

# Federal Way Link Extension

## Draft Environmental Impact Statement

### VISUAL TECHNICAL REPORT

Appendix G5



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Federal Way Link Extension

## Visual and Aesthetic Resources Technical Report

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# Acronyms and Abbreviations

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EIS	environmental impact statement
FHWA	Federal Highway Administration
FWLE	Federal Way Link Extension
HC	Highline College
I-5	Interstate 5
KOP	key observation point
OCS	overhead catenary system
PR-C	Pacific Ridge Commercial
SR	State Route
TPSS	traction power substation
WSDOT	Washington State Department of Transportation

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# Summary

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This section provides a summary of potential impacts on visual and aesthetic resources that would result from the Federal Way Link Extension (FWLE) alternatives. Table S-1 lists the number of residences where visual quality would be affected, by alternative. Potential impacts include:

- The elevated guideway of the State Route (SR) 99 Alternative would impact the greatest number of sensitive viewers (residents) of the four alternatives, primarily in residential areas along the SR 99 corridor.
- The I-5 to SR 99 Alternative would impact the second largest number of sensitive viewers because of tree removal near residences located west of, and adjacent to, I-5 north of Kent/Des Moines Road. Sensitive viewers would also be affected by the presence of the elevated guideway in the median of SR 99 adjacent to residences south of S 240th Street.
- The SR 99 to I-5 Alternative would impact the third greatest number of sensitive viewers from residences along the SR 99 corridor north of Kent-Des Moines Road as well as from residences west of, and adjacent, to I-5 south of S 240th Street.
- The I-5 Alternative would impact the fewest sensitive viewers, all of whom would be located in residences west of, and adjacent, to I-5. The I-5 Alternative would require the removal of mature vegetation, primarily large conifers, that screens views of the freeway from adjacent residences on the west side of I-5. This vegetation removal, along with the presence of project features such as elevated guideways (in some areas) and trains, would lower the visual quality of some adjacent areas.

TABLE S-1

Number of Residences Where the Visual Quality of the Viewed Landscape Would be Reduced (Range with Options)

Alternative	Residences
<b>SR 99</b>	<b>215</b> (160-230)
<b>I-5</b>	<b>115</b> (115-115)
<b>SR 99 to I-5</b>	<b>130</b> (85-130)
<b>I-5 to SR 99</b>	<b>200</b> (190-200)

As evaluated, none of the station or alignment options would greatly reduce the number of impacted residences for that alternative. The Kent/Des Moines Highline College (HC) Campus Station Option would impact sensitive viewers in residences along the west side of 28th Avenue S south of Kent-Des Moines Road, whereas the segment of the SR 99 Alternative it would replace has no impacts. The S 272nd Redondo Trench Station Option would impact residents between S 279th Street and S 302nd Street in similar numbers to the corresponding portion of the SR 99 Alternative. The remaining station and alignment options would not have additional impacts on residents.

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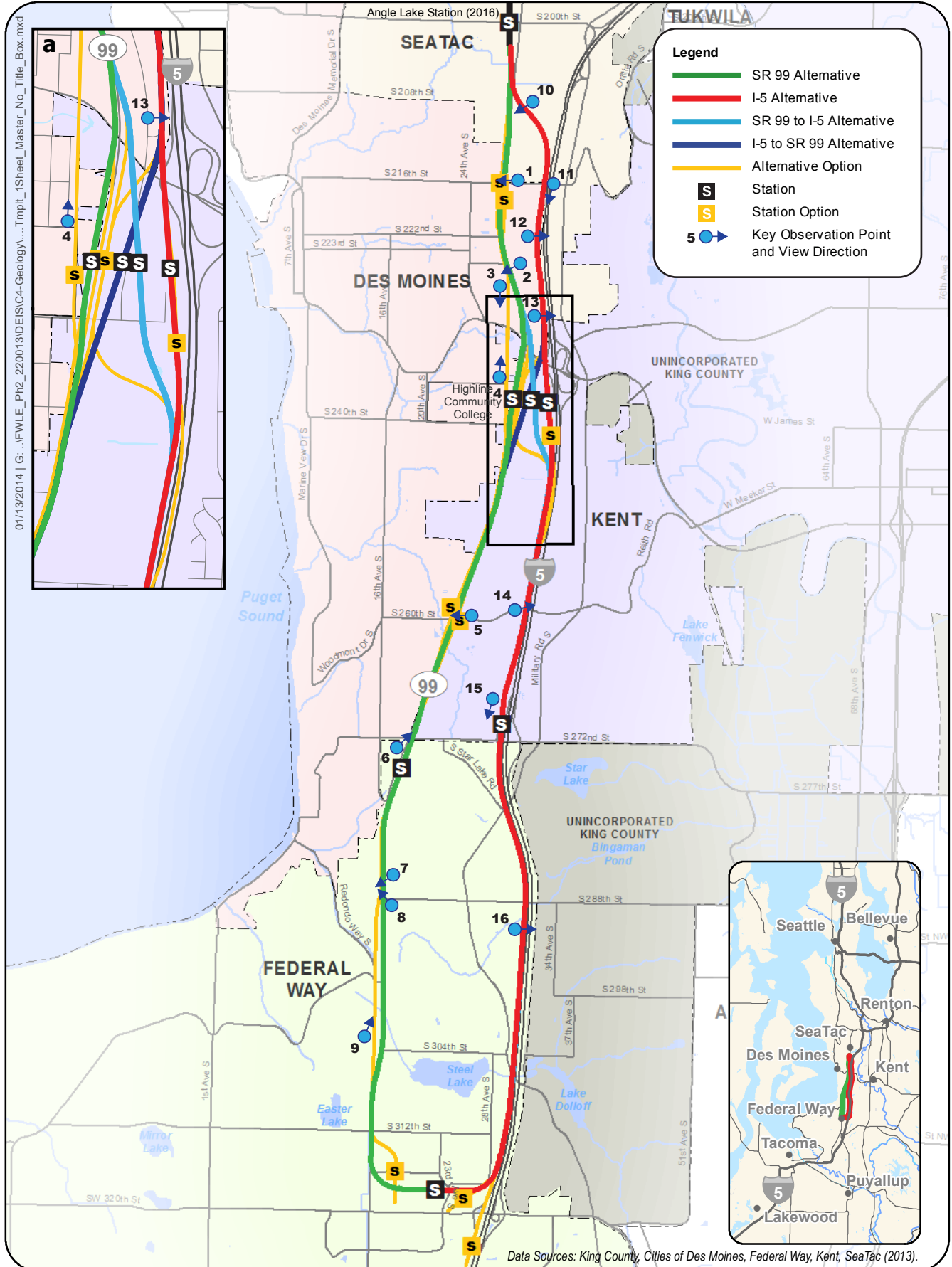
# Simulations

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The key observation point (KOP) simulations contained in this attachment (Exhibits 1 through 16) were developed using the conceptual design drawings available at the time the Draft EIS was being developed, or approximately 5 to 10 percent of design completion. They do not contain most engineering details that would be developed, do not depict the avoidance and minimization measures described in Section 3.2 (Build Alternatives) of the Draft EIS. Some of the simulations included in this appendix depict (in very conceptual form) potential mitigation measures related to landscaping that are described in the Section 4 (Potential Mitigation Measures) of the Technical Report.

After the Preferred Alternative is selected, avoidance, minimization, and mitigation measures will be developed by Interdisciplinary teams and local government representatives with opportunities for the community to comment. Because these measures have not yet been developed, they are not shown in these photo-simulations. Mitigation measures will likely “soften” or screen views of the Preferred Alternative compared to components depicted in the simulations contained in this appendix. These simulations are useful for depicting the form and scale of the components of the various alternatives and options as well as how they might affect views. In addition, the simulations are valuable for depicting differences between the alternatives and options.





0 0.5 1 2 Miles

Key Map and View Direction  
Location of Key Observation Points  
Federal Way Link Extension



**Exhibit 1a. KOP 1: Existing Condition – Looking West from S 216th Street toward SR 99.**



**Exhibit 1b. KOP 1: Simulation of the SR 99 Alternative.**



**Exhibit 1c. KOP 1: Simulation of the S 216th West Station Option.**



**Exhibit 1d. KOP 1: Simulation of the S 216th East Station Option.**





**Exhibit 2a. KOP 2: Existing Condition – Looking West from S 224th Street toward SR 99.**



**Exhibit 2b-1. KOP 2: Simulation of the SR 99 Alternative.**





**Exhibit 2b-2. KOP 2: Simulation of the SR 99 Alternative Illustrating What the View from this Location Would Look Like with a Building at the Intersection of S 224th Street and SR 99.**



**Exhibit 2c. KOP 2: Simulation of the Kent/Des Moines HC Campus Station Option.**



**Exhibit 2d. KOP 2: Simulation of Kent/Des Moines HC Campus Station Option from S 216th West Station Option.**





**Exhibit 3a. KOP 3: Existing Condition – Looking South from S 226th Street at Area between 28th Avenue S (to right) and SR 99 (to left).**



**Exhibit 3b. KOP 3: Simulation of the Kent/Des Moines HC Campus Station Option.**





**Exhibit 3c. KOP 3: Simulation of the Kent/Des Moines HC Campus Station Option from S 216th West Station Option**



**Exhibit 4a. KOP 4: Existing Condition – Looking North along 28th Avenue S.**



**Exhibit 4b. KOP 4: Simulation of the Kent/Des Moines HC Campus Station Option (With Potential Landscaping Conceptually Depicted).**





**Exhibit 5a. KOP 5: Existing Condition – Looking West from S 260th Street toward SR 99.**



**Exhibit 5b. KOP 5: Simulation of the SR 99 Alternative.**





**Exhibit 5c. KOP 5: Simulation of the S 260th West Station Option.**



**Exhibit 5d. KOP 5: Simulation of the S 260th East Station Option.**





**Exhibit 6a. KOP 6: Existing Condition – Looking Northeast at S 272nd Street from SR 99.**



**Exhibit 6b. KOP 6: Simulation of the SR 99 Alternative (Note Edge of Station on Right Side of Exhibit).**



**Exhibit 6c. KOP 6: Simulation of the S 272nd Redondo Trench Station Option.**