

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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Sound Transit

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Acronyms and Abbreviations

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

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
SR 99	215 (160-230)
I-5	115 (115-115)
SR 99 to I-5	130 (85-130)
I-5 to SR 99	200 (190-200)

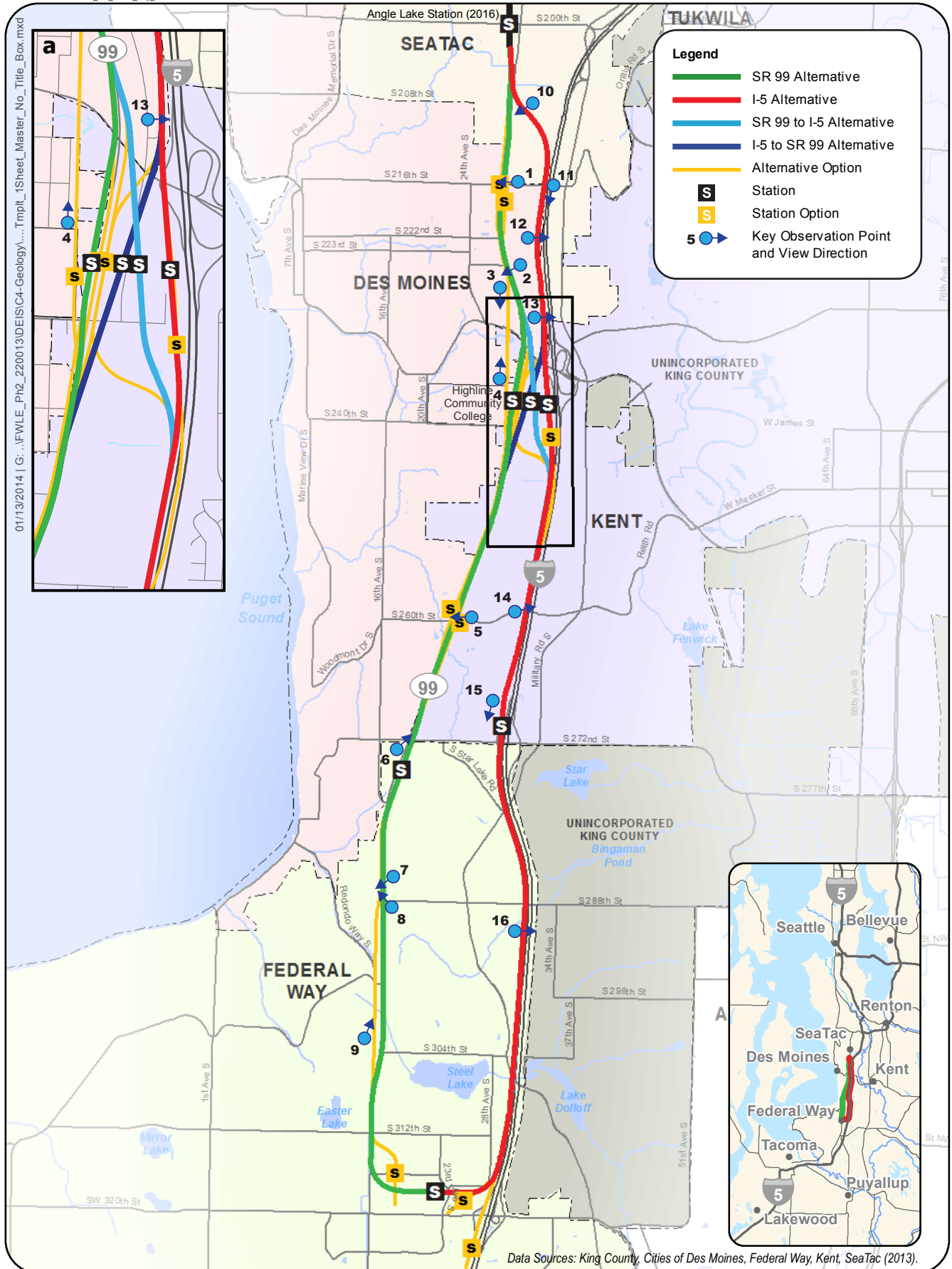
As evaluated, none of the station or alignment options would greatly reduce the number of impacted residences for that alternative. The Kent/Des Moines Highline College (HC) Campus Station Option would impact sensitive viewers in residences along the west side of 28th Avenue S south of Kent-Des Moines 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

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 7a. KOP 7: Existing Condition – Looking Southwest toward S 288th Street from SR 99.



Exhibit 7b. KOP 7: Simulation of the SR 99 Alternative.



Exhibit 7c. KOP 7: Simulation of the S 272nd Redondo Trench Station Option.



Exhibit 8a. KOP 8: Existing Condition – Looking Northwest toward S 288th Street from SR 99.



Exhibit 8b. KOP 8: Simulation of the SR 99 Alternative.



Exhibit 8c. KOP 8: Simulation of the S 272nd Redondo Trench Station Option.



Exhibit 9a. KOP 9: Existing Condition – Looking Northeast along 16th Avenue S.



Exhibit 9b. KOP 9: Simulation of the S 272nd Redondo Trench Station Option (With Potential Landscaping Conceptually Depicted).



Exhibit 10a. KOP 10: Existing Condition – Looking Southwest from S 208th Street toward SR 99 and SR 509 Right-of-way.



Exhibit 10b. KOP 10: Simulation of the I-5 Alternative.



Exhibit 11a. KOP 11: Existing Condition – Looking South from S 216th Street Overpass at I-5.



Exhibit 11b. KOP 11: Simulation of the I-5 Alternative (With Potential Landscaping Conceptually Depicted).



Exhibit 12a. KOP 12: Existing Condition – Looking East from Midway Park toward I-5.



Exhibit 12b. KOP 12: Simulation of the I-5 Alternative.



Exhibit 13a. KOP 13: Existing Condition – Looking East from 30th Avenue S toward I-5.



Exhibit 13b. KOP 13: Simulation of the I-5 Alternative.



Exhibit 14a. KOP 14: Existing Condition – Looking East at I-5 and S 259th Place Underpass.



Exhibit 14b. KOP 14: Simulation of the I-5 Alternative.



Exhibit 15a. KOP 15: Existing Condition – Looking South on 28th Avenue S.



Exhibit 15b. KOP 15: Simulation of the I-5 Alternative (with Potential Landscaping Conceptually Depicted).



Exhibit 16a. KOP 16: Existing Condition – Looking East between S 288th Street and S 304th Street toward I-5.



Exhibit 16b. KOP 16: Simulation of the I-5 Alternative.