Appendix F4.5
Visual Consistency and Key Observation Point Analyses

Appendix F4.5

Visual Consistency and Key Observation Point Analyses

F4.5.1 Visual Consistency with Comprehensive Plans

Sound Transit assessed the East Link Project's consistency with visual resource goals and policies of relevant local comprehensive plans; Table F4.5-1 presents the results of the analysis. The subarea neighborhood plans listed in the table are part of the comprehensive plans of their respective cities. None of the general plans or subarea plans was found to contain specific goals and polices for aesthetic or visual resources of direct relevance to the East Link Project, but most contain guidance relative to maintaining and improving the appearance and/or character of the physical environment. During the final design of the East Link Project, Sound Transit would coordinate with the various cities to, among other things, help meet relevant policies, guidelines, and requirements.

With one possible exception, the alternatives would be consistent with these general plan and subarea plans. The possible exception would be the elevated station and elevated profile of the 110th NE Elevated Alternative (C8E) as it passes over 110th Avenue NE. The alternative would likely not meet the intent of the urban design element in the Bellevue Comprehensive Plan with respect to avoiding shadows and allowing access to sunlight in areas that receive heavy pedestrian use. As design of the East Link Project progresses beyond the route selection phase, specific ordinances, regulations, and design guidelines would be reviewed to help guide final design and consistency with the development directives of the municipalities along the selected route.

F4.5.2 Key Observation Point Analysis

This section provides site-specific descriptions of the visual impacts of the East Link Project and the alternatives on selected viewing locations. Because it is not possible to include all important viewing locations near a proposed project, representative locations—key observation points (KOPs)—were selected. KOPs are used to describe existing visual conditions and to analyze the effects of a proposed action on visual resources.

Twenty-one KOP locations were selected for the East Link Project following the field reconnaissance of the project alternatives and meetings with the planning departments of the cities of Bellevue and Redmond. In addition, important community features that were identified in public workshops were considered in determining KOP locations.

The impacts of the alternatives on the KOPs are described by segment in the following subsections in terms of potential changes in landscape character, visual quality categories, and impacts on sensitive viewers. Where applicable, impacts on the KOPs from shadows and light and glare are also noted in the descriptions.

The 21 KOP locations are shown in the key map (Exhibits F4.5-1) that appears before Exhibits F4.5-2 to F4.5-22 at the end of this section. These exhibits illustrate the changes in existing views caused by the alternatives. Photographs show the existing views from the KOPs, followed by "with project" simulations that depict what the alternative would look like when viewed from the KOP.

TABLE F4.5-1
Analysis of Project Consistency

Plan Goals and Policies	Consistency of East Link Project
City of Seattle Municipal Code	
Title 25 (Environmental Protection and Historic Preservation) of the City of Seattle Municipal Code (SMC) contains policies relevant to the project vicinity. Subsection P (Public View Protection) of SMC (Specific environmental policies) states that it is the City's policy to protect public views of significant natural and human-made features such as Mount Rainier, the downtown skyline, major bodies of water, and historic landmarks designated by the Landmarks Preservation Board. Attachment 1 of that section identifies view corridors from which public views are protected. Relevant to this project are the protected views from sections of 4th Avenue S, I-5 and I-90. Potential effects on views from these corridors must be identified during the SEPA review process.	The East Link Project would not block views of the downtown skyline, major bodies of water, and historic landmark from protected view corridors that include 4th Avenue S, I-5, and I-90. It would therefore be consistent with the intent of Title 25 of SMC.
City of Seattle Neighborhood Plans	
Rainier Avenue Station would be constructed in an area that falls between areas under the jurisdiction of the North Rainier Neighborhood Plan and the Central Area Neighborhood Plan. The plans do not have specific visual or aesthetic elements, but the plans identify the desire to maintain or improve the appearance of the two neighborhoods.	The East Link Project would add pedestrian-scale features associated with the station that would be seen from nearby (and elevated) areas such as Judkins Park and Sam Smith Park. The station would help to slightly improve views from these areas and would be consistent with the desire to maintain or improve the appearance of the neighborhoods. Final design of this portion of the project would involve coordination with the City of Seattle and follow pertinent design guidelines and regulations.
Mercer Island Comprehensive Plan	
The Mercer Island Comprehensive Plan does not contain a specific visual or aesthetic element and does not contain aesthetic or visual resource goals that specifically apply to the East Link Project. It does have goals for the Town Center Zone, which is immediately south of the I-90 corridor.	The East Link Project would be consistent with the plan. Final design of the Mercer Island Station would involve coordination with the City of Mercer Island and following pertinent design guidelines and regulations.
Bellevue Comprehensive Plan	
The Bellevue Comprehensive Plan does not contain a specific visual or aesthetic element. It includes an urban design element that contains goals and policies that are relevant to visual or aesthetic issues potentially associated with the East Link Project. In particular, there is a reference within the urban design element that encourages new projects to be designed to avoid shadows and allow access to sunlight, particularly for areas that receive pedestrian use. The urban design element also encourages working closely and cooperatively with the regional transit provider in the planning and design of any transit facility to ensure that the design of the facilities reflect the general character of Bellevue and the surrounding neighborhoods. None of the subarea plans for the four Bellevue subareas that the East Link Project would pass through contain specific visual or aesthetic elements. Two of the subarea plans contain goals and/or policies that relate to visual or aesthetic issues relevant to the East Link Project (see below).	The elevated station and elevated profile of the 110th NE Elevated Alternative (C8E) as it passes over 110th Avenue NE would create shadows and block sunlight on sidewalks and nearby areas. The alternative would likely not meet the intent of the urban design element regarding shadows and sunlight in areas that receive pedestrian use. The portion of the elevated station and elevated profile of the 112th NE Elevated Alternative (C7E) located in Downtown Bellevue would also create shadows and block sunlight on sidewalks and nearby areas. However, this portion of 112th Avenue NE is not heavily used by pedestrians, so the degree to which it meets or does not meet the intent of the urban design policies is less clear than for C8E. During final design, Sound Transit would coordinate with the City of Bellevue and follow pertinent design guidelines and regulations from the Comprehensive Plan and its elements identified by the City.
Southwest Bellevue Subarea Plan	
This subarea plan has several transportation and urban design goals that can be considered to be related to visual or aesthetic issues, which can be grouped as follows: A. Urban Design Goals. Encourage design features such as landscaping, pedestrian amenities, and street furniture at intersections and in areas with excess right-of-way on Bellevue Way SE to establish and/or enhance residential character. B. Transportation Goals. Encourage aesthetic development of Bellevue Way SE as a gateway from I-90 to Main Street.	Project-related features, particularly those related to stations, would provide design features and pedestrian amenities that would contribute an attractive neighborhood. By coordinating with the City of Bellevue during final design, Sound Transit would follow pertinent design guidelines and regulations identified by the City from this subarea plan.

TABLE F4.5-1
Analysis of Project Consistency

Plan Goals and Policies	Consistency of East Link Project
Provide for sidewalks and bicycle lanes on both sides of the street and landscaping along the entire street to give the feeling of a continuous boulevard and a gateway for Bellevue for both Bellevue Way SE and 112th Avenue SE.	
Bellevue Downtown Subarea Plan	
This subarea plan contains various goals that encourage the development of an aesthetically attractive downtown through various means that could be relevant to the East Link Project. Among them are differentiating downtown districts through the use of streetscape improvements, directional signage, and wayfinding features (which help people navigate through the downtown).	By coordinating with the City of Bellevue during final design, Sound Transit would follow pertinent design guidelines and regulations identified by the City of Bellevue that are contained in this subarea plan. Project-related features, particularly those related to stations, would provide design features and pedestrian amenities that would contribute an attractive pedestrian-oriented downtown.
Bel-Red/Northup Subarea Plan	
There are several community design goals that stress the use of landscaping for transportation improvements along arterials to create a sense of identity and continuity and that require that new development to plant and maintain street trees.	By coordinating with the City of Bellevue during final design, Sound Transit would follow pertinent design guidelines and regulations identified by the City of Bellevue that are contained in this subarea plan.
Redmond Comprehensive Plan	
The Redmond Comprehensive Plan does not contain specific visual or aesthetic elements. It does have an element for Community Character and Historic Preservation that contains a subsection that addresses view corridors and other topics. Policies encourage the identification of gateways into the city and unique neighborhood gateways, It also directs that public view corridors, such as those that include the Sammamish River, be preserved and enhanced through design efforts. The Comprehensive Plan also includes Neighborhood Plans that contain guidance for issues related to visual quality (such as character and design) and other topics. In addition to the Downtown Plan and Overlake Neighborhood Plan discussed below, East Link Project segments would pass through parts of the Grass Lawn and Southeast Redmond neighborhoods.	By coordinating with the City of Redmond during final design, Sound Transit would follow pertinent policies, design guidelines and regulations identified by the City that are contained in the comprehensive plan and neighborhood plans.
Downtown Plan	
The Downtown Plan consists of a number of different districts that together compose Downtown Redmond. The plan has an overarching Character and Design section that provides guidance relevant to issues related to character and appearance. Other districts within the downtown area also contain directives relevant to character and appearance.	By coordinating with the City of Redmond during final design, Sound Transit would follow pertinent policies, design guidelines, and regulations identified by the City of Redmond that are contained in the Downtown Plan.
Overlake Neighborhood Plan Update	
The Overlake Master Plan and Implementation Strategy (Master Plan), as part of the Overlake Neighborhood Plan Update process, updates the Redmond Comprehensive Plan for the Overlake Neighborhood. It does not contain specific visual or aesthetic resources components, but it does contain policies that address related topics such as neighborhood character. The master plan seeks to create a sense of place and a unique neighborhood character for the Overlake area and seeks to encourage improvement of the pedestrian environment.	By coordinating with the City of Redmond during final design, Sound Transit would follow pertinent design guidelines and regulations identified by the City of Redmond that are contained in this subarea plan. The East Link Project (particularly near stations) would provide design features and pedestrian amenities that would contribute an attractive pedestrian-oriented neighborhood.

F4.5.2.1 Segment A

The impacts of the I-90 Alternative (A1) on views at KOPs 1 and 2—neither of which would be substantially affected by the East Link Project—are as follows:

- **KOP 1, looking west towards Seattle I-90 portal (Exhibit F4.5-2, Photos 2a and 2b)**. The light rail system would be seen in the center of the I-90 Floating Bridge. The low, linear, at-grade route would be compatible with the bridge in terms of form, line, and color. It would not add to the bridge's apparent height when viewing it from Lake Washington or the shoreline. The light rail vehicles would be visually consistent with the transportation-oriented character of the bridge and would not change the existing medium visual quality category. Sensitive viewers (I-90 Trail users, boaters, and shoreline residents) would likely not be disturbed by the presence of East Link because it would cause little change to the appearance of the bridge. Other than the light rail vehicles, the most noticeable project components would be the OCS, but due to their rectilinear form, scale, and color, they would be similar in character to the bridge. Note that the photograph used for KOP 1 is elevated and displays more of the bridge and East Link route than would actually be seen by viewers from vehicles.

- **KOP 2, looking northeast from 80th Avenue SE on Mercer Island (Exhibit F4.5-3, Photos 3a and 3b)**. The trackway and Mercer Island Station would be clearly seen from this location but would be consistent with the existing transportation-oriented character of the I-90 retained-cut and nearby elevated sidewalks. Project components such as the stations stairs, elevators, structures (shelters), and loading platforms would add human-scaled architectural elements and human activity to what is now a vehicular dominated "freeway" and would improve visual intactness and unity. Sensitive viewers (recreationists using the parks-on-the-lid that span the retained cut) would likely find the presence of the elevators and station area to be visually neutral or somewhat of an improvement over freeway lanes. The East Link Project would not change the existing medium visual quality rating

F4.5.2.2 Segment B

Bellevue Way Alternative (B1)

Five KOPs (3, 4, 5, 19, and 7) are located along the Bellevue Way Alternative (B1). KOP 19 would be the one KOP where the existing visual category would change. The impacts of B1 on these KOPs are as follows:

- **KOP 3, 112th Avenue SE looking south at I-90**. The at-grade trackway and light rail vehicles associated with this alternative would not be seen from this KOP.

- **KOP 4, looking at South Bellevue Park-and-Ride Lot from 112th Avenue SE (Exhibit F4.5-4, Photos 4a and 4b)**. The at-grade South Bellevue Station associated with B1 as well as light rail vehicles and a parking structure would be seen from this location but would not change the "park-and-ride/arterial" character of the area near the existing South Bellevue Park-and-Ride Lot. The at-grade route, loading platforms, and structures (shelters) would add human-scaled architectural elements to the area and would be similar in form, line, and color to the existing bus stop area. Landscaping (which was not depicted in the simulation so that project components could be clearly seen) would be provided that would conform to City of Bellevue requirements and would help soften the appearance of the station area to allow it to better fit in with nearby areas. The west side of the new parking garage would be seen from this location and would add a new large-scale element to the viewed landscape. This alternative would not change the existing overall medium visual quality category of the park-and-ride lot and general area.

- **KOP 5, residence overlooking Bellevue Way SE (Exhibit F4.5-5, Photos 5a and 5b)**. B1 would remove some of the trees on the slope below the deck of this residence that currently screen some of the view to the east, including Bellevue Way SE. Removing many of the trees would allow residents to see the OCS and tops of passing rail cars from some locations on the deck and would open up wider views of the blueberry fields and Mercer Slough Nature Park to the east. The portions of the project components that would be seen would not encroach on this view and seeing them would not greatly change the visual character of the viewed landscape or change the view enough to lower the view's high visual quality category to medium.

- **KOP 19, Bellevue Way SE near the Frederick Winters House looking south (Exhibit F4.5-20, Photos 20a and 20b).** The addition of two lanes to the west side of Bellevue Way SE would require the removal of trees along the bottom of the existing slope and construction of a **retaining** wall that would reach heights of up to 28-feet. The changes would be noticeable and would replace the existing "soft" western edge of the avenue with a retaining wall that would give it a more developed character. The heavily vegetated hillside would still be a primary visual component of this view but would be less dominant than it currently is. B1 would reduce visual quality, but with retaining wall treatments (not depicted in the simulation), it would not lower visual quality enough to change the classification from high to medium. Potential mitigation measures would reduce the impacts of the retaining walls simulated in Exhibit 20b. The measures would include re-landscaping and reducing the impact of the walls using methods that could include retaining walls (or a series of smaller walls) with ornamental patterns or interesting textures Ornamental patterns or interesting textures on retaining walls could improve their appearance and would be considered by Sound Transit for retaining walls located along Bellevue Way SE. Sound Transit would re-landscape areas along the sections of Bellevue Way SE that would be removed to widen the street and construct the retaining walls. In addition, Sound Transit would coordinate with the City of Bellevue and the neighborhood during design of these alternatives. The presence of the wall would change the character of Bellevue Way SE, but would not change the character or visual quality of views towards the Fredrick Winters House from the roadway.

- **KOP 7, Bellevue Way SE from SE 10th Street (Exhibit F4.5-8, Photos 8a and 8b).** B1 would widen Bellevue Way SE to the east, remove existing vegetation (and a structure), and add an at-grade guideway. The form, scale, and line of the at-grade guideway would be compatible with the road and nearby areas. Light rail vehicles would pass closely by this location and would provide new visual elements. The character of this arterial would become more intensely linked to transportation. Even though some trees and vegetation would be removed, the areas adjacent to the route would remain pleasant and the alternative would not lower the area's medium visual quality category.

112th SE At-Grade Alternative (B2A)

Of the six KOPs (3, 4, 5, 19, 6 and 20) located along this alternative, the visual quality category of two (KOPs 5 and 19) would change. The 112th SE At-Grade Alternative (B2A) would have the following impacts on the six KOPs:

- **KOP 3, 112th Avenue SE looking south at I-90 (Exhibit F4.5-4, Photos 4a and 4b)**. The top of the elevated guideway, the OCS, and passing light rail vehicles would be seen from this location but would be consistent with the existing character of the view, which is dominated by the elevated I-90. The horizontal line and form of the guideway along with its color would be similar to that of the elevated I-90 structure. At night, lights from the light rail vehicles would be seen by sensitive viewers (i.e., residents) but would be seen less frequently than the lights of vehicles passing by on I-90. B2A would not change the view's existing medium visual quality category.

- **KOP 4, looking at South Bellevue Park-and-Ride Lot from 112th Avenue SE (Exhibit F4.5-5, Photos 5a and 5c)**. The guideway would still be elevated at this location and, along with the elevated station, would add large-scale horizontal elements to the view from this location. As explained under the Bellevue Way Alternative (B1) impact assessment for KOP 4, landscaping required by City of Bellevue regulations (which was not depicted in the simulation so that project components could be clearly seen) would help soften the appearance of the new facility. Although the new project components would be highly visible from this location, they would not be out of character with the existing transportation facility character of the park-and-ride lot. The elevated structures would be memorable and would not reduce intactness or unity enough to lower the overall visual quality category from medium to low.

- **KOP 5, residence overlooking Bellevue Way SE looking east (Exhibit F4.5-6, Photos 6a and 6c)**. B2A would have a greater impact than the Bellevue Way Alternative (B1) because the project components of B2A would be more visible. At this location, the profile of the alternative would transition from elevated to at-grade, and the guideway would still be above grade at this location. Residents would see the OCS and passing light rail vehicles below them as well as the east side of Bellevue Way SE (which is currently screened by vegetation). Removal of the trees would also open up views to the east of

blueberry fields and Mercer Slough Nature Park. The project components would somewhat change the visual character of the viewed landscape by adding views of transportation elements (the guideway and clearer views of Bellevue Way SE), which would lower vividness and unity ratings from high to medium and lower the existing high visual quality category to medium. It should be noted that the residence selected for this viewpoint is one of the closest hillside residences to Bellevue Way SE. Other residences located farther away from the alternative would have less direct views of the project components due to distance and the screening effect of vegetation.

- **KOP 19, Bellevue Way SE near the Frederick Winters House looking south (Exhibit F4.5-20, Photos 20a and 20c).** The portion of the retaining wall that would be seen from this location would somewhat change the character of Bellevue Way SE, but would not change the high visual quality category. It would not change the character or visual quality of views towards the Fredrick Winters House from the roadway. Some of the potential mitigation measures discussed for Alternative B1 could be incorporated for this alternative.

- **KOP 6, looking northeast along 112th Avenue SE (Exhibit F4.5-7, Photos 7a and 7b).** B2A would replace a series of landscaped medians with the at-grade guideway, widen the road, and remove some existing trees. Removing the landscaped medians would lower intactness along the route, but, overall, the existing boulevard-like character of the viewed landscape would be retained, largely because of the continued existence of numerous nearby mature trees and adjacent landscaped areas. The area's high degree of vividness and unity would remain high and the existing high visual quality category would remain.

- **KOP 20 112th Avenue SE looking north near SE 8th Street (Exhibit F4.5-21, Photos 21a and 21b).** The view from this location would include the at-grade station as well as part of the retained cut that leads to the tunnel portal. The expansion of 112th Avenue SE to the east and west would result in the loss of a number of existing trees, and other adjacent roadside vegetation. The at-grade station and retained cut structure would be pedestrian in scale and would increase the view's vividness. Although existing trees would be removed and the part of the street near just north of the station (but south of Surrey Downs Park) widened, B2A would not lower the view's medium visual quality classification enough to reclassify it as low.

112th SE Elevated Alternative (B2E)

The visual quality category of KOPs 5 and 19 among the six KOPs located along the 112th SE Elevated Alternative (B2E) (KOPs 3, 4, 5, 19, 6 and 20) would change from high to medium under this alternative. The impacts of B2E would be as follows:

- **KOP 3, 112th Avenue SE looking south at I-90 (Exhibit F4.5-4, Photos 4a and 4b)**. Same as described for the 112th SE At-Grade Alternative (B2A).

- **KOP 4, looking at South Bellevue Park-and-Ride Lot from 112th Avenue SE (Exhibit F4.5-5, Photos 5a and 5c)**. Same as described for the 112th SE At-Grade Alternative (B2A).

- **KOP 5, residence overlooking Bellevue Way SE (Exhibit F4.5-6, Photos 6a and 6d)**. The elevated structure, OCS, and passing light rail vehicles would be clearly seen. Seeing these project components would add a transportation element into the view of the blueberry fields, which would change the visual character of the viewed landscape. The project components would lower the existing high vividness and unity and lower the visual quality category to medium. It should be noted that the residence selected for this viewpoint is one of the hillside residences closest to Bellevue Way SE. Other residences located farther from the alternative would have less direct views of the project components due to distance and the screening effect of vegetation.

- **KOP 19, Looking south along Bellevue Way SE near Fredrick Winters House (Exhibit F4.5-20, Photos 20a and 20d).** The 112th SE Elevated Alternative (B2E) would add a large-scale elevated element to the view from this location. It would contrast in color, form, color, and texture with the vegetated hillside. Construction would remove existing trees and other vegetation along on the adjacent hillside. B2E would change the existing visual quality category from high to medium. Sound Transit would re-landscape areas under the sections of hillside that would be altered to construct the elevated structure. In addition, Sound Transit would coordinate with the City of Bellevue and the neighborhood (particularly neighbors to the west that would have direct views of the elevated structure) during design of this alternative. The presence of the elevated structure would change the character of Bellevue

Way SE, but would not change the character or visual quality of views towards the Fredrick Winters House from the roadway.

- **KOP 6, looking northeast along 112th Avenue SE (Exhibit F4.5-7, Photos 7a and 7c)**. B2E would generally retain the existing boulevard-like character of 112th Avenue SE and would not remove trees along the left side of the view that would be removed with the 112th SE At-Grade Alternative (B2A) as a result of widening 112th Avenue SE. B2E would introduce a large-scale elevated transportation element into the viewed landscape. The elevated guideway would follow the curve of the road and be visually associated with it. It would contribute to visual vividness and unity of the area along the road in this view. The alternative would not change the existing high visual quality category of this view.

- **KOP 20 112th Avenue SE looking north near SE 8th Street (Exhibit F4.5-21, Photos 21a and 21d).** The elevated station and structure would require removing trees and vegetation along the east side of 112th Avenue SE and would block views of remaining trees and the nearby office building parking lot. The scale, form, line, and color of the elevated station and structure would greatly change the character of this portion of 112th Avenue SE and would lower visual quality of the area seen from this location. However, it would not lower visual quality enough to reclassify the areas medium visual quality category to low

112th SE Bypass Alternative (B3)

The impacts of the 112th SE Bypass Alternative (B3) on KOPs 3, 4, 5, 6, and 20 would be similar to those described for the 112th SE At-Grade Alternative (B2A).

- **KOP 19, Looking south along Bellevue Way SE near the Fredrick Winters House.** The retaining wall that would be constructed into the hillside would not extend as far south along Bellevue Way SE as it would with the Bellevue Way Alternative (B1). Alternative B3 would be very similar in appearance to B2A from this location and would not lower visual quality enough to change the category from high to medium.

BNSF Alternative (B7)

This alternative would have negligible impacts on the three KOPs (3, 8, and 9) located along its route. B7 would have the following impacts on these KOPs:

- **KOP 3, 112th Avenue SE looking south at I-90 (Exhibit F4.5-4, Photos 4a and 4b)**. Same as described for the 112th SE At-Grade Alternative (B2A).

- **KOP 8, looking west along the I-90 (Mountains to Sound) Trail where it passes through the Mercer Slough Nature Park (Exhibit F4.5-9, Photos 9a and 9b)**. The elevated structure would be noticeable to trail users from this location and would introduce a second large-scale structural element into the view. In terms of form, line, and color, the elevated profile would be similar to this section of I-90 but not as massive in terms of scale. Although not depicted in Photos 8a and 8b, much of the trail passes immediately next to trees and large shrubs. Other areas of the trail are more open, with areas of trees and large shrubs being as far as 100 feet away (to the north) from the trail. The vegetation greatly reduces the amount of Mercer Slough Nature Park that can be seen from most parts of the trail and blocks views to the north. The elevated structure depicted in the simulation in Photo 9b would be seen from the more open parts of the trail but would be screened by adjacent vegetation along other parts of the trail. The openings between the columns would allow views beyond the structure (even though nearby vegetation would block most views north of the route). While the presence of the elevated structure would have an impact on visual quality, the impact would not be great enough to lower the visual quality category from medium to low.

- **KOP 9, looking south along 118th Avenue SE (Exhibit F4.5-10, Photos 10a and 10b).** The elevated guideway passing over 118th Avenue SE and part of the 118th Avenue Station would be visible from this location. The presence of these project components, however, would be consistent with the character of this area, which is heavily influenced by I-405 (which is just to the left and out of view of Photos 9a and 9b). . The design of the station and at-grade streetscape features, as well as the removal of several existing buildings, would improve vividness and unity. The presence of the elevated structure and station would slightly improve visual quality but not enough to change the visual quality category from low to medium.

F4.5.2.3 Segment C

Bellevue Way Tunnel Alternative (C1T)

This alternative would pass by KOP 13 and would have negligible impacts. The impacts would be as follows:

- **KOP 13, looking along NE 6th Street from 112th Avenue NE (Exhibit F4.5-14, Photos 14a1 and 14a2)**. From this location, the transition structure and elevated guideway would clearly be seen. These structures would add a new, large-scale visual element to this area. The line and form of the structures would be somewhat similar to the line and form of the Meydenbauer Conference Center. The structures would add vivid and memorable elements to the view. The transition structure would block some views to the south towards the Bellevue City Hall area from the sidewalk near the Meydenbauer Conference Center. The alternative would not change the existing medium visual quality of the nearby areas.

106th NE Tunnel Alternative (C2T)

This alternative would pass by one KOP (12) and would have the following, negligible impacts:

- **KOP 12, looking west along Main Street from east of the 112th Avenue SE intersection (Exhibit F4.5-13, Photos 13a and 13b)**. C2T would change the appearance of this part of Main Street by replacing existing residential-scale buildings and established vegetation with a retained fill portal transition structure and adjacent landscaping. In terms of line, scale, and form, the structure would not be out of character with this part of Main Street. Although C2T would diminish the visual quality of the area, it would not be diminished enough to change the visual quality category from medium to low.

108th NE Tunnel Alternative (C3T)

The visual quality category of the two KOPs (11 and 12) located along this alternative would not change in the long term. C3T would have the following impacts on these KOPs:

- **KOP 11, looking east along NE 12th Street near intersection with 110th Avenue NE (Exhibit F4.5-12, Photos 12a and 12b)**. This alternative would greatly change the existing appearance of McCormick Park as seen from this location by removing established trees and other landscape features and replacing them with a transition structure and elevated structure over I-405. The loss of the vegetation would reduce the vividness of this views and lower visual quality from high to medium. From this location, vegetation would eventually be seen behind the transition structure as part of a redesigned and replanted McCormick Park. Photo 12b depicts what a park might look like (there are no plans yet) shortly after the park is reestablished.

- **KOP 12, looking west along Main Street from east of the 112th Avenue NE intersection (Exhibit F4.5-13, Photos 13a and 13b)**. Same as described for the 106th NE Tunnel Alternative (C2T).

Couplet Alternative (C4A)

The visual quality of the three KOPs (10, 11, and 12) located along the Couplet Alternative (C4A) would not be lowered by this alternative. The impacts on these KOPs would be as follows:

- **KOP 10, looking south along 110th Avenue NE from north of Bellevue City Hall (Exhibit F4.5-11, Photos 11a and 11b)**. The at-grade route and station as seen from this location would be similar in scale and design with nearby streetscape elements and would fit in with the urban character and pedestrian orientation of the area around 110th Avenue NE. The high visual quality of the view from this location would not change, and many pedestrians (who have high viewer sensitivity) would likely find that the project components would add visual vividness and help further unify the streetscape.

- **KOP 11, looking east along NE 12th Street near intersection with 110th Avenue NE (Exhibit F4.5-12, Photos 12a and 12c)**. This alternative would greatly change the existing appearance of the part of McCormick Park east of 110th Avenue NE by removing established trees and other landscaping features and replacing them with guideway on a retained-fill structure in the transition to an elevated profile, as illustrated in Photo 12c. Removing the trees would reduce the vividness of this view and visual quality would be lowered from high to medium. From this location, vegetation would eventually be seen behind the transition structure as part of a redesigned and replanted McCormick Park. Photo 12c depicts what a park might look like (there are no plans yet) shortly after it is reestablished.

- **KOP 12, looking west along Main Street from east of 112th Avenue NE intersection (Exhibit F4.5-13, Photos 13a and 13b)**. When viewed from this location, the Couplet Alternative (C4A) would have an appearance similar to the 106th Avenue NE Tunnel Alternative (C2T). However, because the elevated guideway would not be attached to a portal transition structure and

would be supported by more columns, it would be less bulky in appearance. Vegetation that would be seen below and behind it would soften its general appearance. The alternative would not lower the existing medium visual quality of the view from this location.

112th NE Elevated Alternative (C7E)

This alternative would pass by one KOP (13) and would have negligible impacts. The impacts of the 112th NE Elevated Alternative (C7E) on KOP 13 would be as follows:

- **KOP 13, looking along NE 6th Street from 112th Avenue NE (Exhibit F4.5-14, Photos 14a2 and 14b2).** From this location, the transition structure, elevated walkway, and elevated guideway would clearly be seen. These structures would be consistent with the existing character and medium visual quality of the nearby areas and would add vivid and memorable elements to the view. The transition structure would block some views to the south toward the Bellevue City Hall area from the sidewalk near the Meydenbauer Conference Center. Sensitive viewers (e.g., pedestrians) would probably not be affected by the structures, and some would likely enjoy the elevated views that would be available from the elevated walkway and station.

110th NE Elevated Alternative (C8E)

The visual quality of KOPs 10 and 11d located along the 110th NE Elevated Alternative (C8E) route would be changed from high to medium. C8E would have the following impacts on these KOPs:

- **KOP 10, looking south along 110th Avenue NE north of Bellevue City Hall (Exhibit F4.5-11, Photos 11a and 11c)**. The elevated station and profile would be supported by straddlebents that extend across the width of the street. Although this part of Downtown Bellevue is surrounded by medium- and high-rise buildings, the East Link Project's components would be out of scale when viewed from the street and nearby City Hall plaza. The station (and to a lesser degree the elevated profile) would create shadows at times along parts of the sidewalk and street below. C8E would lower visual quality from high to medium and would likely result in a negative reaction by many of the area's sensitive viewers (e.g., pedestrians).

- **KOP 11, looking east along NE 12th Street near intersection with 110th Avenue NE (Exhibit F4.5-12, Photos 12a and 12d)**. As illustrated in Photo 12d, the presence of the straddlebents and the elevated profile associated with this alternative would introduce elements that would be out of scale with the existing view from this location. The impact of the view from this intersection would reduce the high visual quality of this view to low.

F4.5.2.4 Segment D

NE 16th At-Grade Alternative (D2A)/NE 16th Elevated Alternative (D2E)

This alternative would pass by one KOP (14) and would have negligible impacts. The impacts of these alternatives on KOP 14 would be as follows:

- **KOP 14, looking west along NE 24th Street from near intersection with 151st Avenue NE (Exhibit F4.5-15, Photos 15a and 15b).** The elevated portions of D2A and D2E would transition to at-grade along NE 24th Street and would be clearly seen from this location. Existing street trees and a building would be removed in order to construct the elevated and at-grade profiles along this section of NE 24th Street. Although the elevated structures would be noticeable from this location and would add another transportation element to the view, the removal of existing street trees would be the most noticeable part of the alternatives. After construction is complete and street trees replaced, the visual quality would be lower but not enough to reduce the visual quality category from medium to low..

F4.5.2.5 Segment E

Redmond Way Alternative (E1)

Neither of the two KOPs (16 and 17) located along the Redmond Way Alternative (E1) would be substantially affected. E1 would have the following impacts on these KOPs:

- **KOP 16, looking northwest along West Lake Sammamish Drive (Exhibit F4.5-17, Photos 17a and 17b).** From this location, the elevated structure would generally parallel West Lake Sammamish Parkway NE along the bottom of a vegetated hillside above a small commercial strip development and below a condominium development. The structure would be noticeable from this location, but would not be greatly out of character with the existing arterial-road character of this part of West Lake Sammamish Parkway NE. The elevated structure would introduce a large-scale horizontal element high above the nearby street and would be seen from the condominium complex above. The existing visual

quality of the section of West Lake Sammamish Parkway NE would be reduced from medium to low. When replanted trees would began to mature and somewhat screen the elevated structure, the visual quality category would increase to medium.

- **KOP 17, looking north along Sammamish River Trail near Luke McRedmond Landing Park at the NE Redmond Way overpass (Exhibit F4.5-18, Photos 18a and 18b)**. The elevated guideway would be apparent from this location as it descends in front of the NE Redmond Way bridge to connect at-grade with the raised BNSF Railway bed (to the east of the simulation shown is Exhibit F4.5-18, Photo 18b). The elevated structure would add a large-scale element to this view, but due to the presence of the NE Redmond Way overpass, it would not be appear greatly out of place in terms of form, materials, and color. The removal of some trees could be noticed by some park and trail users. The elevated structure would be compatible with existing visual character and would not lower the areas high visual quality category.

Marymoor Alternative (E2)

This alternative would pass by one KOP (15) and would have negligible impacts. The impacts of this alternative on KOP 15 would be as follows:

- **KOP 15, looking northwest from Marymoor Park sports fields (Exhibit F4.5-16, Photos 16a and 16c). T**he elevated structure would be visible from parts of Marymoor Park as it transitions to grade just north of the sports fields, but most of the route that passes by the park would be at-grade and parts of it would be screened by vegetation. It would be similar to SR 520 in terms of line, form, color, and scale. Sensitive viewers (e.g., recreationists) would not likely find the presence of the guideway and light rail vehicles adjacent to SR 520 visually disturbing. E2 would not lower the existing high visual quality of this area.

Leary Way Alternative (E4)

This alternative would pass by one KOP (18) and would have negligible impacts. E4 would have the following impacts on KOP 18:

- **KOP 18, looking east from the north side of Leary Way NE towards the Leary Way NE bridge over the Sammamish River, the RiverWalk Condominiums, and the entry into Downtown Redmond (Exhibit F4.5-19, Photos 19a and 19b).** Constructing the elevated structure associated with E4 would require removing existing street trees located along the south side of Leary Way NE and next to a condominium. The removal of the trees and construction of the elevated structure would reduce the high visual quality of this area **to medium.**

- **KOP 21, looking east towards Downtown Redmond from Leary Way NE near the intersection with 159th Place (Exhibit F4.5-22, Photos 22a and 22b).** From this location, the end of the transition structure between the elevated and at-grade portions of the alternative can be seen. Construction would require removing a row of maple trees along with some nearby Douglas fir trees and other vegetation. Potential mitigation measures (as viewed in this visual simulation) that would be coordinated with the City of Redmond include planting another row of deciduous street trees along the sidewalk to create a vegetative pattern that would be similar to the existing pattern and planting shrubs next to the transition structure to help reduce the contrast of the walls with the nearby vegetation. The project would somewhat change the visual character and quality, but would not change visual quality enough to lower the existing high category to medium.

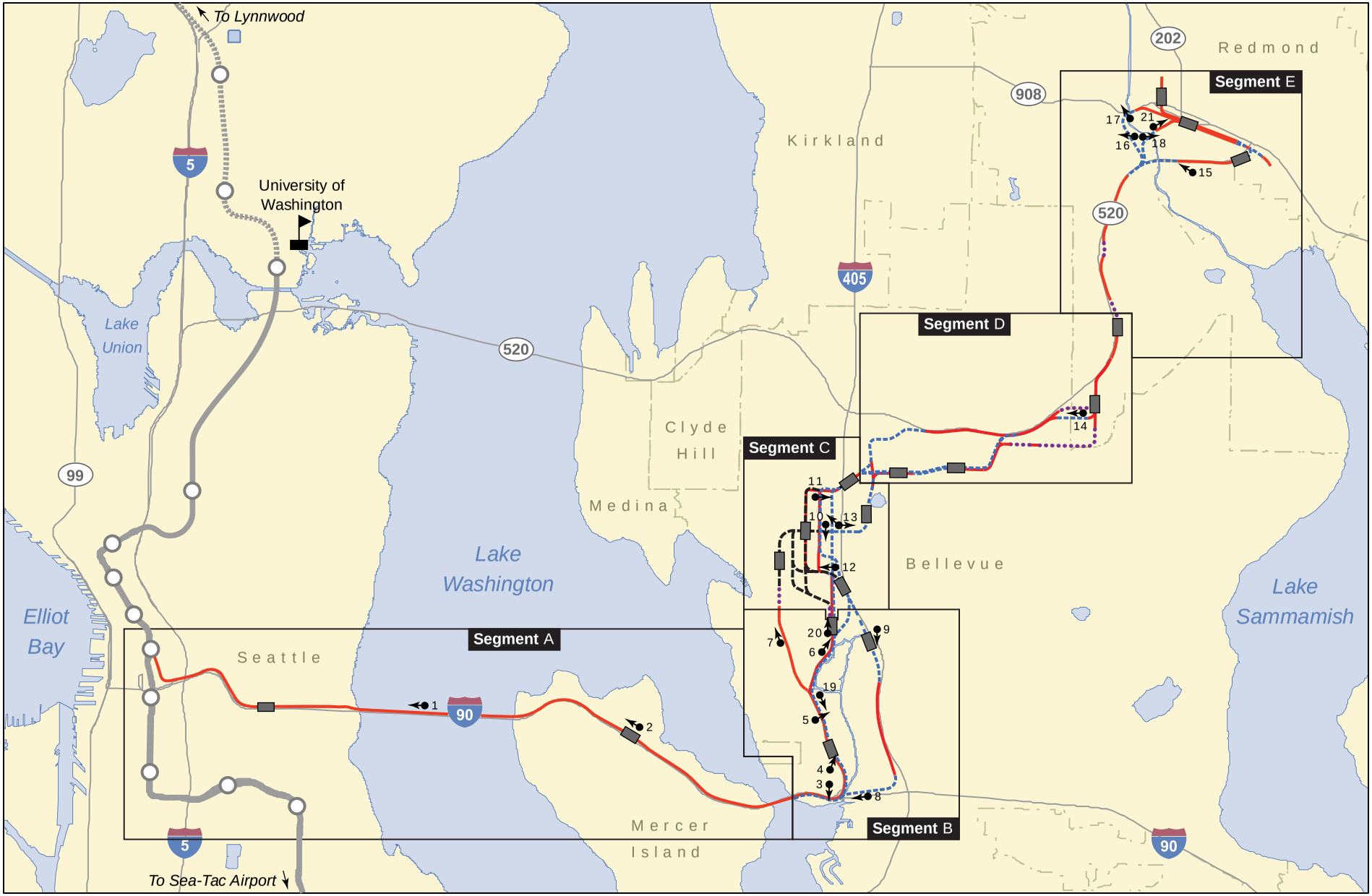


Exhibit F4.5-1
Key Map and View Direction
Location of Key Observation Points
East Link Project

EXHIBIT F4.5-2
Key Observation Point 1 (looking west towards Seattle I-90 portal)

2a. Existing Condition

2b. Simulation of I-90 Alternative (A1)

EXHIBIT F4.5-3
Key Observation Point 2 (looking northeast on I-90 from 80th Avenue SE on Mercer Island)

3a. Existing Condition

3b. Simulation of I-90 Alternative (A1)

EXHIBIT F4.5-4
Key Observation Point 3 (112th Avenue SE looking south at I-90)

4a. Existing Condition

4b. Simulation of 112 SE At-Grade (B2A), 112th SE Elevated (B2E), 112th SE Bypass (B3), and BNSF (B7) Alternatives

EXHIBIT F4.5-5
Key Observation Point 4 (looking at South Bellevue-Park-and-Ride Area from 112th Avenue SE)

5a. Existing Condition

5b. Simulation of Bellevue Way Alternative (B1), South Bellevue Station

5c. Simulation of 112th SE At-Grade (B2A), 112th SE Elevated (B2E), and 112th SE Bypass (B3) Alternatives

EXHIBIT F4.5-6
Key Observation Point 5 (residence overlooking Bellevue Way SE looking east)

6a. Existing Condition

6b. Simulation of Bellevue Way Alternative (B1)

6c. Simulation of 112th SE At-Grade Alternative (B2A)

6d. Simulation of 112th SE Elevated Alternative (B2E)

EXHIBIT F4.5-7
Key Observation Point 6 (looking northeast along 112th Avenue SE)

7a. Existing Condition

7b. Simulation of 112th SE At-Grade Alternative (B2A)

7c. Simulation of 112th SE Elevated Alternative (B2E)

EXHIBIT F4.5-8
Key Observation Point 7 (looking north along Bellevue Way SE)

8a. Existing Condition

8b. Simulation of Bellevue Way Alternative (B1)

EXHIBIT F4.5-9
Key Observation Point 8 (looking west along I-90 [Mountains-to-Sound] Trail where it passes through Mercer Slough Nature Park)

9a. Existing Condition

9b. Simulation of BNSF Alternative (B7)

EXHIBIT F4.5-10
Key Observation Point 9 (looking south along 118th Avenue SE)

10a. Existing Condition

10b. Simulation of BNSF Alternative (B7)

EXHIBIT F4.5-11
Key Observation Point 10 (looking south along 110th Avenue NE north of Bellevue City Hall)

11a. Existing Condition

11b. Simulation of Couplet Alternative (C4A)

11c. Simulation of 110th NE Elevated Alternative (C8E)

EXHIBIT F4.5-12
Key Observation Point 11 (looking east along NE 12th Street near intersection with 110th Avenue NE)

12a. Existing Condition

12b. Simulation of 108th NE Tunnel Alternative (C3T)

12c. Simulation of Couplet Alternative (C4A)

12d. Simulation of 110th NE Elevated Alternative (C8E)

EXHIBIT F4.5-13
Key Observation Point 12 (looking west along Main Street from east of 112th Avenue SE intersection)

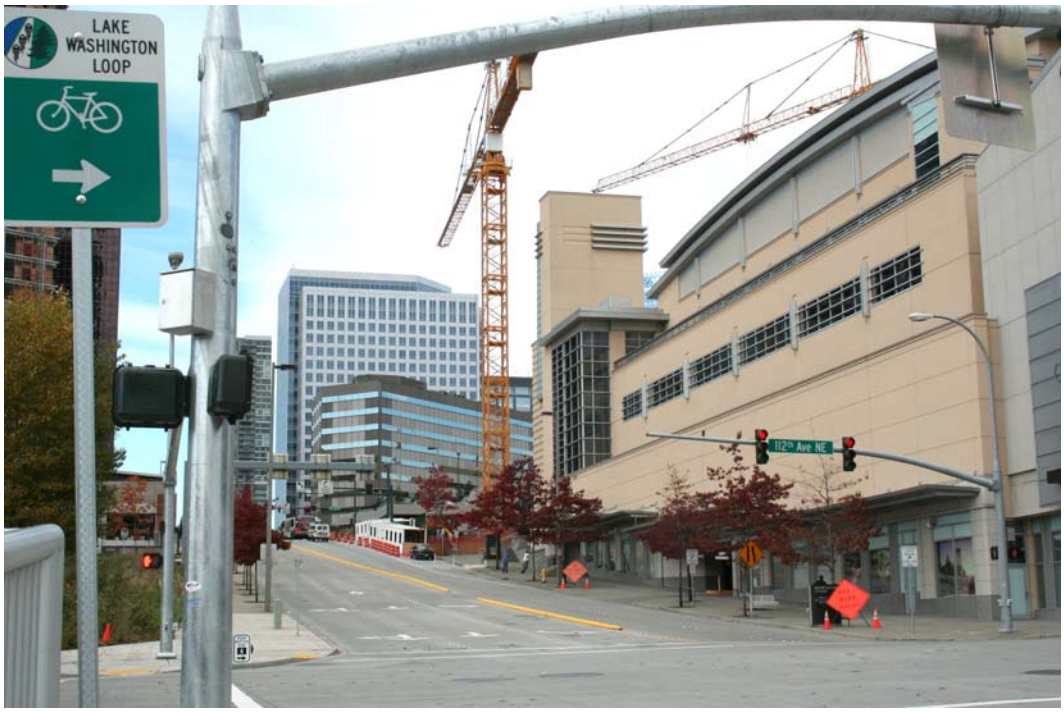
13a. Existing Condition

13b. Simulation of 106th NE (C2T)/108th NE (C3T) Tunnel Alternatives

13c. Simulation of Couplet Alternative (C4A)

EXHIBIT F4.5-14
Key Observation Point 13 (looking along NE 6th Street from 112th Avenue NE)

14a1. Existing Condition (looking west from south side of NE 6th Street)



14b1. Simulation of Bellevue Way Tunnel (C1T)/106th NE Tunnel (C2T) Alternatives

14a2. Existing Condition (looking east from north side of NE 6th Street)

14b2. Simulation of 112th NE Elevated Alternative (C7E)

EXHIBIT F4.5-15
Key Observation Point 14 (looking west along NE 24th Street from near intersection with 151st Avenue NE)

15a. Existing Condition

15b. Simulation of NE 16th At-Grade (D2A)/NE 16th Elevated (D2E) Alternatives

EXHIBIT F4.5-16
Key Observation Point 15 (looking northwest from Marymoor Park sports fields)

16a. Existing Condition

16b. Simulation of Marymoor Alternative (E2)

EXHIBIT F4.5-17
Key Observation Point 16 (looking northwest along West Lake Sammamish Drive)

17a. Existing Condition

17b. Simulation of Redmond Way Alternative (E1)

EXHIBIT F4.5-18
Key Observation Point 17 (looking north along Sammamish River Trail near Luke McRedmond Landing Park at the NE Redmond Way overpass)

18a. Existing Condition

18b. Simulation of Redmond Way Alternative (E1)

EXHIBIT F4.5-19
Key Observation Point 18 (looking east from the north side of Leary Way towards the Leary Way bridge over the Sammamish River, the RiverWalk Condominiums, and the entry into Downtown Redmond)

19a. Existing Condition

19b. Simulation of Leary Way Alternative (E4)

EXHIBIT F4.5-20
Key Observation Point 19 (looking south, from the east side of Bellevue Way, just north of Fredrick Winters House)

20a. Existing Condition

20b. Simulation of Bellevue Way Alternative (B1)

20c. Simulation of 112th SE At-grade Alternative (B2A) and of 112th SE Bypass Alternative (B3)

20d. Simulation of 112th SE Elevated Alternative (B2E))

EXHIBIT F4.5-21
Key Observation Point 20 (looking north from the intersection of 112th and SE 8th Avenue)

21a. Existing Condition

21b. Simulation of 112th SE At-grade Alternative (B2A)

21c. Simulation of 112th SE Elevated Alternative (B2E)

21d. Simulation of 112th SE Bypass Alternative (B3)

EXHIBIT F4.5-22
Key Observation Point 21 (Second view point looking north from the west side of Leary Way towards the entry into Downtown Redmond)

22a. Existing Condition

22b. Second Simulation of Leary Way Alternative with Proposed Mitigation (E4)

Attachment 1

FHWA Visual Impact Assessment Methodology Used for East Link

Attachment 1

FHWA Visual Impact Assessment Methodology Used for East Link

The purpose of the attachment to Appendix F4.5, Visual Consistency and Key Observation Point Analyses, is to demonstrate how the visual and aesthetic resource analysis was grounded in a formalized approach based upon the FHWA's Visual Impact Assessment methodology using the accepted assessment criteria and terminology for describing visual quality, as set forth in FHWA's *Visual Impact Assessment for Highway Projects* manual. Visual quality assessments examine the composition of the character-defining features for selected views and determine how a proposed project might impact the features of the view. These assessments ask the following questions:

- Is this particular view common or dramatic?
- Is this particular view a pleasing composition (with a mix of elements that seem to belong together) or not (with a mix of elements that either do not belong together or are eyesores and contrast with the other elements in the surroundings)?

Visual quality is determined in terms of three components: vividness, intactness, and unity. These three components are described below:

Vividness is the degree of drama, memorability, or distinctiveness of the landscape components. 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. This factor can be present in well-kept urban and rural landscapes, as well as in natural settings. High intactness means that the landscape is free of eyesores and is not broken up by features that appear to be out of place. 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's Visual Impact Assessment methodology assigns numeric ratings to the three components that determine visual quality and then averages the ratings to establish an overall visual quality score. The concepts of vividness, intactness, and unity and rating them numerically may be somewhat esoteric for the general reader, and therefore they were not referred to in Section 4.5 of the Draft Environmental Impact Statement, but they were used to determine visual quality categories as illustrated Table 1 and Table 2 of this attachment. Instead of describing and rating vividness, intactness, and unity in Section 4.5, the overall visual quality categories for portions of the segments were described as high, medium and low. This approach was used to describe existing conditions and project impacts. Tables 1 and 2 illustrate how the visual quality categories for existing conditions and project impacts were determined.

Table 1, Existing Visual Quality Categories, describes the existing visual quality categories that were assigned to subareas of the segments illustrated in Exhibits 4.5-1 through 4.5-5. The vividness, intactness, and unity of each subarea were determined and the overall visual quality category established.

Table 2, Change in Visual Quality Categories, briefly explains why and if project alternatives would change the existing visual quality enough to lower the category of the portion of the alternative described. In many cases, an alternative would change the visual quality of an area but would not change it enough to lower the visual quality category. This assessment focused on impacts that would change the existing visual quality category one of more categories (such as high to medium or medium to low). If a project alternative of a segment was determined to reduce the visual quality of any subarea of a segment, then the alternative was determined to have an adverse impact on visual quality

The EIS Section 4.5 discusses views from or of a project as well as viewer sensitivity and numbers of affected viewers. These items were not addressed in Table 1 and 2 that follow.

TABLE 1
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
Segment A				
Seattle	*Medium* Unmemorable mix of industrial areas, with many large-scale transportation elements and residential. Low vividness along much of western part of subarea. Near west tunnel portal residential areas and parks, vividness is medium to high.	*Low* Predominance of industrial buildings and lots along with utilitarian-appearing transportation features (freeways) visually encroach on area. Not an intact viewed landscape.	*Low* Not a harmonious, coherent visual pattern to the viewed landscape.	**Low**
I-90 Floating Bridge	*Medium* The floating bridge is a visual distraction from the waters of Lake Washington and shoreline areas, but is a unique and memorable feature. The arch of the southern part of the bridge and the tunnel portals provide an "entry" statement to the bridge for westbound vehicles.	*Low* Bridge is a visual encroachment to views of Lake Washington from nearby shoreline areas and the waters of the lake.	*Medium* Bridge is a man-made visual element that connects Seattle with Mercer Island. Its presence does not add to the harmony of the view of Lake Washington and areas beyond in which the bridge can be seen.	**Medium**
Mercer Island	*High* Unique and distinctive urban landscape with much design thought given to it.	*Medium* The freeway running through the landscaped "valley" and tunnels may be considered encroachments that divide Mercer Island. Mitigation measures (treated walls and vegetation) have been effective in reducing negative impacts.	*Medium* The open-air portions have high unity and the tunnel portions have low unity.	**Medium**
East Channel Bridge	*Medium* The bridge itself is not as memorable as the floating bridge. It does span a body of water, which makes it somewhat memorable.	*Low* The bridge is a large-scale visual encroachment to views from east channel and shoreline areas.	*Medium* The bridge is a strong visual element that visually connects Mercer Island with Bellevue and forms a visual element/landmark that boaters move under and past.	**Medium**
Segment B				
I-90 from Segment A to Bellevue Way SE Off-Ramp	*Medium* Memorable views to the south from nearby residences, common views to the north of subdivision, and memorable but negative views of I-90 structure from areas below it.	*Low* The freeway is a visual encroachment from areas above it and below it.	*Medium* The elevated I-90 structure that travels from east to west through this area does provide some visual unity, as do expansive views beyond it.	**Medium**

TABLE 1
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
Bellevue Way SE from I-90 (via Off-Ramp) to South Bellevue Park-and-Ride Lot	*Medium* The area has a transportation-infrastructure (I-90, ramps, park-and-ride lot, I-90 Trail)-influenced and natural-park character. The presence of Mercer Slough Nature Park is a memorable feature and along with vegetated hillsides is a positive visual element.	*Low* The elevated I-90 and on- and off-ramps form a transportation-structure-dominated setting that is visually strong and might be considered an encroachment.	*Medium* The transportation elements and Mercer Slough Nature Park create a unique landscape composed of transportation features in a somewhat natural setting (the park).	**Medium**
Bellevue Way SE from South Bellevue Park-and-Ride Lot to 112th Avenue SE Intersection	*High* Mercer Slough Nature Park to east and heavily vegetated hillside to west are memorable and distinctive for most of Bellevue Way.	*Medium* This attractive linear landscape is largely free of visual intrusion except for residential properties that can be seen on hillsides to the west.	*High* The seen elements (trees, park, blueberry farms, the historic Fredrick Winters House) form a coherent, harmonious, and almost rural-appearing landscape that has disappeared from much of the Bellevue area.	**High**
Bellevue Way SE from 112th Avenue SE Intersection to Segment C	*Medium* A mix of single and multifamily residential with neighborhood small businesses and churches has a mature, well maintained suburban-neighborhood character. Pleasant setting but not memorable.	*Medium* The scale and type of development is what would be expected in a mature, well-maintained suburban residential area with an arterial street going through it. The area has some developments (businesses and new condominiums) that do not contribute to the intactness of the area.	*High* The area generally has a moderately high degree of visual unity that is linked by Bellevue Way SE. The neighborhood has a generally harmonious visual pattern.	**Medium**

TABLE 1
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
112th Avenue SE from Bellevue Way SE Intersection to SE 8th Street	*High* The character of adjacent areas is a combination of park-like (along Mercer Slough and Surry Downs Park), natural (West Mercer Slough), office park (the Bellefield office park), and residential (the Surrey Downs Neighborhood). A memorable setting.	*High* Intactness along most of this area is high and is characterized by the Mercer Slough Nature Park: mature trees, landscaped street edges, and well-maintained residences and an office park that was built within Mercer Slough Nature Park.	*High* This area has a well-maintained, suburban arterial street character that is visually unified. It is flanked with sidewalks, numerous trees, and contains a landscaped median (up to SE 8th Street).	**High**
SE 8th Street from 112th Avenue SE to Segment C and Area Along Alternative B3	*Medium* Most of this part of route has the character of a well maintained and landscaped suburban arterial street with many large street trees. Portion of Alternative B3 has an undeveloped character. The route passes office parks, residential, park settings. Pleasant but not memorable area.	*Medium* This area is relatively intact in terms of continuing the suburban office park and residential character of SE 112th Avenue.	*Medium* This area has an average degree of unity in terms of office-building site treatments and the adjacent undeveloped area.	**Medium**
Portion of I-90 Passing Through Mercer Slough Nature Park	*Moderate* The I-90 structure is a memorable physical feature in areas where it can be seen. It has changed the character of the area where it is located. The appearance of the Mercer Slough Nature Park north and south of I-90 and the waters of an arm of Lake Washington to the south are visually vivid.	*Low* This section of I-90 and its associated ramps have been built at varying elevations that range from almost at grade to high above grade, and it is visually disjointed. As a result, the area is low in visual intactness. The I-90 structure's form, line, scale, and color contrast with the nearby landscape of Mercer Slough Nature Park.	*Moderate* The elevated portions of the freeway and on- and off-ramps are visible visual elements that, along with the wetlands associated with the Mercer Slough Nature Park on either side of I-90, provide a moderate degree of visual unity in the area.	**Moderate**
BNSF Railway	*Medium* This portion of the route passes through a mixture of areas, many of which are heavily vegetated, thus limiting views. The route would be in the existing railroad corridor and would have some visual connection with the Mercer Slough Nature Park to the west.	*Medium* The freeway and park contrast, and along the BNSF railway, the mix of uses are low- to mid-rise buildings, which creates a linear area with medium intactness.	*Medium* The corridor has a somewhat isolated and unified appearance. Although the corridor is surrounded by vegetation, the views are connected to large infrastructure (I-90, I-405, and BNSF)	**Medium**
114th Avenue SE to Segment C Boundary	*Low* This portion of the route would pass between I-405 and various different utilitarian land uses to the west of it. The area is not memorable and is visually dominated by I-405.	*Low* This section of the route has a mix of uses and visual elements. The presence of I-405 is an encroachment on the landscape.	*Low* The mix of visual elements (freeway, ramps, varying types of commercial land uses, etc.) seen along this section of the route detract from visual unity.	**Low**

TABLE 1
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
Segment C				
Bellevue Way NW from Segment B to retained cut (SE 3rd Street)	*Medium* Area contains a mix of land uses, and well-maintained buildings and landscaping of similar suburban character create an area that is generally pleasant but not distinctive or memorable.	*Medium* Much of the area along this section of road is consistent in appearance, although the northernmost part is less intact. The area does not contain visually encroaching elements, although some churches and multifamily buildings are larger in scale than surroundings.	*Medium* The west side of the street has a residential character, with multifamily complexes and single-family residences. The eastern side contains large-scale developments (hotels, the Bellevue Club) that have large parking lots.	**Medium**
112th Avenue SE from Segment B to Main Street	*Medium* Has the character of a well-maintained suburban arterial street flanked with sidewalks and trees that is pleasant but not vivid or memorable.	*Low* Areas along the east side of the avenue contain large-scale developments that have large parking lots associated with them.	*Medium* The area has an average degree of unity in terms of land uses with similar character along each side of the avenue (residential and park on the west and large-scale hotel, etc., on the east).	**Medium**
112th Avenue NE from Main Street to NE 8th Street (and its bridge over I-405 to Segment D)	*Low* The character of much of this area is dominated by large parking lots and the presence of I-405 and associated structures. It is not a memorable area.	*Low* I-405 structures encroach on the views within the area. Large parking lots are often landscaped, but buildings are set back from street, access to interchanges, and openings between buildings emphasize views of I-405.	*Low* The mix of land uses and transportation elements (I-405) and lack of unifying elements in this transitioning area produces an area that is low in visual unity.	**Low**

TABLE 1
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
112th Avenue NE from NE 8th Street to NE 12th Street (and its bridge over I-405 to Segment D)	*Low and Medium* This section of the avenue includes office buildings and multifamily buildings that follow Bellevue's design directives. Projects along this portion of the avenue include a bridge over I-405, thus creating more large-scale transportation elements in the view corridor. There are still some unsightly properties and views of I-405. The area is of average memorability.	*Low and Medium* Intactness is medium. The mixture of buildings (1960s, 1980s, and 2005) do not have consistent design elements. The area has average intactness.	*Low* The mix of land uses and transportation elements (I-405) and lack of unifying elements in this transitioning area produces an area that is low in visual unity.	**Low and Medium**
Main Street	*Medium* This section of Main Street passes by areas of single-family residences used for commercial purposes, office buildings and parking lots to the north with views to the east of I-405 and the Main Street overpass. Not a memorable or vivid area.	*Medium and Low* There are no major encroachments (although I-405 visible to east). The juxtaposition of small homes on one side and tall offices on the other reduces the area to average to low intactness.	*Low* The mixed land uses and scales result in a landscape that is not unified.	**Medium**
108th and 110th Avenues NE between Main Street and NE 12th Street	*High* These portions of the two avenues pass through areas that have been developed or are under construction and will be completed in the near future. This area has an urban character that is vivid and memorable.	*High* City of Bellevue design directives have resulted in a streetscape along much of these streets that has a high degree of intactness, which will be even stronger as projects currently under construction are completed.	*High* The scale and building quality and the streetscape quality give most of these streets a high degree of visual unity.	**High**
NE 6th Street from 112th Avenue NE to over I-405 and area to the east of I-405 to Segment D boundary.	*Medium and Low* The section of NE 6th Street west of 112th Avenue NE is adjacent to the Meydenbauer Conference Center and the north end of Bellevue City Hall plaza. The section is somewhat distinctive and memorable and has a medium visual quality rating. The portion of the street east of 112th Avenue NE passes over I-405 and past areas such as automobile dealerships and low-rise commercial areas that are not vivid or memorable. It has low memorability.	*Medium and Low* The section of NE 6th Street west of 112th Avenue NE has medium intactness due to the quality of the Meydenbauer Conference Center and City Hall plaza. East of 112th Avenue SE the mix of land uses and their generally utilitarian appearance create an area that is low in visual intactness. I-405 is a major visual encroachment.	*Low* The street has little visual unity.	**Medium and Low**

TABLE 1
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
NE 12th Street from 108th Avenue SE to I-405	*High* McCormick Park and Ashwood Park are memorable green/ open space elements in this part of Bellevue.	*High* Buildings, parks, street trees, and landscape design along this portion of the street have created an area high in visual intactness	*Medium* The mixture of land use and building type in this area (multifamily residential, single-family residential, library, office buildings, and parks) result in an area with medium visual unity.	**High**
Segment D				
All of Segment D except for area described below	*Low* Most of the alternatives in Segment D would primarily pass through areas that have either an industrial (distribution and manufacturing) or commercial (numerous automobile-dependant businesses with large parking areas) character. These areas are utilitarian in appearance and low in memorability or vividness.	*Low* The mix of land uses and their generally utilitarian appearance creates an area that is low in visual intactness. I-405 is a major visual encroachment along some of the alternatives.	*Low to Medium* Some of the alternatives are in areas that are at least partially unified in terms of having an industrial (or retail) character and others pass through areas that contain a mixture of land uses and have low visual unity.	**Low**
152nd Avenue NE from NE 24th Street to SR 520	*Medium* Many buildings are closer to the street along this section of the avenue with smaller and less visually dominating parking lots. There is more mature and abundant landscaping and more street trees, and the overall character of the avenue is that of a somewhat well-maintained suburban commercial district and office park.	*Low* There is a mixture of land uses and scales along this section of the avenue that does not lend a visual consistency or intactness to this area.	Medium The streetscape, landscaping, and building relationship to the street create an area of medium visual unity.	**Medium**
Segment E				
520 from Segment D to where project alternatives diverge from each other before passing by Marymoor Park	*Low* The landscape seen along this segment contains a variety of different types of land uses. It is dominated by the presence of I-405 and is not memorable or vivid.	*Low* I-405 is disruptive presence that is looked up to from areas below it or looked down upon from areas above it.	*Medium* This area has medium visual unity because I-405 is a consistent and strong visual presence along this portion of Segment D, which helps somewhat visually unify the areas it passes next to.	**Low**

TABLE 1
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
West Lake Sammamish Parkway Northeast from SR 520 off-ramp to near the Sammamish River	*Medium* The viewed landscape is a mixture of vegetated hillside, mulitifamily buildings, a strip-mall shopping area, and arterial road with some views of the Sammamish River and park lands. The area has medium vividness.	*Medium* Intactness is medium in that there are no major encroachments and some intactness from the nearby linear river, park, and vegetated hillside.	*Medium* The area along this section of parkway has some unity, but is not exceptional.	**Medium**
NE Redmond Way over Sammamish River to BNSF railroad corridor	*High* The area along this stretch of road passes over the Sammamish River and valley and adjacent park lands. The view along the river and adjacent parklands is memorable and vivid.	*Medium* The area has an intact appearance due to the river, park lands, and vegetation. The bridge is a slight intrusion that slightly lowers intactness.	*High* The river, park lands, and heavy vegetation create a unified landscape.	**High**
Leary Way NE from SR 520 off-ramp to BNSF railroad corridor	*High* The area along this stretch of road passes over the Sammamish River and adjacent park lands as it enters the old part of Redmond and a tree-lined street. The scene is vivid and memorable.	*High* The area has an intact appearance due to the river, park lands, and vegetation. The bridge is designed as a manmade amenity that only slightly lowers intactness.	*High* The river, park lands and heavy vegetation create a unified landscape.	**High**
BNSF railroad corridor	*Medium* The area along much of the corridor passes behind buildings, and much of it has an industrial character that is low in vividness and memorability. The lands on which the tracks are located are generally not well maintained. The area near Redmond Town Center (away from the tracks) is somewhat memorable and vivid.	*Low* The area has a generally mixed appearance as a result of different land uses along the route, many of which have their backs or service loading areas oriented along the old railroad route. The area has a low degree of intactness.	*Low* There is a lack of visual unity along the route.	**Low**

TABLE 1
Existing Visual Quality Categories

	Vividness	**Intactness**	**Unity**	**Visual Quality Category**
Along SR 520 (east of where E1 and E4 would leave the SR 520 corridor) to BNSF railroad corridor and along 161st Avenue NE	*High* Most of this section of SR 520 is located low on the landscape and passes next to Marymoor Park and the Sammamish River, and offers views of Mt. Rainier. It is a vivid and memorable landscape.	*Medium* The viewed landscape is intact with the exception of SR 520. However, the low elevation of most of the freeway reduces its intrusion into the landscape considerably.	*High* The viewed landscape has a unified appearance due to park lands to the south and the heavily vegetated river corridor and retail developments to the north.	**High**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	**Vividness** (*Existing*)**/with Project**	**Intactness** (*Existing*)**/with Project**	**Unity** (*Existing*)**/with Project**	**Visual Quality Category** *(Existing)***/with Project**
Segment A				
1. Seattle	*(Medium)*/ **No change in rating** Project components would be located along existing freeway structure and would have little influence on vividness.	*(Low)*/**No change in rating** The presence of the elevated station, the sight of people getting in and out of the light rail vehicles, and the moving light rail vehicles themselves might slightly increase visual interest and human scale compared to viewing freeway lanes and moving vehicles but not enough the change the low rating.	*(Low)*/**No change in rating** The view of moving light rail vehicles would be consistent with the view (or visual pattern) of moving vehicles when viewed from many locations along this sub-segment.	*(Low)***/ No change in rating**
2. I-90 Floating Bridge	*(Medium)*/ **No change in rating** The light rail vehicles and OCS would be visible on the bridge to varying degrees depending upon viewing distance and location but would not change the medium degree of vividness.	*(Low)*/**No change in rating** There would be little change to the established transportation-infrastructure-oriented character of the floating bridge.	*(Medium)***/No change in rating** The view of moving light rail vehicles would be consistent with the view (or visual pattern) of moving vehicles when viewed from many locations.	*(Medium)*/**No change in rating**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	Vividness (*Existing*)/with Project	Intactness (*Existing*)/with Project	Unity (*Existing*)/with Project	Visual Quality Category (*Existing*)/with Project
3. Mercer Island	*(High)*/**No change in rating** The Mercer Island Station and associated components would not change the uniqueness and memorability of this section of I-90.	*(Medium)*/**No change in rating** The character of this portion of I-90 would be expanded from that of a vehicular-oriented freeway physically separated from the nearby areas to a mix of freeway and rapid transit with physical and more visual access to nearby area,	*(Medium)*/**No change in rating** The Mercer Island Station and associated components would help physically and visually connect I-90 to the areas above it and would slightly improve visual unity.	*(Medium)*/**No change in rating**
4. East Channel Bridge	*(Medium)*/**No change in rating** The light rail vehicles and OCS would be visible on the bridge to varying degrees depending upon viewing distance and location but would not change the medium degree of vividness.	*(Low)*/**No change in rating** The presence of light rail vehicles and OCS would not add to the encroachment of the existing bridge and would cause little change to intactness.	*(Medium)*/**No change in rating** The presence of light rail vehicles and OCS would not change the medium unity of the bridge.	*(Medium)*/**No change in rating**
Segment B				
B1, Bellevue Way Alternative				
5. All of route <u>except</u> portion described below	*(Medium)*/**No change in rating** The presence of the at-grade route would result in some street widening (and loss of some trees), but its presence and seeing the light rail vehicles and OCS would not change the pleasant, medium vividness of the areas that it would pass through.	*(Low and Medium)*/**No change in rating** The at-grade route would not visually encroach on the areas it would pass through enough to reduce intactness ratings along the portions of the route with medium intactness.	*(Medium and High)*/**No change in rating** The at-grade route could be considered to visually help unify the streets it would pass along.	*(Medium)*/**No change in rating**
6. Bellevue Way SE from South Bellevue Park-and-Ride Lot to the 112th Avenue SE intersection	*(High)*/**Medium** The placement of the route partially into the hillside, the removal of vegetation, the installation of retaining walls, and the introduction of light rail components would lower the undeveloped, almost rural landscape character of this section of Bellevue Way SE and reduce its vividness.	*(Medium)*/**No change in rating** The at-grade route would not be considered an encroaching visual element in that it would not be out of scale, line, or form with the surroundings environment of an arterial road.	*(High)*/**Medium** The current unified appearance of this portion of Bellevue Way SE would be reduced from high to medium as a result of removing trees and locating this part of the route partially into the hillside.	*(High)*/**Medium**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	Vividness (*Existing*)/with Project	Intactness (*Existing*)/with Project	Unity (*Existing*)/with Project	Visual Quality Category (*Existing*)/with Project
B2A, 112th SE At-Grade Alternative				
7. All of route except portions described below	*(Medium and High)*/**No change in rating** The elevated portion of the alternative that would depart the I-90 elevated structure would be located in front of the I-90 to Bellevue Way ramp when viewed from the hillsides to the northwest. The alternative would introduce another transportation-oriented structure into the landscape, but this would not be enough to change the vividness rating.	*(Low and High)*/**No change in rating** The at-grade route would not be considered an encroaching visual element in that it would not be out of scale with the surroundings environment of an arterial road.	*(Medium and High)*/**No change in rating** The at-grade route could be considered to visually help unify the streets it would pass along.	*(Medium)*/**No change in rating**
8. Bellevue Way SE from South Bellevue Park-and-Ride Lot along 112th Avenue SE to the intersection with SE 8th Street	*(High)*/**Medium** Impacts would be similar to Alternative B1, but there would be less impact from retaining walls. More of the light rail system components (OCS and light rail vehicles) would be seen from approximately 15 residences on the hillside to the west.	*(Medium)*/**No change** Although vegetation would be removed, the at-grade route would not be considered enough of an encroaching visual element to lower the intactness rating to low.	*(High)*/**Medium** The removal of vegetation and the introduction of retaining walls would introduce elements that would reduce the current cohesive and harmonious visual pattern of the landscape along this part of the route. They would reduce visual unity along the route and decrease the visual unity of views to the east from the approximately 15 residences on the hillside to the west.	*(High)*/**Medium**
9. 112th Avenue SE from SE 8th Street intersection to Segment C boundary	*(Medium)*/**Low** From this location, the at-grade station and part of the retained cut that leads to the tunnel portal would be seen. The expansion of 112th Avenue SE to the east and west would result in the loss of a number of existing trees and other adjacent roadside vegetation. The station and cut-and-fill structure would be pedestrian in scale and would increase the view's vividness. Existing trees would be removed and the part of the street near the station widened, which would lower the memorability and reduce vividness to low.	*(Medium)*/ **No change in rating** The at-grade route, station, and retained-cut and widened street would introduce new at-grade visual elements. Because they would be street-level features, they would not encroach on the view but would remove several street trees from the east side of the street. This would widen the overall intersection, thus lowering the intactness somewhat. This affects views toward the business park, but the widened roadway does not lower the intactness to low.	*(Medium)*/ **No change in rating** The expansion of 112th Avenue SE to the east and west would result in the loss of a number of existing trees and other adjacent roadside vegetation. The at-grade station and retained cut would appear to be the "end" of the route, as it transitions underground. Primary features of the visual environmental remain unified.	*(Medium)*/ **No change in rating**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	Vividness (*Existing*)/with Project	Intactness (*Existing*)/with Project	Unity (*Existing*)/with Project	Visual Quality Category (*Existing*)/with Project
B2E, 112th SE Elevated Alternative				
10. I-90 from Segment A to Bellevue Way SE off-ramp sub-segment	*(Medium)*/**No change in rating** The light rail vehicles and OCS would be visible but would not block views to south and would not change medium degree of vividness.	*(Low)*/**No change in rating** Light rail vehicles and OCS would be seen near I-90 but would not be visible enough to be considered visual encroachments.	*(Low)*/**No change in rating** Light rail vehicles and OCS would be seen near I-90 but would not add to the low visual unity rating.	*(Low)*/**No change in rating**
11. Bellevue Way SE from I-90 (via off-ramp) to South Bellevue Park-and-Ride Lot sub-segment	*(Medium)*/**No change in rating** When viewed from the hillsides to the northwest, the elevated portion of the route that would depart the I-90 elevated structure would be located in front of the I-90 Bellevue Way ramp. It would introduce another transportation-oriented structure into the landscape but would not lower the rating.	*(Low)*/**No change in rating** As described under vividness, the elevated portion of the route would be visible in an area where intactness is already low largely due to elevated I-90 structures, and it would not be out of character with the I-90 structures.	*(Low)*/**No change in rating** The elevated portion of the route would be visible in an area where unity is already low due the number of types of features in this area.	*(Medium)*/**No change in rating**
12. Bellevue Way SE from South Bellevue Park-and-Ride Lot along 112th Avenue SE to the intersection with SE 8th Street	*(High)*/**Medium** The elevated structure, OCS, and light rail vehicles are on the west side and therefore would not intrude into views of Mercer Slough, berry farms, and/or I-90 from approximately 15 to 20 residences on hillsides to west of the route. The human-made project components would not block or seriously impinge on views but would contrast with the existing view in terms of line, form, and color and lower vividness.	*(Medium)*/**No change in rating** The elevated structure, OCS, and light rail vehicles would be seen from (and encroach on the view from) approximately 15 to 20 residences to the west but would not lower the existing medium intactness to low.	*(High)*/**Medium** The project elements discussed under vividness would also reduce the existing visual pattern of the view to the east seen from the approximately 15 to 20 residences on the hillside to the west.	*(High)*/**Medium**
13. 112th Avenue SE from SE 8th Street intersection to Segment C boundary	*(Medium)*/**low** The elevated structure and station would add large-scale visual elements to this part of the route. The structure and particularly the station would contrast with the existing character of this area. Existing trees would be removed. Together, with the large overhead station, the change would lower the memorability and reduce vividness to low.	*(Medium)*/ **No change in rating** The elevated structure and station would introduce large-scale elements into the area and over 112th Avenue SE. They would encroach on the setting of the intersection and area along 112th Avenue SE, remove a number of trees and cast shadows. This lowers the existing intactness. The structure is consistent with the office park that it adjoins and therefore would not cause the existing rating to be lowered to low.	*(Medium)*/ **No change in rating** The presence and scale of the elevated structure and station along with the removal of a large landscaped area between the station and an office building east of it would reduce the unity rating, but not enough to change the rating to low.	*(Medium)*/ **No change in rating**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	Vividness (*Existing*)/with Project	Intactness (*Existing*)/with Project	Unity (*Existing*)/with Project	Visual Quality Category (*Existing*)/with Project
B3, 112th SE Bypass Alternative				
14. All of route except portions described below	*(Medium and High)*/**No change in rating** The impacts to vividness would be the same as those described for this part of the B2A, 112th SE At-Grade Alternative route (Row #7).	*(Low and High)*/**No change in rating** The impacts to intactness would be the same as those described for this part of the B2A, 112th SE At-Grade Alternative route (Row #7).	*(Medium and High)*/**No change in rating** The impacts to unity would be the same as those described for this part of the B2A, 112th SE At-Grade Alternative route(Row #7).	*(Medium)*/**No change in rating**
15. Bellevue Way SE from South Bellevue Park-and-Ride Lot along 112th Avenue SE to the intersection with SE 8th Street	*(High)*/**Medium** The impacts to vividness would be the same as those described for this part of the B2A, 112th SE At-Grade Alternative route (Row #8).	*(Medium)*/**No change** The impacts to intactness would be the same as those described for this part of the B2A, 112th SE At-Grade Alternative route (Row #8).	*(High)*/**Medium** The impacts to unity would be the same as those described for this part of the B2A, 112th SE At-Grade Alternative route (Row #8).	*(High)*/**Medium**
16. North of intersection of 112th Avenue SE and SE 8th Street to Segment C boundary	*(Medium)*/ **No change in rating** Elevated structure, OCS, and light rail vehicles would be seen crossing over 112th Avenue SE and SE 8th Street and passing between office buildings. It would be seen from SE 8th Street and I-405 as the route passed through an undeveloped area. Presence of the elevated structure would contrast with the undeveloped area it would pass over but would not be out of character with nearby raised I-405 and ramps, so it would not impact medium vividness enough to lower rating to low.	*(Medium)*/**No change in rating** The existing mix of uses near the route results in its medium intactness. The elevated structure would slightly lower intactness but would not encroach enough on the existing views to reduce the intactness rating to low.	*(Low)*/**No change in rating** The elevated structure would add another visual element to the mixed visual patterns and elements in this area. It would not change the existing unity rating.	*(Medium)*/**No change in rating**
B7/BNSF Alternative				
17. From Segment A boundary to Bellevue Way SE Ramp	*(Medium)*/**No change in rating** The elevated structure would be viewed from the hillsides to the north. The alternative would introduce another transportation-oriented structure into the landscape, but this would not be enough to change the vividness rating.	*(Low)*/**No change in rating** The elevated structure would not be considered an encroaching visual element in that it would not be similar in elevation, appearance and scale with existing the elevated I-90 structure.	*(Medium)*/**No change in rating** The unity would not change with the presence of another elevated structure (in addition to I-90) along this part of the route.	*(Medium)*/**No change in rating**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	**Vividness** (*Existing*)**/with Project**	**Intactness** (*Existing*)**/with Project**	**Unity** (*Existing*)**/with Project**	**Visual Quality Category** *(Existing)***/with Project**
18. B7 route from Bellevue Way SE ramp along portion of I-90 passing through Mercer Slough Nature Park	*(Medium)***/No change in rating** The elevated structure would add another large-scale elevated visual element to this area, but due to the existing dominating presence of the I-90 structure and its associated ramps along this portion of the route, the elevated structure would not block visual access to the part of Mercer Slough Nature Park north of I-90 and would not decrease the area's medium vividness rating to low.	*(Low)***/No change in rating** The presence of the elevated structure would contribute to the low intactness established by the I-90 structure and associated ramps. .	*(Medium)/* **No change in rating** Along portions of the I-90 Trail where viewers would see the elevated structure (many portions would continue to be screened by nearby vegetation), the elevated structure would partially intrude on north views of vegetation in the Mercer Slough Nature Park but would not lower the medium visual unity.	*(Medium)***/No change in rating**
19. BNSF Railway	*(Medium)***/No change in rating** The at-grade route would not change the medium vividness of this section of the largely visually contained (i.e., separated from many views by terrain and vegetation) corridor.	*(Medium)***/No change in rating** The at-grade route would not change the medium intactness of this section of the corridor.	*(Medium)***/No change in rating** The at-grade route would not change the medium unity of this section of the corridor.	*(Medium)***/No change in rating**
20. 114th Avenue SE to Segment C boundary	*(Low)*/**No change in rating** The elevated structure and station would add memorable and well-designed architectural visual features to this area but would not improve vividness enough to raise the category to medium.	*(Low)***/No change in rating** The elevated structure and station would somewhat encroach on some of the (limited) views from I-405 towards parts of Mercer Slough Nature Park.	*(Low)***/No change in rating** The elevated structure and station would add another visual feature to this area, which is low in visual unity. The presence of the elevated structure along the length of the route might provide additional visual unity.	*(Low)*/**No change in rating**
Segment C				
C1T, Bellevue Way Tunnel Alternative (aboveground portions)				
21. Bellevue Way NW from Segment B to tunnel portal	*(Medium)***/No change in rating** The open portion of the retained cut and the tunnel portal would be seen but would not decrease the area's medium rating for vividness.	*(Medium)***/No change in rating** Intactness would be lowered a bit with the presence of the retained cut, but not enough to lower the rating to low.	*(Medium)***/No change in rating** The presence of the retained cut would add a new visual element that would have a neutral effect on unity.	*(Medium)/* **No change in rating**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	Vividness (*Existing*)/with Project	Intactness (*Existing*)/with Project	Unity (*Existing*)/with Project	Visual Quality Category (*Existing*)/with Project
22. NE 6th Street from tunnel portal to 112th Avenue NE	*(High)*/**No Change in rating** The tunnel portal, transition structure, and elevated structure would introduce new contrasting forms, lines, and colors to the streetscape. These elements would be rather unique-appearing and vivid features that would not decrease the area's vividness.	*(Medium)*/**No change in rating** Some views between the Meydenbauer Conference Center and City Hall would be blocked by the transition structure and elevated structure. The established visual character and visual connection between the two areas would somewhat change but not enough to lower intactness from medium to low.	*(Medium)*/**Low** The existing visual pattern along this part of NE 6th street would change with the presence of the transition structure and elevated structure. Visual unity would be reduced to low.	*(Medium)*/**No change in rating**
23. NE 6th Street from 112th Avenue NE east to Segment D border	*(Low)*/**No change in rating** Would slightly add to the memorability or vividness of an area with an existing mix of uses that are not vivid or memorable, but it would not increase the rating.	*(Low)*/**No change in rating** Would not negatively change utilitarian appearance or visual intactness of the area.	*(Low)*/**No change in rating** Would slightly improve low visual unity but not enough to change rating.	*(Low)*/**No change in rating**
C2T, 106th NE Tunnel Alternative (aboveground portions)				
24. 112th Avenue SE from Segment B to Main Street tunnel portal	*(Medium)*/**No change in rating** The elevated structure and widened street would remove trees and vegetation and somewhat lower the pleasant appearance of parts of the street (and may make the nearby extensive areas of parking much more visible), it but would not change the medium visual quality rating to low.	*(Low)*/**No change in rating** The elevated structure and widened street would not greatly change the low intactness along the east side of the avenue, which contains large-scale developments and large parking lots.	*(Medium)*/**No change in rating** The area has an average degree of unity in terms of having land uses with similar character along each side of the avenue (residential and park on the west and large-scale hotel, etc., on the east).	*(Medium)*/**No change in rating**
25. NE 6th Street from 112th Avenue NE east to Segment D border	*(Low)*/**No change in rating** Same as description for C1T, Bellevue Way Tunnel Alternative, NE 6th Street from 112th Avenue NE east to Segment D border (Row #23).	*(Medium)*/**No change in rating** Same as description for C1T, Bellevue Way Tunnel Alternative (Row #23).	*(Low)*/**No change in rating** Same as description for C1T, Bellevue Way Tunnel Alternative (Row #23).	*(Low)*/**No change in rating**
C3T, 108th NE Tunnel Alternative (aboveground portions)				
26. 112th from Segment B boundary to Main Street tunnel portal	*(Medium)*/**No change in rating** Same as description for C2T, 106th NE Tunnel Alternative (Row #24).	*(Low)*/**No change in rating** Same as description for C2T, 106th NE Tunnel Alternative (Row #24).	*(Medium)*/**No change in rating** Same as description for C2T, 106th NE Tunnel Alternative (Row #24).	*(Medium)*/**No change in rating**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	Vividness (*Existing*)/with Project	Intactness (*Existing*)/with Project	Unity (*Existing*)/with Project	Visual Quality Category (*Existing*)/with Project
27. NE 12th from tunnel portal to bridge over I-405 to Segment D	*(High)*/**Low initially, then over time Medium** The retained-cut and elevated structure starting at approximately 110th Avenue NE and going east would require removing much of the park's trees and vegetation and would lower vividness initially to low. Within several years of reconstruction, the redesigned and planted park would reach medium vividness.	*(High)*/**Low initially, then over time Medium** The retained-cut and elevated structure would lower the intactness rating of this part of McCormick Park. Within several years of reconstruction, the redesigned and planted park would reach medium intactness.	*(Medium)*/**Low initially, then over time Medium** Introducing the retained-cut and elevated structure while removing existing vegetation would decrease the areas unity. Within several years of reconstruction, the redesigned and planted park could help area reach medium unity.	*(High)*/**Low initially, then over time Medium**
C4A, Couplet Alternative				
28. 112th Avenue SE from Segment B to Main Street tunnel portal	*(Medium)*/**No change in rating** Same as description for C2T, 106th NE Tunnel Alternative for vividness (Row #24).	*(Low)*/**No change in rating** Same as description for C2T, 106th NE Tunnel Alternative for intactness. (Row #24)	*(Medium)*/**No change in rating** Same as description for C2T, 106th NE Tunnel Alternative for unity (Row #24).	*(Medium)*/**No change in rating**
29. Main Street	*(Medium)*/**No change in rating** The elevated and at-grade route would remove some buildings and trees but would not lower the medium vividness of this area.	*(Medium)*/**No change in rating** The elevated structure and at-grade route would not greatly change the medium along this short portion of Main Street.	*(Low)*/**No change in rating** The at-grade portion of the route could add visual unity to part of Main Street but not enough to change the low rating.	*(Medium)*/**No change in rating**
30. 108th and 110th Avenues NE between Main Street and NE 12th Street	*(High)*/**No change in rating** At-grade route and station would fit in with the urban character of this area and would positively add to its high vividness rating.	*(High)*/**No change in rating** At-grade route and station would complement high intactness rating.	*(High)*/**No change in rating** At-grade route would add to visual unity of these avenues.	*(High)*/**No change in rating**
31. NE 12th Street from 108th Avenue NE to NE 112th Street	*(High and Average)*/**Low initially, then over time Medium** The at-grade route would impact the portion of McCormick Park between 110th Avenue NE and the east end of the park by removing much of the park's trees and vegetation which would lower vividness initially to low. Within several years of reconstruction, the redesigned and planted park would reach medium vividness.	*(High)*/**Low initially, then Medium** The retained-cut and elevated structure would lower the intactness rating of this part of McCormick Park. Within several years of reconstruction, the redesigned and planted park would reach medium intactness.	*(Medium)*/**Low initially, then over time Medium** Introducing the at-grade route would remove existing vegetation and decrease the areas unity. Within several years of reconstruction, the redesigned and planted park could help area reach medium unity.	*(High)*/**Low initially, then over time Medium**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	Vividness (*Existing*)/with Project	Intactness (*Existing*)/with Project	Unity (*Existing*)/with Project	Visual Quality Category (*Existing*)/with Project
C7E, 112th NE Elevated Alternative				
32. 112th Avenue SE from Segment B to Main Street	*(Medium)*/**No change in rating** Same as description for C2T, 106th NE Tunnel Alternative (Row #24).	*(Low)*/**No change in rating** Same as description for C2T, 106th NE Tunnel Alternative (Row #24).	*(Medium)*/**No change in rating** Same as description for C2T, 106th NE Tunnel Alternative (Row #24).	*(Medium)*/**No change in rating**
33. 112th Avenue NE from Main Street to NE 8th Street (and its bridge over I-405 to Segment D) sub-segment	*(Low)*/**No change in rating** The elevated structure and station would be visible along this portion of 112th Avenue NE and could increase the vividness of an area dominated by parcels with buildings surrounded by parking areas with views of I-405 between buildings and I-405 ramps. Shadows would be seen below the elevated structure and station.	*(Low)*/**No change in rating** The elevated structure and station might be considered an encroaching element from some buildings but would not change intactness when viewed from ground level.	*Low*/**No change in rating** The elevated structure could add some visual unity to this area that is low in visual unity.	*(Low)*/**No change in rating**
34. 112th Avenue NE from NE 8th Street to NE 12th Street (and its bridge over I-405 to Segment D) sub-segment	*(Medium)*/**No change in rating** The elevated structure would not diminish the area's medium vividness and might slightly add to its memorability. The structure would introduce a large-scale feature to the streetscape that would contrast in form and line with nearby buildings and create a shadow on the street and sidewalks below. The alternative would not lower vividness enough to lower the vividness rating to low.	*(Medium)*/**No change in rating** The elevated structure might be considered an encroachment for viewers seeing it from nearby buildings, but it would not lower the intactness rating to low.	*(Medium)*/**No change in rating** The elevated structure would not diminish and could slightly add to the visual unity of this portion of 112th Avenue NE.	*(Medium)*/**No change in rating**
35. NE 12th Street from 112th Avenue SE over I-405 to Segment D	*(Medium and Low)*/**No change in rating** The elevated structure would not pass through McCormick Park. It would be seen over I-405 but would not lower existing vividness ratings.	*(Low)*/**No change in rating** The elevated structure would not change existing visual character of the areas it would pass thorough and would not improve the low intactness.	*(Low)*/**No change in rating** The elevated structure would have little influence on unity of the area it would pass though.	*(Low)*/**No change in rating**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	Vividness (*Existing*)/with Project	Intactness (*Existing*)/with Project	Unity (*Existing*)/with Project	Visual Quality Category (*Existing*)/with Project
C8E, 110th NE Elevated Alternative				
36. From Segment B along 114th Avenue SE to NE 2nd Avenue	*(Low)*/**No change in rating** The elevated structure and station would be noticed along this section of 114th Avenue, which closely parallels I-405, but it would not detract further from the area's low vividness rating and may add a vivid element to the area.	*(Low)*/**No change in rating** The elevated structure and station would have little influence on the existing low intactness of the portion of the route next to I-405 or the area near NE 2nd Avenue.	*(Low)*/ **No change in rating** The elevated structure and station could add visual unity to this area along its route, but not enough to change the rating.	*(Low)*/**No change in rating**
37. 110th Avenue NE	*(High)*/**Medium** The presence of the elevated structure, station, and straddlebents would introduce large-scale elements above the streetscape of this densely developed area's urban character. The station would be designed to be compatible with the character of the area near it. The station and elevated structure would be seen at eye-level from some nearby offices and from below from sidewalks. Shadows would be cast at certain times of the day on the street and sidewalks below (in addition to those cast by nearby buildings).	*(High)*/**Medium** The elevated structure and station may be considered visual encroachments by some viewers and appropriate urban features by others. The high intactness of much of 110th Avenue NE would be lowered to medium by the elevated structure and to a lesser degree by the elevated station.	*(High)*/**Medium** 110th Avenue NE has a generally unified, urban appearance that would not be lowered enough by the elevated structure or station to reduce the rating from high to medium.	*(High)*/**Medium**
38. NE 12th Street from 108th Avenue NE to NE 112th Street	*(High and Medium)*/**Low initially, then over time Medium** The elevated structure would start near 110th Avenue SE and would require removing vegetation along the portion of McCormick Park between 110th Avenue NE and 112th Avenue NE which would change the existing high vividness to low. Within several years of completion of reconstruction, the redesigned and replanted park would reach medium vividness.	*(High)*/**Low initially, then over time Medium** Removal of vegetation and presence of the elevated structure would initially lower intactness along McCormick Park to low until vegetation begins to fill in, which would increase intactness to medium.	*(Medium)*/**Low initially, then over time Medium** Removal of trees and presence of elevated structure would lower existing unity to low until vegetation begins to fill in, which would increase unity to medium.	*(High)*/**Low initially, then over time Medium**
39. NE 12th Street from 112th Avenue SE over I-405 to Segment D	*(Medium and Low)*/**No change in rating** The elevated structure would be seen over I-405 but would not lower existing vividness ratings.	*(Low)*/**No change in rating** The elevated structure would not change existing visual character of the areas it would pass thorough and would not improve the low intactness.	*(Low)*/**No change in rating** The elevated structure would have little influence on unity of the area it would pass though.	*(Low)*/**No change in rating**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	Vividness (*Existing*)/with Project	Intactness (*Existing*)/with Project	Unity (*Existing*)/with Project	Visual Quality Category (*Existing*)/with Project
Segment D				
40. All of Segment D except for the areas described below	*(Low)*/**No change in rating** The elevated, at-grade, and retained-cut routes and their associated stations would not reduce the vividness or memorability of the areas through which they would pass. At-grade and retained-cut routes would be less noticeable than the elevated routes, but none of the three would change the generally low vividness ratings of these areas.	*(Low)*/**No change in rating** The elevated, at-grade, and retained-cut routes and their associated stations would be similar in scale and character to the mix of land uses near which they would be sited and they would not change the low intactness found along much of Segment D.	*(Low to Medium)*/**No change in rating** Some of the alternatives are in areas that are at least partially unified in terms of having an industrial or retail character, while others pass through areas that contain a mixture of land uses and have low visual unity. The alternatives would not change the ratings.	*(Low)*/**No change in rating**
D2A and D2E, NE 16th At-Grade Alternative and NE 16th Elevated Alternative, respectively				
41. 152nd Avenue NE from NE 24th Street to SR 520:	*(Medium)*/**No change in rating** The at-grade and elevated alternatives would not change the overall character of the avenue (a somewhat well-maintained suburban commercial district and office park). The alternatives would add new features to the area and would require the removal of some existing trees. The scale, line, and overall design or the alternatives would not lower the existing medium vividness.	*(Low)*/**No change in rating** There is a mixture of land uses and scales along this section of the avenue that does not lend a visual consistency or intactness to this area. The at-grade and elevated alternatives would not change the low rating for intactness.	*(Medium)*/**No change in rating** The streetscape, landscaping, and building relationship to the street create an area of medium visual unity, which would not be changed by the scale or line of the at-grade or elevated alternatives.	*(Medium)*/**No change in rating**
Segment E				
Portions of routes common to all alternatives (E1, Redmond Way Alternative; E2, Marymoor Alternative; and E3, Leary Way Alternative)				
42. SR 520 from Segment D to where project alternatives diverge from each other	*(Low)*/**No change in rating** The landscape seen along this segment is not vivid or memorable and is dominated by I-405. The alternatives would be compatible with the character of SR 520 and nearby areas and roads in terms of scale, form, line, and color. The vividness rating would not change.	*(Low)*/**No change in rating** The alternatives would not change the low intactness rating of this area.	*(Medium)*/**No change in rating** The alternatives would reinforce the medium visual unity along this segment by following I-405.	*(Low)*/**No change in rating**

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Change in Visual Quality Categories

Segment/Subarea of Segment	Vividness (*Existing*)/with Project	Intactness (*Existing*)/with Project	Unity (*Existing*)/with Project	Visual Quality Category (*Existing*)/with Project
43. BNSF railroad corridor	*(Medium)*/**No change in rating** The presence of the routes and the stations would increase the vividness along the portions of this corridor where existing vividness is not as high as in some other areas (such as Redmond Town Center).	*(Low)*/**No change in rating** The routes and other facilities would not improve the low intactness rating of the corridor.	*(Low)*/ **No change in rating** There is a strong lack of visual unity along the alternatives. The routes, stations, and other facilities would slightly improve visual unity, but not enough to increase the category from low to medium.	*(Low)*/**No change in rating**
E1, Redmond Way Alternative				
44. West Lake Sammamish Parkway NE from SR 520 off-ramp to near the Sammamish River	*(Medium)*/**No change in rating** Most of the route would not change the medium vividness along the area. However, the vividness of part of this area (the hillside north of the 7-11) would be reduced to low due to the removal of trees and the presence of the elevated structure until replanted street trees grow large enough to begin to regain the stature of the existing trees.	*(Medium)*/**No change in rating** The route would not change the medium intactness of most of the parkway, but it would reduce intactness on the hillside north of the 7-11 to low due to the removal of trees that currently form a band on the hillside. The elevated structure would be somewhat of an encroachment in this area (although the general character of the area is influenced by the nearby parkway).	*Medium*/**No change in rating** As with vividness and intactness, the route would not change the medium unity of most of the area, except for the hillside north of the 7-11, where large trees would be removed until replanted street trees grow large enough to begin to regain the stature of the existing trees.	*(Medium)*/**No change to most (part of the area would change to low termporarily)**
45. NE Redmond Way over Sammamish River to BNSF railroad corridor	*(High)*/**No change in rating** The elevated structure would add a vivid large-scale element to this area and would remove some trees, but due to the presence of the NE Redmond Way overpass and numerous other trees, it would not be appear greatly out of place in terms of form, materials, and color.	*(Medium)*/**No change in rating** The removal of some trees could be noticed by some park and trail users but would not lower the medium intactness of this area.	*(High)*/**No change in rating** Redmond Way passes along areas with much vegetation that helps create a visually unified landscape. The presence of the elevated structure would add an element that would follow NE Redmond Way and reinforce the unity.	*(High)*/**No change in rating**
E-2, Marymoor Alternative				
46. Along SR 520 (from the location where E1 and E4 diverge from SR 520) to the end of Marymoor Park	*(High)*/**No change in rating** The descending and at-grade portions of the alternative would be seen to varying degrees in front of the adjacent SR 520 embankment and would have little impact on the areas vividness.	*(Medium)*/**No change in rating** The descending and at-grade portions of the alternative would add another human-made object to this area, but in terms of scale, line, and form, would be visually compatible with SR 520 and the park.	*(High)*/**No change in rating** The alternative would help to unify an area that already has high visual unity.	*(High)*/**No change in rating**

TABLE 2
Change in Visual Quality Categories

Segment/Subarea of Segment	**Vividness** (*Existing*)**/with Project**	**Intactness** (*Existing*)**/with Project**	**Unity** (*Existing*)**/with Project**	**Visual Quality Category** *(Existing)***/with Project**
E4, Leary Way Alternative				
47. Leary Way NE from SR 520 off-ramp to BNSF railroad corridor	*(High)*/**Medium** The tree-lined character of part of this portion of Leary Way NE would change with the construction of the elevated structure; transition structure; and to a lesser extent, the at-grade portions of the alternative. The vividness of this part of the road would be reduced to medium, until replanted street trees grow large enough to begin to regain the stature of the existing trees.	*(Medium)*/**Medium** The area's medium intactness would not be lowered enough by the presence of the elevated structure to be reclassified to low. This part of Leary Way NE would still have medium intactness due to the presence of the bridge over the Sammamish River and the trees near the portion of the street east of the bridge.	*(High)*/**Medium** The visual unity of the portion of the alternative would be somewhat lowered by the presence of the elevated structure and the removal of trees, but not enough to reclassify the unity rating to low, until replanted street trees grow large enough to begin to regain the stature of the existing trees and help visually unify the street.	*(High)*/**Medium**

Notes:
OCS = overhead catenary system