April 2015

Federal Way Link Extension

Draft Environmental Impact Statement

VISUAL TECHNICAL REPORT

Appendix G5

SOUNDTRANSIT
Central Puget Sound
Regional Transit Authority

U.S. Department of Transportation
Federal Transit Administration

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SOUNDTRANSIT

Federal Way Link Extension

Visual and Aesthetic Resources Technical Report

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Sound Transit

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April 2015

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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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1.0 Introduction

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

The description of existing visual and aesthetic conditions in the corridor and the assessment of changes that would be associated with the FWLE are based upon, but do not strictly follow, the visual assessment methodology developed by the Federal Highway Administration (FHWA) for assessing impacts related to transportation projects (FHWA, 1988). The FHWA system is described in Appendix A of this report. Each of the following three factors were used to determine if the alternatives being evaluated would result in impacts on visual and aesthetic resources:

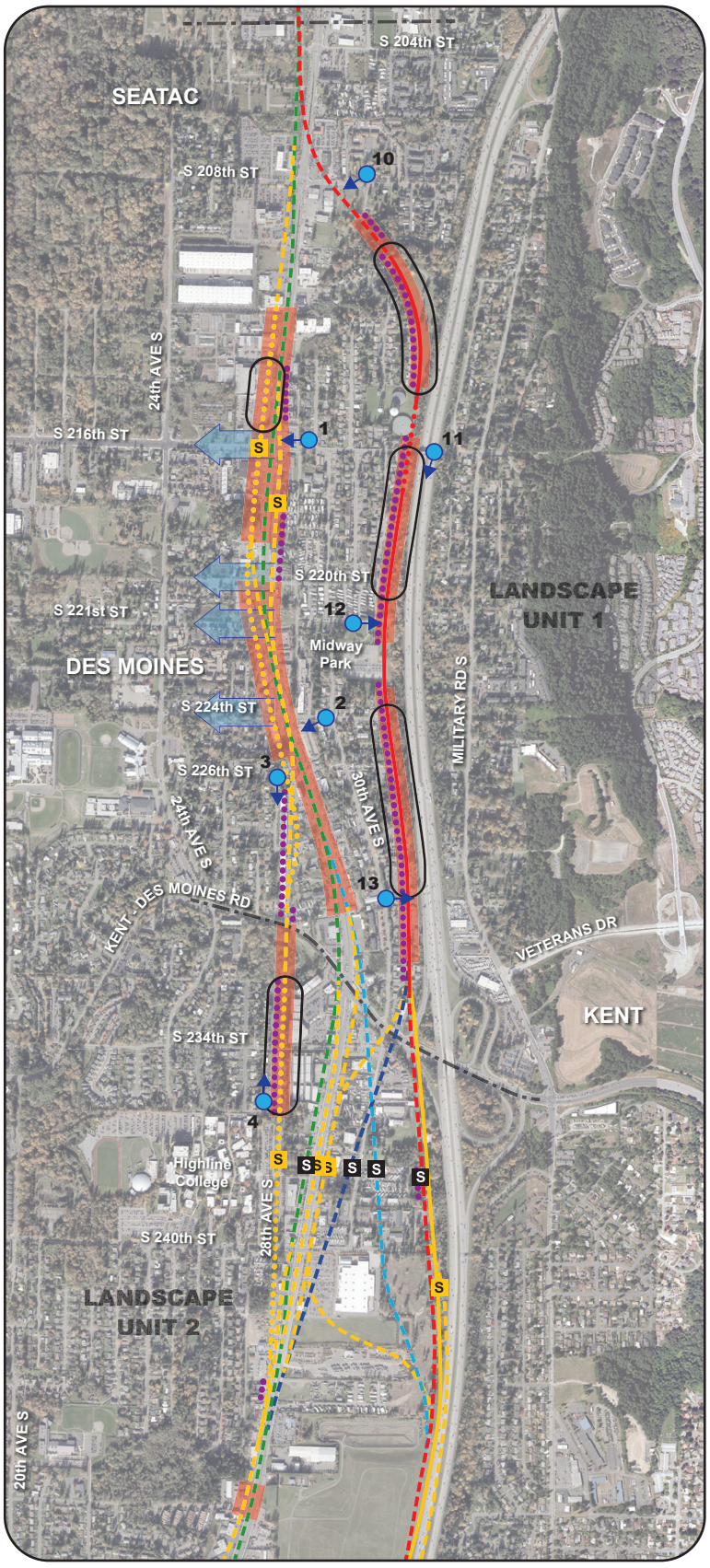
- Change to visual quality near areas with concentrations of sensitive viewers (such as residents and park users who are very familiar with a viewed landscape and would notice changes to it)
- Potential blockage of or intrusion on existing views of Puget Sound, the Olympic Mountains, and Mt. Rainier
- Impacts associated with light and glare related to light rail stations, parking areas, and trains

Of these three, the primary factor for this assessment was determining locations along the corridors of the alternatives and options where the existing visual quality category would be lowered near residences or for sensitive viewers. Residential areas scattered along the corridors contain multi-story residential buildings (apartments and condominiums), mobile homes (usually in mobile home parks), and single-family residences, which are collectively referred to as residences in this technical report. Estimating the approximate number of residences near the alternatives and options where visual quality would be lowered allowed comparisons to be made between the alternatives and options. The other factors—view blockage of Puget Sound, the Olympic Mountains, and Mt. Rainier and impacts associated with light and glare—are discussed in qualitative terms in the assessment of the various alternatives.

In accordance with the FHWA methodology, the FWLE corridor was divided into three landscape units to organize the description of the affected environment and impact assessment. Landscape units are identifiable and distinct geographic areas within a linear project corridor from which there are views (the viewshed) of a proposed action (see Exhibits 1-1, 1-2, and 1-3).

Consistency of the FWLE alternatives with the plans, policies, and ordinances of the cities of SeaTac, Des Moines, Kent, and Federal Way regarding visual or aesthetic resources and/or scenic views was evaluated. None of the documents reviewed from these four cities identified protected views from

specific locations, linear features (such as highways), or view corridors that were applicable to the alternatives being evaluated. Although no protected views were identified in policies, plans and ordinances, views of Puget Sound and the Olympic Mountains were mentioned in several plans as positive elements within the respective jurisdictions. Therefore, areas containing general views to the west of the Olympics and Puget Sound are depicted in Exhibits 1-1 to 1-3. The potential loss of views from the alternatives and/or from future building projects was one of the three factors used to determine if the alternatives being evaluated would result in impacts on visual and aesthetic resources. To determine if any state scenic highways are present in the vicinity of the FWLE project, the Washington Department of Transportation (WSDOT) website that identifies highways designated as scenic or recreational highways was consulted. Neither SR 99 nor I-5 have been designated by the state as scenic or recreational highways in or near the vicinity of the FWLE project (WSDOT, 2014a).



Legend

SR 99 Alternative
- Elevated

I-5 Alternative
- Elevated
- At-Grade
- Trench

SR 99 to I-5 Alternative
- Elevated

I-5 to SR 99 Alternative
- Elevated

Options
- Elevated
- At-Grade
- Trench

Stations
- S — Station for Alternatives
- S — Station for Options
- Landscape Unit Boundary
- Area with Views of Puget Sound, the Olympic Mountains, or Mt. Rainier
- Area with Concentration of Sensitive Viewers
- 5 — Key Observation Point and View Direction
- Average Visual Quality

Note: Portions of Alternative Corridors Not Categorized as Average Visual Quality Are Categorized as Low Visual Quality

- Location Where Visual Quality Would Be Lowered Adjacent to Areas with Concentration of Sensitive Viewers

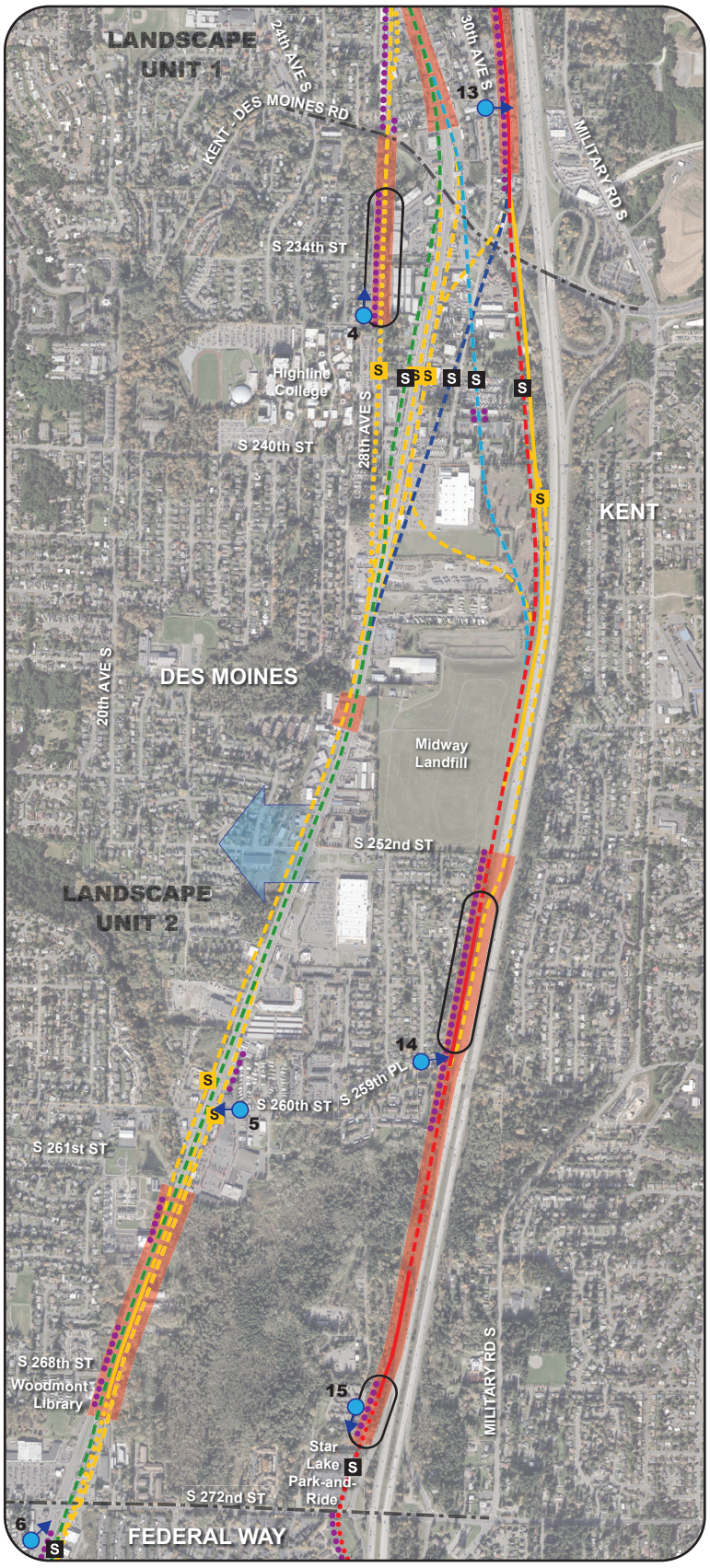
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac, AeroMetric (2013).

N

0 0.25 0.5 Mile

Exhibit 1-1
Visual Conditions in Landscape Unit 1

Federal Way Link Extension



Legend

SR 99 Alternative
- Elevated

I-5 Alternative
- Elevated
- At-Grade
- Trench

SR 99 to I-5 Alternative
- Elevated

I-5 to SR 99 Alternative
- Elevated

Options
- Elevated
- At-Grade
- Trench

Stations
- S — Station for Alternatives
- S — Station for Options
- Landscape Unit Boundary
- Area with Views of Puget Sound, the Olympic Mountains, or Mt. Rainier
- Area with Concentration of Sensitive Viewers
- 5 — Key Observation Point and View Direction
- Average Visual Quality

Note: Portions of Alternative Corridors Not Categorized as Average Visual Quality Are Categorized as Low Visual Quality

- Location Where Visual Quality Would Be Lowered Adjacent to Areas with Concentration of Sensitive Viewers

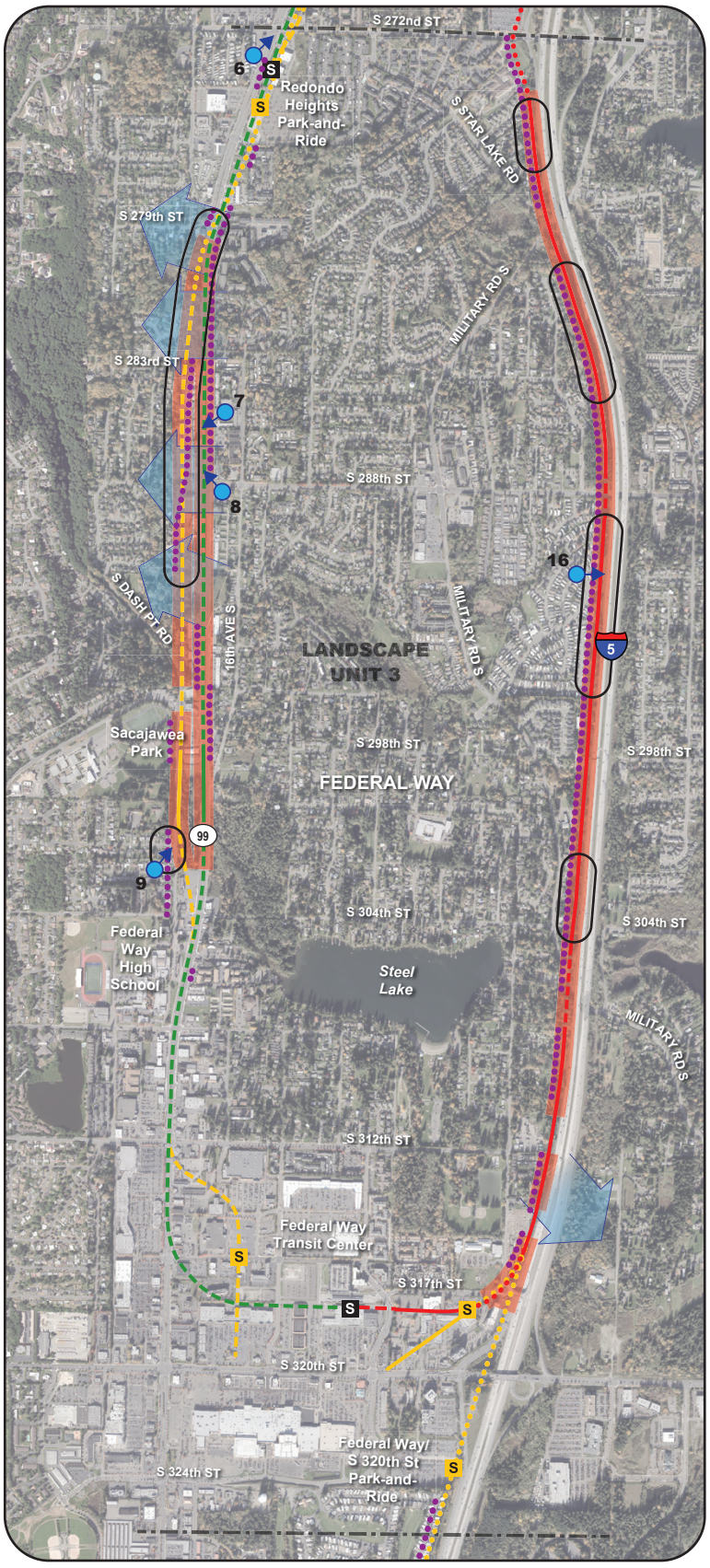
Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac, AeroMetric (2013).

N

0 0.25 0.5 Mile

Exhibit 1-2
Visual Conditions in Landscape Unit 2

Federal Way Link Extension



Legend

SR 99 Alternative
- Elevated

I-5 Alternative
- Elevated
- At-Grade
- Trench

SR 99 to I-5 Alternative
- Elevated

I-5 to SR 99 Alternative
- Elevated

Options
- Elevated
- At-Grade
- Trench

Stations
- Station for Alternatives
- Station for Options
- Landscape Unit Boundary
- Area with Views of Puget Sound, the Olympic Mountains, or Mt. Rainier
- Area with Concentration of Sensitive Viewers
- Key Observation Point and View Direction
- Average Visual Quality

Note: Portions of Alternative Corridors Not Categorized as Average Visual Quality Are Categorized as Low Visual Quality

- Location Where Visual Quality Would Be Lowered Adjacent to Areas with Concentration of Sensitive Viewers

Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac, AeroMetric (2013).

N

0 0.25 0.5 Mile

Exhibit 1-3
Visual Conditions in Landscape Unit 3

Federal Way Link Extension

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Appendix B

Key Observation Point Analysis

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Appendix B

Key Observation Point Analysis

This appendix depicts and explains how the Federal Way Link Extension (FWLE) alternatives would affect the visual quality of the corridors the alternatives would pass through as seen from selected locations, or key observation points (KOPs), found along the alternatives' alignments. The Key Map on the next page shows the locations of the 16 KOPs. Areas where the visual quality (see text box) of the view from the KOPs would change are noted, as are KOPs where views of Puget Sound or the Olympic Mountains might be blocked or intruded upon by FWLE alternative components such as elevated guideways.

Visual Quality Components

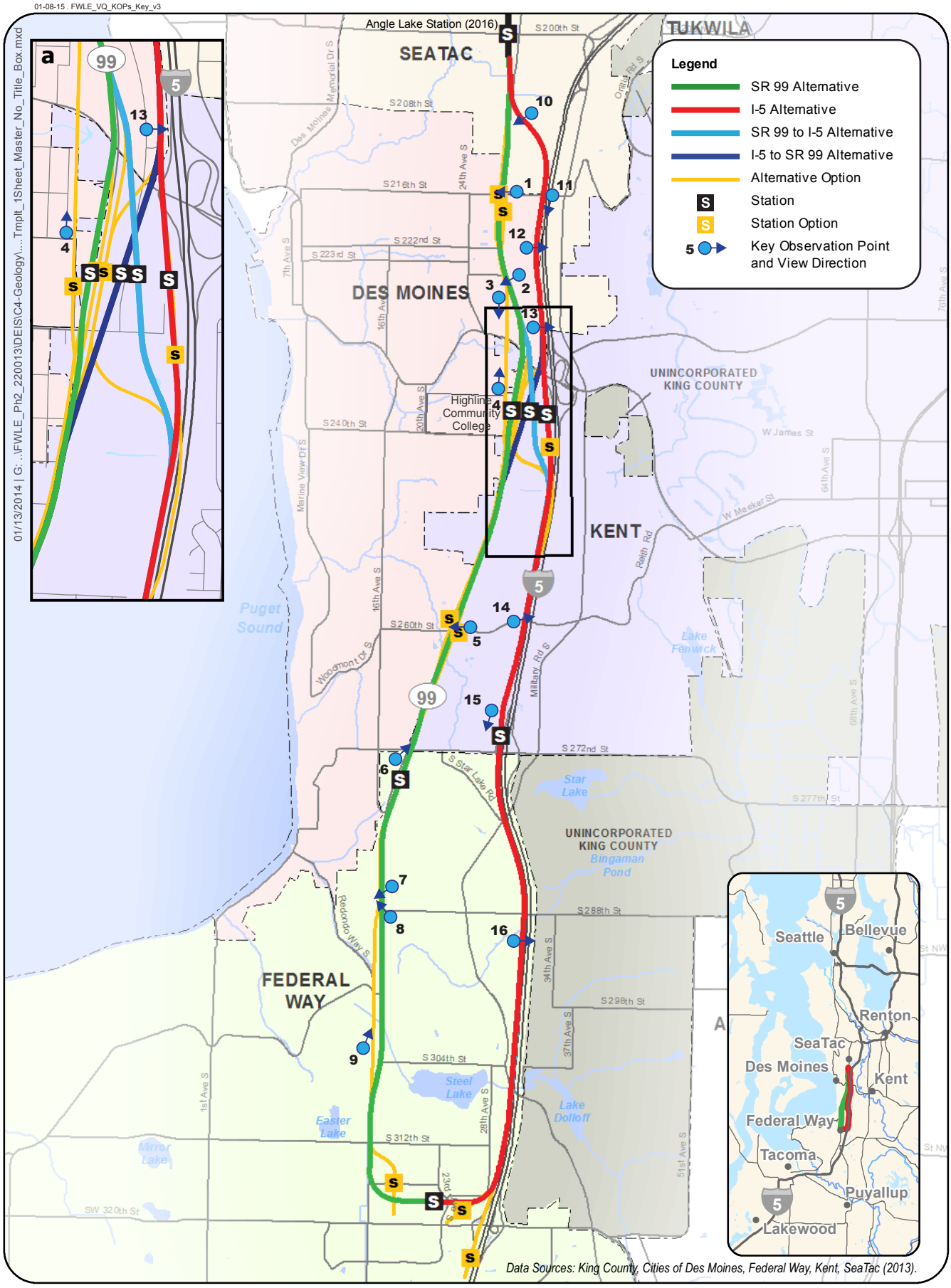
Vividness is the degree of drama, memorability, or distinctiveness of the landscape. Vividness is composed of four elements—landform, vegetation, water features, and human-made elements—that usually influence the degree of vividness.

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.

This analysis is based upon, but does not strictly follow, the visual assessment methodology developed by the Federal Highway Administration (FHWA), which is described in Appendix A, FHWA Visual Impact Methodology, Existing Visual Quality, and Impacts of Alternatives on Visual Quality, to Appendix G5, Visual and Aesthetic Resources Technical Report (Technical Report). As described in Appendix A, visual quality is an assessment of the composition of the character-defining features for selected views of landscapes. A visual quality assessment asks: Is this particular view common or dramatic? Is it a pleasing composition (with a mixture of elements that seem to belong together) or not (with a mixture of elements that either do not belong together or are visual intrusions that contrast with the other elements in the surroundings)? Visual quality is evaluated in terms of vividness, intactness, and unity. Note that in this assessment, views of Puget Sound and the Olympic Mountains are considered to contribute to vividness, and as a result, are contributors to visual quality. The consideration of a "view" (of Puget Sound, the Olympic Mountains, or Mt. Rainer) is considered to be a stand-alone factor used to assist in evaluating impacts to visual and aesthetic resources. Changes to visual quality; intrusion upon or blockage of views Puget Sound, the Olympic Mountains, or Mt. Rainer; and impacts associated with light and glare are the three factors used to assess impacts on visual and aesthetic resources in this technical report.

The visual quality category of the sections of the alternative corridors seen from the KOPs is generally the same as for that of segments of the corridors described in Table A-1 of Appendix A. However, because the KOPs represent one view along the corridor, there may be a difference in visual quality category between the KOP view and the section of the corridor as whole.



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

B.1 Components of Visual Quality

As described in Appendix A, the three components of visual quality are considered together to determine overall visual quality. The seven-point scale used in the FHWA system was simplified to three levels of visual quality for this assessment: low, average, and high (see text box on page B-3).

Visual Quality

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

Average Visual Quality: Areas with average visual quality are commonly occurring or average-appearing landscapes that have a generally pleasant appearance but might lack enough distinctiveness, memorability, drama, and compositional harmony to place them in the high visual quality category. This is generally the most frequent category.

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.

The 16 KOPs described in this appendix were selected in consultation with jurisdictions along the alignments. They depict a range of locations and types of views such as views looking perpendicular toward alternatives to represent views from adjacent areas, and in some locations where potential view blockage of Puget Sound and the Olympic Mountains would occur, views looking along the lengths of the I-5 and SR 99 corridors, views seen by nearby residents, and views seen from the street representing what pedestrains or motorists would see. Both types of views can represent the views that residents, pedestrians, and motorists would have of the alternatives. KOPs from areas with concentrations of sensitive viewers such as residents or people recreating in parks were selected, as well as from areas that do not contain sensitive viewers but were chosen by local jurisdictions as important. Exhibits 1-1 through 1-3 in the Visual and Aesthetic Resources Technical Report identify areas with concentrations of sensitive viewers along the alignments of the alternatives.

The following sections describe the KOPs that were selected for each alternative and option. This organization provides a way of depicting how the alternatives and options would appear from locations along their alignments and assists in evaluating potential impacts associated with the alternatives and options.

B.2 SR 99 Alternative

Six KOPs along the SR 99 Alternative alignment were selected to assist in evaluating the impacts of this alternative. The KOPs associated with SR 99 Alternative options are discussed below. The SR 99 Alternative KOPs are located within Landscape Unit 1 (KOPs 1 and 2), Landscape Unit 2 (KOP 5), and Landscape Unit 3 (KOPs 6, 7, and 8). The existing conditions and visual quality of each KOP are described below, as are the potential impacts of the SR 99 Alternative on the existing conditions and visual quality of each KOP.

KOP 1, Looking West from S 216th Street toward SR 99

Existing Condition (see Appendix C, Exhibit 1a)

This location depicts views that local motorists (mostly people living in nearby neighborhoods) or pedestrians heading west on S 216th Street toward SR 99 see. The character of the part of SR 99 seen

from this location is that of an arterial transportation corridor and the character of areas adjacent to SR 99 are largely commercial with residential areas beyond (and downhill of) the SR 99 commercial corridor.

The view encompasses the roadways of S 216th Street and SR 99, one- and two-story commercial and residential buildings (and the roofs of some), the signalized intersection of S 216th Street and SR 99, and glimpses of Puget Sound and areas beyond, including the Olympic Mountains. The overall view is unremarkable, but the presence of Puget Sound in conjunction with a number of trees west of SR 99 improves the vividness rating of the view to average, as is the visual quality of the view from KOP 1.

With the SR 99 Alternative (see Appendix A, Exhibit 1b)

The SR 99 Alternative would follow SR 99 and add a second north-south transportation element into the view that would be seen by motorists and pedestrians. It would not be inconsistent with the character of the SR 99 corridor, but it would introduce a larger-scale transportation element into the view. From KOP 1, parts of the elevated guideway and the overhead catenary system (OCS) would be silhouetted against the sky. The elevated guideway would intrude upon the view of Puget Sound (which would still be seen "under" the structure). The SR 99 Alternative would lower the vividness and unity of the view from average to low. Visual quality would also be reduced to low.

Visual Quality Rating – Existing (with SR 99 Alternative)

- Vividness = average (low)
- Intactness = average (low)
- Unity = average (low)
- *Visual Quality = Average (Low)*

KOP 2, Looking West from S 224th Street toward SR 99

Existing Condition (see Appendix A, Exhibit 2a)

KOP 2 depicts views that people (mostly local residents from nearby neighborhoods) driving west on S 224th Street toward the SR 99 corridor see. It also represents views to the west toward Puget Sound that some guests in a hotel being constructed on the southeast corner of the S 224th Street and SR 99 would have. The view from this location includes SR 99; S 224th Street, including the extension of it downhill beyond SR 99; utility poles and lines; a number of trees; and glimpses of Puget Sound. Properties that are adjacent to the SR 99 corridor are commercial in character. Residential areas can be seen in the distance beyond the SR 99 corridor. The building west of SR 99 and north of S 224th Street contributes intactness and unity to the viewed landscape, as do numerous trees. The portion of Puget Sound and landforms beyond it can be seen in the background add to the vividness of the view. The visual quality of the view from KOP 2 is average.

With the SR 99 Alternative (see Appendix C, Exhibit 2b)

The SR 99 Alternative would add a second transportation element along the SR 99 corridor that would not be inconsistent with the character of this part of the SR 99 corridor. Because the elevated guideway would not be silhouetted against the sky from this location, the portion of the SR 99 Alternative seen from KOP 2 would not be as much of a visual encroachment to the corridor as it would be from KOP 1. The OCS would be silhouetted, but because of the presence of other overhead lines

that can be seen from this location, the OCS overhead lines would not be particularly noticeable. The elevated guideway would echo the strong horizontal lines of the background land forms, buildings, SR 99, and utility lines, but would be larger in scale. The views of Puget Sound that contribute to the vividness of the view would be blocked. The average visual quality of the part of the SR 99 corridor seen from this location would be reduced to low.

Visual Quality Rating – Existing (with SR 99 Alternative)

- Vividness = average (low)
- Intactness = average (low)
- Unity = average (average)
- *Visual Quality = Average (Low)*

KOP 5, Looking West from S 260th Street toward SR 99

Existing Condition (see Appendix C, Exhibit 5a)

KOP 5 is adjacent to a residential area where views of the SR 99 corridor and S 260th Street are largely blocked by nearby structures, a perimeter fence, and vegetation. KOP 5 represents the views that motorists (mostly residents of neighborhoods to the east) and pedestrians heading west on S 260th Street toward the SR 99 corridor see. The land near the intersection of SR 99 and S 260th Street is commercial in use and gives the intersection area a transportation corridor/commercial character. The view from KOP 5 along S 260th Street toward SR 99 and beyond is unremarkable and vividness is low. The view includes S 260th Street, parking areas and adjacent buildings, the intersection of S 260th Street and SR 99, utility poles and lines, and a gas station east of SR 99, which together produce an intactness rating of low. The trees that can be seen along S 260th Street and the rising terrain S 260th Street follows in the distance contribute to an average degree of unity. The visual quality of the view from KOP 5 is low.

With the SR 99 Alternative (see Appendix C, Exhibit 5b)

The SR 99 Alternative would not be inconsistent with the character of the portion of the SR 99 corridor seen from KOP 5 by motorists and pedestrians. The elevated guideway would be partially silhouetted against the sky from this location and would somewhat encroach on views of the rising terrain in the background, but would not block the view of the terrain. The rising terrain in the background would be seen under the elevated guideway. The presence of the elevated structure would somewhat add to the vividness of the unremarkable eastern view from this location, but not enough to increase the vividness rating from low to average. The elevated guideway would add a new large-scale transportation element from this view that would pass over S 260th Street. Its presence would somewhat further reduce the low visual quality of the view from this location.

Visual Quality Rating – Existing (with SR 99 Alternative)

- Vividness = low (low)
- Intactness = low (low)
- Unity = average (low)
- *Visual Quality = Low (Low)*

KOP 6, Looking Northeast from SR 99 toward S 272nd Street

Existing Condition (see Appendix C, Exhibit 6a)

The expansive view along the SR 99 corridor from KOP 6 toward the S 272nd Street intersection represents a view toward a section of the corridor where the differences among the SR 99 Alternative and the S 272nd Redondo Trench Station Option discussed later in this appendix would be very apparent to people traveling on this section of SR 99. Viewers include a range of motorists (primarily local residents and commuters) and to a lesser extent, pedestrians. Features that can be seen from this location include the SR 99 roadway and sidewalks, areas for sidewalk and median landscaping (although the median landscaping in this view is less attractive than segments of the median to the northeast), commercial buildings located adjacent to the street as well as set back away from it, parking lots, light standards, utility poles and their associated lines, and vegetation in the background. This view is typical of views along commercial sections adjacent to the SR 99 corridor that include small businesses (on the left side of Exhibit 6a) and larger businesses containing large parking areas (on the right side of Exhibit 6a). The character of this view is typical of an arterial transportation corridor with adjacent heavy commercial land uses. The view from KOP 6 is unremarkable and intactness and unity are low, as is visual quality.

With the SR 99 Alternative (see Appendix C, Exhibit 6b)

The SR 99 Alternative would introduce an elevated transportation element along the corridor that would not be inconsistent with the existing major arterial character of the corridor, but would be much larger in scale than other elements seen along this part of the corridor. Buildings and vegetation along the east side of SR 99 would be removed, which would somewhat change the commercial character of those parts of the corridor but have little to no effect on visual quality. The elevated structure would become the skyline element in this view of the corridor. Vegetation beyond the elevated guideway would still be seen under parts of it. The presence of the SR 99 Alternative would further contribute to a reduction in the low visual quality of the portion of the SR 99 corridor seen from this location.

Visual Quality Rating – Existing (with SR 99 Alternative)

- Vividness = low (low)
- Intactness = low (low)
- Unity = low (low)
- *Visual Quality = Low (Low)*

KOP 7, Looking Southwest along SR 99 near the Intersection with S 288th Street

Existing Condition (see Appendix C, Exhibit 7a)

KOP 7 is situated in a parking area of a series of residential buildings located along the east side of the SR 99 corridor and represents views that residents in the parking area have. This portion of the SR 99 corridor contains a number of areas with concentrations of sensitive viewers residing in multi-story residential buildings. The elevated view from KOP 7 includes the SR 99 roadway, a landscaped median and landscaped sidewalk areas, a series of small-scale commercial buildings, a number of utility poles and light standards, and vegetated hillsides in the background. Although the view from this KOP is oriented along the SR 99 corridor, views to west from nearby residential units include Puget Sound and

the Olympic Mountains. The view along the SR 99 corridor from KOP 7 represents a mix of land uses, including commercial and residential, that influences the character of this part of the SR 99 corridor. The vividness, intactness, and unity of the view from KOP 7 are average, as is visual quality.

With the SR 99 Alternative (see Appendix C, Exhibit 7b)

Although the SR 99 Alternative would not be inconsistent with the character of the SR 99 corridor seen from KOP 7 and would not remove adjacent commercial buildings, the elevated guideway would introduce a large-scale horizontal transportation element into the view. The median over which the elevated structure would pass could be replanted, but vegetation would not include young trees of the species that the current median contains. The structure would pass through the view and be silhouetted against the sky. The presence of the elevated guideway would decrease the visual connection with areas to the southwest and would reduce the vividness of this portion of the corridor seen from KOP 7 from average to low. The elevated guideway would encroach on views of the SR 99 corridor, and intactness of the corridor would be reduced to low. Unity would be somewhat lowered but not enough to lower it from average to low. The visual quality of the portion of the SR 99 corridor seen from KOP 7 would be reduced from average to low.

Visual Quality Rating - Existing (with SR 99 Alternative)

- Vividness = average (low)
- Intactness = average (low)
- Unity = average (average)
- *Visual Quality = Average (Low)*

KOP 8, Looking Northwest toward the S 288th Street and SR 99 Intersection from SR 99

Existing Condition (see Appendix C, Exhibit 8a)

KOP 8 is situated along a section of SR 99 that represents views that motorists (commuters, people passing through the SR 99 corridor, and residents in nearby neighborhoods to the east and west) see near an important corridor intersection. The intersection is lined with small businesses (that give it a commercial character), behind which trees from residential areas can be seen. Puget Sound and areas beyond contribute to vividness, while the low-rise commercial buildings of similar appearance and scale in conjunction with the trees seen in the background produce average unity. Utility poles along with the street and traffic control lights associated with the intersection intrude into western views from this location and reduce intactness to low. The visual quality of the view of the SR 99 corridor from KOP 8 is average.

With the SR 99 Alternative (see Appendix C, Exhibit 8b)

The elevated guideway that would pass over this view would be a major visual transportation element. It would not be inconsistent with the existing character of this part of the SR 99 corridor, but would be larger in scale than nearby features and a dominant visual feature. Although the elevated guideway would not block views of Puget Sound for people driving or walking by this location, it would intrude on views and its presence would lower the vividness of this part of the corridor as well as reduce visual unity. Intactness would continue to be low. The visual quality of the view from KOP 8 would be reduced from average to low.

Visual Quality Rating – Existing (with SR 99 Alternative)

- Vividness = average (low)
- Intactness = low (low)
- Unity = average (low)
- *Visual Quality = Average (Low)*

B.2.1 SR 99 Alternative, S 216th West Station Option

KOP 1 in Landscape Unit 1 was chosen to assist in evaluating the impacts of the S 216th West Station Option. It is described below.

KOP 1, Looking West from S 216th Street at SR 99

Existing Condition (see Appendix C, Exhibit 1a)

The existing condition for KOP 1 with this station option is the same as the described above for KOP 1 under the SR 99 Alternative.

With S 216th West Station Option (see Appendix C, Exhibit 1c)

By locating the alignment and station in a trench, this option would not incorporate a large-scale structure into this part of the SR 99 corridor. Westward views of Puget Sound would continue to be seen and contribute to the vividness of this part of the corridor. Existing buildings along the west side of SR 99 would be removed, which would somewhat change the commercial character of this area, but would not affect visual quality. Streetscape elements associated with the station (but not depicted in Exhibit 1c) would somewhat improve intactness along this part of SR 99. Although this option would slightly improve visual quality of the view from KOP 1, the visual quality would remain average.

Visual Quality Rating – Existing (with S 216th West Station Option)

- Vividness = average (average)
- Intactness = average (average)
- Unity = average (average)
- *Visual Quality = Average (Average)*

B.2.2 SR 99 Alternative, S 216th East Station Option

KOP 1 was selected to assist in evaluating impacts of the S 216th East Station Option. It is located in Landscape Unit 1 and described below.

KOP 1, Looking West from S 216th Street at SR 99

Existing Condition (see Appendix C, Exhibit 1a)

The existing condition for KOP 1 with this station option is the same as the described above for KOP 1 under the SR 99 Alternative.

With the S 216th East Station Option (see Appendix C, Exhibit 1d)

The S 216th East Station Option that would pass along the east side of SR 99 would not be inconsistent with the character of this portion of the SR 99 corridor. The existing commercial building on the east side of the street that is visible from this location would be removed, and the elevated guideway and the OCS would be silhouetted against the sky. The station would be located south of this location and would not be visible from KOP 1. The elevated guideway would block views of motorists and

pedestrians of landforms in the distance beyond Puget Sound and would intrude upon the view of Puget Sound (which would be seen under the elevated guideway), all of which would lower vividness. The large scale of the elevated guideway would encroach on this view and reduce the intactness and unity of this part of the corridor to low. The visual quality of the portion of SR 99 corridor seen from KOP 1 would be reduced from average to low.

Visual Quality Rating – Existing (with S 216th East Option)

- Vividness = average (low)
- Intactness = average (low)
- Unity = average (low)
- *Visual Quality = Average (Low)*

B.2.3 SR 99 Alternative, Kent/Des Moines HC Campus Station Option

KOPs 2, 3, and 4 in Landscape Unit 1 were selected to assist in evaluating the impacts of the Kent/Des Moines HC Campus Station Option and are described below.

KOP 2, Looking West from S 224th Street toward SR 99

Existing Condition (see Appendix C, Exhibit 2a)

The existing condition for KOP 2 with this station option is the same as described above for KOP 2 under the SR 99 Alternative.

With the Kent/Des Moines HC Campus Station Option (see Appendix C, Exhibit 2d)

The Kent/Des Moines HC Campus Station Option elevated guideway seen from KOP 2 would not be inconsistent with the major arterial character of this portion of the SR 99 corridor. The elevated structure would be larger in scale than other elements seen along this part of the corridor. The elevated structure would block views of Puget Sound and areas beyond, which would contribute to a lowering of the average vividness of this part of the corridor to low. The average intactness of this part of the corridor would be reduced by the encroachment of the guideway, and unity would likewise be reduced from average to low. This station option's impact to the part of the corridor seen from this KOP would be very similar to that of the SR 99 Alternative described above and would reduce the existing average visual quality to low.

Visual Quality Rating – Existing (with Kent/Des Moines HC Campus Station Option)

- Vividness = average (low)
- Intactness = average (low)
- Unity = average (low)
- *Visual Quality = Average (Low)*

KOP 3, Looking South from S 226th Street at Area between 28th Avenue S and SR 99

Existing Condition (see Appendix C, Exhibit 3a)

KOP 3 is located in a parking area that serves several residential buildings lining the east side of 28th Avenue S. Although this location represents views from the parking area (units in the buildings have view windows and balconies on the west, or view, side of the buildings), the parking area is used by residents. The Kent/Des Moines HC Campus Station Option would pass east of the parking area

through the rear portions of commercial properties that contain buildings and outdoor storage areas and are accessed via SR 99 (which is higher in elevation than the parking area). The area this station option would pass through has a utilitarian appearance that is commercial/parking lot in character. The viewed area has low vividness, intactness, and unity. The visual quality of the parking area and adjacent commercial properties is low.

With the Kent/Des Moines HC Campus Station Option (see Appendix C, Exhibit 3b)

With the Kent/Des Moines HC Campus Station Option, the corridor of elevated guideway would pass next to the parking areas associated with multi-family buildings and would be a large-scale overhead element. The station option would add a transportation element to the character of the area, which is currently a mix of residential, parking lot, and commercial (with outside storage areas). Residents would see the elevated guideway and trains as they walked between the parking areas and their units and from units that have windows facing east. Most of the units do not have eastern views of trees, they have views across the parking area of the apartments of the backs of businesses, parking and storage areas, and vegetated areas largely composed of blackberry bushes.

Visual Quality Rating – Existing (with Kent/Des Moines HC Campus Station Option)

- Vividness = low (low)
- Intactness = low (low)
- Unity = low (low)
- *Visual Quality = Low (Low)*

KOP 4, 28th Avenue S Looking North

Existing Condition (see Appendix C, Exhibit 4a)

KOP 4 was selected to represent views of residents along the west side of 28th Avenue S as well as views of motorists who live in the neighborhood driving on 28th Avenue. The view from KOP 4 is of the east side of 28th Avenue S looking north. The area is residential in character, and vegetation in the fronts of yards tends to screen north-south views of residences along 28th Avenue S. The character of the viewed landscape is that of a pleasant, well-maintained, typical residential neighborhood with average vividness. Utility poles and lines, which are the primary negative visual features, do not lower intactness below average. The unity rating of this view is high, and visual quality is average.

With the Kent/Des Moines HC Campus Station Option (see Appendix C, Exhibit 4b)

The Kent/Des Moines HC Campus Station Option would require the removal of all the residences and landscaping associated with the residences along the east (right) side of 28th Avenue S. Near this location, the alignment would enter a trench. Part of this option's sound wall would be seen above the retained-cut wall. The sound wall would block views of trains passing through the trench but not the OCS. The Kent/Des Moines HC Campus Option would change the character of the portion of its corridor along the east side of 28th Avenue S from residential to transportation and would lower the average vividness and intactness of the view. The removal of trees and residences and the strong horizontal appearance of the sound wall would lower the average degree of unity of the existing view from average to low. The visual quality of this part of the station option would be reduced from average to

low. Mitigation measures, such as treating the sound wall and the landscaping as conceptually displayed in Exhibit 4b, would improve visual quality to average within approximately 5 to 8 years.

Visual Quality Rating – Existing (with Kent/Des Moines HC Campus Station Option)

- Vividness = average (low)
- Intactness = average (average)
- Unity = average (low)
- *Visual Quality = Average (Low)*

B.2.4 SR 99 Alternative, with the Kent/Des Moines HC Station Campus Option from S 216th West Station Option

In Landscape Unit 1, two KOPs (KOPs 2 and 3) were selected to assist in evaluating impacts of the S 216th West Station option combined with the Kent/Des Moines HC Campus Station Option. They are described below.

KOP 2, Looking West from S 224th Street toward SR 99

Existing Condition (see Appendix C, Exhibit 2a)

The existing condition for KOP 2 with this station option is the same as the described above for KOP 2 under the SR 99 Alternative.

Kent/Des Moines HC Campus Station Option from S 216th West Station Option (see Appendix C, Exhibit 2d)

The simulation depicts the S 216th West Station Option combined with the Kent/Des Moines HC Campus Station Option. Because the profile of this option along the portion the SR 99 corridor seen from KOP 2 would be in a trench, it would be less visually prominent to motorists, pedestrians, and future hotel guests than the elevated SR 99 Alternative alignment would be. It would not block or intrude on views of Puget Sound and the Olympic Mountains. This station option would not change the average visual quality of the part of the SR 99 corridor viewed from KOP 2.

Visual Quality Rating – Existing (with S 216th West Station Option)

- Vividness = average (average)
- Intactness = average (average)
- Unity = average (average)
- *Visual Quality = Average (Average)*

KOP 3, Looking South from S 226th Street at Area between 28th Avenue S and SR 99

Existing Condition (see Appendix C, Exhibit 3a)

The existing condition description for this KOP is the same as the description for KOP 3 under the SR 99 Alternative, Kent/Des Moines HC Campus Station Option.

With Kent/Des Moines HC Campus Station Option from S 216th West Station Option (see Appendix C, Exhibit 3c)

With the Kent/Des Moines HC Campus Station Option from the S 216th West Station Option, the portion of the alignment passing this location would be in a trench approximately 20 feet below the adjacent grade. The top of the retaining wall would be seen, as would a fence on top of the wall. The

large trees east of the alignment would be removed. Residents would see the wall and fence as they walk between the parking areas and their units, and some elevated units would have views into the trench. The wall and fence would not change the existing low visual quality of the area it would pass over, and they would not intrude on views. Mitigation measures such as treating the sound wall and the landscaping would improve visual quality, but not enough to raise it to average.

Visual Quality Rating – Existing (with Kent/Des Moines HC Campus Station Option)

- Vividness = low (low)
- Intactness = low (low)
- Unity = low (low)
- *Visual Quality = Low (Low)*

B.2.5 SR 99 Alternative, S 260th West Station Option

KOP 5 in Landscape Unit 2 near the S 260th West Station Option's crossing of S 260th Street was selected to assist in evaluating impacts from this station option.

KOP 5, Looking West from S 260th Street toward SR 99

Existing Condition (see Appendix C, Exhibit 5a)

The existing condition for KOP 5 with this station option is the same as that described above for KOP 5 under the SR 99 Alternative.

With the S 260th West Station Option (see Appendix C, Exhibit 5c)

From KOP 5, the elevated guideway passing along the west side of the SR 99 corridor would be partially silhouetted against the sky when viewed by motorists and pedestrians from this location east of SR 99. The S 260th West Station Option alignment would be farther from KOP 5 than the SR 99 Alternative alignment, so it would be slightly less visually prominent. The presence of the elevated guideway would not be inconsistent with the character of the portion of the SR 99 corridor viewed from KOP 5. The elevated guideway would introduce a large-scale transportation element into this view, but not further lower the existing low vividness, intactness, unity, or visual quality of the view.

Visual Quality Rating – Existing (with S 260th West Station Option)

- Vividness = low (low)
- Intactness = low (low)
- Unity = low (low)
- *Visual Quality = Low (Low)*

B.2.6 SR 99 Alternative, S 260th East Station Option

KOP 5 near the S 260th East Station Option's crossing of S 260th Street was selected to assist in the evaluation of impacts from this option. It is described below.

KOP 5, Looking West from S 260th Street at SR 99

Existing Condition (see Appendix C, Exhibit 5a)

The existing condition for KOP 5 with this station option is the same as the described above for KOP 5 under the SR 99 Alternative.

With the S 260th East Station Option (see Appendix C, Exhibit 5d)

From KOP 5, the elevated S 260th East Station would be seen between this location and SR 99 and would be partially silhouetted against the sky. The station would add a large-scale horizontal element crossing over S 260th Street to the view that would be different in character that the current utilitarian transportation character of the part of the SR 99 corridor seen from KOP 5. The presence of the elevated structure would increase the low vividness of this part of the SR 99 corridor to average. It would not improve intactness and unity. The low visual quality of part of the SR 99 corridor would not change.

Visual Quality Rating – Existing (with S 260th East Station Option)

- Vividness = low (average)
- Intactness = low (low)
- Unity = low (low)
- *Visual Quality = Low (Low)*

B.2.7 SR 99 Alternative, S 272nd Redondo Trench Station Option

Four KOPs in Landscape Unit 3 (KOPs 6, 7, 8, and 9) were selected to assist in evaluating the impacts associated with the S 272nd Redondo Trench Station Option. They are described below.

KOP 6, Looking Northeast from SR 99 toward S 272nd Street

Existing Condition (see Appendix C, Exhibit 6a)

The existing condition for KOP 6 with this station option is the same as the described above for KOP 6 under the SR 99 Alternative.

With the S 272nd Redondo Trench Station Option (see Appendix C, Exhibit 6c)

The aspect of the S 272nd Redondo Trench Station Option that would be most noticeable to motorists and pedestrians from this location would be the removal of existing buildings and trees and the presence of fencing associated with the trench on the east side of SR 99. Changes to the SR 99 corridor as a result of this station option would not be inconsistent with the character of this part of the SR 99 corridor. The station option would slightly improve on the intactness and unity of the view from KOP 6, but not enough to change them from low to average. Visual quality would remain low with this station option.

Visual Quality Rating – Existing (with S 272nd Redondo Trench Station Option)

- Vividness = low (low)
- Intactness = low (low)
- Unity = low (low)
- *Visual Quality = Low (Low)*

KOP 7, Looking Southwest along SR 99 near the Intersection of S 288th Street

Existing Condition (see Appendix C, Exhibit 7a)

The existing condition for KOP 7 with this station option is the same as the described above for KOP 7 under the SR 99 Alternative.

With the S 272nd Redondo Trench Station Option (see Appendix C, Exhibit 7c)

Changes to the SR 99 corridor that would be seen by residents in the parking area would be minor with the S 272nd Redondo Trench Station Option (a few trees along the west side of SR 99 would be removed). This station option would be consistent with the complex character of this view (commercial, transportation, and residential) and would not change the average visual quality of the portion of the SR 99 corridor seen from KOP 7.

Visual Quality Rating – Existing (with S 272nd Redondo Trench Station Option)

- Vividness = high (high)
- Intactness = low (low)
- Unity = average (average)
- *Visual Quality = Average (Average)*

KOP 8, Looking Northwest along SR 99 near the Intersection of S 288th Street

Existing Condition (see Appendix C, Exhibit 8a)

The existing condition for KOP 8 with this station option is the same as the described above for KOP 8 under the SR 99 Alternative.

With the S 272nd Redondo Trench Station Option (see Appendix C, Exhibit 8c)

Changes to the portion of the SR 99 corridor seen from this location as a result of this station option would be difficult to see due to the alignment's location on a slope west of SR 99 at S 288th Street Wires associated with the OSC would be seen from this location and are depicted on the left side of Exhibit 8c. The S 272nd Redondo Trench Station Option would not change the appearance of the part of the SR 99 corridor or reduce the existing average visual quality.

Visual Quality Rating – Existing (with S 272nd Redondo Trench Station Option)

- Vividness = average (average)
- Intactness = average (average
- Unity = average (average)
- *Visual Quality = Average (Average)*

KOP 9, Looking Northeast on 16th Avenue S near S 303rd Street

Existing Condition (see Appendix C, Exhibit 9a)

KOP 9 is located in a visually sensitive area along the northern part of a residential area that lines the west side of 16th Avenue S. The view from this location of the station option route would be seen by nearby residents and people in the neighborhood driving on 16th Avenue S. The view includes a residence on the west side of the street and the undeveloped and heavily vegetated area across the street between 16th Avenue S and SR 99. This portion of 16th Avenue S has a suburban/semi-rural/undeveloped character. The view does not contain memorable, vivid elements but has a high degree of intactness and unity and average overall visual quality.

With the S 272nd Redondo Trench Station Option (see Appendix C, Exhibit 9b)

This portion of the S 272nd Redondo Trench Station Option corridor seen from KOP 9 would be at-grade and require the removal of well established trees along the east side of 16th Avenue S, although

trees behind the ones that would be removed would still be seen. A sound wall would parallel 16th Avenue S. The station option would introduce a transportation element that would be inconsistent with the residential, rural character of this area. The OCS would be seen above the sound wall, as would the tops of passing trains. The introduction of these elements would lower vividness and intactness of this part of the option to low, and unity would be reduced from high to average. Visual quality would be reduced from average to low. Mitigation measures, such as treating the sound wall and landscaping, could restore visual quality to average in approximately 5 to 8 years.

Visual Quality Rating – Existing (with S 272nd Redondo Trench Station Option)

- Vividness = average (low)
- Intactness = average (low)
- Unity = high (average)
- *Visual Quality = Average (Low)*

B.3 I-5 Alternative

Seven KOPs were selected to assist in evaluating impacts from the I-5 Alternative. Four KOPs (10 through 13) were selected in Landscape Unit 1, two (KOP 14 and 15) in Landscape Unit 2, and one (KOP 16) in Landscape Unit 3.

KOP 10, Looking Southwest from S 208th Street toward SR 99 and Future SR 509 Right-of-Way

Existing Condition (see Appendix C, Exhibit 10a)

KOP 10 provides a view of the future SR 509 right-of-way alignment and the I-5 Alternative corridor that would be seen by motorists (mostly residents of areas between this location and I-5). The SR 509 right-of-way to the south of S 208th Street has been cleared of buildings and most vegetation (although vegetation remains along the edge of the cleared lot and S 208th Street) and has the appearance and character of a vacant lot. The view is unremarkable with low intactness. The presence of vegetation lining both sides of S 208th produces an average degree of visual unity. The visual quality of the view from KOP 10 is low.

With the I-5 Alternative (see Appendix C, Exhibit 10b)

The elevated guideway passing over S 208th Street and part of the adjacent vacant lot would add a large-scale elevated horizontal element to the portion of the I-5 Alternative corridor seen from this location by motorists, but would not change the vacant lot character of the property to the left of S 208th Street. The low vividness of the view would be increased to average. The presence of the elevated guideway would not alter the existing low visual quality of the portion of the corridor seen from KOP 10.

Visual Quality Rating – Existing (with I-5 Alternative)

- Vividness = low (average)
- Intactness = low (low)
- Unity = average (low)
- *Visual Quality = Low (Low)*

KOP 11, Looking South from the S 216th Avenue Overpass at I-5

Existing Condition (see Appendix C, Exhibit 11a)

KOP 11 is located on the S 216th Street I-5 overpass and was selected to depict a view of a section of the I-5 corridor with largely intact vegetation lining the freeway that would be seen by motorists and pedestrians from an overpass. The view from this KOP is typical of views of sections of the I-5 right-of-way that are lined with well established vegetation including tall trees. The character of this view is that of a major highway adjacent to what (from this viewing angle) appears to be forest. The degree of vividness, intactness, and unity is average, as is overall visual quality.

With the I-5 Alternative (see Appendix C, Exhibit 11b)

Construction of the at-grade I-5 Alternative along this section of the I-5 Alternative corridor would require the removal of vegetation within the I-5 right-of-way as well as excavation into the slope west of I-5 and construction of a retaining wall. The reduction in the number of trees within the right-of-way would be very noticeable from KOP 11 as would the at-grade profile of the alignment and retaining wall. The character of the west side of the I-5 right-of-way would change from forested, to a major transportation corridor containing a freeway and light rail alignment with a fringe of vegetation along its edge. The vividness of the view of the west side of I-5 would remain average. The alignment would reduce intactness and unity to low. Visual quality would be reduced from average to low.

Visual Quality Rating - Existing (with I-5 Alternative)

- Vividness = average (average)
- Intactness = average (low)
- Unity = high (low)
- *Visual Quality = Average (Low)*

KOP 12, Looking East from Midway Park toward I-5

Existing Condition (see Appendix C, Exhibit 12a)

The eastern portion of Midway Park is about 500 feet west of I-5 and north of an electrical substation (to the right of the photograph in Exhibit 12a). The substation property directly adjacent to the park is vacant with maintained grass. From KOP 12, views of I-5 are screened by vegetation within the park and along the freeway corridor. Park users (primarily local residents) using playground equipment or walking by this location are the viewers from KOP 12 and are considered sensitive viewers. The portion of Midway Park that can be seen from this location has a park-like character that is not particularly memorable but does have average intactness and unity. The presence of utility poles and lines detract from intactness and unity. The visual quality of the portion of the I-5 Alternative corridor seen from KOP 12 is average.

With the I-5 Alternative (see Appendix C, Exhibit 12b)

A short retained-fill wall associated with the I-5 Alternative and the OCS would be seen beyond the far end of the park, as would passing trains behind a sound wall. The presence of the walls, train, and OCS (which would not be that much different in appearance that the utility lines that are quite visible) along the Alternative I-5 corridor would be somewhat inconsistent with the character of a park (as is the adjacent substation) to some park users. These elements would slightly lower visual unity but not

enough to lower it from average to low. The presence of the sound walls and passing light rail trains would lower Intactness from average to low and would somewhat lower unity, but not enough to lower it from average to low. Vividness would remain average. The average visual quality of the view of the I-5 Alternative corridor from KOP 12 would be reduced but not enough to lower it from average to low.

Visual Quality Rating – Existing (with I-5 Alternative)

- Vividness = average (average)
- Intactness = average (low)
- Unity = average (average)
- *Visual Quality = Average (Average)*

KOP 13, Looking East from 30th Avenue S toward I-5

Existing Condition (see Appendix C, Exhibit 13a)

KOP 13 is located along a section of the I-5 Alternative corridor that is east of 30th Avenue S. This section of the corridor contains a number of multi-story residential developments of varying sizes. Many of the developments abut I-5. KOP 13 is located adjacent to one of the developments, and its view toward the corridor is along the development's driveway that leads to its parking area. Viewers from KOP 13 include residents arriving at the parking area depicted in Exhibit 13a and passing motorists (consisting largely of nearby residents). The part of the corridor that can be seen from this location includes two residential buildings, a parking area, and an existing fence adjacent to I-5 that screens views of the freeway. Vividness is average (primarily due to the mature trees lining the entrance), as is unity. The presence of the driveway, parking areas, buildings, and sound wall decrease visual unity to low. The visual quality of the portion of the I-5 Alternative corridor that can be seen from KOP 13 is average.

With the I-5 Alternative (see Appendix C, Exhibit 13b)

The portion of the I-5 Alternative seen by residents or passing motorists from this location would be the area where the building closest to I-5 would be removed to construct a new retaining wall to support the at-grade guideway and new sound walls. These changes would add a transportation component to the parking lot character of the area, which would not be consistent with the existing character of this portion of the corridor. The removal of a building and the presence of the retaining wall, sound walls, OCS, and passing of trains would reduce the average vividness and unity but not the intactness of this view. Visual quality would be reduced from average to low. Mitigation measures, such as treating the sound wall and landscaping, could restore visual quality to average in approximately 5 to 8 years.

Visual Quality Rating – Existing (with I-5 Alternative)

- Vividness = average (low)
- Intactness = low (low)
- Unity = average (low)
- *Visual Quality = Average (Low)*

KOP 14, Looking East along S 259th Place toward I-5 Overpass

Existing Condition (see Appendix C, Exhibit 14a)

From the KOP 14 location on S 259th Place, the existing I-5 overpass can be seen. This portion of the I-5 Alternative corridor is residential in use and character. Viewers from KOP 14 include local motorists and nearby residents. The I-5 overpass is a somewhat vivid feature in an area that has a rural or suburban character. The visual quality of this portion of the-5 Alternative corridor is average.

With the I-5 Alternative (see Appendix C, Exhibit 14b)

The elevated guideway would add a second overpass to the view from KOP 14. The I-5 Alternative would require removing some vegetation, which would not greatly change the appearance of this view to motorists or its character. The impact of the I-5 Alternative would be the addition of a second, large-scale transportation element, which would somewhat lower intactness. The visual quality of the portion of the I-5 Alternative corridor seen from KOP 14 would be somewhat reduced, but not enough to lower the existing average visual quality to low.

Visual Quality Rating – Existing (with I-5 Alternative)

- Vividness = average (average)
- Intactness = average (low)
- Unity = average (average)
- *Visual Quality = Average (Average)*

KOP 15, Looking South along S 28th Avenue

Existing Condition (see Appendix C, Exhibit 15a)

KOP 15 is adjacent to a portion of the I-5 Alternative corridor that is near a residential area north of the Star Lake Park-and-Ride. Single-family residences line the east side of 28th Avenue S (most of which would be removed with the I-5 Alternative), and a number of residences within a subdivision west of 28th Avenue S back up to 28th Avenue S and have glimpses of the east side of 28th Avenue S and the trees that line I-5. The view from this KOP to the south along the corridor is seen by local residents driving south on 28th Avenue S. The view includes the location where 28th Avenue S begins to curve to the west around the north end of the Star Lake Park-and-Ride. Fences along the back of residences in the subdivision can be seen on the west side of the street (right side of Exhibit 15a), and residential vegetation as well as the I-5 corridor can be seen. This pleasant, heavily vegetated section of 28th Avenue S with its mature trees is somewhat memorable and has average vividness and intactness. The unity of the area is high, and the overall visual quality is average.

With the I-5 Alternative (see Appendix C, Exhibit 15b)

With the I-5 Alternative, the residences and most of the mature vegetation along the east side of 28th Avenue S that is adjacent to I-5 would be removed along this section of 28th Avenue S. The top of the trench retaining wall would be seen, but the OCS and trains would not be seen. The removal of the vegetation and residences would change the vividness of the portion of the corridor seen from this KOP from average to low. The low profile of the alignment would not be visually dominant, but the removal or vegetation would reduce the existing average vividness and intactness to low. The existing high unity would be lowered to average, and the average visual quality of this portion of the corridor

reduced to low. Mitigation measures, such as landscaping, could restore visual quality to average in approximately 5 to 8 years.

Visual Quality Rating – Existing (with I-5 Alternative)

- Vividness = average (low)
- Intactness = average (average)
- Unity = high (low)
- *Visual Quality = Average (Low)*

KOP 16, Looking East between S 288th Street and S 304th Street toward I-5 from within the Camelot Mobile Home Park

Existing Condition (see Appendix C, Exhibit 16a)

KOP 16, which represents views of the I-5 Alternative corridor by residents within the Camelot Mobile Home Park, is located within a portion of the mobile home park that has views of I-5. In areas of the mobile home park that are adjacent to I-5, sound walls have been constructed (as seen in Exhibit 16a). The sound walls and nearby vegetation (much of which is within the I-5 right-of-way) screen views of I-5 from most of the mobile home park and provide an attractive backdrop (particularly the trees). The character of the mobile home park is typical of that of a well-maintained residential area with a backdrop of trees. This view has average degree of vividness and intactness and high unity. The visual quality is average.

With the I-5 Alternative (see Appendix C, Exhibit 16b)

The I-5 Alternative would remove much of the vegetation within the I-5 right-of-way along the boundary of the mobile home park that serves as a backdrop for much of the mobile home park. A retaining wall and sound wall for the at-grade alignment would replace the existing sound wall. The horizontal elements of the alternative along with passing trains would not be consistent with the existing residential character of the portion of the I-5 Alternative corridor seen from KOP 16. The vividness of the view would remain average, but the removal of trees and presence of the retaining wall and sound wall would lower intactness and unity. The existing average visual quality of the corridor seen from this area would be reduced to low. Mitigation measures, such as landscaping would improve visual quality to average within approximately 5 to 8 years.

Visual Quality Rating – Existing (with I-5 Alternative)

- Vividness = average (average)
- Intactness = average (low)
- Unity = high (low)
- *Visual Quality = Average (Low)*

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Appendix C

Simulations

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