

Appendix F4.5

Visual Consistency and Key Observation Point Analyses

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 and ordinances; 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. With the three exceptions discussed below, none of the general plans or subarea plans were found to contain specific goals and policies 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.

One possible exception would concern view corridor guidelines associated with the Downtown Core Design District guidelines, which were developed by the City of Bellevue in order to implement the *Downtown Subarea Comprehensive Plan* policies. The pedestrian access structure associated with the 112th NE Elevated Alternative (C7E) could intrude on views of some Cascade Mountains peaks from the east side of 110th Avenue NE, part of which has been designated as a major open space as discussed below in Table F4.5-1. The pedestrian access structure (particularly the "tent" structures) associated with the 114th NE Elevated Alternative (C14E) could also intrude on views of some Cascade Mountains peaks from part of 110th Avenue NE. The other possible exception with consistency would involve the elevated station and elevated profile of the 110th NE Elevated Alternative (C8E) as it passes over 110th Avenue NE. Alternative C8E 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 described below in Table F4.5-1, part of 110th Avenue NE has been designated as a major open space).

As design of the East Link Project progresses beyond the route selection phase, specific ordinances,

regulations, and design guidelines will be reviewed to help guide final design and consistency with the development directives of the municipalities along the selected route. During the final design of the East Link Project, Sound Transit will coordinate with the various cities to, among other things, help meet relevant policies, guidelines, and requirements.

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 impacts of a proposed action on visual resources.

Thirty-one KOP locations were selected for the East Link Project after 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 31 KOP locations are shown on Map F4.5-1 that appears before Exhibits F4.5-1 to F4.5-31 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 "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 built 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 South, I-5, and I-90. Potential effects on views from these corridors must be identified during the State Environmental Policy Act (SEPA) review process.	The East Link Project would not block views of the downtown skyline, major bodies of water, and/or historic landmark from protected view corridors that include 4th Avenue South, I-5, and I-90. The project would, therefore, be consistent with the intent of Title 25 of SMC.
City of Seattle Neighborhood Plans	
The Rainier Station would be constructed in an area that falls between areas under the jurisdiction of the <i>North Rainier Neighborhood Plan</i> and the <i>Central Area Neighborhood Plan</i> . These plans do not have specific visual or aesthetic elements, but they 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 will involve coordinating with the City of Seattle and following pertinent design guidelines and regulations.
Mercer Island Comprehensive Plan	
The <i>Mercer Island Comprehensive Plan</i> does not contain a specific visual or aesthetic element, nor does it contain aesthetic or visual resource goals that specifically apply to the East Link Project. It does, however, 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 <i>Mercer Island Comprehensive Plan</i> . Final design of the Mercer Island Station will involve coordinating with the City of Mercer Island and following pertinent design guidelines and regulations.
Bellevue Comprehensive Plan	
<p>The <i>Bellevue Comprehensive Plan</i> does not contain a specific visual or aesthetic element, but it does include 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.</p> <p>None of the subarea plans for the four Bellevue subareas through which East Link Project would pass contain specific visual or aesthetic elements. Two of the subarea plans, however, contain goals and/or policies that relate to visual or aesthetic issues relevant to the East Link Project (see below).</p>	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. During final design, Sound Transit will coordinate with the City of Bellevue and follow pertinent design guidelines and regulations from the <i>Bellevue Comprehensive Plan</i> and its elements identified by the City.

TABLE F4.5-1 CONTINUED
Analysis of Project Consistency

Plan Goals and Policies	Consistency of East Link Project
Southwest Bellevue Subarea Plan	
<p>This <i>Southwest Bellevue Subarea Plan</i> 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:</p> <p>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.</p> <p>B. Transportation Goals. Encourage aesthetic development of Bellevue Way SE as a gateway from I-90 to Main Street. 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.</p>	<p>Project-related features, particularly those related to stations, would provide design features and pedestrian amenities that would contribute to an attractive neighborhood. By coordinating with the City of Bellevue during final design, Sound Transit will follow pertinent design guidelines and regulations identified by the City from this <i>Southwest Bellevue Subarea Plan</i>.</p>
Bellevue Downtown Subarea Plan	
<p>This <i>Bellevue Downtown Subarea Plan</i> contains various goals that encourage developing an aesthetically attractive downtown through various means that could be relevant to the East Link Project. Among them are differentiating downtown districts by using streetscape improvements, directional signage, and wayfinding features (which help people navigate through the Downtown).</p>	<p>By coordinating with the City of Bellevue during final design, Sound Transit will follow pertinent design guidelines and regulations identified by the City of Bellevue that are contained in this <i>Bellevue Downtown Subarea Plan</i>. Project-related features, particularly those related to stations, would provide design features and pedestrian amenities that would contribute an attractive pedestrian-oriented downtown.</p>
Bellevue Downtown Core Design District	
<p>The Downtown Core Design District includes the area bounded by 102nd Avenue NE on the west, NE 9th Street on the north, 112th Avenue NE on the east, and NE 3rd Street on the south. The purpose of the Downtown Core Design District is to implement the <i>Bellevue Downtown Subarea Comprehensive Plan</i> policies. Section 20.25A.100.E.6 of the guidelines concerns "View Preservation Corridors" and states that the purpose of the corridors is to "retain the opportunity for viewing Lake Washington, the Seattle skyline, the Olympic Mountains and the Cascade Mountains from the major public open spaces and the major pedestrian corridor."</p> <p>Two of the three major public spaces (106th Avenue NE and 110th Avenue NE) in the district would have Segment C alternatives passing through them. These major open spaces are centered on the two avenues' intersection with the major pedestrian corridor. The portion of the major pedestrian corridor that Segment C alternatives would cross is NE 6th Street. Therefore, views that are of relevance to Segment C alternatives are pedestrian views (street level) from the portions of 106th and 110th Avenues NE near their intersections with NE 6th Street and views from NE 6th Street (Including the Bellevue Transit Center). Of the views described in the guidelines, views of the Cascade Mountains are of relevance to Segment C alternatives.</p>	<p>Peaks of the Cascades Mountains might be seen by pedestrians in some parts of the general area near the intersection of 110th Avenue NE and NE 6th Street but not from some areas near the eastern portion of the intersection (see Appendix F4.5, Exhibit F4.5-14, Photo 14a). Hills to the east of downtown block most views of the main portion of the Cascade Mountains from street level and buildings block views to the southeast of Mount Rainier.</p> <p>The transition structures and elevated portions of the alignments associated with <i>Preferred 108th NE At-Grade Alternative (C11A)</i> and <i>Preferred 110th NE Tunnel Alternative (C9T)</i> that would be located in NE 6th Street would not block views of the Cascade Mountains from the 110th Avenue NE and NE 6th Street intersection area.</p> <p>The 112th NE Elevated Alternative (C7E) elevated pedestrian walkway might intrude on views of some Cascade Mountain peaks from limited areas around 110th Avenue NE and NE 6th Street but not from KOP 17 (see Appendix F4.5, Exhibit F4.5-17, Photo 17b). The tent structures associated with 114th NE Elevated (C14E) would block some street level views of parts of the Cascade Mountains the 110th Avenue NE and NE 6th Street intersection area (see Appendix F4.5, Exhibit F4.5-17, Photo 17c).</p>
Bel-Red/Northup Subarea Plan	
<p>In the <i>Bel-Red/Northup Subarea Plan</i>, there are several community design goals that stress using landscaping for transportation improvements along arterials to create a sense of identity and continuity and that require that new development plant and maintain street trees.</p>	<p>By coordinating with the City of Bellevue during final design, Sound Transit will follow pertinent design guidelines and regulations identified by the City of Bellevue that are contained in this subarea plan.</p>

TABLE F4.5-1 CONTINUED
Analysis of Project Consistency

Plan Goals and Policies	Consistency of East Link Project
Redmond Comprehensive Plan	
The <i>Redmond Comprehensive Plan</i> does not contain specific visual or aesthetic elements; it does, however, have an element for Community Character and Historic Preservation that contains a subsection that addresses view corridors and other topics. Policies encourage identifying gateways into the city and unique neighborhood gateways, as well as direct that public view corridors, such as those that include the Sammamish River, be preserved and enhanced through design efforts. The <i>Redmond Comprehensive Plan</i> 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 <i>Downtown Plan and Overlake Neighborhood Plan</i> 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 will follow pertinent policies, design guidelines, and regulations identified by the City that are contained in the <i>Redmond Comprehensive Plan</i> and neighborhood plans.
Redmond Downtown Plan	
The <i>Redmond Downtown Plan</i> 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 will follow pertinent policies, design guidelines, and regulations identified by the City of Redmond that are contained in the <i>Redmond Downtown Plan</i> .
Overlake Neighborhood Plan Update	
The <i>Overlake Master Plan and Implementation Strategy (Master Plan)</i> , as part of the <i>Overlake Neighborhood Plan Update</i> process, updates the <i>Redmond Comprehensive Plan</i> 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 will follow pertinent design guidelines and regulations identified by the City of Redmond that are contained in this <i>Overlake Neighborhood Plan Update</i> . 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 *Preferred Interstate 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 F4.5-1, Photos 1a and 1b).** 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, but 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 overhead catenary system (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 F4.5-2, Photos 2a and 2b).** 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 category.

F4.5.2.2 Segment B

Preferred 112th SE Modified Alternative (B2M)

KOPs 3, 5, 7, and 8 are located along this alternative, and following are the impacts to each:

- **KOP 3, 112th Avenue SE looking south at I-90 (Exhibit F4.5-3, Photos 3a and 3b).** The top of the elevated guideway, the OCS, and passing trains 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. *Preferred Alternative B2M* would not change the view’s existing medium visual quality category.
- **KOP 5, residence overlooking Bellevue Way SE (Exhibit F4.5-5, Photos 5a and 5b).** Very little of *Preferred Alternative B2M* would be seen from the deck of this residence. Vegetation that currently screens some of the view to the east, including Bellevue Way SE, would continue to block most of the view of *Preferred Alternative B2M* except a possible view of the OCS. The high visual quality category of the view from this location would not be changed.
- **KOP 7, Bellevue Way SE looking northeast across the street from the front of the Winters House (Exhibit F4.5-7, Photos 7a and 7b).** Existing mature vegetation in front of the house would be removed. Sound Transit would build a new landscaped entry on top of the portion of the lid in front of the building covering the retained cut. During the design development process, landscape plans for this area will be examined as part of the design review by the City of Bellevue. After the new entrance is established, the front of the Winters House would regain its high visual quality category.
- **KOP 8, the intersection of 112th Avenue SE and Bellevue Way SE looking north along 112th Avenue SE from Bellevue Way (Exhibit F4.5-8, Photos 8a and 8b).** The variation that is simulated is the one that would connect to *Preferred 110th NE Tunnel Alternative (C9T)*. As depicted in the simulation, the retained-cut profile of this alternative would not be readily seen from the intersection. Vegetation between the construction right-of-way and the intersection that would be retained would partially screen views of the alternative. The portion of the alternative that transitions from retained cut to at-grade north of the intersection can be seen in the simulation. The most noticeable change from this view north on 112th Avenue SE would be the removal of some large trees within the construction right-of-way. Sound Transit would replant the area between the intersection and the alignment to enhance the visual buffer of *Preferred Alternative B2M* components created by remaining vegetation. During the design development process, landscape plans for this area will be examined as part of the design review by the City of Bellevue. Removing vegetation would change the appearance of the intersection, but would not lower the area’s high visual quality category to medium.

Preferred 112th SE Modified Alternative (B2M) Connecting to Preferred Alternative C11A

This portion of *Preferred Alternative B2M* route would pass KOP 9, and the impacts would be as follows:

- **KOP 9, looking northeast along 112th Avenue SE (Exhibit F4.5-9, Photos 9a and 9b).** *Preferred Alternative B2M* connecting to *Preferred 108th NE At-Grade Alternative (C11A)* would replace a series of landscaped medians with the at-grade guideway, widen the road, and remove some existing trees on both sides of 112th Avenue NE. Removing the landscaped medians would lower intactness along the route, but overall, the existing heavily landscaped boulevard-like character of this part of 112th Avenue SE 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 be retained.

Preferred 112th SE Modified Alternative (B2M) Connecting to Preferred Alternative C9T

This portion of the *Preferred Alternative B2M* route would pass KOP 9, and the following describe the potential visual impacts:

- **KOP 9, looking northeast along 112th Avenue SE (Exhibit F4.5-9, Photos 9a and 9c).** The portion of the *Preferred Alternative B2M* to *Preferred Alternative C9T* route would remove a series of landscaped medians and vegetation along the east side of the 112th Avenue SE but would not remove vegetation along the western side of the street. 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.

Bellevue Way Alternative (B1)

KOPs 3, 4, 5, 6, and 11 are located along the Bellevue Way Alternative (B1) route. KOP 19 would be the one KOP where the existing visual quality category would change. The impacts of Alternative 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 from 112th Avenue SE (Exhibit F4.5-4, Photos 4a and 4b).** The at-grade South Bellevue Station associated with Alternative 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 built 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 5c).** Alternative B1 would remove some of the trees on the slope below the deck of this residence that currently screens 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 6, Bellevue Way SE near the Winters House looking south (Exhibit F4.5-6, Photos 6a and 6b).** Adding two lanes to the west side of Bellevue Way SE would remove trees along the bottom of the existing slope and construct 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. Alternative 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 F4.5-6b. 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. 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 Winters House from the roadway.

- **KOP 11, Bellevue Way SE from SE 10th Street (Exhibit F4.5-11, Photos 11a and 11b).** Alternative 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. Although 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, 6, 9 and 10) located along this alternative, the visual quality category of two (KOPs 5 and 6) 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 F4.5-3, Photos 3a and 3b).** Impacts would be similar to those described for *Preferred Alternative B2M*.
- **KOP 4, looking at South Bellevue Park-and-Ride from 112th Avenue SE (Exhibit F4.5-4, Photos 4a and 4c).** 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 Alternative B1 impact assessment for KOP 4, landscaping required by the City of Bellevue (which is 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 F4.5-5, Photos 5a and 5d).** Alternative B2A would have a greater impact than 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 6, Bellevue Way SE near the Winters House looking south (Exhibit F4.5-6, Photos 6a and 6c).** 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 Winters House from the roadway. Some of the potential mitigation measures discussed for Alternative B1 could be incorporated for this alternative.
- **KOP 9, looking northeast along 112th Avenue SE (Exhibit F4.5-9, Photos 9a and 9b).** Alternative 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 10, 112th Avenue SE looking north near SE 8th Street (Exhibit F4.5-10, Photos 10a and 10b).** 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. Expanding 112th Avenue SE to the east and west would remove 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, Alternative 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 6 among the six KOPs located along the 112th SE Elevated Alternative (B2E) (KOPs 3, 4, 5, 6, 9 and 10) would change from high to medium under this alternative. The impacts of Alternative B2E would be as follows:

- **KOP 3, 112th Avenue SE looking south at I-90 (Exhibit F4.5-3, Photos 3a and 3b).** Impacts would be similar to those described for *Preferred Alternative B2M*.
- **KOP 4, looking at South Bellevue Park-and-Ride Lot from 112th Avenue SE (Exhibit F4.5-4, Photos 4a and 4c).** Impacts would be the same as described for Alternative B2A.
- **KOP 5, residence overlooking Bellevue Way SE (Exhibit F4.5-5, Photos 5a and 5e).** 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. At night, lights from the light rail vehicles would be seen from some residences. Other residences located farther from the alternative would have less direct views of the project components due to distance and vegetative screening.
- **KOP 6, Looking south along Bellevue Way SE near Winters House (Exhibit F4.5-6, Photos 6a and 6d).** 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. Alternative 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 during

alternative design. 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 Winters House from the roadway.

- **KOP 9, looking northeast along 112th Avenue SE (Exhibit F4.5-9, Photos 9a and 9d).** Alternative B2E would generally retain the existing boulevard-like character of 112th Avenue SE and would retain trees along the left side of the view that would be removed with Alternative B2A as a result of widening 112th Avenue SE. Alternative 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. The guideway would also 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 10, 112th Avenue SE looking north near SE 8th Street (Exhibit F4.5-10, Photos 10a and 10c).** The elevated station and structure would remove 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 area's medium visual quality category to low.

112th SE Bypass Alternative (B3)

The 112th SE Bypass Alternative (B3) passes through KOPs 3, 4, 5, 6, 9, and 10. Impacts to these KOPs for Alternative B3 would be as follows:

- **KOP 3, 112th Avenue SE looking south at I-90 (Exhibit F4.5-3, Photos 3a and 3b).** Impacts would be similar to those described for *Preferred Alternative B2M*.
- **KOP 4, looking at South Bellevue Park-and-Ride Lot from 112th Avenue SE (Exhibit F4.5-4, Photos 4a and 4c).** Impacts would be same as those described for Alternative B2A.
- **KOP 5, residence overlooking Bellevue Way SE (Exhibit F4.5-5, Photos 5a and 5d).** Impacts would be same as those described for Alternative B2A.
- **KOP 6, Looking south along Bellevue Way SE near the Winters House (Exhibit F4.5-6, Photos 6a and 6c).** The retaining wall that would be

constructed into the hillside would not extend as far south along Bellevue Way SE as it would with Alternative B1. Alternative B3 would be very similar in appearance to Alternative B2A from this location and would not lower visual quality enough to change the category from high to medium.

- **KOP 9, looking northeast along 112th Avenue SE (Exhibit F4.5-9, Photos 9a and 9b).** Impacts would be same as those described for Alternative B2A.
- **KOP 10, 112th Avenue SE looking north near SE 8th Street (Exhibit F4.5-10, Photos 10a and 10d).** North of the intersection of SE 8th Street and 112th Avenue SE, Alternative B3 leaves 112th Avenue SE and transitions from at-grade to an elevated structure, as depicted in the simulation. Its route passes through parking lots and undeveloped areas and near office buildings and would minimize the removal of large trees along 112th Avenue SE. The presence of the elevated profile would be consistent with the nearby structures, including I-405, and would change the medium visual quality category of the area through which it passes.

BNSF Alternative (B7)

The BNSF Alternative (B7) would have negligible impacts on the three KOPs (3, 12, and 13) located along its route. Alternative B7 would have the following impacts on these KOPs:

- **KOP 3, 112th Avenue SE looking south at I-90 (Exhibit F4.5-3, Photos 3a and 3b).** Impacts would be the same as described for Alternative B2A.
- **KOP 12, looking west along the I-90 (Mountains to Sound) Trail where it passes through the Mercer Slough Nature Park (Exhibit F4.5-12, Photos 12a and 12b).** 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 12a and 12b, 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 12b 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 (although nearby vegetation would block most views north of the route). While the presence of the elevated structure would impact visual quality, the impact would not be great enough to lower the visual quality category from medium to low.

- **KOP 13, looking south along 118th Avenue SE (Exhibit F4.5-13, Photos 13a and 13b).** The elevated guideway passing over 118th Avenue SE and part of the 118th 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 13a and 13b). 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

Preferred 108th NE At-Grade Alternative (C11A)

Preferred Alternative C11A would pass near three KOPs (14, 15, and 18) but would not change the visual quality categories of any of the KOPs. *Preferred Alternative C11A* would have the following impacts on these KOPs:

- **KOP 14, looking north along 112th Avenue from its intersection with SE 6th Street towards Surrey Downs Park (Exhibit F4.5-14, Photos 14a and b).** *Preferred Alternative C11A* would be located to the west of 112th Avenue SE at the location depicted in the simulation. Vegetation adjacent to 112th Avenue SE within Surrey Downs Park would be removed and a retaining wall constructed into the slope next to the at-grade alignment. Although vegetation within the park would be removed, the viewed landscape from this location would still contain considerable vegetation and would retain a park-like character. The retaining wall could introduce a hard edge to the park, but it would be designed to reduce its impact by using methods that could include ornamental patterns or interesting textures. The design of this area and the retaining wall would be reviewed by the City of Bellevue. The medium visual quality category of this portion of 112th Avenue SE would not be changed.

- **KOP 15, looking west along Main Street from east of its intersection with 112th Avenue SE (Exhibit F4.5-15, Photos 15a and b).** *Preferred Alternative C11A* would introduce an elevated structure, traction-powered substation (TPSS) facility, and new landscaping along this part of Main Street. The light rail would change the area's character by replacing existing residential-scale buildings with the elevated structure. Although removing existing trees and residences along the south side of Main Street would lower the visual quality of this portion of Main Street, it would not change enough to lower the existing visual quality category of medium to low. Replaced landscaping in this area would serve as a buffer between Surrey Downs residences and the trackway as well as function as a transition area between the neighborhood and Downtown Bellevue.
- **KOP 18, looking west along NE 6th Street from 112th Avenue NE (Exhibit F4.5-18, Photos 18a and 18b).** From this KOP, the transition structure and elevated guideway would clearly be seen. Together these features 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 east of the tunnel portal would block some views to the south towards the Bellevue City Hall area from the sidewalk near the Meydenbauer Conference Center and its garage entrance. The alternative would not change the existing medium visual quality of the nearby area.

Preferred 110th NE Tunnel Alternative (C9T)

Preferred Alternative C9T would pass near two KOPs (15 and 18), where it would change the appearance of the existing setting but have negligible impacts. The visual impacts of *Preferred Alternative C9T* would be as follows:

- **KOP 15, looking west along Main Street from east of the 112th Avenue SE intersection (Exhibit F4.5-15, Photos 15a and 15c).** *Preferred Alternative C9T* would change the appearance of this part of Main Street by replacing existing residential-scale buildings and established vegetation with a retained-cut and portal transition structure and adjacent landscaping. The landscaping would serve as a buffer between Surrey Downs residences and the trackway as well as function as a transition area between the neighborhood and Downtown Bellevue. In terms of line, scale, and form, the structure would not be

out of character with this part of Main Street. *Preferred Alternative C9T* would somewhat diminish the visual quality of this area but not enough to change the visual quality category from medium to low.

- **KOP 18, looking along NE 6th Street from 112th Avenue NE (Exhibit F4.5-18, Photos 18a and 18c).** The transition structure and elevated guideway would be clearly seen from this location. The transition structure would be located farther east compared with *Preferred Alternative C9T*, and the elevated structure would be slightly lower as it passes over 112th Avenue SE. The alternative would not change the existing medium visual quality of the nearby area.

Bellevue Way Tunnel Alternative (C1T)

The Bellevue Way Tunnel Alternative (C1T) would pass by KOP 18 and would have negligible impacts:

- **KOP 18, looking west along NE 6th Street from 112th Avenue NE (Exhibit F4.5-18, Photos 18a and 18d).** Impacts would be the same as with *Preferred Alternative C9T*.

106th NE Tunnel Alternative (C2T)

The 106th NE Tunnel Alternative (C2T) would pass by two KOPs (15 and 18) and would have the following, negligible impacts:

- **KOP 15, looking west along Main Street from east of the 112th Avenue SE intersection (Exhibit F4.5-15, Photos 15a and 15d).** Alternative 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 Alternative C2T would diminish the visual quality of the area, it would not diminish it enough to change the visual quality category from medium to low.
- **KOP 18, looking along NE 6th Street from 112th Avenue NE (Exhibit F4.5-18, Photos 18a and 18d).** Impacts would be the same as with *Preferred Alternative C9T*.

108th NE Tunnel Alternative (C3T)

The visual quality category of the two KOPs (15 and 21) located along the 108th NE Tunnel Alternative (C3T) would not change in the long term. Alternative C3T would have the following impacts on these KOPs:

- **KOP 15, looking west along Main Street from east of the 112th Avenue NE intersection (Exhibit F4.5-15, Photos 15a and 15d).** Impacts

would be the same as described for Alternative C2T.

- **KOP 21, looking east along NE 12th Street near intersection with 110th Avenue NE (Exhibit F4.5-21, Photos 21a and 21b).** Alternative C3T 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 these 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 21b depicts what a park might look like (there are no plans yet) shortly after the park is reestablished.

Couplet Alternative (C4A)

The visual quality of the three KOPs (15, 16, and 21) located along the Couplet Alternative (C4A) would not be lowered by this alternative. The impacts on these KOPs would be as follows:

- **KOP 15, looking west along Main Street from east of 112th Avenue NE intersection (Exhibit F4.5-15, Photos 15a and 15b).** When viewed from this location, Alternative C4A would have an appearance similar to *Preferred Alternative C11A*.
- **KOP 16, looking south along 110th Avenue NE from north of Bellevue City Hall (Exhibit F4.5-16, Photos 16a and 16b).** 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 21, looking east along NE 12th Street near intersection with 110th Avenue NE (Exhibit F4.5-21, Photos 21a and 21c).** 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 21c. 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 21c depicts what a park might look like (there are no plans yet) shortly after it is reestablished.

112th NE Elevated Alternative (C7E)

The 112th NE Elevated Alternative (C7E) would pass by two KOPs (17 and 20) and would have negligible impacts. The impacts of Alternative C7E on KOPs 17 and 20 would be as follows:

- **KOP 17, looking east along NE 6th Street from 110th Avenue NE (Exhibit F4.5-17, Photos 17a and 17b).** From this location, the elevated guideway along 112th Avenue NE and the elevated walkway connecting to Bellevue City Hall would clearly be seen. These structures would be consistent with the existing character of nearby areas and would add vivid and memorable elements to the view. From this location on 110th Avenue NE and NE 6th Street, the elevated walkway would not block views of Cascade Mountains peaks. 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. Alternative C7E would be consistent with the medium visual quality of the viewed area.
- **KOP 20, looking southeast along 112th Avenue NE from an elevated view from the west side of 112th Avenue NE (Exhibit F4.5-20, Photos 20a and 20b).** From this location approximately one and half stories above the sidewalk, the elevated structure associated with Alternative C7E would be seen as would the nearby I-405 and various overpasses and other streets. The presence of the elevated structure and the OCS would be very noticeable to residents and customers in this building, particularly those on the second and third floors. At night, lights from the light rail vehicles would be seen by residents. The presence of the elevated structure and OCS, however, would not reduce the medium visual quality of this part of 112th Avenue NE to low.

110th NE Elevated Alternative (C8E)

The visual quality of three KOPs (16, 19, and 21) located along the 110th NE Elevated Alternative (C8E) route would be changed from high to medium. Alternative C8E would have the following impacts on these KOPs:

- **KOP 16, looking south along 110th Avenue NE north of Bellevue City Hall (Exhibit F4.5-16, Photos 16a and 16c).** 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 highrise 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. Alternative 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 19, looking northeast along 110th Avenue NE from south of NE 8th Street (Exhibit F4.5-19, Photos 19a and 19b).** From this sidewalk corner the elevated structure of Alternative C8E would be clearly seen. The structure would cross over NE 8th Street and in front of several mixed-use buildings with four stories of multifamily units. Although the this area's setting is very urban, the elevated structure would introduce a large-scale element near midrise residences. The elevated profile would add some shadowing to the street and sidewalks below at certain times of the day. Of more concern would be the presence of the elevated structure and moving trains (and lights at night) that would be seen from the windows and balconies of nearby residents. The high visual quality of this portion of 110th Avenue NE would be reduced to medium.
- **KOP 21, looking east along NE 12th Street near intersection with 110th Avenue NE (Exhibit F4.5-21, Photos 21a and 21d).** As illustrated in Photo 21d, 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 visual quality category from high to medium.

114th Avenue NE Elevated Alternative (C14E)

The 114th NE Elevated Alternative (C14E) would pass by KOP 17, and its visual impacts would be as follows:

- **KOP 17, looking east along NE 6th Street from 112th Avenue NE (Exhibit F4.5-17, Photos 17a and 17c).** This KOP would provide a view of Alternative C14E's elevated profile, elevated station, and pedestrian bridge that provide connection between 112th Avenue NE and the

station as well as possible tent structures and a pedestrian bridge. These structures would be consistent with the existing character of nearby areas and would add vivid and memorable elements to the view. Views of the Cascade Mountains are not visible from this location (even on clear days), so blocking mountain views would not be an issue. Sensitive viewers (e.g., pedestrians) would probably not be affected by the structures, and some would likely enjoy elevated views from the pedestrian bridge. The tent structures might intrude on views between the Meydenbauer Conference Center and Bellevue City Hall. Alternative C14E would be consistent with the medium visual quality of the viewed area.

F4.5.2.4 Segment D

Preferred NE 16th At-Grade Alternative (D2A)

The *Preferred NE 16th At-Grade Alternative (D2A)* would pass by two KOPs (24 and 25) and have negligible impacts. The impacts of this alternative on KOPs 24 and 25 would be as follows:

- **KOP 24, looking southwest along 152nd Avenue SE at the Overlake Village Station (Exhibit F4.5-24, Photos 24a and 24b).** From this location the existing trees along the west side of 152nd Avenue NE that would be removed for the station and alignment as part of D2A – NE 24th Design Option can be clearly seen. The tree removal would be noticed and would be a negative impact, but the presence of other trees in the general area (behind the station area) and new trees that would be planted, would help temper their loss. The pedestrian scale of the at-grade station is consistent with area in which it would be located. The station, at-grade profile, and removal of the trees would somewhat lower the visual quality of this area, but not enough to lower the existing medium visual quality to low.
- **KOP 25, looking southeast over SR 520 towards Overlake Village Station (Exhibit F4.5-25, Photos 25a and 25b).** From this location from an office building parking lot next to the SR 520 Bicycle Trail and across the freeway from the station site, the station would be clearly seen. Trees and other vegetation along the edge of the existing business park as well as buildings would be removed. The station and alignment would be consistent with the transportation, scale, form, and character of SR 520. The presence of the station would slightly improve the visual quality of the area it would be

built in but not enough to raise it from low to medium.

NE 16th Elevated Alternative (D2E)

The NE 16th Elevated Alternative (D2E) would pass by one KOP (23) and would have negligible impacts. The impacts of these alternatives on KOP 23 would be as follows:

- **KOP 23, looking west along NE 24th Street from near intersection with 151st Avenue NE (Exhibit F4.5-23, Photos 23a and 23b).** The elevated portions of Alternative 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

Preferred Marymoor Alternative (E2)

The *Preferred Marymoor Alternative (E2)* would pass by one KOP (26) and would have negligible impacts. The impacts of this alternative on KOP 26 would be as follows:

- **KOP 26, looking northwest from Marymoor Park sports fields (Exhibit F4.5-26, Photos 26a and 26b).** The *Preferred Alternative E2* 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. *Preferred Alternative E2* would not lower the existing high visual quality of this area.

Redmond Way Alternative (E1)

One (KOP 29) of the three KOPs (27, 28, and 29) located along the Redmond Way Alternative (E1) would be substantially affected. Alternative E1 would have the following impacts on these KOPs:

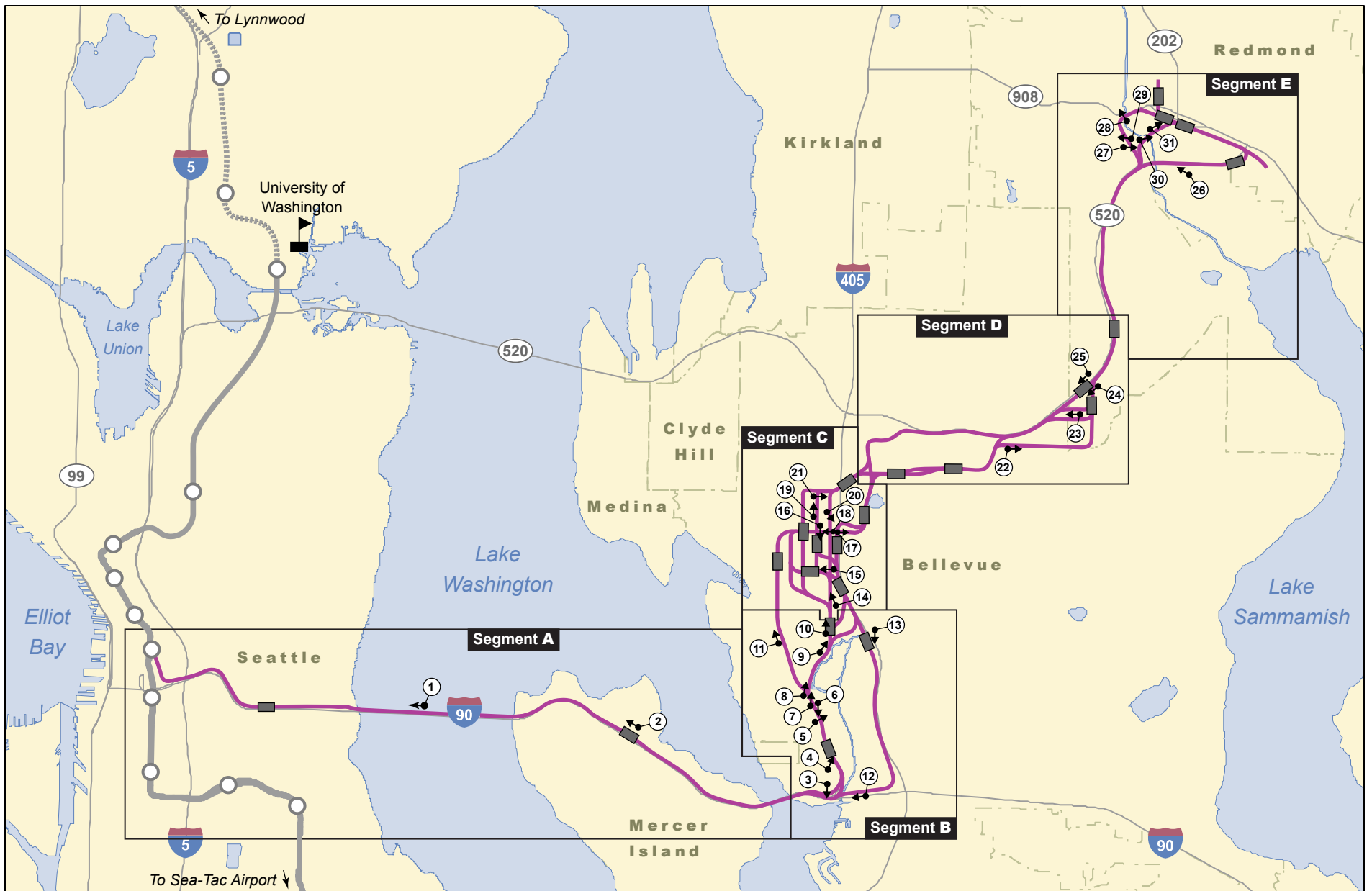
- **KOP 27, looking east from a multifamily complex overlooking West Lake Sammamish Drive (Exhibit F4.5-27, Photos 27a and 27b).** From this ground-level location, the elevated structure and light rail vehicles would be approximately at eye level. Many trees located on the slope between this complex and West Lake Sammamish Drive would be removed. The elevated structure would introduce a large-scale horizontal element to eastern views from this complex (although many views are blocked by existing vegetation that would be removed). At night, lights from the light rail vehicles would be seen. Visual quality would be temporarily reduced from medium to low. Within 5 to 10 years replanted vegetation could screen the view of the elevated structures from these residences if were trees were planted close enough to the residences. This would, over time, improve the low visual quality category to medium.
- **KOP 28, looking northwest along West Lake Sammamish Parkway NE (Exhibit F4.5-28, Photos 28a and 28b).** 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 29, looking north along Sammamish River Trail near Luke McRedmond Landing Park at the NE Redmond Way overpass (Exhibit F4.5-29, Photos 29a and 29b).** 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 former BNSF Railway bed (to the east of the simulation shown in Exhibit F4.5-29, Photo 29b). 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.

Leary Way Alternative (E4)

The Leary Way Alternative (E4) would pass by two KOPs (30 and 31) and change the existing visual quality category of KOP 30 from high to medium. Alternative E4 would have the following impacts on KOPs:

- **KOP 30, looking east from the north side of Leary Way NE towards the Leary Way NE bridge over the Sammamish River, the River Walk Condominiums, and the entry into Downtown Redmond (Exhibit F4.5-30, Photos 30a and 30b).** Constructing the elevated structure associated with Alternative E4 would remove existing street trees located along the south side of Leary Way NE and next to a condominium. Removing the trees and constructing the elevated structure would reduce the high visual quality of this area to medium.
- **KOP 31, looking east towards Downtown Redmond from Leary Way NE near the intersection with 159th Place (Exhibit F4.5-31, Photos 31a and 31b).** From this location, the end of the transition structure between the elevated and at-grade portions of the alternative can be seen. Construction would remove 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.



- Proposed Route
- Proposed Station
- Central Link Alignment and Station
- - - - - Central Link Extension
- ↔ Key Observation Point



SCALE
0 0.5 1 Mile

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

EXHIBIT F4.5-1

Key Observation Point 1 (looking west towards Seattle I-90 portal)

1a. Existing Condition



1b. Simulation of *Preferred Interstate 90 Alternative (A1)*



EXHIBIT F4.5-2

Key Observation Point 2 (looking northeast on I-90 from 80th Avenue SE on Mercer Island)

2a. Existing Condition



2b. Simulation of *Preferred Interstate 90 Alternative (A1)*



EXHIBIT F4.5-3

Key Observation Point 3 (112th Avenue SE looking south at I-90)

3a. Existing Condition



3b. Simulation of *Preferred 112th SE Modified (B2M)*, 112th SE At-Grade (B2A), 112th SE Elevated (B2E), 112th SE Bypass (B3), and BNSF (B7) Alternatives



EXHIBIT F4.5-4

Key Observation Point 4 (looking at South Bellevue-Park-and-Ride from 112th Avenue SE)

4a. Existing Condition



4b. Simulation of *Preferred 112th SE Modified Alternative (B2M)* and the South Bellevue Park-and-Ride



4c. Simulation of Bellevue Way Alternative (B1) and South Bellevue Station



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



EXHIBIT F4.5-5

Key Observation Point 5 (residence overlooking Bellevue Way SE looking east)

5a. Existing Condition



5b. Simulation of *Preferred 112th SE Modified Alternative (B2M)*



5c. Simulation of Bellevue Way Alternative (B1)



5d. Simulation of 112th SE At-Grade (B2A) and 112th SE Bypass (B3) Alternatives



5e. Simulation of 112th SE Elevated Alternative (B2E)



EXHIBIT F4.5-6

Key Observation Point 6 (looking south, from the east side of Bellevue Way, just north of Winters House)

6a. Existing Condition



6b. Simulation of Bellevue Way Alternative (B1)



6c. Simulation of 112th SE At-Grade (B2A) and of 112th SE Bypass (B3) Alternatives



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



EXHIBIT F4.5-7

Key Observation Point 7 (looking northeast on Bellevue Way SE at Winters House)

7a. Existing Condition, near Winters House



7b. Simulation of *Preferred 112th SE Modified Alternative (B2M)* near Winters House



7c. Existing Condition, south of Winters House



7d. Simulation of *Preferred 112th SE Modified Alternative (B2M)*, south of Winters House



EXHIBIT F4.5-8

Key Observation Point 8 (intersection of Bellevue Way SE and 112th Avenue SE, looking north along 112th Avenue SE)

8a. Existing Condition



8b. Simulation of version of *Preferred 112th SE Modified Alternative (B2M)* connecting to *Preferred 110th NE Tunnel Alternative (C9T)*



EXHIBIT F4.5-9

Key Observation Point 9 (looking northeast along 112th Avenue SE)

9a. Existing Condition



9b. Simulation of the version of *Preferred 112th SE Modified Alternative (B2M)* connecting to *Preferred 110th NE At-Grade Alternative (C11A)*; the 112th SE At-Grade Alternative (B2A) and 112th SE Bypass Alternative (B3) would be similar in appearance from this KOP



9c. Simulation of the version of *Preferred 112th SE Modified Alternative (B2M)* connecting to *Preferred Tunnel Alternative (C9T)*



9d. Simulation of 112th SE Elevated Alternative (B2E)



EXHIBIT F4.5-10

Key Observation Point 10 (looking north from the intersection of 112th Avenue SE and SE 8th Street)

10a. Existing Condition



10b. Simulation of 112th SE At-Grade Alternative (B2A)



10c. Simulation of 112th SE Elevated Alternative (B2E)



10d. Simulation of 112th SE Bypass Alternative (B3)



EXHIBIT F4.5-11

Key Observation Point 11 (looking north along Bellevue Way SE)

11a. Existing Condition



11b. Simulation of Bellevue Way Alternative (B1)



EXHIBIT F4.5-12

Key Observation Point 12 (looking west along I-90 [Mountains-to-Sound] Trail where it passes through Mercer Slough Nature Park)

12a. Existing Condition



12b. Simulation of BNSF Alternative (B7)



EXHIBIT F4.5-13

Key Observation Point 13 (looking south along 118th Avenue SE)

13a. Existing Condition



13b. Simulation of BNSF Alternative (B7)

