative EVT-1A would cause visual changes for sensitive viewers walking and biking in downtown Everett.

Light, Glare, and Shadows

Alternative EVT-1A would likely create some light or glare (from reflective surface materials) from passing trains near residential areas along Broadway. This impact would be minimal due to the proximity to I-5 and Broadway and the associated vehicular traffic causing light and glare impacts. The elevated sections of guideway for Alternative EVT-1A would create some shadows for sensitive viewers residing near the alignment south of Evergreen Cemetery and walking or biking in downtown Everett. Additionally, solar panels on top of a building at 33rd Street and Broadway may be affected by shadows from the elevated guideway.

Alternative EVT-2C

Alternative EVT-2C would feature a mostly elevated guideway running along the west side of Broadway from Lowell Elementary School to the south entrance of Evergreen Cemetery, where the elevated guideway would cross to the east side of Broadway (KOP-29). The guideway would continue north to 41st Street before turning slightly northeast to run along the west side of McDougall Avenue to Pacific Avenue. The height of the guideway would range between at-grade and approximately 65 feet above ground. Station EVT-C would be located on the west side of McDougall Avenue at 32nd Street with an elevated platform and a canopy approximately 55 feet above ground (KOP-30).

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative EVT-2C would not result in an impact to visual quality for sensitive viewers due to the low quality of existing views and large presence of concrete along the corridor.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Concentrations of sensitive viewers living near Lowell Elementary School and south of Evergreen Cemetery would experience visual change due to tree removal and property acquisition required for the project. Alternative EVT-2C would cause visual changes for sensitive viewers walking and biking in downtown Everett.

Light, Glare, and Shadows

Alternative EVT-2C would likely create some light or glare (from reflective surface materials) from passing trains near residential areas along Broadway. This impact would be minimal due to the proximity to I-5 and Broadway and the associated vehicular traffic causing light and glare impacts. The elevated sections of guideway for Alternative EVT-2C would create some shadows for sensitive viewers residing near the alignment south of Evergreen Cemetery as well as those walking or biking along McDougall Avenue in downtown Everett.

Alternative EVT-3D

Alternative EVT-3D would feature a mostly elevated guideway running along the west side of Broadway from Lowell Elementary School to the south entrance of Evergreen Cemetery, where the elevated guideway would cross to the east side of Broadway (KOP-29). The guideway would continue north to 41st Street before slightly turning northeast to run along the west side of McDougall Avenue to 34th Street. The guideway would then turn northwest and continue along the east side of Broadway from 32nd Street to Hewitt Avenue. The height of the guideway would range between at-grade and approximately 60 feet above ground. Station EVT-D would be located on the east side of Broadway at Wall Street with an elevated platform with a canopy approximately 55 feet above ground (KOP-31).

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Alternative EVT-3D would not result in an impact to visual quality for sensitive viewers due to the low quality of existing views and large presence of concrete along the corridor.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Concentrations of sensitive viewers living near Lowell Elementary School and south of Evergreen Cemetery would experience visual changes due to tree removal and property acquisition required for the project. Alternative EVT-3D would cause visual changes for sensitive viewers walking and biking in downtown Everett. Attendees of the Angel of the Winds Arena would likely see Alternative EVT-3D.

Light, Glare, and Shadows

Alternative EVT-3D would likely create some light or glare (from reflective surface materials) from passing trains near residential areas along Broadway. This impact would be minimal due to the proximity to I-5 and Broadway and the associated vehicular traffic causing light and glare impacts. The elevated sections of guideway for Alternative EVT-3D would create some shadows for sensitive viewers residing near the alignment south of Evergreen Cemetery as well as those walking or biking along McDougall Avenue or Broadway in downtown Everett.

4.1.1.2 OMF North Site Alternatives

Table 4-10 summarizes where visual quality impacts would occur and how many miles of views would be impacted. The following sections include a description of where sensitive viewers would experience impacts to visual quality or visual changes near the OMF North site alternatives. The KOP locations are identified in Figure 3-13 through Figure 3-15. Attachment A includes detailed descriptions and simulations for OMF Site F, OMF Site E, and OMF Site B.

Table 4-10 OMF North Site Alternatives Visual Quality Impacts

Build Alternative	Extent of Visual Impacts (miles)	Where Visual Impacts Would Occur
OMF Site F	0.5	Residential areas along Alexander Road and the northeast side of OMF Site F
OMF Site F with Lead Tracks to West Side of Airport Road	0.5	Residential areas along Alexander Road and the northeast side of OMF Site F
OMF Site E	0.4	Sidewalks along Airport Road
OMF Site B	0.3	Residential areas to the northeast of OMF Site B
OMF Site B with Lead Tracks to South Side of SR 526	0.3	Residential areas to the northeast of OMF Site B

OMF Site F

OMF Site F would be located along the southwest side of Alignment AIR-2 within unincorporated Snohomish County. The site would be southwest of Airport Road, northwest of SR 99, and southeast of Alexander Road. The lead tracks for this site would connect to the elevated mainline at approximately 65 feet above grade and come down to enter the facility at-grade. The maximum height of OMF structures including maintenance and maintenance of way (MOW) buildings would be approximately 40 feet.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Residents living along Alexander Road would have an impact to visual quality due to tree removal and property acquisition required for the site (KOP-F1 and KOP-F4). OMF Site F would be approximately 30 feet below the current grade of Alexander Road and approximately 10 feet above the current grade of SR 99.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Bicyclists and pedestrians along SR 99 would experience a visual change with a retaining wall and landscaping as their new view (KOP-F2 and KOP-F3).

Light, Glare, and Shadows

OMF Site F would feature light poles and other lighting fixtures for safety purposes across the site. The current land use for OMF Site F is half residential (towards Alexander Road) and half industrial/commercial (towards SR 99). The light and reflective glare would have more of an affect along Alexander Road than SR 99; however, mitigation measures would be taken to reduce light impacts to nearby residents. The elevated lead tracks connecting OMF Site F to the EVLE guideway would create some shadows for sensitive viewers walking or biking in the area.

OMF Site F with Lead Tracks to West Side of Airport Road Design Option

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

OMF Site F with Lead Tracks to West Side of Airport Road Design Option would have similar impacts to concentrations of sensitive viewers as OMF Site F, with the addition of greater visual changes for those living in apartment complexes along SR 99 on the west side of Airport Road (KOP-F2).

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Lead tracks would cross over SR 99 from south to north, entering OMF Site F and creating a visual change for sensitive viewers.

Light, Glare, and Shadows

OMF Site F with Lead Tracks to West Side of Airport Road Design Option would have similar light, glare, and shadow affects to sensitive viewers as OMF Site F, with the addition of shadows being cast upon the apartment complexes and pedestrians or bicyclists along SR 99 due to the elevated lead tracks (KOP-F1).

OMF Site E

OMF Site E would be located along the east side of the EVLE alignment in the SR 99/Airport Road and SW Everett Industrial Segments, primarily within the city of Everett and unincorporated Snohomish County. The site would be north of Holly Drive, east of Airport Road, west of 21st Avenue W, and south of 100th Street SW. The lead tracks for this site would connect to the at-grade mainline. The maximum height of OMF structures including maintenance and MOW buildings would be approximately 40 feet.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Sensitive viewers walking or biking along Airport Road would experience visual impacts due to tree removal and property acquisition required for the site (KOP-E2). OMF Site E would also be above the existing grade of the residential areas.

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Sensitive viewers residing on the east and south sides of OMF Site E would experience visual changes but no impacts to visual quality (KOP-E1 and KOP-E3).

Light, Glare, and Shadows

OMF Site E would feature light poles and other lighting fixtures for safety purposes across the site. The light and reflective glare would have more of an impact along the residential areas on the east and south sides of the site than the west side along Airport Road; however, measures would be implemented to minimize light impacts to nearby residents. There would be no shadows cast from OMF Site E due to the at-grade guideway and the distance of OMF Site E from residents.

OMF Site B

OMF Site B would be located in the city of Everett generally between SR 526 and 75th Street SW, east of 16th Avenue W. The lead tracks for this site would be at- or above-grade, connecting to the mainline on the north side of SR 526. The maximum height of OMF structures including maintenance buildings would be approximately 40 feet. The existing land use at OMF Site B is entirely industrial or commercial (KOP-B2 and KOP-B3). The site is at the top of a hill, with more residential uses at the bottom of the hill to the northeast.

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

Sensitive viewers residing to the northeast of OMF Site B would experience an impact to visual quality due to the removal of trees for a 53-foot-tall retaining wall (KOP-B1).

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There are no additional changes to visual quality for sensitive viewers near this site.

Light, Glare, and Shadows

OMF Site B would feature light poles and other lighting fixtures for safety purposes across the site. The light and reflective glare would likely be too far away and elevated above the nearby residential areas to impact sensitive viewers. Shadows from the lead tracks connecting OMF Site B to the guideway would also have no impact on concentrations of sensitive viewers due to the industrial land uses adjacent to the tracks.

OMF Site B with Lead Tracks to South Side of SR 526 Design Option

Impacts to Visual Quality Near Areas With Concentrations of Sensitive Viewers

OMF Site B with Lead Tracks to South Side of SR 526 Design Option would have similar impacts to sensitive viewers as OMF Site B, which would be largely due to the retaining wall at the northeast side of the site (KOP-B1).

Changes to Visual Quality Near Areas With Concentrations of Sensitive Viewers

There are no additional changes to visual quality for sensitive viewers near this site.

Light, Glare, and Shadows

OMF Site B with Lead Tracks to South Side of SR 526 Design Option would have similar light, glare, and shadow impacts to sensitive viewers as OMF Site B, which would be minimal due to its location and distance to sensitive viewers.

4.1.1.3 Potential Design Refinements

As mentioned in Section 1.2, Sound Transit is considering potential design refinements in each alignment segment. Potential changes to visual and aesthetic conditions resulting from the potential design refinements are described in Table 4-11.

Table 4-11 Potential Changes to Impacts on Visual and Aesthetic Conditions

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Move the pocket track from the West Alderwood Segment to an at-grade portion of the Ash Way Segment.	ALD-1B, ALD-2D, ALD-2D with Alderwood Boulevard Design Option, ALD-2F, ASH-1A, and ASH-2D	Relocation of this feature would reduce visual impacts in the West Alderwood Segment and introduce a new visual element in the Ash Way Segment.
Remove the maintenance (hi-rail) access point.	ALD-1B, ALD-2D, ALD-2D with Alderwood Mall Boulevard Design Option, ALD-2F, BI-1, and BI-2	Removal of this feature would reduce visual changes.
Redesign the station to be at-grade.	ASH-2D	Would reduce visual changes.
Reduce the amount of widened guideway near stations.	All SR 526/Evergreen Build Alternatives	Would result in different visual changes but would not lower visual quality.
Change the profile from elevated to at-grade where able.	SWI-1A	Would result in different visual changes but would not lower visual quality.
Reduce the height of the guideway where able.	All Build Alternatives	Would result in different visual changes but would not lower visual quality.
Use mechanically stabilized earth (MSE) walls in place of elevated guideway where able.	All Build Alternatives excluding those in the West Alderwood, Ash Way, and Mariner Segments	May increase visual changes as viewers would see the wall rather than open space below and elevated guideway.
Reduce the length of elevated guideway where able.	All Build Alternatives excluding those in the Broadway/I-5 and Everett Station Segments	Would result in different visual changes but would not lower visual quality.

4.1.2 Construction Impacts

Activities related to building the EVLE Project would have temporary impacts on the visual and aesthetic environment. Construction activities and the associated equipment would be seen by the public (including sensitive viewers), and would consist of actions and situations such as moving and storing equipment, creating areas of exposed soils that would remain open for a time, creating glare and light associated with illumination needed for nighttime construction, storing construction materials on staging areas or on-site such as mounds or earth material that may or not be plastic-covered, and making general visual changes to the viewed landscape.

Specific construction work plans would be developed during final design, once a construction contractor has been selected, to confirm and establish the various construction phases, their estimated schedule and duration, and appropriate sequencing. Where possible, construction activities would be coordinated with other capital improvement projects or joint development projects to help minimize construction impacts. There would be construction staging areas throughout the project corridor ranging in size and duration of use. Views toward the EVLE Project by sensitive viewers would change during the construction period, and there would be impacts of varying degrees. Measures to reduce the effect of construction activities on views seen by sensitive viewers are identified in Section 5.

4.2 No Build Alternative

In the No Build Alternative, the existing visual and aesthetic conditions found throughout the corridor would generally be maintained, subject to changes related to planned development. With the No Build Alternative, light rail would not be built from Lynnwood to Everett. If the EVLE Project is not built, there would be no light rail related changes to the existing visual and aesthetic resources in the corridor. As discussed in the Land Use Technical Report in Draft EIS Appendix G.3, development would continue to occur in accordance with zoning and would evolve into denser mixed-use developments along much of the corridor. It is likely that density in Alderwood Mall, Mariner, SR 99/Airport Road, Casino Square, and downtown Everett areas would continue to increase and that some of the less developed parcels of land used for the alternatives would be redeveloped and contribute to the increasingly urban character of this area.

4.3 Consistency with Policies

Evaluation of Sound Transit's conceptual design drawings (shown in Draft EIS Appendix F) leads to a conclusion that the project would be able to be consistent with ordinances and policies described in Section 2.1, which would have some influence on visual and aesthetic resources. Sound Transit would further evaluate project consistency with applicable ordinances and policies described in Section 2.1 as design advances. The following sections list some of the ordinances and policies that Sound Transit would need to examine for the EVLE Project, all of which include some type of assessment or procedure related to visual and aesthetic resources.

4.3.1 WSDOT Roadside Policy Manual

Much of the guideway would be located near major roadways under the jurisdiction of WSDOT, including I-5, SR 99, and SR 526. The *Roadside Policy Manual* (WSDOT 2022b) aims to guide

roadside restoration for infrastructure projects along or near state highways. The manual walks through policies for restoration of areas for projects that impact vegetation, including RCAs, along WSDOT right-of-way. Section 2.2 of the manual notes that any non-WSDOT actions, including those by public transit agencies, would require the agency to “restore soil and vegetation in disturbed areas, or an equivalent area, with the goal of restoring functions.” The section goes on to specify requirements for tree and vegetation replacement that will be important to consider as the EVLE Project progresses into final design. This includes treatment of RCAs and guidance on how to address unavoidable impacts to RCAs, and performance values from which to inform mitigation measures. Section 2.2.7 states that all RCAs are to be protected, and it is FHWA and WSDOT policy that impacts must be avoided, if possible. If impacts are unavoidable, they must be minimized and mitigated through an equal value exchange.

Section 2.3 of the manual provides guidance on restoration principles to be used as appropriate for each infrastructure project. These principles are also categorized by character areas, ranging from forested areas to built/developed areas. One pertinent principle in Section 2.3.1 recommends the agency “adjust grading limits to protect desirable vegetation, if possible, within geometric design standards; screen undesirable views or expose scenic views; provide natural habitat; and protect wetlands, sensitive areas, and cultural resources.” Section 2.3.2 suggests the agency “select native plant material to close the canopy quickly, mimic surrounding native plant communities, and facilitate cost-effective maintenance.” Lastly, in Section 2.3.3, the document instructs the agency to “design structures to provide visual continuity, in coordination with other structures within the roadway corridor. Where the opportunity to replant is limited, give special attention to architectural detail.”

4.3.2 City of Lynnwood Transition Area Design Guidelines

The *City of Lynnwood Transition Area Design Guidelines* (City of Lynnwood 2014) provide guidance on development and redevelopment in the area between Alderwood Mall and City Center, between which the EVLE Project would create a connection. The goals of these guidelines include “encouraging development and providing for a pedestrian connection,” “create a lively, busy, and pedestrian-oriented street frontage along 33rd Avenue W,” and “encourage new development to display quality and character through materials and architectural expression.” Section A.1 of the guidelines provides several steps for design decisions related to vegetation and open space, with the intent “to reduce the visual impact of development on adjacent uses.” Pertinent guidelines for the EVLE Project include:

- Plant material should include a variety of seasonal colors, forms, and textures that contract or complement each other with a mixture of evergreen and deciduous trees, shrubs, and groundcover and low-maintenance perennials.
- All areas not devoted to required landscape areas, parking lots, structures, or other site improvements, should be planted or developed as open space.
- Tree selection within all landscape areas, including street trees, shall consider existing utilities, lighting, existing and proposed signage, adjacent trees, existing natural features, tree root growth, solar access, planting area width, and overall height of trees selected at maturity.

This guidance is particularly applicable for the EVLE Project’s West Alderwood Segment, as the guideway would impact the Interurban Trail along Alderwood Mall Boulevard, existing street trees along 33rd Avenue W, and the periphery of Alderwood Mall.

4.3.3 Snohomish County Code Chapter 30, Unified Development Code

Chapter 30.34A of the Snohomish County Code (Snohomish County 2024) provides guidance on urban center development, including landscaping, parking, and other design features. One important consideration for the EVLE Project would be the design of a parking facility near Mariner Station. Snohomish County Code Chapter 30.25 provides guidance on various landscaping requirements for different land uses. General landscaping requirements call for evergreen and deciduous trees and shrubs of certain heights and street tree requirements, amongst other guidelines. The section of the code also specifies different planting standards based on two different performance standards: create a dense sight barrier between uses and zones, or create a filtered screen between uses. Chapter 30.26 provides guidance on the number of parking spaces required, location of the parking facility, and other design considerations depending on whether it is a surface parking lot or a structured parking facility. These and other standards included in the Snohomish County Code would be considered by Sound Transit as design progresses for the EVLE Project.

4.3.4 City of Everett Comprehensive Plan (2015-2035), Urban Design and Historic Preservation Element

The *City of Everett Comprehensive Plan (2015-2035)* (City of Everett 2021) includes an urban design and historic preservation element that “examines the general image of the community; the character of its districts and neighborhoods; the quality of buildings, streets, and public spaces; and its historical attributes.” Goal 8.1 aims for the city to “offer a physical setting that conveys a distinct and appealing image.” The EVLE Project could help contribute towards that goal through Policy 8.1.12, which requires “all buildings, spaces, transportation facilities, and infrastructure to be designed to contribute to livability, a desirable sense of place and community identity. In addition, transportation facilities and infrastructure shall be designed to contribute to safety.”

Regarding corridors and connections, Objective 8.4.7 aims “to use the City’s and region’s transit system to help support the pattern and character of development in Everett’s neighborhoods and centers.” Specifically for downtown Everett, Objective 8.6.3 aims “to improve the role and visual impact of local and regional transit in the downtown.” Lastly, Goal 8.8 aims to “improve and enhance the community image and property values by developing attractive streetscapes on heavily traveled and highly visible streets and highways within Everett’s Planning Area.” Gateway corridors in Everett include I-5, SR 526, Evergreen Way, Broadway, Pacific Avenue, and Hewitt Avenue. Policy 8.8.2 guides the city to:

...include aesthetic as well as functional considerations in the design and implementation of public improvements projects in any of the designated gateway corridors identified in this section to support and enhance the visual quality, livability, and character of the City. Such aesthetic considerations shall include, but not be limited to, appropriate street trees and plantings, utility structures such as street lighting and traffic control devices, public right-of-way signs, retaining walls and pedestrian safety rails, bicycle lanes, transit benches and shelters, signage, and other right-of-way improvements as appropriate.

5 SOUND TRANSIT DESIGN AND MITIGATION MEASURES

5.1 Introduction

The EVLE 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 EVLE Project to help the alternatives visually fit in with their surroundings. In addition, Sound Transit has developed mitigation measures to reduce visual impacts and changes from the EVLE Project.

5.2 Sound Transit Design Measures

The following describes the design measures that Sound Transit would incorporate throughout the corridor, regardless of whether sensitive viewers are present or an impact was identified:

- Sound Transit would develop specific design criteria for the EVLE 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 jurisdictional partners and integrate these criteria with existing plans, including plans for redevelopment.
- Sound Transit would coordinate with jurisdictional partners and adjacent communities through design review to promote visual unity in station areas.
- 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 jurisdictional partners' plans.
- When possible, Sound Transit would preserve existing vegetation.
- Sound Transit would plant appropriate vegetation within and adjoining the project right-of-way, or where required by the authority having jurisdiction (including potentially outside of the project right-of-way), to replace existing street trees and other visually important vegetation removed for the project, or to provide screening for sensitive visual environments and/or sensitive viewers. New plantings would be consistent with Sound Transit operations and maintenance requirements and jurisdictional requirements.
- Sound Transit would design exterior lighting at stations, tail tracks, and any hi-rail access included with the project to minimize height and use source shielding to avoid lighting bulbs that would be directly visible from residential areas, streets, and highways above allowable levels. 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 fence or other 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 Potential Mitigation Measures

In addition to the design measures described above, Sound Transit has developed mitigation measures for inclusion in this Draft EIS. These measures, which are described in the

subsections below, would be applied within the EVLE Project study area where a visual impact to sensitive viewers was identified. Sound Transit will further refine the mitigation measures, including appropriate locations, as project design advances.

The following subsections are descriptions by segment of where the site-specific mitigation measures within the study area would be applied. Most of the visual 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.

For safety purposes, vegetation types and locations would adhere to Sound Transit's 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. Some taller project elements would likely still be visible after mitigation measures are integrated.

The visual impact from the project elements on sensitive viewers would likely be lessened with the strategic planting of vegetation and other design features, such as color and texture, but some of the elements themselves would likely be too large to screen entirely and would produce unavoidable impacts. The locations would be further analyzed as design progresses for the preferred alternative in the Final EIS.

5.3.1 SR 526/Evergreen Segment

5.3.1.1 Impact Location 1: Residential Areas and Sidewalks Along Casino Road

These measures would apply to Alternative EGN-2B and Alternative EGN-3E:

- Following construction, plant vegetation where appropriate to partially screen views of the elevated guideway and station from sensitive viewers frequenting Casino Square.
- Apply treatments to the elevated guideway, noise walls, and ancillary facilities.

5.3.1.2 Impact Location 2: Residential Areas Along 84th Street SE

This measure would apply to Alternative EGN-3E with North Side of SR 526 Design Option:

- Following construction, plant vegetation and street trees where appropriate to partially screen views of the guideway for residents east of Hardeson Road.

5.3.2 OMF Site F

5.3.2.1 Impact Location 3: Residential Areas Along Alexander Road

This measure would apply to both OMF Site F and OMF Site F with the Lead Tracks to West Side of Airport Road Design Option:

- Following construction, plant vegetation and street trees where appropriate to partially screen views of the OMF site from remaining residences along the northwest side of Alexander Road.

5.3.3 OMF Site E

5.3.3.1 Impact Location 4: Airport Road Pedestrians and Cyclists

- Following construction, replant vegetation within the construction footprint following all regulatory guidelines but currently assuming the same or similar plant species and spacing patterns as the vegetation that would be removed or as appropriate to the new site context.

5.3.4 OMF Site B

5.3.4.1 Impact Location 5: Residential Areas on the Northeast Side of OMF Site B

This measure would apply to OMF Site B and OMF Site B with the Lead Tracks to South Side of SR 526 Design Option:

- Following construction, plant vegetation where appropriate to partially screen views of the OMF site from sensitive viewers residing in the neighborhoods on the northeast side of the site, with particular attention on the retaining wall that would be required. This large wall could also have opportunities for public art installations or other mitigation measures to make the wall more aesthetically pleasing.

6 REFERENCES

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Everett Link Extension

ATTACHMENT A

Key Observation Point Analysis

1 INTRODUCTION

This attachment explains how the Everett Link Extension (EVLE) Project alternatives would influence the visual character and quality of the areas they would pass through, as seen from selected key observation points (KOPs). The KOPs described in this attachment were selected in consultation with the City of Everett, City of Lynnwood, and Snohomish County. 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, existing views of surrounding landscapes and would notice changes to them. Some locations for KOPs were selected to represent views from streets and bridges. Section 2.2 of the Visual and Aesthetic Resources Technical Report describes the methodology used to select KOPs, defines visual quality, and explains how impacts to visual quality were assessed for this analysis.

2 WEST ALDERWOOD SEGMENT

Figure A2-1 below shows the KOPs, concentrations of sensitive viewers, and Build Alternatives for the West Alderwood Segment.

2.1 KOP-1: 40th Avenue W & Alderwood Mall Boulevard Looking Southwest

2.1.1 Existing Condition

This location was selected to depict views experienced by those using the Interurban Trail traveling south/southwest towards Lynnwood City Center (Figure A2-2). The view includes distant trees, Interstate 5 (I-5), the Interurban Trail and adjacent landscaping, overhead utility infrastructure, Alderwood Mall Boulevard, and Kinect Apartments. The memorability or vividness of this view primarily revolves around the Interurban Trail and its adjacent landscaping. The visibility of the mature trees across I-5 and farther in the distance also positively contributes to the vividness of this location. The intactness of this view is average due to the alternating pattern of natural and human-built landscapes from east to west. However, the landscaping along Interurban Trail creates a moderate level of unity through the creation of a refuge from the two major roadways on either side. Overall, this location has an average visual quality. This view can be seen by sensitive viewers using the Interurban Trail near Lynnwood's City Center or traveling away from Alderwood Mall. Table A2-1 summarizes the existing and future visual quality for KOP-1.

Figure A2-2 KOP-1: Existing Condition



Table A2-1 KOP-1: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternatives ALD-1B, ALD-2D, and ALD-2F	Alternatives ALD-1B, ALD-2D, and ALD-2F with Alderwood Mall Boulevard Design Option
Vividness	High Average	High	High
Intactness	Average	Low Average	Low Average
Unity	Average	Average	Low Average
Visual Quality	Average	Average	Average

2.1.2 Alternatives ALD-1B, ALD-2D, and ALD-2F

Alternatives ALD-1B, ALD-2D, and ALD-2F would include an elevated guideway approximately 40 feet above ground crossing over Alderwood Mall Boulevard to the west side of I-5 (Figure A2-3). Overhead utility infrastructure would be relocated closer to sensitive viewers walking and biking on the Interurban Trail. The elevated guideway would also block the view of trees in the distance, encroaching upon the view and decreasing its intactness. The vividness would increase slightly, with memorable infrastructure entering the view. Overall, the visual quality of these alternatives would remain average (Table A2-1). Sensitive viewers on the Interurban Trail would not experience an impact to visual quality; however, they would experience a visual change. Sensitive viewers would also experience shadows from the overhead utility infrastructure and the elevated guideway.

Figure A2-3 KOP-1: Alternatives ALD-1B, ALD-2D, and ALD-2F



2.1.3 Alternatives ALD-1B, ALD-2D, and ALD-2F with Alderwood Mall Boulevard Design Option

Alternatives ALD-1B, ALD-2D, and ALD-2F with Alderwood Mall Boulevard Design Option would include an elevated guideway approximately 50 feet above KOP-1 and the sensitive viewers using the Interurban Trail (Figure A2-4). Overhead utility infrastructure would be relocated closer to sensitive viewers walking and biking on the Interurban Trail. These project elements would encroach upon the natural landscape along the trail, reducing the unity and intactness of the view. This unique view would also maintain a high level of vividness. Overall, the visual quality of these alternatives would remain average (Table A2-1). Sensitive viewers on the Interurban Trail would not experience an impact to visual quality; however, they would experience a visual change. Sensitive viewers would also experience shadows from the overhead utility infrastructure and the elevated guideway.

Figure A2-4 KOP-1: Alternatives ALD-1B, ALD-2D, and ALD-2F with Alderwood Mall Boulevard Design Option



2.2 KOP-2: 196th Street SW & Alderwood Mall Boulevard Looking Northeast

2.2.1 Existing Condition

KOP-2 was selected to depict views that people traveling on the Interurban Trail see when looking northeast (Figure A2-5). This view includes Alderwood Community Church, Alderwood Mall Boulevard, Interurban Trail, overhead utility infrastructure, a pedestrian bridge connecting the Interurban Trail to 196th Street SW, I-5, and distant trees. This vividness of this view is average with some scenic views in the distance and the presence of unique elements in the church and pedestrian bridge. The significant presence of concrete and roadway infrastructure contributes to high level of intactness as there is little to no contrast in the view except for the trees in the distance. The unity of this view is average. Overall, the visual quality of this location is average. This view can be seen by sensitive views using the Interurban Trail moving away from Lynnwood's City Center or towards Alderwood Mall. Table A2-2 summarizes the existing and future visual quality for KOP-2.

Figure A2-5 KOP-2: Existing Condition



Table A2-2 KOP-2: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternatives ALD-1B, ALD-2D, and ALD-2F	Alternatives ALD-1B, ALD-2D, and ALD-2F with Alderwood Mall Boulevard Design Option
Vividness	Average	Average	Average
Intactness	High Average	High Average	High Average
Unity	Average	Average	Average
Visual Quality	Average	Average	Average

2.2.2 Alternatives ALD-1B, ALD-2D, and ALD-2F

Alternatives ALD-1B, ALD-2D, and ALD-2F would place the elevated guideway between I-5 and the sensitive viewers walking and biking along the Interurban Trail at KOP-2 (Figure A2-6). The elevated guideway would be approximately 50 feet above ground level and approximately 20 feet above the highest point of the existing pedestrian bridge. The elevated guideway would likely block the scenic view of natural landscape in the distance from the perspective of this location, although this would not impact its vividness. The intactness and unity would not be reduced since the project view would include more aerial transportation infrastructure and human-made elements. Overall, the visual quality of these alternatives would remain average (Table A2-2). Sensitive viewers on the Interurban Trail would not experience an impact to visual quality; however, they would experience a visual change.

Figure A2-6 KOP-2: Alternatives ALD-1B, ALD-2D, and ALD-2F



2.2.3 Alternatives ALD-1B, ALD-2D, and ALD-2F with Alderwood Mall Boulevard Design Option

Alternatives ALD-1B, ALD-2D, and ALD-2F with Alderwood Mall Boulevard Design Option would have a similar view from KOP-2 to Alternatives ALD-1B, ALD-2D, and ALD-2F (Figure A2-7). The predominant visual difference for this design option would be the needed column types and spacing for the elevated guideway. The vividness, intactness, and unity would not change from the existing condition. Overall, the visual quality of this design option would remain average (Table A2-2). Sensitive viewers on the Interurban Trail would not experience an impact to visual quality; however, they would experience a visual change.

Figure A2-7 KOP-2: Alternatives ALD-1B, ALD-2D, and ALD-2F with Alderwood Mall Boulevard Design Option



2.3 KOP-3: 33rd Avenue W & 188th Street SW Looking North

2.3.1 Existing Condition

This view represents what motorists, pedestrians, and transit riders see when traveling north along 33rd Avenue W towards Alderwood Mall (Figure A2-8). 33rd Avenue W is lined with street trees on both sides of the roadway, creating a scenic boulevard that somewhat hides the commercial and office uses along the corridor. These street trees are the dominant elements in this view, with some overhead utility infrastructure also present above the trees. This view has an average level of memorability, largely due to the street trees and the downhill slope of the roadway increasing the view's sight distance. The view feels largely intact with the trees and overhead utilities framing the viewshed; however, the unity of the view is low to average. Overall, the visual quality of this view is of average. The only sensitive viewers who can see this view are pedestrians walking along 33rd Avenue W. Table A2-3 summarizes the existing and future visual quality for KOP-3.

Figure A2-8 KOP-3: Existing Condition



Table A2-3 KOP-3: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative ALD-1B	Alternatives ALD-2D & ALD-2F
Vividness	Average	High Average	High Average
Intactness	Average	Average	Average
Unity	Low Average	Low	Low
Visual Quality	Average	Average	Average

2.3.2 Alternative ALD-1B

Alternative ALD-1B would include an elevated guideway coming up the east side of 33rd Avenue W before turning east towards the south side of Alderwood Mall (Figure A2-9). The elevated guideway would be approximately 39 feet above ground level. This alternative would remove street trees and overhead utility infrastructure along the east side of 33rd Avenue W. The view from KOP-3 would likely decrease in unity, largely due to the removal of street trees and creating more conflict between human-made and natural resources. Overall, the visual quality would remain average (Table A2-3). Sensitive viewers along 33rd Avenue W would not experience a visual impact from Alternative ALD-1B; however, they would experience a visual change. Pedestrians along the east side of 33rd Avenue W would also experience shadows from the elevated guideway.

Figure A2-9 KOP-3: Alternative ALD-1B



2.3.3 Alternatives ALD-2D and ALD-2F

Alternatives ALD-2D and ALD-2F would include elevated guideway along the east side of 33rd Avenue W (Figure A2-10). The elevated guideway would be approximately 50 feet above ground level. This alternative would likely impact all the street trees and overhead utility infrastructure along the east side of the roadway. Stations ALD-D and ALD-F and their associated elements would not be visible from KOP-3. This view would increase slightly in vividness. Unity would decrease to low due to a lack of cohesiveness amongst the various elements. Overall, the visual quality would remain average (Table A2-3). Sensitive viewers along 33rd Avenue W would not experience a visual impact from Alternatives ALD-2D and ALD-2F; however, they would experience a visual change. Pedestrians along the east side of 33rd Avenue W would also experience shadows from the elevated guideway.

Figure A2-10 KOP-3: Alternatives ALD-2D and ALD-2F



2.4 KOP-4: 33rd Avenue W & 184th Street SW Looking East

2.4.1 Existing Condition

This view represents the view of Alderwood Mall and 184th Street SW to the east/southeast of The Woods at Alderwood apartments (Figure A2-11). This view includes 184th Street SW, a scenic line of street trees on the south side of the roadway with landscaping, a surface parking lot, and Alderwood Mall in the background. Primarily due to the presence of Alderwood Mall and the scenic street trees, this view's memorability is average. This view also has a low to average level of intactness, with varying tree types conflicting with the view's integrity. The traffic signal infrastructure and surface parking lots detract from the unity of the view. Overall, the visual quality of this view is low average. This view can be seen by sensitive viewers residing at The Woods at Alderwood apartments (behind this viewpoint). Table A2-4 summarizes the existing and future visual quality for KOP-4.

Figure A2-11

KOP-4: Existing Condition



Table A2-4 KOP-4: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative ALD-2D	Alternative ALD-2F
Vividness	Average	Average	Average
Intactness	Low Average	Low Average	Low Average
Unity	Low	Low	Low
Visual Quality	Low Average	Low Average	Low Average

NOTE: Alternative ALD-1B would not be visible from KOP EVLE-4 and therefore was not simulated or included in this table.

2.4.2 Alternative ALD-2D

Alternative ALD-2D would include an elevated guideway along the south side of 184th Street SW (Figure A2-12). The elevated guideway would be approximately 33 feet above ground level. This alternative would likely impact all the existing street trees along the south side of the roadway, while also encroaching into Alderwood Mall parking lot. Overall, the visual quality would remain low average (Table A2-4). Sensitive viewers residing at The Woods at Alderwood apartments would not experience a visual impact from Alternative ALD-2D; however, they would experience a visual change. Pedestrians walking on the south side of 184th Street SW would also experience shadows from the elevated guideway.

Figure A2-12 KOP-4: Alternative ALD-2D



2.4.3 Alternative ALD-2F

Alternative ALD-2F would include an elevated guideway along the south side of 184th Street SW and Station ALD-F (Figure A2-13). The elevated guideway and station platform would be approximately 40 feet above ground level. This alternative would likely impact all the existing street trees along the south side of the roadway, while also encroaching into Alderwood Mall parking lot. Elements of the station would become the new visual center for sensitive viewers residing at the nearby apartment complex instead of Alderwood Mall or its parking lot. Overall, the visual quality would remain low average (Table A2-4). Sensitive viewers residing at The Woods at Alderwood apartments would not experience a visual impact from Alternative ALD-2F; however, they would experience a visual change. Pedestrians walking on the south side of 184th Street SW would also experience shadows from the elevated guideway.

Figure A2-13 **KOP-4: Alternative ALD-2F**



3 ASH WAY SEGMENT

Figure A3-1 and Figure A3-2 below show the KOPs, concentrations of sensitive viewers, and Build Alternatives for the Ash Way Segment.

Figure A3-1 KOPs – Ash Way Segment (South)

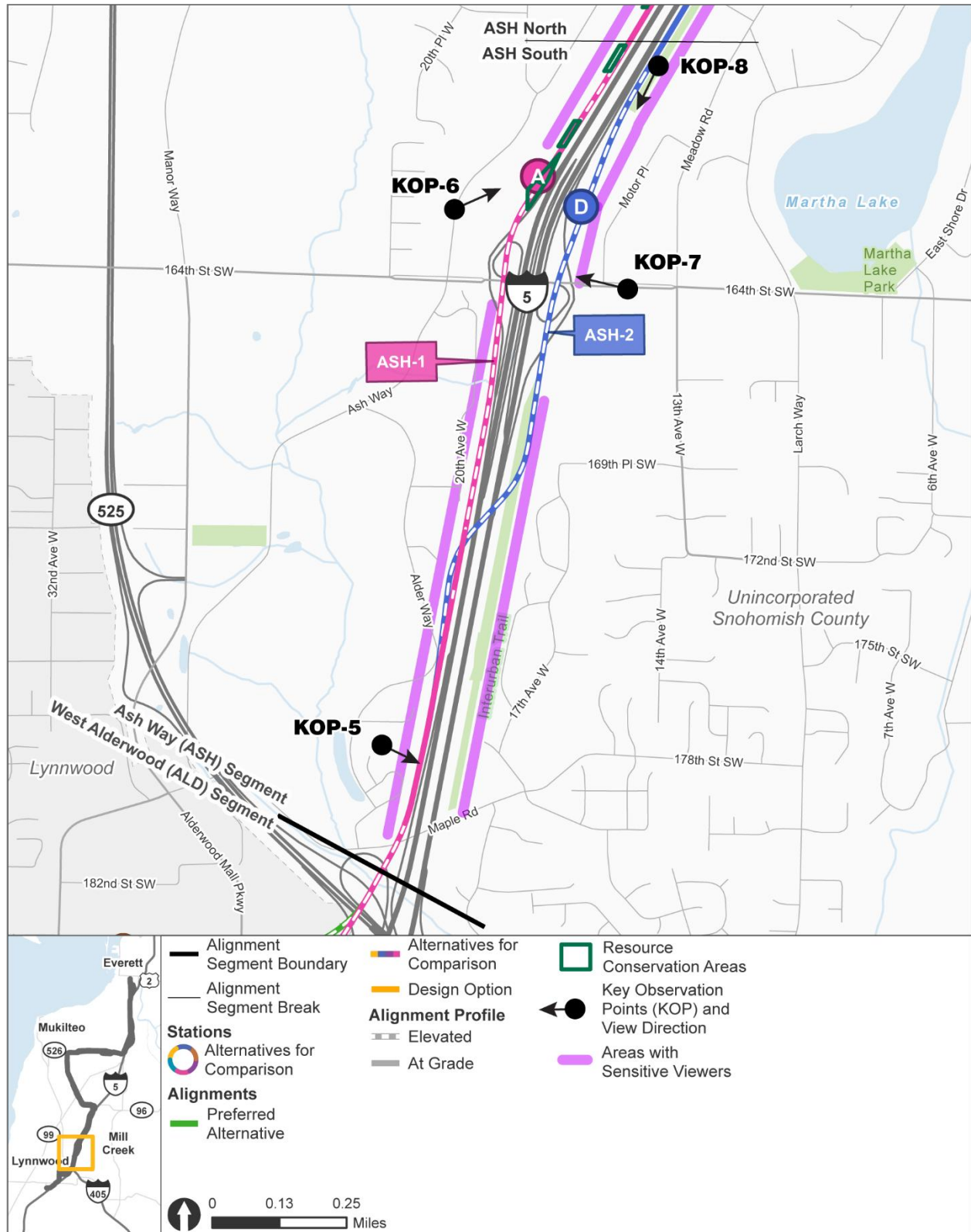
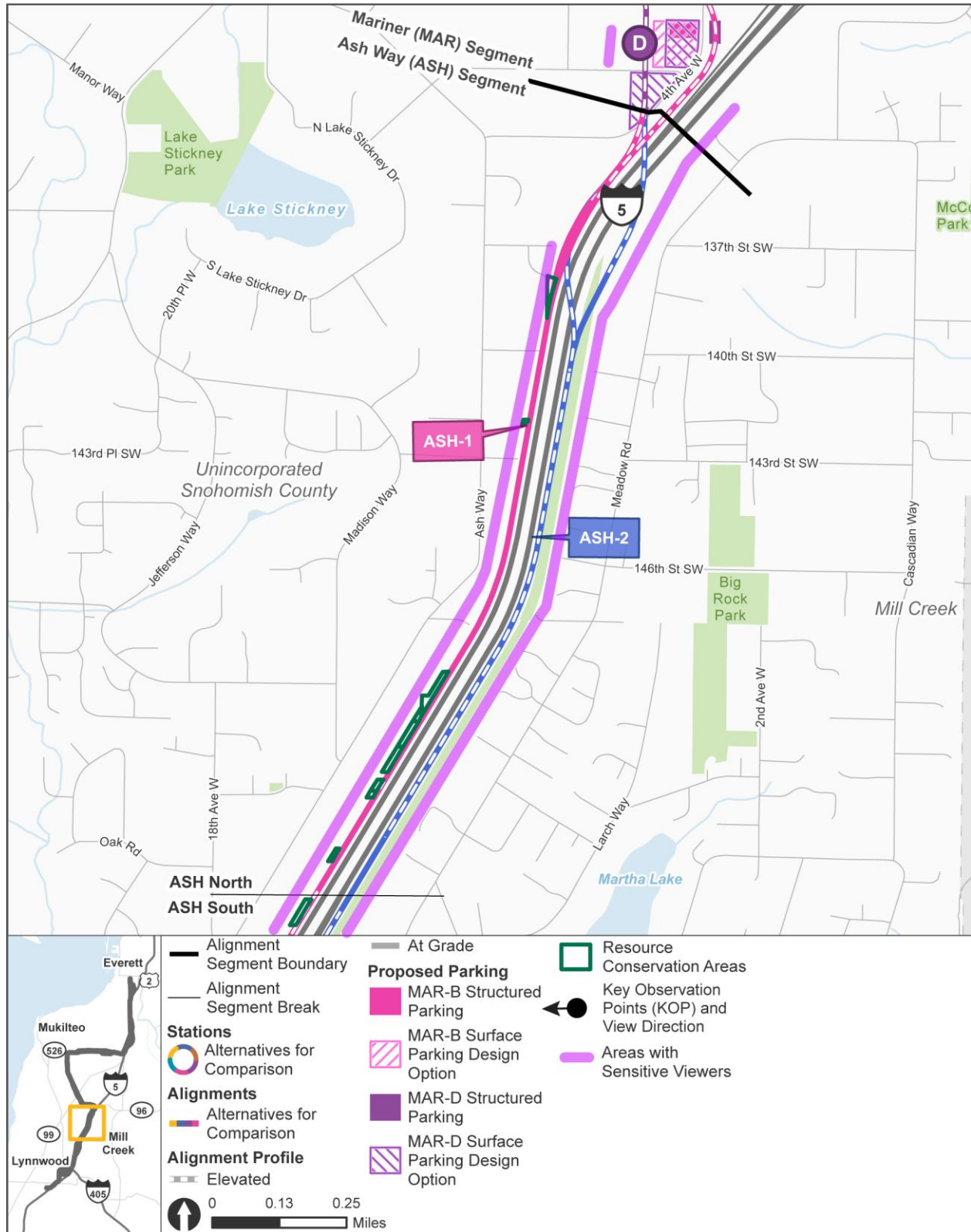


Figure A3-2 KOPs – Ash Way Segment (North)



3.1 KOP-5: Alder Way & 178th Street SW Looking East

3.1.1 Existing Condition

This location represents a residential cul-de-sac on the west side of I-5 just north of Alderwood Mall (Figure A3-3). This view looks east along 178th Street SW from Alder Way and includes several two-story duplex townhomes with some tall trees behind them. I-5 is closely located behind the homes at the end of the cul-de-sac. This view is not very memorable given that it features all residential homes. The intactness of this view is average to high, with almost all present elements being human-made. There is a high average level of harmony to this view as well. Overall, this view has an average visual quality. This view can be seen by sensitive viewers residing on or near 178th Street SW. Table A3-1 summarizes the existing and future visual quality for KOP-5.

Figure A3-3 KOP-5: Existing Condition



Table A3-1 KOP-5: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternatives ASH-1A and ASH-2D
Vividness	Low	Low Average
Intactness	High Average	Low Average
Unity	High Average	Average
Visual Quality	Average	Low Average

3.1.2 Alternatives ASH-1A and ASH-2D

The guideway for Alternatives ASH-1A and ASH-2D would be in the same location at KOP-5. These alternatives would include a below-grade, open-trench guideway that would impact the existing homes seen at the end of the cul-de-sac at this KOP (Figure A3-4). The depressed guideway would be approximately 10 feet below ground level with a safety fence along the top of the trench. The vividness of this view would slightly increase; however, the intactness and unity would both decrease. The overall visual quality would decrease from average to low average, which is not enough of a change to result in a visual impact for remaining residents along 178th Street SW (Table A3-1). These sensitive viewers would, however, experience a visual change.

Figure A3-4 KOP-5: Alternatives ASH-1A and ASH-2D



3.2 KOP-6: Ash Way & 164th Street SW Looking Northeast

3.2.1 Existing Condition

KOP-6 highlights the existing Ash Way Park & Ride at 164th Street SW and Ash Way (Figure A3-5). The view includes Ash Way in the foreground, some landscaping, Ash Way Park & Ride, scattered trees and light poles, and the Urban Center Apartments in the background. This view has a low level of vividness due to the surface parking lot dominating the viewer's eye. The intactness is also low with trees scattered throughout the parking lot. However, the view does offer an average level of unity with its components generally harmonizing together. Overall, this view has a low average visual quality. This view cannot be seen by sensitive viewers. Table A3-2 summarizes the existing and future visual quality for KOP-6.

Figure A3-5 KOP-6: Existing Condition



Table A3-2 KOP-6: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative ASH-1A
Vividness	Low	Low Average
Intactness	Low	Low
Unity	Average	Average
Visual Quality	Low Average	Low Average

NOTE: Alternative ASH-2D would not be visible from KOP-6 and therefore was not simulated or included in this table.

3.2.2 Alternative ASH-1A

Alternative ASH-1A would include an elevated guideway along the west side I-5, seen in Figure A3-6 from KOP-6 across the Ash Way Park & Ride. Station ASH-A is also visible from this location, with an elevated platform and associated station elements approximately 54 feet above ground level. Street and parking lot trees near the KOP help screen the project elements, minimizing visual impacts that may be experienced from this location. Alternative ASH-1A and its infrastructure also complement the infrastructure associated with I-5. The elevated guideway and station in the distance would slightly improve the vividness of this view. The overall visual quality would remain at low average (Table A3-2). No sensitive viewers would experience this view, and there would be no visual impacts for Alternative ASH-1A.

Figure A3-6 KOP-6: Alternative ASH-1A



3.3 KOP-7: 14th Place W & 164th Street SW Looking West

3.3.1 Existing Condition

This location represents a major intersection near I-5 and 164th Street SW heavily utilized on a daily basis by high volumes of motorists (Figure A3-7). This view includes a significant amount of concrete roadway and sidewalks, overhead utility infrastructure, trees, and apartment buildings in the distance. This view has low memorability due to the focus on roadway infrastructure. There is some encroachment occurring in the distance amongst the trees and apartment buildings. The view also has a low level of unity as there are few elements to harmonize. Overall, this view has a low average visual quality. This location cannot be seen by sensitive viewers. Table A3-3 summarizes the existing and future visual quality for KOP-7.

Figure A3-7 KOP-7: Existing Condition



Table A3-3 KOP-7: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative ASH-1A	Alternative ASH-2D
Vividness	Low	Low Average	Low Average
Intactness	Average	Low Average	Average
Unity	Low	Low	Low
Visual Quality	Low Average	Low Average	Low Average

3.3.2 Alternative ASH-1A

Alternative ASH-1A would include an elevated guideway running along the west side of I-5 (Figure A3-8). The elevated guideway would be approximately 49 feet above ground level. From the perspective of KOP-7, this alternative would cause a decrease in intactness with the elevated guideway encroaching on the view of natural landscapes in the distance. The overall visual quality would remain at low average (Table A3-3). No sensitive viewers would experience this view, and there would be no visual impacts for Alternative ASH-1A.

Figure A3-8 KOP-7: Alternative ASH-1A



3.3.3 Alternative ASH-2D

Alternative ASH-2D would include an elevated guideway running along the east side of I-5 (Figure A3-9). The elevated guideway would be approximately 32 feet above ground level. This alternative would cause an impact to overhead utility infrastructure while also encroaching upon the natural landscapes in the distance. The overall visual quality would remain at low average (Table A3-3). No sensitive viewers would experience this view, and there would be no visual impacts for Alternative ASH-2D.

Figure A3-9 KOP-7: Alternative ASH-2D



3.4 KOP-8: 14th Avenue W & 159th Place SW on Interurban Trail Looking Southwest

3.4.1 Existing Condition

KOP-8 represents a viewpoint along the Interurban Trail on the east side of I-5 north of 164th Street SW (Figure A3-10). The view includes multi-family housing, tall trees and overhead utility infrastructure, natural landscape, and an overgrown access road in the foreground behind a chain-link fence. This view has an average level of memorability and vividness given the natural elements and downhill sloped view from the trail looking southwest. There is some encroachment occurring in the natural landscape from the housing and utility infrastructure. The view has a low average level of unity, with those same components impacting the natural harmony of the view. Overall, this view has a low average visual quality. This view can be seen by sensitive viewers using the trail and nearby residents. Table A3-4 summarizes the existing and future visual quality for KOP-8.

Figure A3-10 KOP-8: Existing Condition



Table A3-4 KOP-8: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative ASH-2D
Vividness	Average	Average
Intactness	Low Average	Average
Unity	Low Average	Low Average
Visual Quality	Low Average	Average

NOTE: Alternative ASH-1A would not be visible from KOP-8 and therefore was not simulated or included in this table.

3.4.2 Alternative ASH-2D

Alternative ASH-2D would include an elevated guideway north of the station the runs between the Interurban Trail and I-5 (Figure A3-11). The elevated guideway would be approximately 40 feet above ground level. This alternative would block the scenic view that currently exists from KOP-8. Trees would also be removed along the west side of the Interurban Trail. This alternative would likely improve the intactness of the view, as the overhead utility infrastructure would be relocated and consolidated. The overall visual quality of the view would slightly increase from low average to average (Table A3-4). Alternative ASH-2D would not result in a visual impact for sensitive viewers along the Interurban Trail or nearby residents.

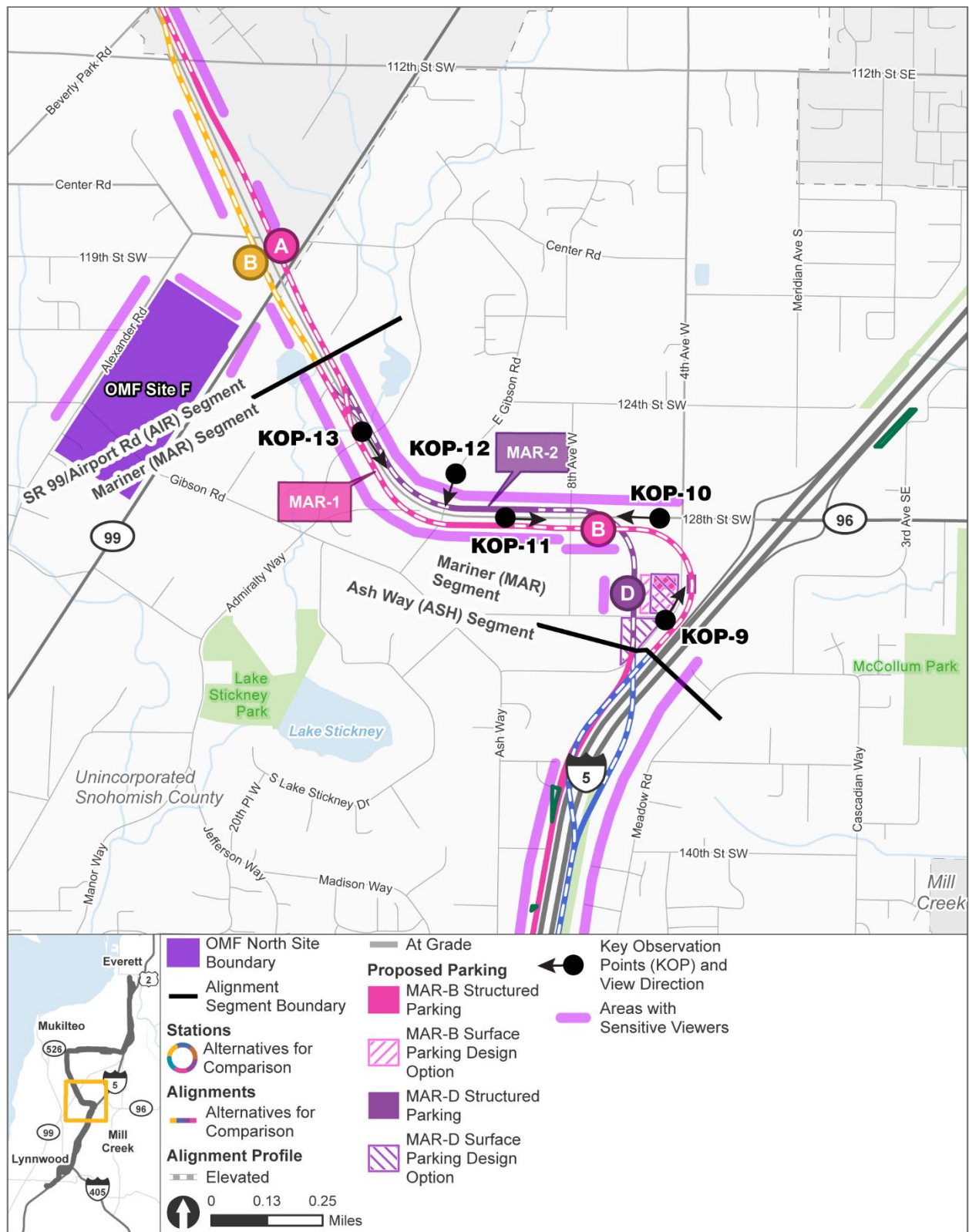
Figure A3-11 KOP-8: Alternative ASH-2D



4 MARINER SEGMENT

Figure A4-1 below shows the KOPs, concentrations of sensitive viewers, and Build Alternatives for the Mariner Segment.

Figure A4-1 KOPs – Mariner Segment



4.1 KOP-9: 132nd Street SW & 4th Avenue W Looking North

4.1.1 Existing Condition

This location represents the view seen from Mariner Park & Ride looking north towards existing businesses (Figure A4-2). The view includes a storage business, scattered trees, 132nd Street SW, and Mariner Park & Ride. This view has a low level of memorability, with the exception of the prominent trees present. There is a lack of intactness in this view due to development encroaching upon natural elements. The view also has an average level of unity. Overall, this view has a low average visual quality. KOP-9 would not be visible to any concentrations of sensitive viewers. Table A4-1 summarizes the existing and future visual quality for KOP-9.

Figure A4-2 KOP-9: Existing Condition



Table A4-1 KOP-9: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative MAR-1B	Alternative MAR-1B with Surface Parking Design Option	Alternative MAR-2D	Alternative MAR-2D with Surface Parking Design Option
Vividness	Average	Average	Low Average	Average	Low
Intactness	Low	Low Average	Low	Average	Low Average
Unity	Average	Low Average	Low Average	Average	Average
Visual Quality	Low Average	Low Average	Low Average	Average	Low Average

4.1.2 Alternative MAR-1B

Alternative MAR-1B would include an elevated guideway along the east side of 4th Avenue W and curving west to the south side of 128th Street SW (Figure A4-3). The elevated guideway would be approximately 69 feet above ground level. This alternative would impact portions of the existing Mariner Park & Ride as well as some businesses in the foreground and trees. The existing storage business and large mature trees would become a structured parking facility for the project. While the vividness and intactness of this view from KOP-9 would slightly improve, the unity would decrease. Overall, the visual quality would remain at low average with no visual impacts to sensitive viewers (Table A4-1).

Figure A4-3 KOP-9: Alternative MAR-1B



4.1.3 Alternative MAR-1B with Surface Parking Design Option

Alternative MAR-1B with Surface Parking Design Option would include an elevated guideway along the east side of 4th Avenue W and curving west to the south side of 128th Street SW (Figure A4-4). The elevated guideway would be approximately 69 feet above ground level. This alternative would impact portions of the existing Mariner Park & Ride as well as some businesses in the foreground and trees. The existing storage business and large mature trees would become a surface parking lot for the project. The vividness and unity of the view would slightly decrease from average to low average. Overall, the visual quality would remain at low average with no visual impacts to sensitive viewers (Table A4-1).

Figure A4-4 KOP-9: Alternative MAR-1B with Surface Parking Design Option



4.1.4 Alternative MAR-2D

Alternative MAR-2D would include an elevated guideway running along the west side of KOP-9 (Figure A4-5). The elevated guideway to the west of this view would be approximately 45 feet above ground level. The only visible portion of the project from this perspective would be the structured parking facility on the east side of 4th Avenue W. This alternative would also remove the existing storage business and large mature trees in the foreground. The view of this alternative would increase the intactness compared to the existing view from low to average. Overall, the visual quality would improve to average with no visual impacts to sensitive viewers (Table A4-1).

Figure A4-5 KOP-9: Alternative MAR-2D Structured Parking



4.1.5 Alternative MAR-2D with Surface Parking Design Option

Alternative MAR-2D with Surface Parking Design Option would include an elevated guideway running along the west side of KOP-9 (Figure A4-6). The elevated guideway to the west of this view would be approximately 45 feet above ground level. The only visible portion of the project from this perspective would be the surface parking lot replacing the existing storage business and large mature trees. The view of this alternative would decrease the vividness from average to low and slightly increase the intactness of the existing view. Overall, the visual quality would remain at low average with no visual impacts to sensitive viewers (Table A4-1).

Figure A4-6 KOP-9: Alternative MAR-2D with Surface Parking Design Option



4.2 KOP-10: 5th Place W & 128th Street SW Looking West

4.2.1 Existing Condition

KOP-10 represents the view seen by pedestrians, transit riders, and motorists utilizing 128th Street SW and its businesses in Mariner Square (Figure A4-7). The view predominantly features 128th Street SW, business signage on both sides of the street, light poles and overhead utility infrastructure, and a line of large trees in the background. The memorability of this view is low average with an average high intactness and a low average level of unity. Overall, this view has an average visual quality. This view can be seen by sensitive viewers walking around Mariner Square. Table A4-2 summarizes the existing and future visual quality for KOP-10.

Figure A4-7 KOP-10: Existing Condition



Table A4-2 KOP-10: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative MAR-1B	Alternative MAR-2D
Vividness	Low Average	Average	Average
Intactness	High Average	Low Average	Average
Unity	Low Average	Average	Low Average
Visual Quality	Average	Average	Average

4.2.2 Alternative MAR-1B

Alternative MAR-1B would include an elevated guideway and elevated station platform running along the south side of 128th Street SW (Figure A4-8). The elevated guideway and station platform would be approximately 57 feet above ground. Alternative MAR-1B would impact street trees, a few businesses, and overhead utility infrastructure along the south side of 128th Street SW. As the guideway continues west, the rising elevation would cause the guideway to transition from elevated to at-grade or cut and fill. The vividness of this view would slightly increase with the presence of Station MAR-B, improving memorability. Unity would also increase, as the elevated guideway would bring some balance to the overhead utility infrastructure on the north side of 128th Street SW. Overall, the visual quality at KOP-10 would remain average with Alternative MAR-1B (Table A4-2). Sensitive viewers walking to or around Mariner Square would not experience an impact to visual quality; however, they would experience a visual change. Pedestrians walking on the south side of 128th Street SW would also experience shadows from the elevated guideway and station infrastructure.

Figure A4-8 KOP-10: Alternative MAR-1B



4.2.3 Alternative MAR-2D

Alternative MAR-2D would include an elevated guideway that crosses over 128th Street SW and continues west along the north side of the roadway (Figure A4-9). The elevated guideway would be approximately 43 feet above ground level. The alternative would block the view of trees from KOP-10, while also impacting some businesses and signage in the busy commercial area. The vividness of the view would increase with the elevated guideway crossing over 128th Street SW. The intactness would slightly decrease with this alternative. The overall visual quality would remain average (Table A4-2). Sensitive viewers walking to or around Mariner Square would not experience an impact to visual quality; however, they would experience a visual change. Pedestrians walking on the north side of 128th Street SW would also experience shadows from the elevated guideway and station infrastructure.

Figure A4-9 KOP-10: Alternative MAR-2D



4.3 KOP-11: 128th Street SW & 8th Avenue W / E Gibson Road Looking East

4.3.1 Existing Condition

This location represents the view looking downhill towards Mariner Square as commercial uses transition to more residential land uses behind this viewpoint (Figure A4-10). This view includes 128th Street SW in the foreground, Mariner Square downhill in the distance, overhead utility infrastructure and light poles, and mature trees along the roadway and in the distance. The distant view of trees in this location provides an average level of memorability. The built environment encroaches on the natural landscape, creating an average level of intactness. The tree line in the distance also creates a low to average level of harmony and unity. Overall, this view has an average visual quality. KOP-11 can be seen by sensitive viewers living in nearby neighborhoods or pedestrians/cyclists traveling to/from Mariner Square along 128th Street SW. Table A4-3 summarizes the existing and future visual quality for KOP-11.

Figure A4-10 KOP-11: Existing Condition



Table A4-3 KOP-11: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative MAR-1B	Alternative MAR-2D
Vividness	Average	Average	Average
Intactness	Average	Low Average	Average
Unity	Low Average	Low Average	Average
Visual Quality	Average	Low Average	Average

4.3.2 Alternative MAR-1B

Alternative MAR-1B would include an elevated guideway along the south side of 128th Street SW (Figure A4-11). The elevated guideway would be approximately 45 feet above ground level before declining to an at-grade/cut and fill guideway as it moves east towards KOP-11. This alternative would remove and block the view of mature trees along the roadway. Station MAR-B and some of its associated elements would also be visible from KOP-11. This alternative would slightly decrease the view's unity, as the vertical infrastructure would clash with other visual elements in the view. Overall, the visual quality would decrease from average to low average (Table A4-3), which would not be enough of a reduction to result in a visual impact for sensitive viewers along 128th Street SW. Sensitive viewers would experience a visual change, and pedestrians walking on the south side of 128th Street SW would experience shadows from the elevated guideway and retaining wall.

Figure A4-11 KOP-11: Alternative MAR-1B



4.3.3 Alternative MAR-2D

Alternative MAR-2D would include an elevated guideway along the north side of 128th Street SW (Figure A4-12). The elevated guideway would be approximately 33 feet above ground level before declining to an at-grade/cut and fill guideway as it moves east towards KOP-11. This alternative would block the view of some trees along the north side of the roadway. Overhead utility infrastructure would also be impacted with this alternative. The infrastructure of the EVLE Project would slightly increase the view's intactness, contrasting with the natural landscape features across the roadway. Overall, the visual quality of this view would remain unchanged at average (Table A4-3). Sensitive viewers walking or biking along 128th Street SW would not experience a visual impact from Alternative MAR-2D; however, they would experience a visual change. Pedestrians along the north side of 128th Street SW would also experience shadows from the elevated guideway.

Figure A4-12 KOP-11: Alternative MAR-2D



4.4 KOP-12: E Gibson Road & 126th Street SW Looking South

4.4.1 Existing Condition

This location represents the view experienced by those coming into or out of the residential neighborhood along E Gibson Rd on the north side of 128th Street SW/Airport Road looking south (Figure A4-13). This view includes E Gibson Road along the middle, numerous trees on both sides of the road and in the distance, the signalized intersection, and signage for the Windstone Apartments at the northeast corner of the intersection. The trees create a tunnel vision effect, thus making this location somewhat memorable. The intactness and unity of this view are both low to average. The overall visual quality of this view is low average. This view can be seen by sensitive viewers living in the neighborhood. Table A4-4 summarizes the existing and future visual quality for KOP-12.

Figure A4-13 KOP-12: Existing Condition



Table A4-4 KOP-12: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative MAR-1B	Alternative MAR-2D
Vividness	Average	Average	High Average
Intactness	High Average	High Average	Low
Unity	Average	Average	Low Average
Visual Quality	Average	Average	Low Average

4.4.2 Alternative MAR-1B

Alternative MAR-1B would include an elevated guideway running along the south side of 128th Street SW (Figure A4-14). The elevated guideway would be approximately 28 feet above ground level. This alternative would run behind the existing traffic signal infrastructure and impact some trees along the south side of the roadway. From the perspective of KOP-12, this alternative would not present a drastic visual difference, and the overall visual quality would remain average (Table A4-4). As a result, sensitive viewers residing in the neighborhood along Gibson Road would not experience a visual impact.

Figure A4-14 KOP-12: Alternative MAR-1B



4.4.3 Alternative MAR-2D

Alternative MAR-2D would include an elevated guideway running perpendicular to KOP-12 along the north side of 128th Street SW (Figure A4-15). The elevated guideway would be approximately 27 feet above ground level. The guideway would generally be the same height as the existing traffic signal infrastructure from this KOP. The most notable visual change would be the removal of trees along the north side of the roadway. The prominence of the elevated guideway would cause the vividness to increase. The intactness and unity of this view would both decrease slightly, however. Overall, the visual quality would decrease from average to low average (Table A4-4). This would not be enough of a reduction to cause a visual impact for sensitive viewers; however, they would experience a visual change with Alternative MAR-2D.

Figure A4-15 KOP-12: Alternative MAR-2D



4.5 KOP-13: Airport Road & Admiralty Way Looking South

4.5.1 Existing Condition

KOP-13 represents the view experienced by cyclists, pedestrians, transit riders, and motorists along Airport Road (Figure A4-16). The view includes numerous mature trees, an apartment complex, overhead utility infrastructure and traffic signal poles, and a narrow sidewalk. This view is quite vivid due to the topography of the road sloping up and curving to the east in the distance. The intactness of the view is average to high given the street's dominance of the view. The unity of the view is also average to high with the trees and topography creating a sense of harmony. Overall, this view has a high average visual quality. This view can be seen by sensitive viewers living in the nearby residential neighborhoods or walking and biking along Airport Road. Table A4-5 summarizes the existing and future visual quality for KOP-13.

Figure A4-16 KOP-13: Existing Condition



Table A4-5 KOP-13: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative MAR-1B	Alternative MAR-2D
Vividness	High Average	High Average	High Average
Intactness	High Average	Low Average	Low Average
Unity	High Average	Low Average	Low Average
Visual Quality	High Average	Average	Average

4.5.2 Alternative MAR-1B

Alternative MAR-1B would include an elevated guideway running along the west side of Airport Road before crossing over the roadway to the east side of Airport Road in the foreground (Figure A4-17). The elevated guideway would be approximately 53 feet above ground. The guideway would likely impact trees and overhead utility infrastructure along the west side of the roadway. These impacts would decrease the intactness and unity slightly. Overall, the visual quality would decrease from high average to average (Table A4-5). This reduction in visual quality would not be enough to result in a visual impact for sensitive viewers living in the nearby residential neighborhoods or walking and biking along Airport Road. Sensitive viewers would experience a visual change, and pedestrians walking along the west side of Airport Road would also experience shadows from the elevated guideway.

Figure A4-17 KOP-13: Alternative MAR-1B



4.5.3 Alternative MAR-2D

Alternative MAR-2D would include an elevated guideway running along the east side of Airport Road (Figure A4-18). The elevated guideway would be approximately 50 feet above ground. The guideway would likely impact trees and overhead utility infrastructure along the east side of the roadway, while also blocking the views of existing multi-family units. These impacts would decrease the unity slightly. Overall, the visual quality would decrease from high average to average (Table A4-5). This reduction in visual quality would not be enough to result in a visual impact for sensitive viewers living in the nearby residential neighborhoods or walking and biking along Airport Road. Sensitive viewers would experience a visual change, and pedestrians walking along the east side of Airport Road would also experience shadows from the elevated guideway.

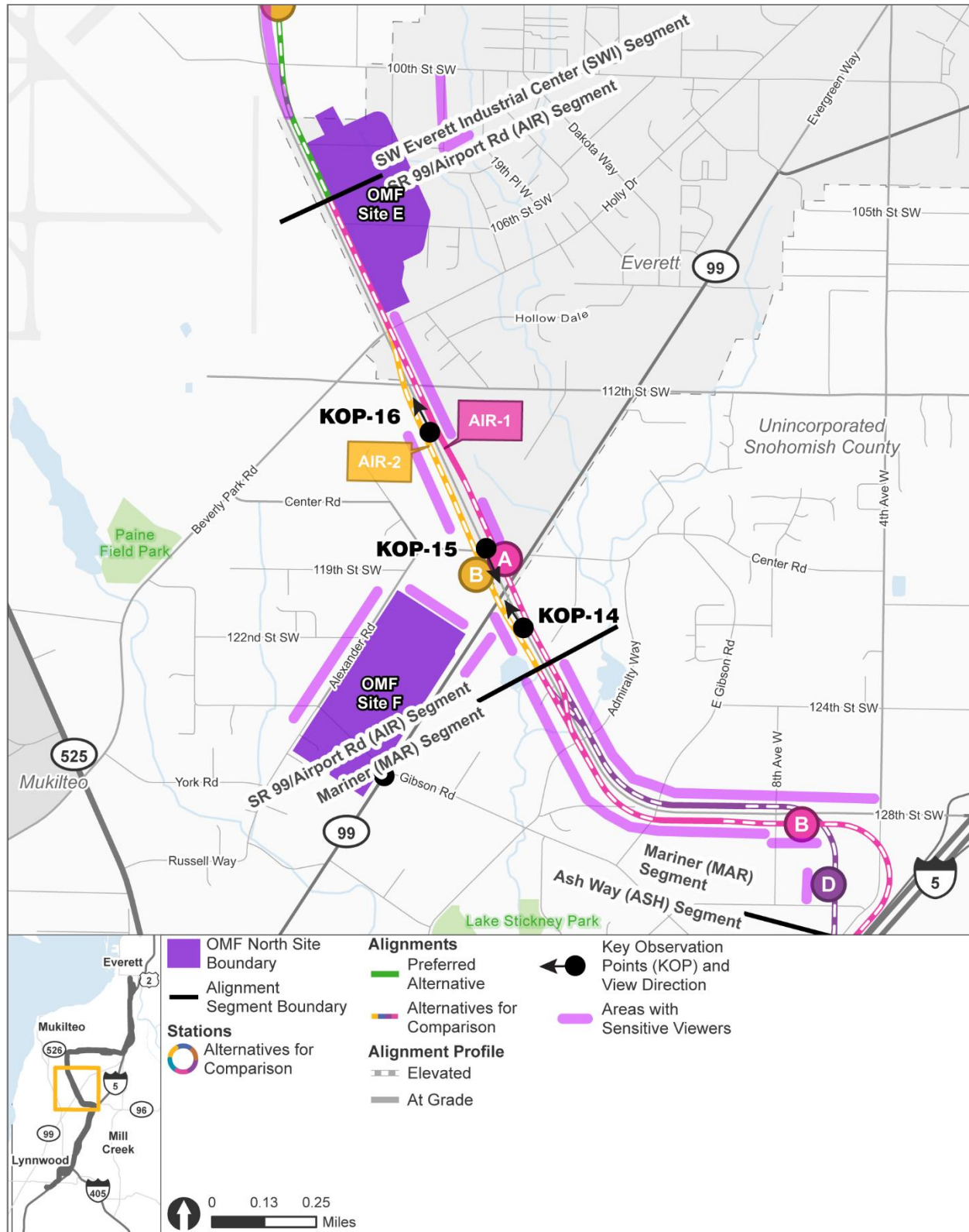
Figure A4-18 KOP-13: Alternative MAR-2D



5 SR 99/AIRPORT ROAD SEGMENT

Figure A5-1 below shows the KOPs, concentrations of sensitive viewers, and Build Alternatives for the SR 99/Airport Road Segment.

Figure A5-1 KOPs – SR 99/Airport Road Segment



5.1 KOP-14: Airport Road & Evergreen Way Looking Northwest

5.1.1 Existing Condition

This location represents the major intersection of Airport Road and Evergreen Way looking northwest as experienced by pedestrians, cyclists, transit riders, and motorists (Figure A5-2). The view includes Airport Road, overhead utility infrastructure and light poles, two bus stops, business signage along the roadway, retail buildings on both sides of the road, and taller trees in the background. The memorability of this view is relatively low as a large intersection. The area has an average to high level of intactness with mostly human-made features and limited encroachments. The unity of this view is also low, lacking a sense of harmony. Overall, the visual quality of this view is low average. This view can be seen by sensitive viewers walking or biking along Airport Road. Table A5-1 summarizes the existing and future visual quality for KOP-14.

Figure A5-2 KOP-14: Existing Condition



Table A5-1 KOP-14: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative AIR-1A	Alternative AIR-2B
Vividness	Low	Low	Low Average
Intactness	High Average	Average	Average
Unity	Low	Low Average	Average
Visual Quality	Low Average	Low Average	Average

5.1.2 Alternative AIR-1A

Alternative AIR-1A would include an elevated guideway running along the east side of Airport Road (Figure A5-3). The elevated guideway would be approximately 37 feet above ground. Elements of Station AIR-A would also be partially visible from KOP-14 just past the intersection with SR 99. This alternative would impact overhead utility infrastructure, some street trees, and businesses along the east side of Airport Road. Visually, the project infrastructure would simplify the elements along the east side of Airport Road, improving the unity of the view. Overall, the visual quality for Alternative AIR-1A would remain unchanged at low average (Table A5-1). Sensitive viewers walking or biking along Airport Road would not experience a visual impact; however, they would experience a visual change. Pedestrians along the east side of Airport Road would also experience shadows from the elevated guideway of Alternative AIR-1A.

Figure A5-3 KOP-14: Alternative AIR-1A



5.1.3 Alternative AIR-2B

Alternative AIR-2B would include an elevated guideway running along the west side of Airport Road (Figure A5-4). The elevated guideway would be approximately 58 feet above ground. Elements of Station AIR-B would also be partially visible from KOP-14 just past the intersection with SR 99. This alternative would impact overhead utility infrastructure, some vegetation, and businesses along the west side of Airport Road. Visually, the project infrastructure would simplify the elements along the west side of Airport Road, improving the vividness and unity of the view. Overall, the visual quality for Alternative AIR-2B would slightly increase from low average to average (Table A5-1). Sensitive viewers walking or biking along Airport Road would not experience a visual impact; however, they would experience a visual change. Pedestrians along the west side of Airport Road would also experience shadows from the elevated guideway of Alternative AIR-2B.

Figure A5-4 KOP-14: Alternative AIR-2B



5.2 KOP-15: Airport Road & Center Road Looking Southeast

5.2.1 Existing Condition

This location represents the major intersection of Airport Road and Evergreen Way looking southeast as experienced by pedestrians, cyclists, transit riders, and motorists (Figure A5-5). The view includes Airport Road, overhead utility infrastructure and light poles, a bus stop, business signage along the roadway, retail buildings on both sides of the road, and taller trees in the background. The memorability of this view is relatively low to average as a large intersection with a thick backdrop of trees. The area has a low to average level of intactness with mostly human-made features in the foreground and more natural elements in the background. The unity of this view is low to average, providing an increased sense of harmony as one moves their eyes from the foreground to the background of the image. Overall, the visual quality of this view is low average. This view can be seen by sensitive viewers walking or biking along Airport Road. Table A5-2 summarizes the existing and future visual quality for KOP-15.

Figure A5-5 KOP-15: Existing Condition



Table A5-2 KOP-15: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative AIR-1A	Alternative AIR-2B
Vividness	Low Average	Low Average	Average
Intactness	Low Average	Low Average	Low Average
Unity	Low Average	Low Average	Low Average
Visual Quality	Low Average	Low Average	Low Average

5.2.2 Alternative AIR-1A

Alternative AIR-1A would include an elevated guideway running along the east side of Airport Road (Figure A5-6). The elevated guideway would be approximately 37 feet above ground. Elements of Station AIR-A that are underneath the guideway, shown on the left side of Figure A5-6, would also be partially visible from KOP-15. This alternative would impact overhead utility infrastructure, some street trees, and businesses along the east side of Airport Road. Alternative AIR-1A would slightly decrease the intactness of this view. Overall, the visual quality for Alternative AIR-1A would remain unchanged at low average (Table A5-2). Sensitive viewers walking or biking along Airport Road would not experience a visual impact; however, they would experience a visual change. Pedestrians along the east side of Airport Road would also experience shadows from the elevated guideway and station infrastructure of Alternative AIR-1A.

Figure A5-6 KOP-15: Alternative AIR-1A



5.2.3 Alternative AIR-2B

Alternative AIR-2B would include an elevated guideway running along the west side of Airport Road (Figure A5-7). The elevated guideway would be approximately 57 feet above ground. Elements of Station AIR-B underneath the guideway, shown in Figure A5-7, would also be partially visible from KOP-15. This alternative would impact overhead utility infrastructure, some vegetation, and businesses along the west side of Airport Road. The elevated guideway can be seen from this location for a long distance, improving the vividness of the view. Overall, the visual quality for Alternative AIR-2B would remain unchanged at low average (Table A5-2). Sensitive viewers walking or biking along Airport Road would not experience a visual impact; however, they would experience a visual change. Pedestrians along the west side of Airport Road would also experience shadows from the elevated guideway and station infrastructure of Alternative AIR-2B.

Figure A5-7 KOP-15: Alternative AIR-2B



5.3 KOP-16: 112th Street SW & Airport Road Looking Northwest

5.3.1 Existing Condition

KOP-16 represents the corridor view of Airport Road looking northwest as experienced by pedestrians, cyclists, transit riders, and motorists (Figure A5-8). This view includes Airport Road, tall grass mounds rising away from the sidewalk, overhead utility infrastructure, houses along the east side of Airport Road, and tall trees in the distance. The memorability of this view is low due to a far sight distance and trees lining the road off into the distance. This view has a low average level of intactness with human-made elements encroaching on the natural elements. The unity of this view is low to average, with some level of harmony provided by the green vegetation. Overall, the visual quality of this view is low average. This view can be seen by sensitive viewers using the shared bike facilities along Airport Road. Table A5-3 summarizes the existing and future visual quality for KOP-16.

Figure A5-8 KOP-16: Existing Condition



Table A5-3 KOP-16: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative AIR-1A	Alternative AIR-2B
Vividness	Low	Low Average	Average
Intactness	Low Average	Low	Low
Unity	Low Average	Low Average	Low
Visual Quality	Low Average	Low Average	Low Average

5.3.2 Alternative AIR-1A

Alternative AIR-1A would include an at-grade guideway that would transition to an elevated guideway as it travels north along the east side of Airport Road (Figure A5-9). This alternative would impact existing residences, businesses, and trees along the east side of Airport Road. The guideway wall slightly increases the vividness of the view, while it also decreases the intactness of this location. Overall, the visual quality of this view would remain unchanged at low average (Table A5-3). Sensitive viewers biking along Airport Road would not experience a visual impact from Alternative AIR-1A but would experience a visual change. Sensitive viewers would also experience shadows from the elevated guideway of Alternative AIR-1A along the east side of Airport Road.

Figure A5-9 KOP-16: Alternative AIR-1A



5.3.3 Alternative AIR-2B

Alternative AIR-2B would include an elevated guideway running along the west side of Airport Road until crossing over the roadway to the east side further down Airport Road (Figure A5-10). The elevated guideway would be approximately 48 feet above ground. The elevated guideway would likely impact the overhead utility infrastructure and some trees along the west side of Airport Road, while also improving the vividness of KOP-16. Unity would decrease slightly due to a lack of cohesion from the elevated guideway. The overall visual quality would remain low average (Table A5-3). Sensitive viewers biking along Airport Road would not experience a visual impact from Alternative AIR-2B but would experience a visual change. Sensitive viewers would also experience shadows from the elevated guideway of Alternative AIR-2B along the west side of Airport Road.

Figure A5-10 KOP-16: Alternative AIR-2B



6 SW EVERETT INDUSTRIAL CENTER SEGMENT

Figure A6-1 below shows the KOPs, concentrations of sensitive viewers, and Build Alternatives for the SW Everett Industrial Center Segment.

Figure A6-1 KOPs – SW Everett Industrial Center Segment



6.1 KOP-17: E Perimeter Road & 103rd Street SW Looking North

6.1.1 Existing Condition

This location represents the view seen by those traveling to or from Seattle Paine Field International Airport (Paine Field) (Figure A6-2). This location is also from the perspective of an airport access road, situated above Airport Road, that provides a scenic view looking north. This view includes wayfinding signage for the airport, overhead utility infrastructure, Airport Road, airport facilities off to the west, and a wall of large trees along the east side of the road. This view is quite memorable due to the airport wayfinding signage and the heavy tree presence. The intactness of this view is average, with largely human-made elements on the west side, and natural elements along the east side. The unity of the view is also average, with a clear delineation of the elements. Overall, this location has a high average visual quality. This view can be seen by sensitive viewers walking or biking along Airport Road. Table A6-1 summarizes the existing and future visual quality for KOP-17.

Figure A6-2 KOP-17: Existing Condition



Table A6-1 KOP-17: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alignment SWI-1
Vividness	High	High
Intactness	Average	Low Average
Unity	Average	Average
Visual Quality	High Average	Average

NOTE: Stations SWI-A, SWI-B, and SWI-C would not be visible from KOP-17 and therefore only Alignment SWI-1 was simulated and included in this table.

6.1.2 Alignment SWI-1

Alignment SWI-1 would include an elevated guideway along the east side of Airport Road, likely impacting several trees and the natural landscape on that side of the roadway (Figure A6-3). The elevated guideway would be approximately 29 feet above ground. The intactness of the view would decrease slightly with the guideway encroaching into the natural landscape. This would decrease the overall visual quality from high average to average (Table A6-1). This reduction in visual quality would not be enough to result in a visual impact for sensitive viewers walking or biking along Airport Road. Sensitive viewers would, however, experience a visual change. Sensitive viewers would also experience shadows from the elevated guideway along the east side of Airport Road.

Figure A6-3 KOP-17: Alignment SWI-1



6.2 KOP-18: Airport Road & Kasch Park Road Looking North

6.2.1 Existing Condition

This location represents the view experienced by those traveling to and from Boeing's Everett Production Facility which is a major employment center along the corridor (Figure A6-4). This view includes traffic signal poles and overhead utility infrastructure, Airport Road, a large Boeing warehouse building in the distance, a Swift bus stop, and mature trees along both sides of the road. This view has a high level of memorability, largely due to the Boeing building in the background. The intactness of this location is low, with human-made elements encroaching upon the natural landscape and vegetation. This view provides a low to average level of harmony or unity. Overall, this location has an average visual quality. This view can be seen by sensitive viewers walking or biking along Airport Road. Table A6-2 summarizes the existing and future visual quality for KOP-18.

Figure A6-4 KOP-18: Existing Condition



Table A6-2 KOP-18: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative SWI-1A	Alternative SWI-1A with Lower Design Option	Alternative SWI-1B	Alternative SWI-1C
Vividness	High	High	High	High	High
Intactness	Low	Low	Low	Low	Low
Unity	Low Average	Low	Low	Low	Low
Visual Quality	Average	Low Average	Low Average	Low Average	Low Average

6.2.2 Alternative SWI-1A

Alternative SWI-1A would include an elevated guideway along the east side of Airport Road running north towards SR 526 before turning east along the south side of SR 526 (Figure A6-5). The elevated guideway would range from approximately 32 to 42 feet above ground. Station SWI-A would not be visible from KOP-18. This alternative would likely have impacts to existing properties, overhead utility infrastructure, and trees on the east side of Airport Road. These impacts would result in a decrease in unity from low average to low. This would cause the overall visual quality to decrease from average to low average (Table A6-2). This reduction in visual quality would not be enough to result in a visual impact for sensitive viewers walking or biking along Airport Road. Sensitive viewers would, however, experience a visual change. Sensitive viewers would also experience shadows from the elevated guideway along the east side of Airport Road.

Figure A6-5 KOP-18: Alternative SWI-1A



6.2.3 Alternative SWI-1A with Lower Design Option

Alternative SWI-1A with Lower Design Option would include an elevated guideway along the east side of Airport Road running north towards SR 526 before lowering to an at-grade guideway, turning east along the south side of SR 526 (Figure A6-6). The elevated guideway would be approximately 34 feet above ground before transitioning to ground level or retained fill. This alternative would likely have impacts to existing properties, overhead utility infrastructure, and trees on the east side of Airport Road. From KOP-18, the viewer would not be able to see Station SWI-A or the at-grade guideway along the south side of SR 526. Although there would be less elevated guideway encroaching upon the view, the infrastructure in the foreground would still be very prominent and impactful. These impacts would result in a decrease in unity from low average to low. This would cause the overall visual quality to decrease from average to low average (Table A6-2). This reduction in visual quality would not be enough to result in a visual impact for sensitive viewers walking or biking along Airport Road. Sensitive viewers would, however, experience a visual change. Sensitive viewers would also experience shadows from the elevated guideway along the east side of Airport Road.

Figure A6-6 KOP-18: Alternative SWI-1A with Lower Design Option



6.2.4 Alternative SWI-1B

Alternative SWI-1B would include an elevated guideway along the east side of Airport Road running north towards SR 526 before turning east along the south side of SR 526 (Figure A6-7). The elevated guideway would range from approximately 42 to 49 feet above ground. Station SWI-B would feature an elevated platform approximately 45 feet above ground. This alternative would likely have impacts to existing properties, overhead utility infrastructure, and trees on the east side of Airport Road. The presence of Station SWI-B would also create more visual conflict from KOP-18. These impacts would result in a decrease in unity from low average to low. This would cause the overall visual quality to decrease from average to low average (Table A6-2). This reduction in visual quality would not be enough to result in a visual impact for sensitive viewers walking or biking along Airport Road. Sensitive viewers would, however, experience a visual change. Sensitive viewers would also experience shadows from the elevated guideway along the east side of Airport Road.

Figure A6-7 KOP-18: Alternative SWI-1B



6.2.5 Alternative SWI-1C

Alternative SWI-1C would include an elevated guideway along the east side of Airport Road running north towards SR 526 before turning east along the south side of SR 526 (Figure A6-8). The elevated guideway would range from approximately 36 to 44 feet above ground, slightly taller than Alternative SWI-1A. Station SWI-C would not be visible from KOP-18. This alternative would likely have impacts to existing properties, overhead utility infrastructure, and trees on the east side of Airport Road. These impacts would result in a decrease in unity from low average to low. This would cause the overall visual quality to decrease from average to low average (Table A6-2). This reduction in visual quality would not be enough to result in a visual impact for sensitive viewers walking or biking along Airport Road. Sensitive viewers would, however, experience a visual change. Sensitive viewers would also experience shadows from the elevated guideway along the east side of Airport Road.

Figure A6-8 KOP-18: Alternative SWI-1C



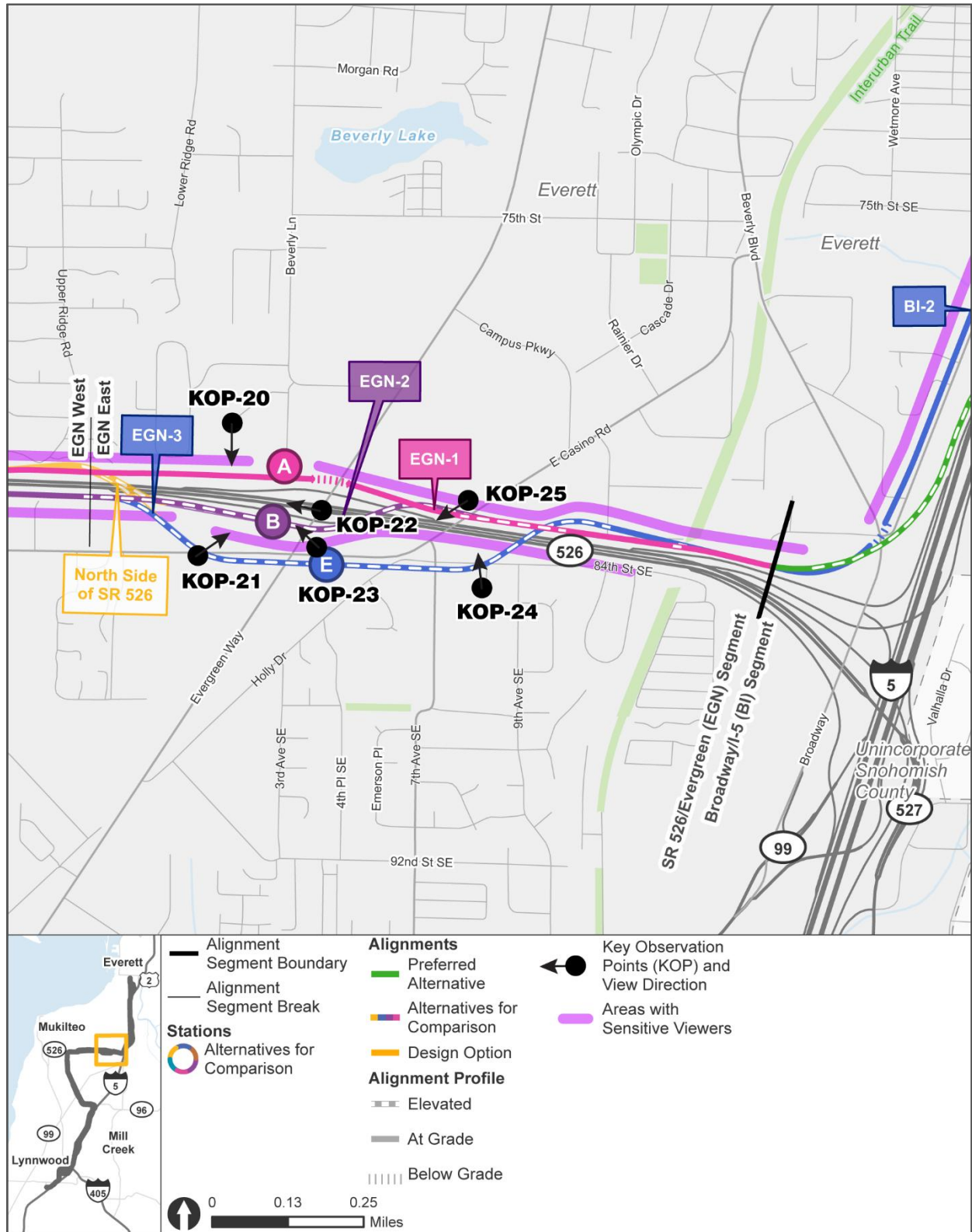
7 SR 526/EVERGREEN SEGMENT

Figure A7-1 and Figure A7-2 below show the KOPs, concentrations of sensitive viewers, and Build Alternatives for the SR 526/Evergreen Segment.

Figure A7-1 KOPs – SR 526/Evergreen Segment (West)



Figure A7-2 KOPs – SR 526/Evergreen Segment (East)



7.1 KOP-19: 18th Avenue W & W Casino Road Looking West

7.1.1 Existing Condition

This location represents the view experienced by residents coming to or from their neighborhoods along Casino Road looking west (Figure A7-3). This view includes overhead utility infrastructure and light poles, apartment buildings along the south side of the road, Casino Road, and a line of trees and vegetation along the north side of the road. This view has a low to average level of memorability, with the trees making this location more vivid. The intactness here is average, diminished by the overhead utility infrastructure and buildings along the south side of the road. The unity of this view is low to average. Overall, this view has a low average visual quality. This view can be seen by sensitive viewers living in the nearby neighborhoods or those walking or biking along Casino Road. Table A7-1 summarizes the existing and future visual quality for KOP-19.

Figure A7-3 KOP-19: Existing Condition



Table A7-1 KOP-19: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternatives EGN-1A, EGN-2B with North Side of SR 526 Design Option, and EGN-3E with North Side of SR 526 Design Option	Alternatives EGN-2B and EGN-3E
Vividness	Low Average	Low Average	Low
Intactness	Average	Low Average	Low
Unity	Low Average	Low Average	Low Average
Visual Quality	Low Average	Low Average	Low

7.1.2 Alternatives EGN-1A, EGN-2B with North Side of SR 526 Design Option, and EGN-3E with North Side of SR 526 Design Option

Alternatives EGN-1A, EGN-2B with North Side of SR 526 Design Option, and EGN-3E with North Side of SR 526 Design Option would include an elevated guideway running from the north side of Casino Road towards the north side of SR 526 (Figure A7-4). The elevated guideway would be approximately 50 feet above ground, rising in elevation in order to pass over SR 526. These alternatives would impact mature trees in the distance along the north side of Casino Road as well as overhead utility infrastructure. The disruption of mature trees in the distance would decrease this view's intactness from average to low average, as human-made elements would be further encroaching upon the natural elements. The overall visual quality of KOP-19 would remain at a low average for these alternatives (Table A7-1). Sensitive viewers living in the nearby neighborhoods or those walking or biking along Casino Road would not experience a visual impact, but they would experience a visual change.

Figure A7-4 KOP-19: Alternatives EGN-1A, EGN-2B with North Side of SR 526 Design Option, and EGN-3E with North Side of SR 526 Design Option



7.1.3 Alternatives EGN-2B and EGN-3E

Alternatives EGN-2B and EGN-3E would include an at-grade guideway running along the south side of SR 526 (Figure A7-5). Alternatives EGN-2B and EGN-3E would impact several trees, buildings, homes, and overhead utility infrastructure along the north side of Casino Road. Much of the area impacted along the north side of Casino Road would be replaced with landscaping and vegetation that would be designed in more detail when the project is nearing final design. The vividness of this view would decrease from low average to low, as the view would essentially become a roadway with minimal visible features and less memorability. The intactness would also decrease from low average to low, due to the alternating patterns of human-made and natural elements. Overall, the visual quality for Alternatives EGN-2B and EGN-3E at KOP-19 would decrease from low average to low (Table A7-1). Sensitive viewers living in the nearby neighborhoods or those walking or biking along Casino Road would experience a visual impact with Alternatives EGN-2B and EGN-3E. Some potential mitigation measures to reduce the visual impact for KOP-19 could include added landscaping along the north side of Casino Road or artistic screening along the security fence of the guideway.

Figure A7-5 KOP-19: Alternatives EGN-2B and EGN-3E



7.2 KOP-20: 79th Place SE Looking South

7.2.1 Existing Condition

KOP-20 represents the view seen by residents along the north side of SR 526 looking south toward the end of their cul-de-sac and the highway (Figure A7-6). This view includes several residential homes wrapping around a cul-de-sac in the center of the view, smaller trees in front yards, and larger trees lining behind the houses. This view is somewhat memorable, largely due to the large trees in the background. The intactness here is low average, with human-made elements encroaching into the natural trees. There is an average sense of unity in this view, with the trees almost shielding the houses and creating some harmony. Overall, this view has a low average visual quality. This can be seen by sensitive viewers living on 79th Place SE and elsewhere in the neighborhood. Table A7-2 summarizes the existing and future visual quality for KOP-20.

Figure A7-6 KOP-20: Existing Condition



Table A7-2 KOP-20 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alignment EGN-1
Vividness	Average	Low
Intactness	Low Average	Low Average
Unity	Average	Low Average
Visual Quality	Average	Low Average

NOTE: Alignments EGN-2 and EGN-3 would not be visible from KOP-20 and therefore were not simulated or included in this table.

7.2.2 Alignment EGN-1

Alignment EGN-1 would include a below-grade, open-trench guideway running along the north side of SR 526 (Figure A7-7). The guideway would be approximately 20 feet below ground level with safety fences lining the right-of-way at ground level. At KOP-20, Alignment EGN-1 would impact each home located in the cul-de-sac on 79th Place SE. The removal of these homes would result in an entirely new view for remaining residents along the street, with only taller trees in the distance remaining from the existing view. The vividness of the view would decrease from average to low, leaving landscaping and vegetation in the foreground, safety fences, and trees in the distance. The intactness would remain low average, with alternating human-made and natural elements. The unity would decrease from average to low average, as the harmony of the view would diminish and not feel very welcoming. Overall, the visual quality for Alignment EGN-1 at KOP-20 would decrease from average to low average (Table A7-2). This decrease in visual quality would not be enough to cause a visual impact for sensitive viewers living on 79th Place SE and elsewhere in the neighborhood. These sensitive viewers would, however, experience a visual change.

Figure A7-7 KOP-20: Alignment EGN-1



7.3 KOP-21: Casino Square from Fred Meyer Looking East

7.3.1 Existing Condition

This location represents the view experienced by those on the west side of Casino Square looking east long Casino Road (Figure A7-8). The view includes the Casino Square businesses to the north, Casino Road in the foreground, overhead utility infrastructure and light poles, and some trees to the south and east in the distance. This view has a high average level of memorability, largely due to the presence of Casino Square. This location is relatively intact, dominated by human-made features with some natural landscape. The unity in this view is low, with many conflicting elements that reduces its harmony. Overall, this location has an average visual quality. This view can be seen by sensitive viewers who frequent Casino Square, which is an important community resource. Table A7-3 summarizes the existing and future visual quality for KOP-21.

Figure A7-8 KOP-21: Existing Condition



Table A7-3 KOP-21: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option	Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option
Vividness	High Average	Average	High Average
Intactness	High Average	High Average	Average
Unity	Low	Low	Low
Visual Quality	Average	Average	Average

NOTE: Alternative EGN-1A would not be visible from KOP-21 and therefore was not simulated or included in this table.

7.3.2 Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option

Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option would include an elevated guideway running along the north side of Casino Road (Figure A7-9). The elevated guideway would be approximately 30 feet above ground. Station EGN-B would also be partially in view from KOP-21, sitting approximately 39 feet above ground at the current site of Casino Square. These alternatives would impact Casino Square and the businesses currently operating there. These alternatives would also impact overhead utility infrastructure. The vividness of this view would decrease to average due to one of the main Casino Square buildings being removed. The intactness would also decrease to average with the mirrored commercial uses being removed on the north side. Overall, the visual quality of KOP-21 with Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option would remain average (Table A7-3). Sensitive viewers who frequent Casino Square would not experience a visual impact; however, they would experience a visual change.

Figure A7-9 KOP-21: Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option



7.3.3 Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option

Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option would include an elevated guideway running from the north side of Casino Road to the south side of Casino Road, continue east away from KOP-21 (Figure A7-10). The elevated guideway would be approximately 48 feet above ground from this view, decreasing to the east to approximately 29 feet above ground at Evergreen Way. Station EGN-E would be located on the east side of Evergreen Way approximately 26 feet above ground, although difficult to see from KOP-21. These alternatives would impact businesses along the south side of Casino Road as well as overhead utility infrastructure and street trees. The vividness at this location would remain at high average with Casino Square avoiding direct impacts. Intactness would decrease from high average to average. Overall, the visual quality for Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option at KOP-21 would remain average (Table A7-3). Sensitive viewers who frequent Casino Square would not experience a visual impact from these alternatives, however they would experience a visual change.

Figure A7-10 **KOP-21: Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option**



7.4 KOP-22: Evergreen Way & SR 526 Looking West

7.4.1 Existing Condition

This location highlights the existing pedestrian bridge that crosses over SR 526 on the west side of Evergreen Way, providing non-motorized access to Casino Square (Figure A7-11). This view includes the north side (back side) of Casino Square, the eastbound exit ramp of SR 526 approaching Evergreen Way, overhead utility infrastructure and light poles, and several tall trees spanning the view. This view is somewhat memorable due to the pedestrian bridge and tall trees present. The intactness is relatively low, with human-made elements intruding on the natural landscape. The unity is also low, with the trees lacking a sense of harmony or order in the current landscape. Overall, this location has a low average visual quality. This view can be seen by sensitive viewers walking or biking across SR 526 to or from Casino Square. Table A7-4 summarizes the existing and future visual quality for KOP-22.

Figure A7-11 KOP-22: Existing Condition



Table A7-4 KOP-22 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative EGN-1A	Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option
Vividness	Average	Low Average	Average High
Intactness	Low	Low Average	Low Average
Unity	Low	Low	Low
Visual Quality	Low Average	Low Average	Low Average

NOTE: Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option would not be visible from KOP-22 and therefore were not simulated or included in this table.

7.4.2 Alternative EGN-1A

Alternative EGN-1A would be located to the north of KOP-22. Sensitive viewers would see the new pedestrian bridge that would be installed as part of the project on the west side of Evergreen Way, providing a non-motorized connection over SR 526 (Figure A7-12). The new pedestrian bridge would be slightly realigned to wrap around the east side of Casino Square instead of cutting through the businesses more directly. This longer path provides a less steep slope for people to maneuver. This new pedestrian bridge alignment would impact tall trees on the north side of Casino Square as well as some overhead utility infrastructure. The vividness of the view would decrease slightly from average to low average, but the intactness would improve due to more human-made elements in the view. Overall, the visual quality would remain low average (Table A7-4). Sensitive viewers walking or biking across SR 526 to or from Casino Square would not experience a visual impact, although they would experience a visual change.

Figure A7-12 KOP-22: Alternative EGN-1A



7.4.3 Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option

Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option would include an elevated guideway running along the south side of SR 526, Station EGN-B with an elevated platform, and a new pedestrian bridge on the west side of SR 526 providing a non-motorized connection over SR 526 (Figure A7-13). The elevated guideway and Station EGN-B would be approximately 39 feet above ground. These alternatives would have direct impacts to Casino Square, removing all the existing businesses that operate at the northwest corner of Casino Road and Evergreen Way. There would also be impacts to overhead utility infrastructure and several trees. The vividness of this view would likely improve with Alternative EGN-2B as the new infrastructure would have state of the art materials. The intactness would also slightly increase with this alternative, as more elements would be human-made than conflicting with natural elements. Overall, the visual quality of this location would remain at low average (Table A7-4). Sensitive viewers walking or biking across SR 526 to or from Casino Square would not experience a visual impact; however, they would experience a visual change.

Figure A7-13 **KOP-22: Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option⁶**



⁶ Note station area depicted in gray underneath guideway.

7.5 KOP-23: Casino Road & Evergreen Way Looking West

7.5.1 Existing Condition

This location represents the view experienced by those frequenting Casino Square, particularly those along Casino Road on the east side of Casino Square and Evergreen Way looking west (Figure A7-14). This view includes the intersection of Evergreen Way and Casino Road, Casino Square in the background, overhead utility infrastructure and light poles, traffic signals and poles, and several trees in the distance. This view has an average level of memorability due to the presence of Casino Square, which is an important resource for the community. The intactness here is low to average, with some trees and vegetation sprinkled amongst the human-made elements. The sense of unity in this view is low to average, largely due to some of the overhead utility infrastructure and some signage disrupting the view's harmony. Overall, this view has a low average visual quality. This view can be experienced by sensitive viewers frequenting Casino Square. Table A7-5 summarizes the existing and future visual quality for KOP-23.

Figure A7-14 KOP-23: Existing Condition



Table A7-5 KOP-23: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option	Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option
Vividness	Average	Low Average	Average
Intactness	Low Average	Low Average	Low Average
Unity	Low Average	Low Average	Low Average
Visual Quality	Low Average	Low Average	Low Average

NOTE: Alternative EGN-1A would not be visible from KOP-23 and therefore was not simulated or included in this table.

7.5.2 Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option

Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option would include an elevated guideway running along the south side of SR 526 and Station EGN-B with an elevated platform (Figure A7-15). The elevated guideway and station platform would be approximately 39 feet above ground at the site of Casino Square. These alternatives would have direct impacts to the businesses currently operating at the northwest corner of Casino Road and Evergreen Way. There would also be impacts to overhead utility infrastructure, mature trees along the south side of SR 526, and signage for Casino Square. The vividness of this view would decrease to low average with the removal of Casino Square buildings. The intactness and unity would remain at low average, given that the height of the station and guideway infrastructure would be slightly taller than the existing buildings and create a similar sense of harmony. Overall, the visual quality of KOP-23 for Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option would remain at low average (Table A7-5). Sensitive viewers frequenting Casino Square would not experience a visual impact, although they would experience a visual change.

Figure A7-15 **KOP-23: Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option**



7.5.3 Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option

Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option would include an elevated guideway crossing Casino Road in the distance and continuing east/west along the south side of Casino Road (Figure A7-16). The elevated guideway would range from 49 feet above ground crossing Casino Road to the west, to approximately 28 feet above ground crossing Evergreen Way. The project elements would be quite far from KOP-23, so the vividness, intactness, and unity would not be notably changed due to the project's presence. This would result in no visual impact to sensitive viewers frequenting Casino Square from KOP-23 (Table A7-5).

Figure A7-16 **KOP-23: Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option**



7.6 KOP-24: 8th Place SE Looking North

7.6.1 Existing Condition

This location represents the view experienced by residents living to the east of Casino Square on the south side of SR 526 looking north (Figure A7-17). This view includes dense trees on both sides of SR 526, a row of houses along the north side of 84th Street SE, SR 526 and its sound wall, overhead utility infrastructure, and the intersection of 8th Place SE and 84th Street SE. This location has a low level of vividness or memorability, as there are several locations along the alignment that have housing along a highway. The intactness here is average, with clear sections of natural landscape and developed elements. The unity of this view is low to average, lacking a sense of harmony or meaning amongst all the elements. Overall, this location has a low average visual quality. This view can be seen by sensitive viewers living in this and nearby neighborhoods. Table A7-6 summarizes the existing and future visual quality for KOP-24.

Figure A7-17 **KOP-24: Existing Condition**



Table A7-6 KOP-24: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option
Vividness	Low	Low
Intactness	Average	Low Average
Unity	Low Average	Low
Visual Quality	Low Average	Low

NOTE: Alternatives EGN-1A, EGN-2B, and EGN-2B with North Side of SR 526 Design Option would not be visible from KOP-24 and therefore were not simulated or included in this table.

7.6.2 Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option

Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option would include an elevated guideway over the intersection of 84th Street SE and 8th Place SE, continuing northeast towards SR 526 (Figure A7-18). The elevated guideway would be approximately 59 feet above ground level. These alternatives would impact existing overhead utility infrastructure, single-family homes, and trees that can be seen from KOP-24. The presence of this alternative would not reduce the vividness; however, the intactness and unity would both decrease slightly. The overall visual quality would decrease from low average to low, which would result in a visual impact to sensitive viewers residing along 8th Place SE and the surrounding neighborhood (Table A7-6). Nearby remaining residents would also experience shadows from the elevated guideway. Sound Transit would explore potential mitigation measures for KOP-24; however, the tall infrastructure could make screening difficult to achieve.

Figure A7-18 KOP-24: Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option



7.7 KOP-25: Casino Road at Cascade High School Looking Southwest

7.7.1 Existing Condition

This location represents the view experienced by those frequenting Cascade High School and nearby residents near Casino Square (Figure A7-19). This view includes Casino Road continuing southwest beneath the SR 526 overpass, Cascade High School's entrance and signage on the west side of Casino Road, tall trees lining both sides of Casino Road, houses hidden behind trees along the east side of the road, and overhead utility infrastructure and light poles. This view has a high memorability due to the Cascade High School sign and SR 526 overpass. The intactness here is low with trees and development conflicting often in the view. This view has an average unity with the trees framing the roadway and creating some sense of unity. Overall, this view has an average visual quality. This view can be seen by sensitive viewers attending or visiting Cascade High School and nearby residents. Table A7-7 summarizes the existing and future visual quality for KOP-25.

Figure A7-19 KOP-25: Existing Condition



Table A7-7 KOP-25: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative EGN-1A	Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option	Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option
Vividness	High	High	High	High
Intactness	Low	Low	Low	Low
Unity	Average	Average	Low	Average
Visual Quality	Average	Average	Low Average	Average

7.7.2 Alternative EGN-1

Alternative EGN-1A would include an elevated guideway running parallel to SR 526 along the north side of the highway crossing over Casino Road (Figure A7-20). The elevated guideway would be approximately 27 feet above ground. The guideway would impact some trees along the north side of SR 526; however, the guideway would largely blend into the highway's overpass directly behind it. This alternative would not impact the vividness, intactness, or unity of the view, causing the overall visual quality to remain average (Table A7-7). Despite the same overall visual quality, sensitive viewers attending or visiting Cascade High School and nearby residents would experience a visual change from Alternative EGN-1A.

Figure A7-20 KOP-25: Alternative EGN-1A



7.7.3 Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option

Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option would include an elevated guideway running along the north side of SR 526 going over Casino Road (Figure A7-21). The elevated guideway would be approximately 40 feet above ground, which would be 13 feet taller than Alternative EGN-1A. The guideway would impact some trees along the north side of SR 526 and slightly into the parking lot of Cascade High School, creating a second visible elevated structure from KOP-25. These alternatives would not impact the vividness or intactness but would decrease the unity of the view from average to low. Overall, average visual quality would decrease from average to low average (Table A7-7). This reduction in visual quality would not be enough to cause a visual impact to sensitive viewers attending or visiting Cascade High School and nearby residents. Sensitive viewers would, however, experience a visual change.

Figure A7-21 **KOP-25: Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option**



7.7.4 Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option

Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option would include an elevated guideway running parallel to SR 526 along the south side of the highway crossing over Casino Road (Figure A7-22). The elevated guideway would be approximately 40 feet above ground. From the vantage point of KOP-25, the elevated guideway would largely be hidden behind SR 526 with only some columns visible south of SR 526. These alternatives would not impact the vividness, intactness, or unity of the view, resulting in no visual impact for sensitive viewers attending or visiting Cascade High School and nearby residents (Table A7-7).

Figure A7-22 **KOP-25: Alternatives EGN-3E and EGN-3E with North Side of SR 526 Design Option**



8 BROADWAY/I-5 SEGMENT

Figure A8-1 and Figure A8-2 below show the KOPs, concentrations of sensitive viewers, and Build Alternatives for the Broadway/I-5 Segment.

Figure A8-1 KOPs – Broadway/I-5 Segment (South)

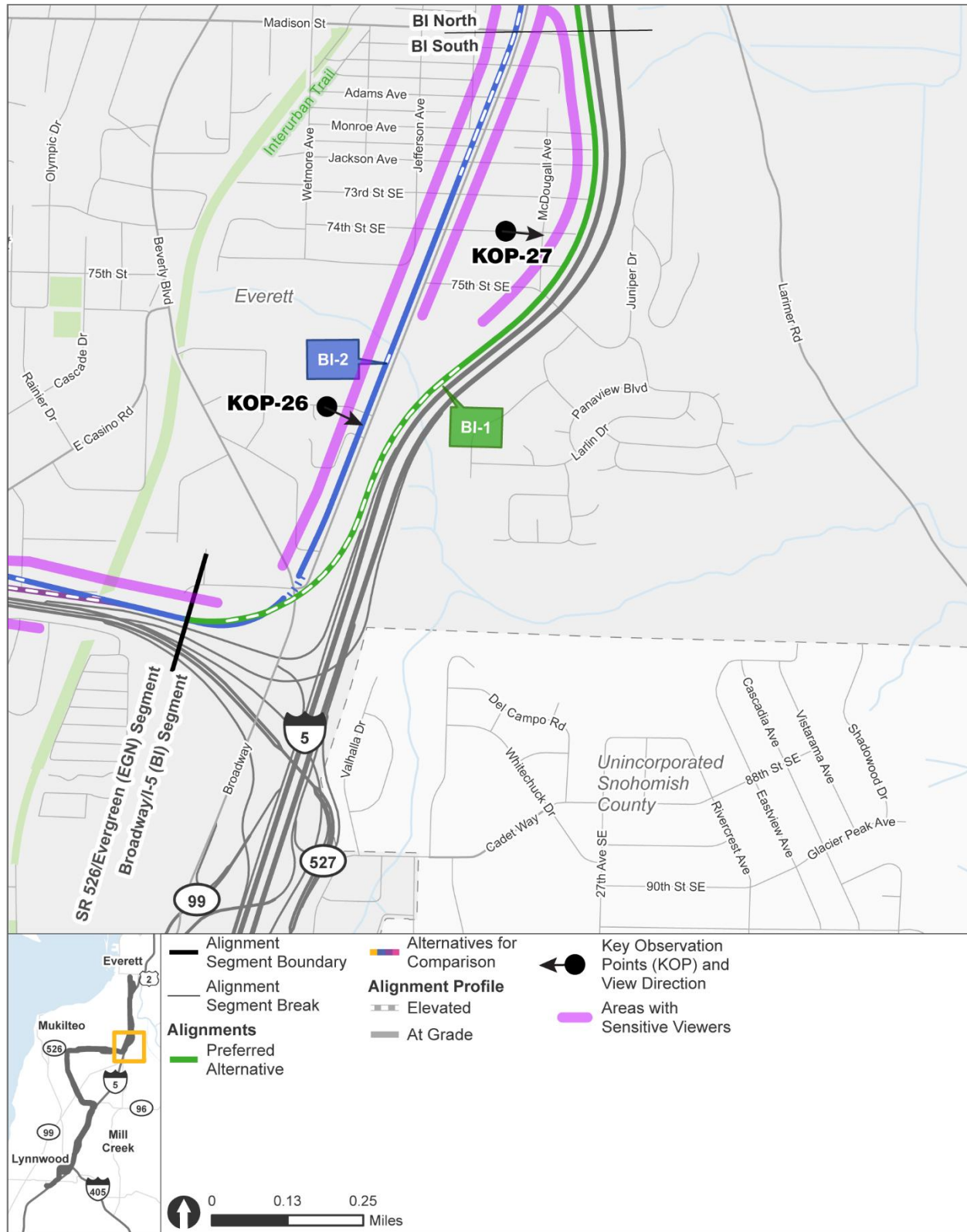
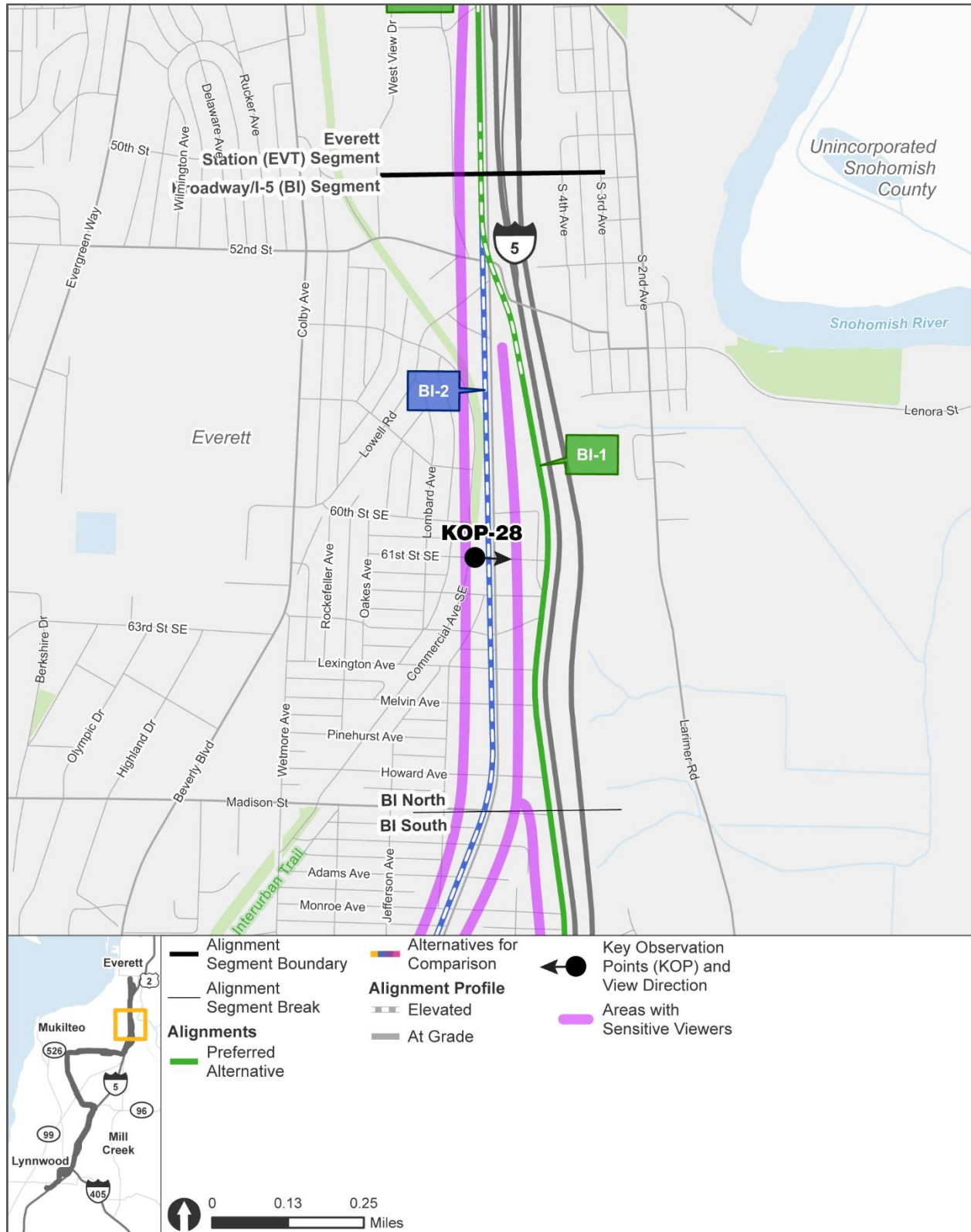


Figure A8-2 KOPs – Broadway/I-5 Segment (North)



8.1 KOP-26: 78th Place SE & Broadway Looking East

8.1.1 Existing Condition

This location represents the view experienced by those living in neighborhoods along Broadway on the west side of I-5 (Figure A8-3). This view includes multi-family residential units along either side of 78th Place SE, a downhill slope towards Broadway, a storage business on the east side of Broadway, and several trees in the distance. This view has an average level of memorability, largely due to the downhill slope and multiple trees. The intactness here is also average, with natural and human-made elements having minimal encroachment on one another. This location has a low level of unity, with several different land uses being present in different sections of the view. Overall, this view has a low average visual quality. This view can be seen by sensitive viewers living in this neighborhood and those nearby. Table A8-1 summarizes the existing and future visual quality for KOP-26.

Figure A8-3 KOP-26: Existing Condition



Table A8-1 KOP-26: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative BI-1	Alternative BI-2
Vividness	Average	Low Average	Average
Intactness	Average	Low Average	Average
Unity	Low	Low	Low
Visual Quality	Low Average	Low Average	Low Average

8.1.2 Alternative BI-1

Alternative BI-1 would include an elevated guideway at the bottom of the hill on the west side of I-5 (Figure A8-4). The elevated guideway would be approximately 35 feet above ground. This alternative would remove several trees along the west side of I-5, decreasing the vividness and intactness of the view. The overall visual quality would remain low average (Table A8-1). Sensitive viewers residing along 78th Place SE and the surrounding neighborhood would not experience a visual impact from Alternative BI-1, although they would experience a visual change.

Figure A8-4 KOP-26: Alternative BI-1



8.1.3 Alternative BI-2

Alternative BI-2 would include an at-grade guideway running along the west side of Broadway (Figure A8-5). Alternative BI-2 would impact the residential building at the southwest corner of 78th Place SE and Broadway, while closing this intersection and creating a cul-de-sac at the east end of 78th Place SE. The at-grade guideway would be below-grade in an open trench, causing the project to have a low visibility from KOP-26. Alternative BI-2 would have no notable visual changes or impacts to visual quality for sensitive viewers residing on 78th Place SE (Table A8-1).

Figure A8-5 KOP-26: Alternative BI-2



8.2 KOP-27: 74th Street SE & McDougall Avenue Looking East

8.2.1 Existing Condition

This location represents the view experienced by residents living between I-5 and Broadway along the west side of I-5 (Figure A8-6). This view includes 74th Street SE, several tall trees, overhead utility infrastructure, and McDougall Avenue in the distance. This view has a low memorability given the general residential nature of the setting. The intactness here is average with a visible delineation between natural and human-made elements. This view has an average to high sense of unity, with trees having a strong presence and hiding several homes. Overall, this view has an average visual quality. This view can be seen by sensitive viewers living in the neighborhood and those nearby. Table A8-2 summarizes the existing and future visual quality for KOP-27.

Figure A8-6 KOP-27: Existing Condition



Table A8-2 KOP-27: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative BI-1
Vividness	Low	Low
Intactness	Average	Low Average
Unity	High Average	Average
Visual Quality	Average	Low Average

NOTE: Alternative BI-2 would not be visible from KOP-27 and therefore were not simulated or included in this table.

8.2.2 Alternative BI-1

Alternative BI-1 would include an at-grade guideway running along the west side of I-5 (Figure A8-7). This alternative would likely impact residential properties near the east end of 74th Street SE near I-5 and tall trees along the west side of I-5. This view's intactness and unity would be impacted, decreasing the overall visual quality from average to low average (Table A8-2). Sensitive viewers residing along 74th Street SE and the surrounding neighborhood would not experience a visual impact at KOP-27, although they would experience a visual change.

Figure A8-7 KOP-27: Alternative BI-1



8.3 KOP-28: Commercial Avenue & 61st Street SE Looking East

8.3.1 Existing Condition

This location represents the view experienced by residents living along 61st Street SE on the west side of Broadway looking east towards I-5 and the Snohomish River Valley (Figure A8-8). This view includes 61st Street SE sloping away from the viewer downhill towards Broadway and I-5, houses in the neighborhood, dispersed trees, overhead utility infrastructure, and the Snohomish River Valley off in the distance to the east. This view has a low level of memorability as there are no notable landmarks. The intactness of the view is low to average, with sporadic neighborhood trees in the foreground and expansive valley in the distance. The unity here is also low to average, lacking a strong sense of harmony and spatial meaning of the elements. Overall, this view has a low average visual quality. This view can be seen by residents living in the neighborhood and those nearby. Table A8-3 summarizes the existing and future visual quality for KOP-28.

Figure A8-8 KOP-28: Existing Condition



Table A8-3 KOP-28: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative BI-2
Vividness	Low	Average
Intactness	Low Average	Low Average
Unity	Low Average	Low
Visual Quality	Low Average	Low Average

NOTE: Alternative BI-1 would not be visible from KOP-28 and therefore was not simulated or included in this table.

8.3.2 Alternative BI-2

Alternative BI-2 would include an elevated guideway running along the west side of Broadway (Figure A8-9). The elevated guideway would be approximately 32 feet above ground. Alternative BI-2 would impact homes along the west side of Broadway as well as trees and overhead utility infrastructure. From the perspective of KOP-28, the elevated guideway of Alternative BI-2 would become the visual centerpiece for sensitive viewers residing along 61st Street SE and other residential blocks in this neighborhood. The removal of homes in the trees in the distance would create a more scenic view of the Snohomish River Valley to the east, increasing the vividness of this view from low to average. However, the unity would decrease to low, as the elevated guideway would stick out in an otherwise calm viewshed. Overall, the visual quality would remain at low average (Table A8-3). Sensitive viewers residing along 61st Street SE and the surrounding neighborhood would not experience a visual impact from Alternative BI-2; however, they would experience a visual change.

Figure A8-9 KOP-28: Alternative BI-2



9 EVERETT STATION SEGMENT

Figure A9-1 and Figure A9-2 below show the KOPs, concentrations of sensitive viewers, and Build Alternatives for the Everett Station Segment.

Figure A9-1 KOPs – Everett Station Segment (South)

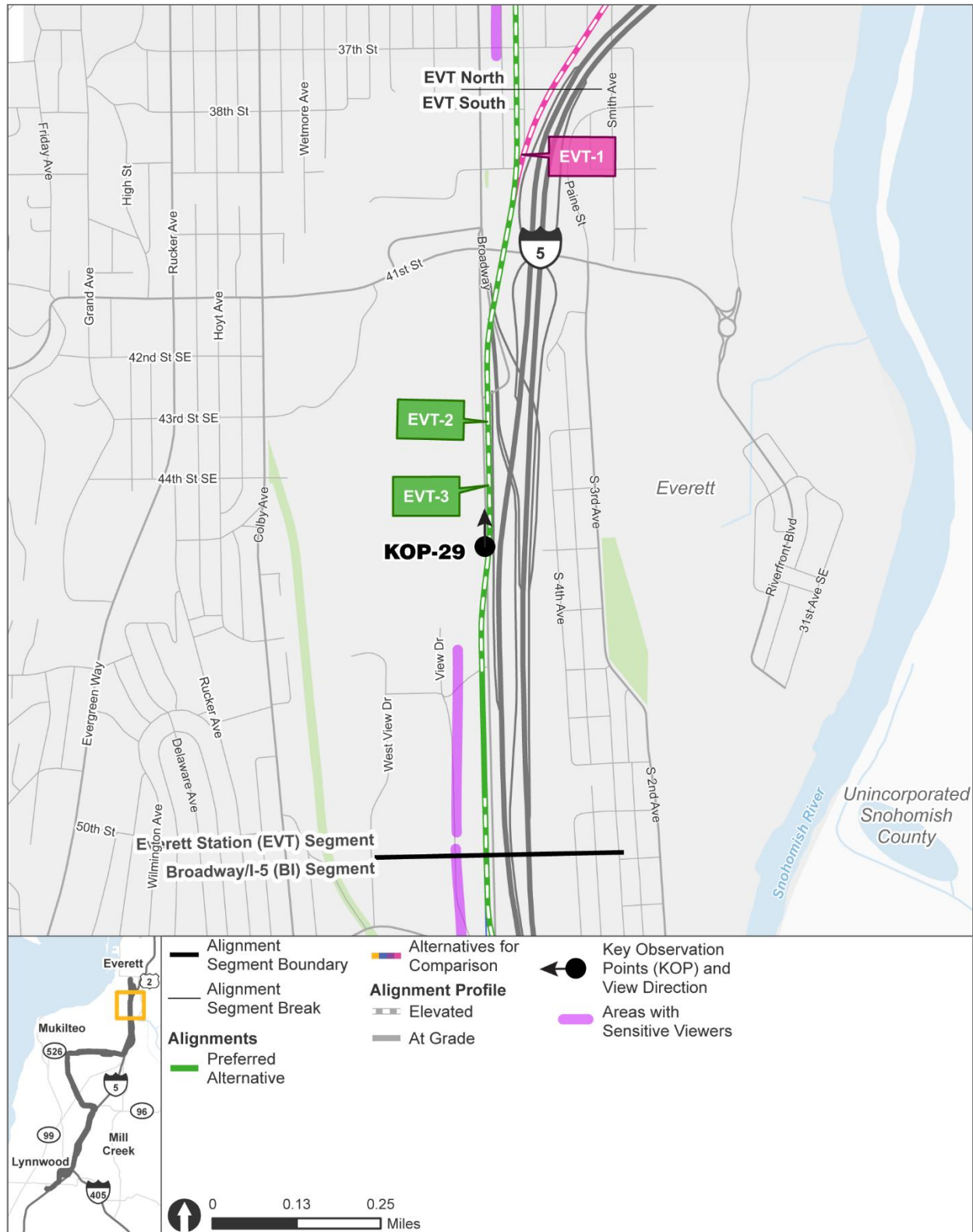


Figure A9-2 KOPs – Everett Station Segment (North)



9.1 KOP-29: Broadway at Evergreen Cemetery Looking North

9.1.1 Existing Condition

This location represents the view experienced by those visiting Evergreen Funeral Home and Cemetery along Broadway on the west side of I-5 looking north (Figure A9-3). This view includes Broadway extending to the north, a line of tall trees along the west side of the road, a chain fence and some sporadic trees on the east side of the road, I-5 to the east of the fence, and overhead utility infrastructure and light poles. This view has a high average level of memorability due to the cemetery, trees, and I-5. The intactness here is high average, as the human-made elements and natural elements have their own dedicated areas. This view has a low sense of unity, with conflicting land uses alternating across the view. Overall, this location has an average visual quality. This view cannot be seen by sensitive viewers. Table A9-1 summarizes the existing and future visual quality for KOP-29.

Figure A9-3 KOP-29: Existing Condition



Table A9-1 KOP-29: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alignment EVT-1
Vividness	High Average	High Average
Intactness	High Average	Average
Unity	Low	Low
Visual Quality	Average	Average

NOTE: Alternatives EVT-1A, EVT-1C, and EVT-1D would each utilize the same alignment (Alignment EVT-1) at KOP-29; therefore, only Alignment EVT-1 was simulated and included in this table.

9.1.2 Alignment EVT-1

Alignment EVT-1 would include an elevated guideway running parallel between Broadway and I-5 (Figure A9-4). The elevated guideway would be approximately 50 feet above ground in this view. This alignment would impact overhead utility infrastructure and some trees along the east side of Broadway. The intactness of this view would decrease slightly, while the vividness and unity would not change. The overall visual quality at KOP-29 would remain (Table A9-1). This view would not be experienced by any concentrations of sensitive viewers, resulting in no visual impacts.

Figure A9-4 KOP-29: Alignment EVT-1



9.2 KOP-30: 32nd Street & Broadway Looking East

9.2.1 Existing Condition

This location represents the view experienced by those in downtown Everett looking east towards Everett Station and the Snohomish River Valley in the distance (Figure A9-5). This view includes 32nd Street sloping downhill to the east towards Everett Station, Broadway intersecting 32nd Street in the foreground, Everett Station at the east end of 32nd Street, businesses on either side of the road, Snohomish River Valley in the distance, and overhead utility infrastructure and light poles. This view has a high level of memorability due to Everett Station and Snohomish River Valley. The intactness is high with the view featuring mostly human-made elements. This view has a low to average sense of unity, with buildings and other elements lacking harmony. Overall, this view has an average high visual quality. This view can be seen by sensitive viewers living on the west side of Broadway near downtown Everett. Table A9-2 summarizes the existing and future visual quality for KOP-30.

Figure A9-5 KOP-30: Existing Condition



Table A9-2 KOP-30: Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative EVT-1A	Alternative EVT-2C	Alternative EVT-3D
Vividness	High	Average	High Average	High
Intactness	High	Average	Average	High Average
Unity	Low Average	Low Average	Average	Average
Visual Quality	High Average	Average	Average	High Average

9.2.2 Alternative EVT-1A

Alternative EVT-1A would include an elevated guideway from southeast to northwest near the intersection of 32nd Street and McDougall Avenue (Figure A9-6). The elevated guideway would be approximately 35 feet above ground. KOP-30 sits uphill to the west of Alternative EVT-1A, making the elevated guideway appear to be almost level with the viewer. There would be impacts to existing businesses, trees, and overhead utility infrastructure around the intersection of 32nd Street and McDougall Avenue. The elevated guideway would block the view of Everett Station to the east, diminishing the vividness of the view from high to average. The intactness of the view would also decrease from high to average, as the view would become more cluttered with the elevated guideway. Overall, the visual quality of KOP-30 would decrease from high average to average with Alternative EVT-1A (Table A9-2). This reduction in visual quality would not be enough to result in a visual impact to sensitive viewers residing on the west side of Broadway near downtown Everett. These sensitive viewers would, however, experience a visual change.

Figure A9-6 KOP-30: Alternative EVT-1A



9.2.3 Alternative EVT-2C

Alternative EVT-2C would include an elevated guideway running along the west side of McDougall Avenue and Station EVT-C with an elevated platform (Figure A9-7). The elevated guideway and station platform would be approximately 35 feet above ground. Similar to EVT-1A, the elevated guideway of Alternative EVT-2C would appear to be almost level to the viewer from KOP-30 due to the uphill slope to the west. The elevated guideway, station platform, and associated station components for stairs and elevators would block some of the view of Everett Station from this location, reducing the vividness from high to high average. Alternative EVT-2C would impact businesses, street trees, and overhead utility infrastructure along the west side of McDougall Avenue. The intactness would decrease from high to average due to the cluttered view with the guideway and platform, although the unity would increase slightly. Overall, the visual quality would decrease from high average to average (Table A9-2). This reduction in visual quality would not be enough to result in a visual impact to sensitive viewers residing on the west side of Broadway near downtown Everett. These sensitive viewers would, however, experience a visual change.

Figure A9-7 KOP-30: Alternative EVT-2C



9.2.4 Alternative EVT-3D

Alternative EVT-3D would include an elevated guideway running along the east side of Broadway (Figure A9-8). The elevated guideway would be approximately 32 feet above ground. From the perspective of KOP-30, the elevated guideway would be tall enough to avoid blocking the view of Everett Station to the east. The elevated guideway would impact businesses, trees, and overhead utility infrastructure along the east side of Broadway. The intactness of this view would decrease slightly, as the elevated guideway would create an imposing presence to the sensitive viewer. The unity would also increase slightly. Overall, the visual quality of KOP-30 with Alternative EVT-3D would remain high average (Table A9-2). Sensitive viewers residing on the west side of Broadway near downtown Everett would not experience a visual impact; however, they would experience a visual change.

Figure A9-8 KOP-30: Alternative EVT-3D



9.3 KOP-31: Wall Street & Oakes Avenue Looking East

9.3.1 Existing Condition

This location represents the view experienced by those working in downtown Everett or attending events at Angel of the Winds Arena, looking east along Wall Street (Figure A9-9). This view includes Wall Street sloping downhill away from the view to the east towards Broadway, the entrance plaza for Angel of the Winds Arena on the north side of Wall Street, a line of street trees along the north side of the road, overhead utility infrastructure along the south side of the road, and industrial businesses in the distance. This view has a low level of memorability. The intactness average, with most of the view consisting of human-made elements. This view has an average sense of unity, with elements along the roadway having harmony and intentional placement. Overall, this view has an average visual quality. This view cannot be seen by sensitive viewers. Table A9-3 summarizes the existing and future visual quality for KOP-31.

Figure A9-9 KOP-31: Existing Condition



Table A9-3 KOP-31 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative EVT-3D
Vividness	Low	Low Average
Intactness	Average	Low Average
Unity	Average	Low Average
Visual Quality	Average	Low Average

NOTE: Alternatives EVT-1A and EVT-2C would not be visible from KOP-31 and therefore were not simulated or included in this table.

9.3.2 Alternative EVT-3D

Alternative EVT-3D would include an elevated guideway and elevated station platform running along the east side of Broadway (Figure A9-10). The elevated guideway and elevated platform for Station EVT-D would be approximately 43 feet above ground. The elevated guideway would block the view of trees to the east from the perspective of KOP-31. Alternative EVT-3D would impact businesses, trees, and overhead utility infrastructure along the east side of Broadway. Station EVT-D would also be visible from this location, although potentially less so in the warmer months when vegetation would be fuller along Wall Street. The presence of the guideway and station would make the view more vivid and memorable; however, the unity of the view would slightly decrease with the insertion of such large infrastructure. Overall, the visual quality of this location would decrease from average to low average (Table A9-3). This view would not be seen by any sensitive viewers, resulting in no visual impacts.

Figure A9-10 KOP-31: Alternative EVT-3D



9.4 KOP-32: McDougall Avenue & Pacific Avenue Looking South

9.4.1 Existing Condition

This location represents the view experienced by those working in the industrial businesses located east of Broadway in downtown Everett looking south along McDougall Avenue from Pacific Avenue (Figure A9-11). This view includes McDougall Avenue continuing down the view on flat elevation, industrial businesses along both sides of the road, a few trees, and overhead utility infrastructure. This view has a low level of memorability due to the old industrial buildings and lack of landmarks. This intactness here is high average, consisting almost entirely of human-made elements. This view has a low average level of unity, with buildings being the same general height and consistent aesthetic. Overall, this view has a low average visual quality. This view cannot be seen by sensitive viewers. Table A9-4 summarizes the existing and future visual quality for KOP-32.

Figure A9-11 KOP-32: Existing Condition



Table A9-4 KOP-32 Visual Quality Changes by Alternative

Visual Quality Components	Existing	Alternative EVT-1A	Alternative EVT-2C
Vividness	Low	Average	Low
Intactness	High Average	Average	Average
Unity	Low Average	Low	Low
Visual Quality	Low Average	Low Average	Low Average

NOTE: Alternative EVT-3D would not be visible from KOP-32 and therefore was not simulated or included in this table.

9.4.2 Alternative EVT-1A

Alternative EVT-1A would include an elevated guideway and station platform running from southeast to northwest crossing over McDougall Avenue just south of Pacific Avenue (Figure A9-12). The elevated guideway and station platform would be approximately 36 feet above ground. Alternative EVT-1A would impact businesses east of McDougall Avenue as well as overhead utility infrastructure along McDougall Avenue. The presence of Station EVT-A would increase the vividness of the view, replacing largely industrial uses. The intactness and unity of the view would decrease slightly, also due to the removal of those industrial uses. Overall, the visual quality at KOP-32 would remain low average with Alternative EVT-1A (Table A9-4) and would not be seen by sensitive viewers, resulting in no visual impacts.

Figure A9-12 KOP-32: Alternative EVT-1A



9.4.3 Alternative EVT-2C

Alternative EVT-2C would include an elevated guideway running along the west side of McDougall Avenue (Figure A9-13). The elevated guideway would be approximately 33 feet above ground. Station EVT-C would also be partially visible with an elevated platform. Alternative EVT-2C would impact businesses, trees, and overhead utility infrastructure along the west side of McDougall Avenue. Businesses at the southeast corner of Pacific Avenue and McDougall Avenue would also be impacted. The resulting view would have a decreased intactness and unity, creating a void environment with lots of concrete. Overall, the visual quality at KOP-32 would remain low average with Alternative EVT-2C (Table A9-4) and would not be seen by sensitive viewers, resulting in no visual impacts.

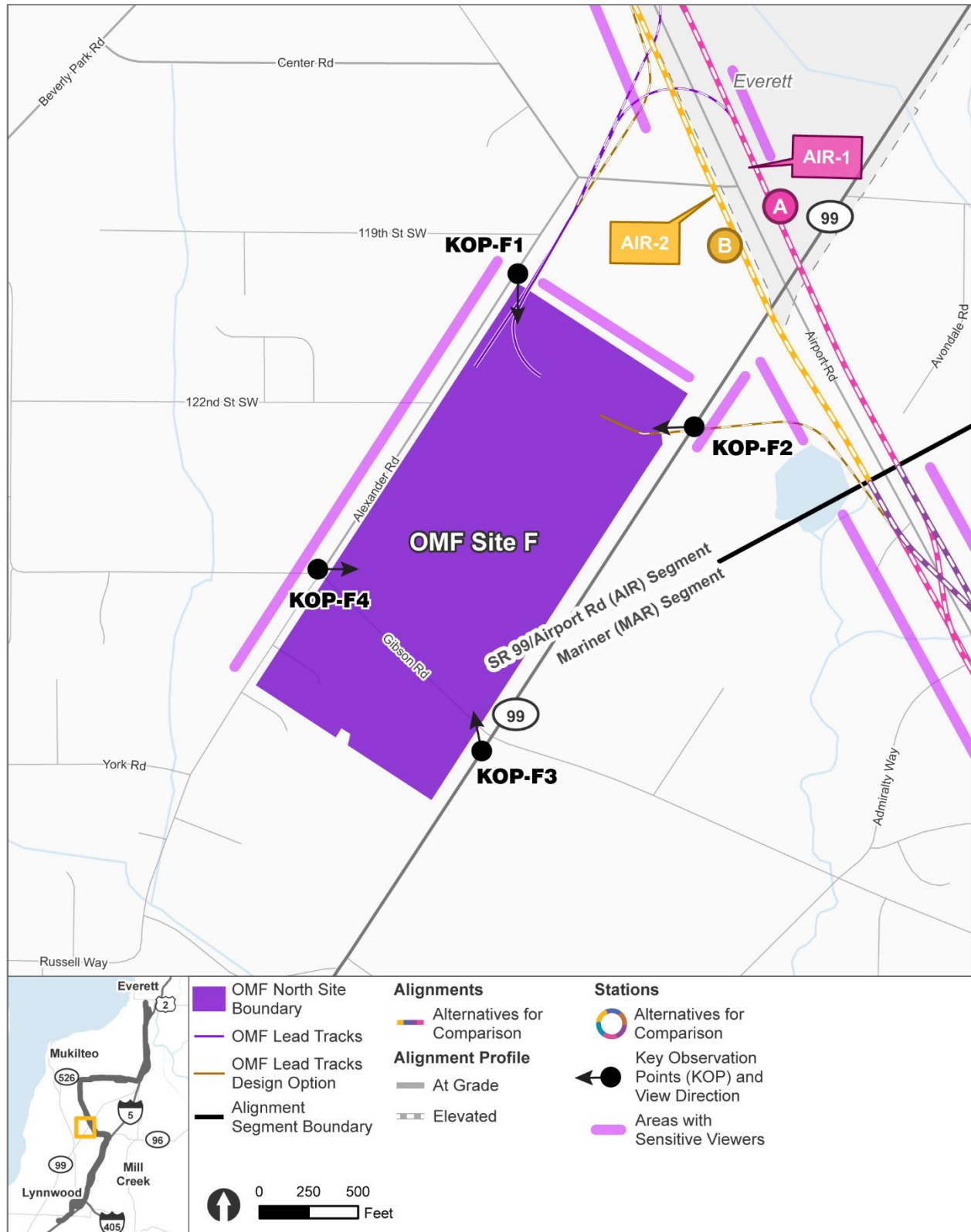
Figure A9-13 KOP-32: Alternative EVT-2C



10 OMF SITE F

Figure A10-1 below shows the KOPs, concentrations of sensitive viewers, and alternatives for OMF Site F.

Figure A10-1 KOPs – OMF Site F



10.1 KOP-F1: Alexander Road & 120th Place SW Looking South

10.1.1 Existing Condition

This location represents the view experienced by those living in the neighborhood along Alexander Road looking south/southwest (Figure A10-2). This view includes Alexander Road and some street parking, houses and yards lining the road on both sides, large trees throughout the view, and overhead utility infrastructure. The vividness of this location is low average, with the neighborhood lacking any memorable features. The intactness here is also low average, with the roadway and houses encroaching upon the natural elements. There is an average sense of unity in the view, with the street providing some level of comfort or harmony. Overall, the visual quality of this view is low average. This view can be seen by sensitive viewers living in the neighborhood. Table A10-1 summarizes the existing and future visual quality for KOP-F1.

Figure A10-2 KOP-F1: Existing Condition



Table A10-1 KOP-F1 Visual Quality Changes by Alternative

Visual Quality Components	Existing	OMF Site F and OMF Site F with Lead Tracks to West Side of Airport Road Design Option
Vividness	Low Average	Low Average
Intactness	Low Average	Low
Unity	Average	Low
Visual Quality	Low Average	Low

10.1.2 OMF Site F and OMF Site F with Lead Tracks to West Side of Airport Road Design Option

OMF Site F and OMF Site F with Lead Tracks to West Side of Airport Road Design Option would have the same view from KOP-F1, featuring a below-grade OMF site on the south side of Alexander Road with storage tracks and a surface parking lot on the north side of the site and maintenance buildings on the south side of the site (Figure A10-3). The site elevation would be approximately 30 feet lower than Alexander Road. OMF Site F and its design option would impact several residential homes on the south side of Alexander Road, impacting the intactness and unity for sensitive viewers residing along the north side of Alexander Road. Several trees and overhead utility infrastructure would also be impacted. Overall, the visual quality at KOP-F1 would decrease from low average to low (Table A10-1), which would result in a visual impact to sensitive viewers residing along Alexander Road and the surrounding neighborhood. Mitigation measures could include added street trees or other vegetation along the south side of Alexander Road and an opaque fence design to screen OMF Site F from remaining residences.

Figure A10-3 **KOP-F1: OMF Site F and OMF Site F with Lead Tracks to West Side of Airport Road Design Option**



10.2 KOP-F2: Evergreen Way & Airport Road Looking Southwest

10.2.1 Existing Condition

This location represents the view seen by those traveling along SR 99/Evergreen Way or living in the nearby apartment complexes looking west/southwest (Figure A10-4). This view includes Evergreen Way, businesses and signage lining the roadway, and overhead utility infrastructure. The vividness of this view is low, as it is dominated by a highway and several smaller businesses. The intactness is high, with almost every element in view being human-made. The unity of this view is low, as the car-dominant environment does not create a high level of harmony. Overall, the visual quality of this location is low average. This view can be seen by sensitive viewers living in nearby apartment complexes or walking to/from Airport Road. Table A10-2 summarizes the existing and future visual quality for KOP-F2.

Figure A10-4 KOP-F2: Existing Condition



Table A10-2 KOP-F2: Visual Quality Changes by Alternative

Visual Quality Components	Existing	OMF Site F	OMF Site F with Lead Tracks to West Side of Airport Road Design Option
Vividness	Low	Low	Low
Intactness	High	High	High Average
Unity	Low	Low Average	Low
Visual Quality	Low Average	Average	Low Average

10.2.2 OMF Site F

OMF Site F would include a raised-elevation site along the north side SR 99/Evergreen Way (Figure A10-5). The site would be approximately 20 feet above the existing level of SR 99/Evergreen Way. The OMF site would have maintenance buildings along the south side of the site and storage tracks on the north side of the site. OMF Site F would impact several businesses currently operating along the north side of SR 99, including the recreational vehicle dealerships in the foreground. There would also be impacts to overhead utility infrastructure, sparse trees, and large business signage and a billboard. The removal of human-made clutter at the new site would improve the unity of the view. Overall, the visual quality would increase slightly with OMF Site F from low average to average (Table A10-2). Sensitive viewers residing at nearby apartment complexes would not experience a visual impact from OMF Site F, although they would experience a visual change.

Figure A10-5 KOP-F2: OMF Site F



10.2.3 OMF Site F with Lead Tracks to West Side of Airport Road Design Option

OMF Site F with Lead Tracks to West Side of Airport Road Design Option would have similar impacts to OMF Site F, with the additional feature of an elevated guideway crossing over SR 99/Evergreen Way from the south towards to the site to the north (Figure A10-6). For this alternative, the intactness would decrease with the imposing elevated guideway crossing the sensitive viewer's viewshed. Overall, the visual quality of this view would remain unchanged at low average (Table A10-2). Sensitive viewers residents at nearby apartment complexes would not experience a visual impact from this alternative, however they would experience a visual change.

Figure A10-6 **KOP-F2: OMF Site F with Lead Tracks to West Side of Airport Road Design Option**



10.3 KOP-F3: Evergreen Way & Gibson Road Looking Northeast

10.3.1 Existing Condition

This location represents the view experienced by those traveling along SR 99/Evergreen Way looking north/northeast (Figure A10-7). This view includes Evergreen Way, a car dealership, the signalized intersection with Gibson Road, and overhead utility infrastructure. The vividness of this view is low, as it is dominated by the roadway and several small businesses. The intactness of the view is average, with mostly human-made elements and some trees in the background. The unity of this view is low, as the car-dominant environment does not create a strong sense of harmony. Overall, this location has a low average visual quality. This view cannot be seen by sensitive viewers. Table A10-3 summarizes the existing and future visual quality for KOP-F3.

Figure A10-7 KOP-F3: Existing Condition



Table A10-3 KOP-F3: Visual Quality Changes by Alternative

Visual Quality Components	Existing	OMF Site F
Vividness	Low	Low
Intactness	Average	Average
Unity	Low	Low Average
Visual Quality	Low Average	Low Average

NOTE: OMF Site F with Lead Tracks to West Side of Airport Road Design Option would look the same as OMF Site F from KOP-F3 and therefore was not simulated or included in this table.

10.3.2 OMF Site F

OMF Site F would include a raised-elevation site along the north side SR 99/Evergreen Way (Figure A10-8). The site would be approximately 20 feet above the existing level of SR 99/Evergreen Way. The OMF site would have maintenance buildings along the south side of the site and storage tracks on the north side of the site. OMF Site F would impact several businesses currently operating along the north side of SR 99, including the large car dealership at the northeast corner of SR 99 and Gibson Road. There would also be impacts to overhead utility infrastructure, sparse trees, and large business signage and a billboard. The removal of human-made clutter at the new site would improve the unity of the view. Overall, the visual quality would remain at low average (Table A10-3) and would not be seen by any sensitive viewers, resulting in no visual impact.

Figure A10-8 KOP-F3: OMF Site F



10.4 KOP-F4: Alexander Road & Gibson Road Looking Northeast

10.4.1 Existing Condition

This location represents the view experienced by residents living along or near Alexander Road and Gibson Road looking north/northeast along Alexander Road (Figure A10-9). This view includes Alexander Road, several street trees and larger trees in the distance, houses and yards lining the roadway, and overhead utility infrastructure. The vividness of this location is low average, with the neighborhood lacking any memorable features. The intactness here is also low average, with the roadway and houses encroaching upon the natural elements. There is an average sense of unity in the view, with the street providing some level of comfort or harmony. Overall, the visual quality of this view is low average. This view can be seen by sensitive viewers living in the neighborhood. Table A10-4 summarizes the existing and future visual quality for KOP-F4.

Figure A10-9 KOP-F4: Existing Condition



Table A10-4 KOP-F4: Visual Quality Changes by Alternative

Visual Quality Components	Existing	OMF Site F
Vividness	Low Average	Low
Intactness	Low Average	Low
Unity	Average	Low Average
Visual Quality	Low Average	Low

NOTE: OMF Site F with Lead Tracks to West Side of Airport Road Design Option would look the same as OMF Site F from KOP-F4 and therefore was not simulated or included in this table.

10.4.2 OMF Site F

OMF Site F would include a below-grade OMF site on the south side of Alexander Road with storage tracks and a surface parking lot on the north side of the site and maintenance buildings on the south side of the site (Figure A10-10). The site elevation would be approximately 30 feet lower than Alexander Road. OMF Site F would impact several residential homes on the south side of Alexander Road, impacting the vividness, intactness, and unity for sensitive viewers residing along the north side of Alexander Road. Several trees and overhead utility infrastructure would also be impacted. Overall, the visual quality for this view would decrease from low average to low (Table A10-4), which would result in a visual impact for sensitive viewers residing along Alexander Road and the surrounding neighborhood. Mitigation measures could include added street trees or other vegetation and an opaque fence design along the south side of Alexander Road to screen OMF Site F from remaining residences.

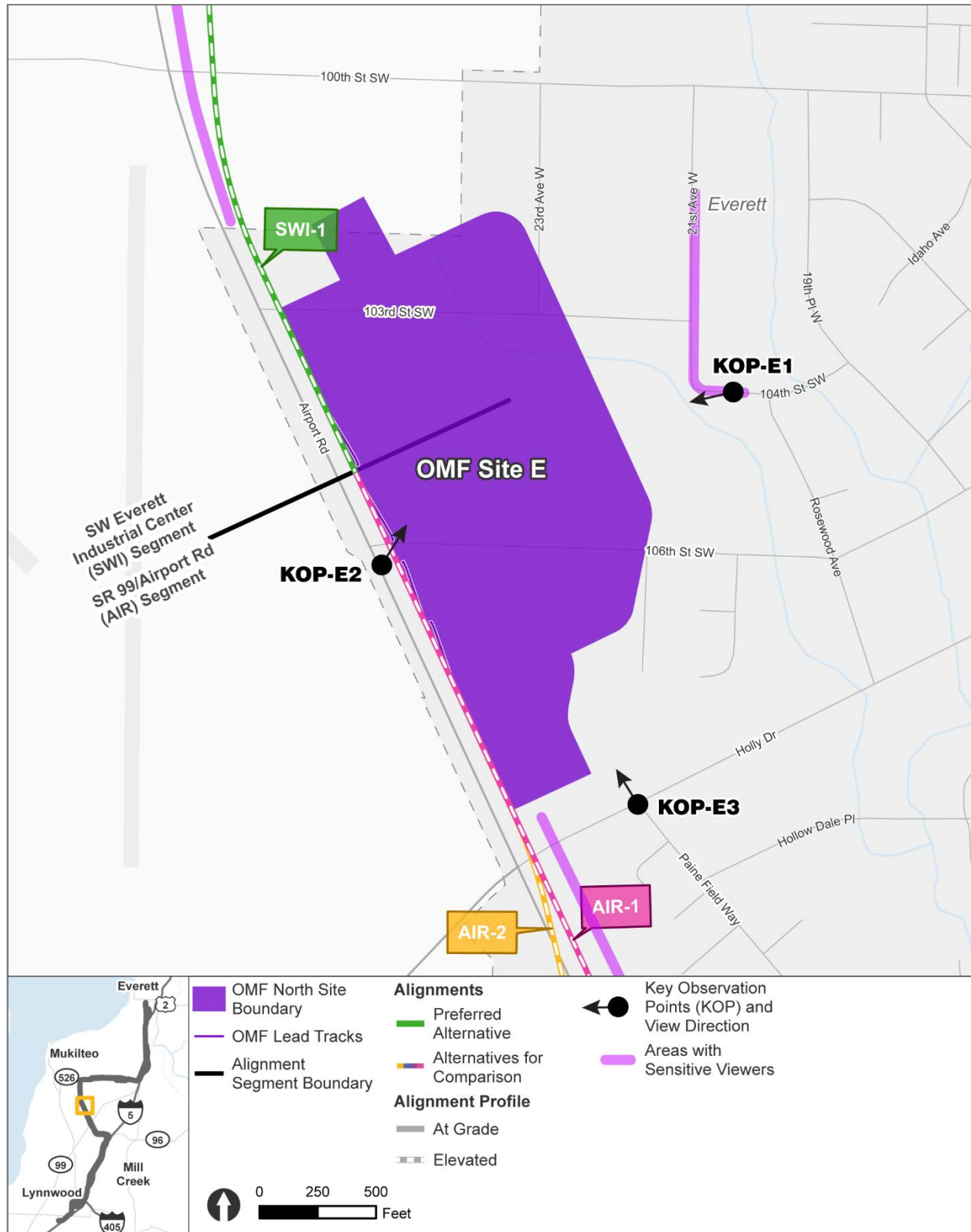
Figure A10-10 KOP-F4: OMF Site F



11 OMF SITE E

Figure A11-1 below shows the KOPs, concentrations of sensitive viewers, and site boundary for OMF Site E.

Figure A11-1 KOPs – OMF Site E



11.1 KOP-E1: 21st Avenue W & 104th Street SW Looking West

11.1.1 Existing Condition

This location represents the view experienced by residents living in the neighborhood near 21st Avenue W and 104th Street SW on the east side of Airport Road looking west (Figure A11-2). This view includes a heavily forested natural area past a dead-end curved road, a residential driveway at the corner of the road, and overhead utility infrastructure. The vividness of this view is average, as it is memorable but only to those living in the neighborhood. The intactness here is average high with a clear delineation between natural elements and human-made elements. The unity of this location is also average high, providing residents in the area with a calming sense of nature and harmony. Overall, the visual quality of this location is average high. This view can be seen by sensitive viewers living in the neighborhood. Table A11-1 summarizes the existing and future visual quality for KOP-E1.

Figure A11-2 KOP-E1: Existing Condition



Table A11-1 KOP-E1: Visual Quality Changes by Alternative

Visual Quality Components	Existing	OMF Site E
Vividness	Average	Average
Intactness	High Average	Average
Unity	High Average	Average
Visual Quality	High Average	Average

11.1.2 OMF Site E

OMF Site E would be elevated from KOP-E1 (Figure A11-3). The site would have storage tracks on the eastern side of the site and maintenance buildings on the western side of the site. OMF Site E would impact residential homes and natural landscape to the west of 21st Avenue W, impacting the intactness and unity of the remaining residents' daily view along 104th Street SW. Overhead utility infrastructure would also be impacted. Overall, the visual quality at KOP-E1 would decrease from high average to average (Table A11-1). This reduction would not be enough to result in a visual impact for sensitive viewers residing along 104th Street SW and the surrounding neighborhood east of 21st Avenue W, although they would experience a visual change.

Figure A11-3 KOP-E1: OMF Site E



11.2 KOP-E2: Airport Road & 106th Street SW Looking North

11.2.1 Existing Condition

This location represents the view experienced by those traveling along Airport Road by vehicle or waiting at the bus stop at the southwest corner of Airport Road and 106th Street SW looking north (Figure A11-4). This view includes Airport Road, the signalized intersection at 106th Street SW, tall trees along the east side of the road, and an industrial business at the northeast corner of the intersection. The vividness of this view is low average, as it is dominated by the roadway and an industrial business. The intactness here is also low average, as the human-made elements are encroaching upon the natural elements. The unity of this view is low, with much of the view featuring car-oriented elements that do not create harmony. Overall, the visual quality of this location is low average. This view can be seen by sensitive viewers walking or biking along Airport Road. Table A11-2 summarizes the existing and future visual quality for KOP-E2.

Figure A11-4 KOP-E2: Existing Condition



Table A11-2 KOP-E2: Visual Quality Changes by Alternative

Visual Quality Components	Existing	OMF Site E
Vividness	Low Average	Low
Intactness	Low Average	Low
Unity	Low	Low
Visual Quality	Low Average	Low

11.2.2 OMF Site E

OMF Site E would include an at-grade guideway along the east side of Airport Road with maintenance buildings and additional storage tracks to the east of the guideway (Figure A11-5). From KOP-E2, OMF Site E would be at the same elevation as Airport Road and land uses along the roadway. OMF Site E would impact existing tall trees on the east side of Airport Road, as well as existing businesses and overhead utility infrastructure. These impacts would cause the intactness and unity to decrease. Overall, the visual quality would decrease from low average to low (Table A11-2), which would result in a visual impact for sensitive viewers walking or biking along Airport Road. Mitigation measures could include added street trees or other vegetation and an opaque fence design along the east side of Airport Road to screen OMF Site E from sensitive viewers.

Figure A11-5 KOP-E2: OMF Site E



11.3 KOP-E3: Holly Drive & Paine Field Way Looking North

11.3.1 Existing Condition

This location represents the view experienced by those living in the neighborhoods east of Airport Road and south of Holly Drive, looking north along Paine Field Way (Figure A11-6). This view includes Paine Field Way continuing towards Holly Drive, an industrial business across Holly Drive, and several trees to the east of the existing business. The vividness of this location is low average, likely only being memorable to residents in the area. The intactness of this view is average, with a notable portion of the view being natural landscape. The unity of this location is high average, with only the industrial business reducing the overall sense of harmony. Overall, the visual quality of this view is average. This view can be seen by sensitive viewers living in the nearby neighborhoods. Table A11-3 summarizes the existing and future visual quality for KOP-E3.

Figure A11-6 KOP-E3: Existing Condition



Table A11-3 KOP-E3: Visual Quality Changes by Alternative

Visual Quality Components	Existing	OMF Site E
Vividness	Low Average	Low Average
Intactness	Average	Average
Unity	High Average	Average
Visual Quality	Average	Average

11.3.2 OMF Site E

OMF Site E would include an elevated site on the north side of Holly Drive with maintenance buildings at the south end of the site and access road leading up to the site from Holly Drive (Figure A11-7). This site would impact existing residential homes and industrial businesses on the north side of Holly Drive, as well as natural landscapes and trees. The vividness would decrease slightly for sensitive viewers residing along Paine Field Way. Overall, the visual quality would remain average (Table A11-3). Sensitive viewers residing along Paine Field Way and the surrounding neighborhood south of Holly Drive would not experience a visual impact from OMF Site E; however, they would experience a visual change.

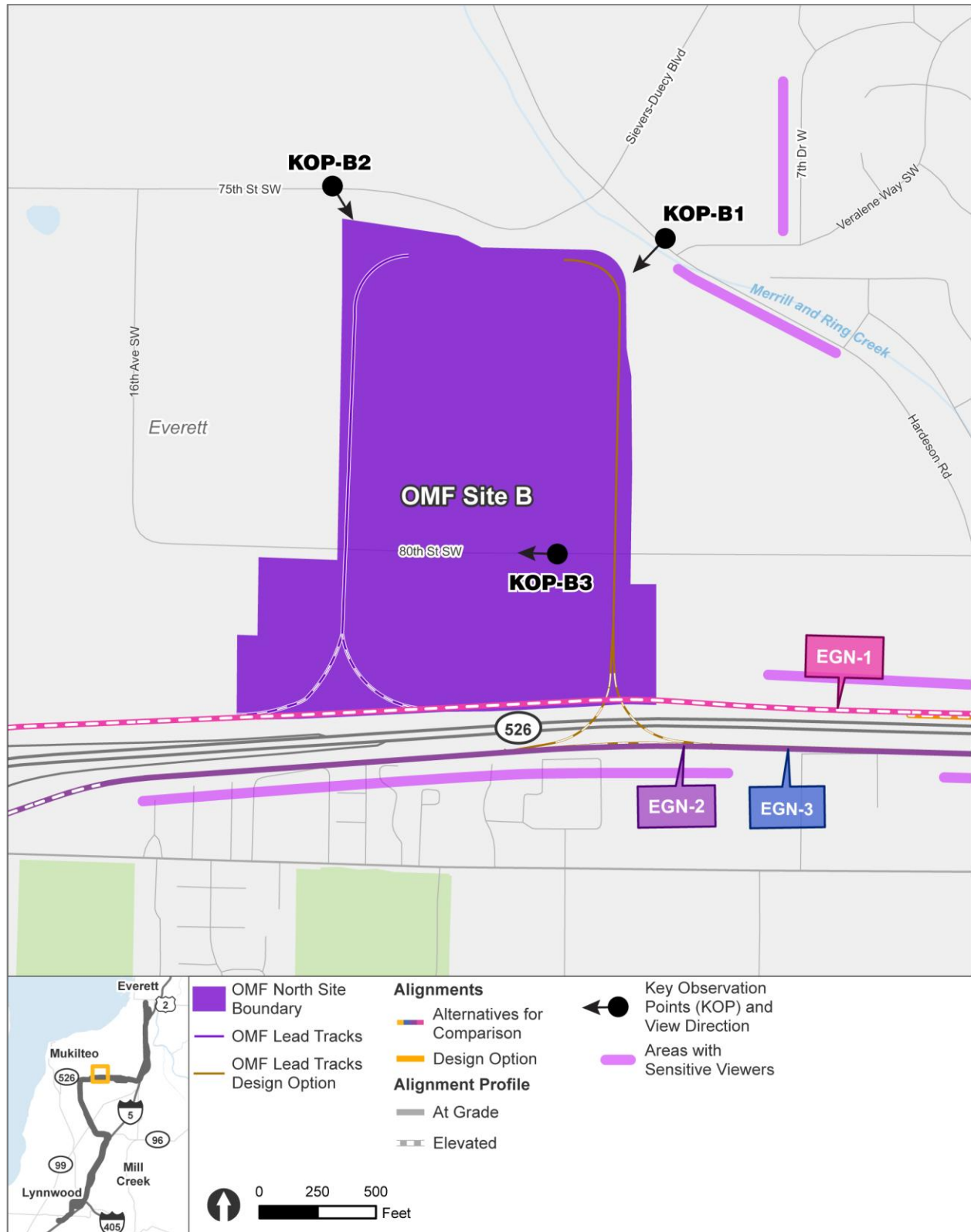
Figure A11-7 KOP-E3: OMF Site E



12 OMF SITE B

Figure A12-1 below shows the KOPs, concentrations of sensitive viewers, and alternatives for OMF Site B.

Figure A12-1 KOPs – OMF Site B



12.1 KOP-B1: Veralene Way SW & Hardeson Road Looking Southwest

12.1.1 Existing Condition

This location represents the view experienced by those entering or exiting the residential areas northeast of Hardeson Road, as well as members of Church of Bethel, looking southwest (Figure A12-2). This view includes the 7-Eleven store at the southwest corner of Hardeson Road and 75th Street SW, a thick forested area across the street, a business at the top of the hill behind the trees, and overhead utility infrastructure. The vividness of this view is average, largely due to the strong presence of trees and the topography. The intactness here is average high, with largely natural elements present and some human-made elements to the north. The unity of this location is average due to the trees partially hiding the building in the background. Overall, the visual quality of this location is average. This view can be seen by sensitive viewers attending Church of Bethel or nearby residents coming in or out of their neighborhoods. Table A12-1 summarizes the existing and future visual quality for KOP-B1.

Figure A12-2 KOP-B1: Existing Condition



Table A12-1 KOP-B1: Visual Quality Changes by Alternative

Visual Quality Components	Existing	OMF Site B	OMF Site B with Lead Tracks to South Side of SR 526 Design Option
Vividness	Average	Low	Low
Intactness	High Average	Low	Low
Unity	Average	Low	Low
Visual Quality	Average	Low	Low

12.1.2 OMF Site B

OMF Site B would include a raised grade site on the southwest side of Hardeson Road (Figure A12-3). This site would be approximately 53 feet above the elevation of Hardeson Road, creating an imposing retaining wall for the sensitive viewers residing northeast of Hardeson Road and members of Church of Bethel. On top of the site, viewers would be able to see overhead catenary system poles spaced out along the perimeter of the site and the safety fence. This site would impact the existing gas station, large businesses southwest of Hardeson Road, and dense natural landscape. Vividness, intactness, and unity would all be diminished with this alternative. Overall, the visual quality would decrease from average to low (Table A12-1), which would result in a visual impact to sensitive viewers attending Church of Bethel and residing in the neighborhood northeast of Hardeson Road. Some mitigation measures for consideration could include vegetation or other architectural designs to screen the large wall.

Figure A12-3 KOP-B1: OMF Site B



12.1.3 OMF Site B with Lead Tracks to South Side of SR 526 Design Option

OMF Site B with Lead Tracks to South Side of SR 526 Design Option would include a raised grade site on the southwest side of Hardeson Road (Figure A12-4). This site would be approximately 53 feet above the elevation of Hardeson Road, creating an imposing retaining wall for the sensitive viewers residing northeast of Hardeson Road and members of Church of Bethel. On top of the site, viewers would be able to see overhead catenary system poles spaced out along the perimeter of the site, the safety fence, and maintenance buildings along the east side of the site. This site would impact the existing gas station, large businesses southwest of Hardeson Road, and dense natural landscape. Vividness, intactness, and unity would all be diminished with this alternative. Overall, the visual quality would decrease from average to low (Table A12-1), which would result in a visual impact to sensitive viewers attending Church of Bethel and residing in the neighborhood northeast of Hardeson Road. Some mitigation measures for consideration could include vegetation or other architectural designs to screen the large wall.

Figure A12-4 **KOP-B1: OMF Site B with Lead Tracks to South Side of SR 526 Design Option**



12.2 KOP-B2: 75th Street SW Looking East

12.2.1 Existing Condition

This location represents the view experienced by those traveling west along 75th Street SW towards Hardeson Road (Figure A12-5). This view includes 75th Street SW sloping downhill towards Hardeson Road, light poles along the road, an industrial business, and some tall trees on the south side of 75th Street SW, and a neighborhood with several large trees in the distance. The vividness of this view is high due to its topography and scenic view of the valley looking down towards Hardeson Road. The intactness here is low average, as there is a notable mixture between natural and human-made elements. The unity in this location is average, with the nearby trees attempting to hide the businesses and the large number of trees overall in the view. Overall, the visual quality of this location is average. This view cannot be seen by sensitive viewers. Table A12-2 summarizes the existing and future visual quality for KOP-B2.

Figure A12-5 KOP-B2: Existing Condition



Table A12-2 KOP-B2: Visual Quality Changes by Alternative

Visual Quality Components	Existing	OMF Site B	OMF Site B with Lead Tracks to South Side of SR 526 Design Option
Vividness	Average	Average	Average
Intactness	High Average	High Average	High Average
Unity	Average	High Average	Average
Visual Quality	Average	High Average	Average

12.2.2 OMF Site B

OMF Site B would include storage tracks on the north side of the OMF site south of 75th Street SW (Figure A12-6). The site would impact existing industrial buildings south of 75th Street SW and existing trees. The removal of human-made features would improve the unity of the view, allowing the viewer to see more greenery and natural elements. Overall, the visual quality would increase from average to high average (Table A12-2). This view would not be experienced by any sensitive viewers, resulting in no visual impacts.

Figure A12-6 KOP-B2: OMF Site B



12.2.3 OMF Site B with Lead Tracks to South Side of SR 526 Design Option

OMF Site B with Lead Tracks to South Side of SR 526 Design Option would include storage tracks and maintenance buildings on the north side of the OMF site south of 75th Street SW (Figure A12-7). The site would impact existing industrial buildings south of 75th Street SW and existing trees. The maintenance buildings on the site would play a similar visual role to viewers as the existing industrial building except located farther away from KOP-B2. Overall, the visual quality would remain at average (Table A12-2). This view would not be experienced by any sensitive viewers, resulting in no visual impacts.

Figure A12-7 **KOP-B2: OMF Site B with Lead Tracks to South Side of SR 526 Design Option**



12.3 KOP-B3: 80th Street SW Looking West

12.3.1 Existing Condition

This location represents the view experienced by those traveling west along 80th Street SW away from Hardeson Road and towards the several industrial businesses in the area (Figure A12-8). This view includes 80th Street SW, overhead utility infrastructure, scattered trees along the roadway, and large industrial businesses. The vividness of this view is low average, as it mainly features roadway and industrial businesses. The intactness here is low due to a scattered mixture of elements. The unity in this location is low average, as the street trees aim to create some harmony and intention. Overall, the visual quality of this location is low average. This view cannot be seen by sensitive viewers. Table A12-3 summarizes the existing and future visual quality for KOP-B3.

Figure A12-8 KOP-B3: Existing Condition



Table A12-3 KOP-B3: Visual Quality Changes by Alternative

Visual Quality Components	Existing	OMF Site B	OMF Site B with Lead Tracks to South Side of SR 526 Design Option
Vividness	Low Average	Low	Low
Intactness	Low	Low	Low
Unity	Low Average	Low Average	Low
Visual Quality	Low Average	Low	Low

12.3.2 OMF Site B

OMF Site B would include at-grade storage tracks on the east side of the site and maintenance buildings on the west side of the site (Figure A12-9). The site would impact large industrial buildings along 80th Street SW as well as street trees and overhead utility infrastructure. OMF Site B would also result in 80th Street SW becoming a cul-de-sac on the east side of the site. The removal of so many trees and replacing with a large OMF site would decrease the vividness of the view. Overall, the visual quality would decrease from low average to low (Table A12-3). Despite this decrease in visual quality, this view would not be seen by any sensitive viewers, resulting in no visual impacts.

Figure A12-9 KOP-B3: OMF Site B



12.3.3 OMF Site B with Lead Tracks to South Side of SR 526 Design Option

OMF Site B with Lead Tracks to South Side of SR 526 Design Option would include at-grade storage tracks and maintenance buildings on the east side of the site (Figure A12-10). The site would impact large industrial buildings along 80th Street SW, as well as street trees and overhead utility infrastructure. OMF Site B would also result in 80th Street SW becoming a cul-de-sac on the east side of the site. The removal of so many trees and replacing with a large OMF site would decrease the vividness of the view. The large maintenance buildings closer to KOP-B3 would also decrease the unity of the view. Overall, the visual quality would decrease from low average to low (Table A12-3). Despite this decrease in visual quality, this view would not be seen by any sensitive viewers, resulting in no visual impacts.

Figure A12-10 **KOP-B3: OMF Site B with Lead Tracks to South Side of SR 526 Design Option**

