

EXHIBIT F4.5-22

Key Observation Point 22 (looking east along NE 20th Street)

22a. Existing Condition



22b. Simulation of NE 20th Street Alternative (D3)



EXHIBIT F4.5-23

Key Observation Point 23 (looking west along NE 24th Street from near intersection with 151st Avenue NE)

23a. Existing Condition



23b. Simulation of NE 16th Elevated Alternative (D2E)



EXHIBIT F4.5-24

Key Observation Point 24 (looking south along 152nd Avenue SE)

24a. Existing Condition



24b. Simulation of *Preferred NE 16th At-Grade Alternative (D2A)* and the Overlake Village Station looking south along 152nd Ave SE with D2A - NE 24th Design Option



EXHIBIT F4.5-25

Key Observation Point 25 (south from the SR 520 Bike and Pedestrian Trail)

25a. Existing Condition



25b. Simulation of Preferred NE 16th At-Grade Alternative (D2A) and the Overlake Village Station



EXHIBIT F4.5-26

Key Observation Point 26 (looking northwest from Marymoor Park sports fields)

26a. Existing Condition



26b. Simulation of *Preferred Marymoor Alternative (E2)*



EXHIBIT F4.5-27

Key Observation Point 27 (view to east over West Summit Parking from Multifamily Residents Complex)

27a. Existing Condition



27b. Simulation of Redmond Way Alternative (E1)

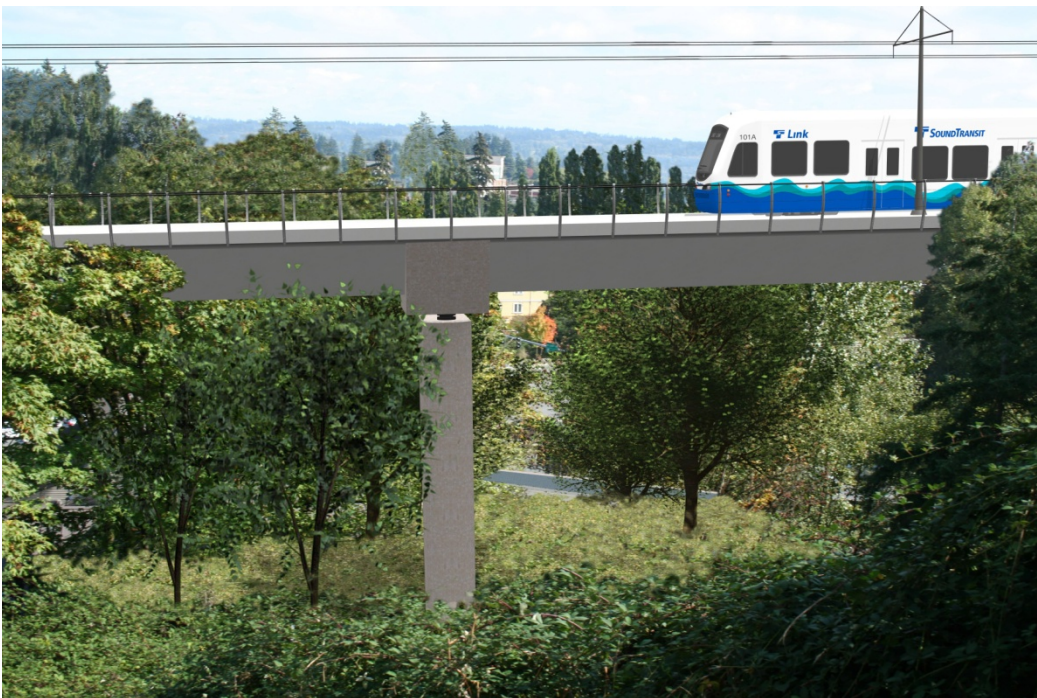


EXHIBIT F4.5-28

Key Observation Point 28 (looking northwest along West Lake Sammamish Drive)

28a. Existing Condition



28b. Simulation of Redmond Way Alternative (E1)



EXHIBIT F4.5-29

Key Observation Point 29 (looking north along Sammamish River Trail near Luke McRedmond Landing Park at the NE Redmond Way overpass)

29a. Existing Condition



29b. Simulation of Redmond Way Alternative (E1)



EXHIBIT F4.5-30

Key Observation Point 30 (looking east from the north side of Leary Way NE towards the Leary Way Bridge over the Sammamish River, the RiverWalk Condominiums, and the entry into Downtown Redmond)

30a. Existing Condition



30b. Simulation of Leary Way Alternative (E4)



EXHIBIT F4.5-31

Key Observation Point 31 (Second view point looking north from the west side of Leary Way NE towards the entry into Downtown Redmond)

31a. Existing Condition



31b. Second Simulation of Leary Way Alternative (E4)



Attachment 1

FHWA Visual Impact Assessment Methodology Used for East Link

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, explains why and if project alternatives would change the existing visual quality enough to lower the category of the part of the alternative described. In many cases, an alternative would change an area's visual quality but not enough to lower the visual quality category. This assessment focused on impacts that would change the existing visual quality category of one of more categories (e.g., high to medium). If a segment alternative was determined to reduce the visual quality of any segment subarea, then the alternative was determined to adversely impact visual quality. Final EIS Section 4.5 discusses views from or of a project and 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	<i>Medium</i> This area is an unmemorable mix of industrial areas, with many large-scale transportation elements and residential. There is low vividness along much of western part of subarea. Near west tunnel portal residential areas and parks, vividness is medium to high.	<i>Low</i> Predominance of industrial buildings and lots along with utilitarian-appearing transportation features (freeways) visually encroach on area. Not an intact viewed landscape.	<i>Low</i> There is no harmonious, coherent visual pattern to the viewed landscape.	Low
I-90 Floating Bridge	<i>Medium</i> 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.	<i>Low</i> The bridge is a visual encroachment to views of Lake Washington from nearby shoreline areas and the waters of the lake.	<i>Medium</i> The bridge is a built 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	<i>High</i> This is a unique and distinctive urban landscape with much design thought given to it.	<i>Medium</i> The freeway running through the landscaped “valley” and tunnels might be considered encroachments that divide Mercer Island. Mitigation measures (treated walls and vegetation) have been effective in reducing negative impacts.	<i>Medium</i> The open-air portions have high unity, and the tunnel portions have low unity.	Medium
East Channel Bridge	<i>Medium</i> The bridge itself is not as memorable as the floating bridge. It does span a body of water, which makes it somewhat memorable.	<i>Low</i> The bridge is a large-scale visual encroachment to views from east channel and shoreline areas.	<i>Medium</i> 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	<i>Medium</i> This area has 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.	<i>Low</i> The freeway is a visual encroachment from areas above it and below it.	<i>Medium</i> 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 CONTINUED
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
Bellevue Way SE from I-90 (via off-ramp) to (and including) South Bellevue Park-and-Ride	<i>Medium</i> 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.	<i>Low</i> 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.	<i>Medium</i> 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 to 112th Avenue SE Intersection	<i>High</i> Mercer Slough Nature Park to east and heavily vegetated hillside to west are memorable and distinctive for most of Bellevue Way. The vegetation along this part of Bellevue Way SE is almost solid (except for the blueberry farm), which is not typical for urban areas.	<i>Medium</i> This attractive linear landscape is largely free of visual intrusion except for residential properties that can be seen on hillsides to the west.	<i>High</i> The seen elements (trees, park, blueberry farm, the historic 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	<i>Medium</i> A mix of single- and multifamily residential homes with neighborhood small businesses and churches has a mature, well-maintained suburban-neighborhood character. This is a pleasant setting but not memorable.	<i>Medium</i> 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.	<i>High</i> 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
112th Avenue SE from Bellevue Way SE intersection to SE 8th Street	<i>High</i> The character of adjacent areas is a combination of park-like (along Mercer Slough West and Surry Downs Park), natural (Mercer Slough West), office park (the Bellefield office park), and residential (the Surrey Downs Neighborhood). A memorable setting.	<i>High</i> Intactness along most of this area is high and is characterized by the Mercer Slough West, mature trees, landscaped street edges, and well-maintained residences and an office park that Mercer West Slough West encircles.	<i>High</i> 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

TABLE 1 CONTINUED
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
112th Avenue SE from SE 8th Street to Segment C boundary	<p><i>Medium</i></p> <p>Most of this part of 112th Avenue SE has the character of a well-maintained and landscaped suburban arterial street with many large street trees. The route passes Surrey Downs Park, the Bellevue Club, residential areas, and hospitality complexes with large parking lots between buildings and 112th Avenue SE. This section of 112th Avenue SE is a pleasant, but not memorable, area.</p>	<p><i>High</i></p> <p>The intactness of this area is relatively high despite the wide mix of uses. The well-maintained landscaping adjacent to most of 112th Avenue SE helps to visually tie the properties and street together.</p>	<p><i>Medium to Low</i></p> <p>The variety of land uses and scales (from several-stories hotels to single-story residences and Surrey Downs Park) and setbacks (some buildings are close to the street and others are set back behind large parking lots) create an area that has medium to low unity.</p>	Medium
SE 8th Street from 112th Avenue SE to Segment C and area along Alternative B3	<p><i>Medium</i></p> <p>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. This is a pleasant, but not memorable, area.</p>	<p><i>Medium</i></p> <p>This area is relatively intact in terms of continuing the suburban office park and residential character of 112th Avenue SE.</p>	<p><i>Medium</i></p> <p>This area has an average degree of unity in terms of office-building site treatments and the adjacent undeveloped area.</p>	Medium
Area between 112th Avenue SE and 114th Avenue SE (for B3 - 114th Extension Design Option).	<p><i>Medium to Low</i></p> <p>This area passes through a mix of uses that includes an office building in a business park, parking lots, undeveloped area, and a hotel; it also follows I-405. There is a lack of visual coherence along this route.</p>	<p><i>Low</i></p> <p>The mix of uses and presence of I-405 (which intrudes on views) creates an area of low intactness.</p>	<p><i>Medium to Low</i></p> <p>The mix of uses and visual elements, such as I-405 along this route, somewhat detracts from visual unity.</p>	Medium
Portion of I-90 passing through Mercer Slough Nature Park	<p><i>Moderate</i></p> <p>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.</p>	<p><i>Low</i></p> <p>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.</p>	<p><i>Moderate</i></p> <p>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.</p>	Medium

TABLE 1 CONTINUED
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
Former BNSF Railway corridor	<i>Medium</i> 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.	<i>Medium</i> The freeway and park contrast, and along the former BNSF Railway corridor, the mix of uses are low- to mid-rise buildings, which create a linear area with medium intactness.	<i>Medium</i> 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 the former BNSF Railway corridor).	Medium
114th Avenue SE to Segment C boundary	<i>Low</i> 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.	<i>Low</i> This section of the route has a mix of uses and visual elements. The presence of I-405 is an encroachment on the landscape.	<i>Low</i> 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
Segment C				
Bellevue Way NW from Segment B to retained cut (SE 3rd Street)	<i>Medium</i> This 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.	<i>Medium</i> 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.	<i>Medium</i> The west side of the street has a residential character, with multifamily complexes and single-family residences. The eastern side contains large-scale developments (e.g., hotels, the Bellevue Club) that have large parking lots.	Medium
112th Avenue SE from Segment B to Main Street	<i>Medium</i> This area has the character of a well-maintained suburban arterial street flanked with sidewalks and trees that is pleasant but not vivid or memorable.	<i>Low</i> Areas along the east side of the avenue contain large-scale developments that have large parking lots associated with them.	<i>Medium</i> 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 on the east).	Medium
112th Avenue NE from Main Street to NE 8th Street (and its bridge over I-405 to Segment D)	<i>Low</i> 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.	<i>Low</i> 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.	<i>Low</i> 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 CONTINUED
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)	<p><i>High and Medium</i></p> <p>Since the Draft EIS was published, several projects have been developed along this section of 112th Avenue NE, and some of Bellevue's most distinctive buildings have been built. I-405 is still a dominant visual part of the southern portion of this part of 112th Avenue NE.</p>	<p><i>Medium</i></p> <p>Intactness is medium. The mixture of older and new buildings with , I-405, on- and off-ramps and bridges over I-405 result in a area that has medium intactness.</p>	<p><i>Low to Medium</i></p> <p>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 to medium in visual unity.</p>	Medium
114th Avenue NE from south of NE 2nd Street (along Alternative C14E) to over NE 6th Street and east over I-405 and NE 8th Street interchange to the former BNSF Railway corridor	<p><i>Low</i></p> <p>This route parallels and crosses over I-405 and is located next to large parking areas that contribute to the low vividness of this part of 114th Avenue NE.</p>	<p><i>Low</i></p> <p>The intactness is low because most of the route is next to, or passing over, highway infrastructure.</p>	<p><i>Low</i></p> <p>A mix of transportation infrastructure shapes and types (freeway over pass right-of-way) produces an area that is low in visual unity.</p>	Low
Main Street	<p><i>Medium</i></p> <p>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. This is not a memorable or vivid area.</p>	<p><i>Medium and Low</i></p> <p>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.</p>	<p><i>Low</i></p> <p>The mixed land uses and scales result in a landscape that is not unified.</p>	Medium
108th and 110th Avenues NE between Main Street and NE 12th Street	<p><i>High</i></p> <p>These portions of the two avenues pass through areas that have been developed or are under construction and would be completed in the near future. This area has an urban character that is vivid and memorable.</p>	<p><i>High</i></p> <p>City of Bellevue design directives have resulted in a streetscape along much of these streets that has a high degree of intactness, which would be even stronger as projects currently under construction are completed.</p>	<p><i>High</i></p> <p>The scale and building quality and the streetscape quality give most of these streets a high degree of visual unity.</p>	High

TABLE 1 CONTINUED
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
NE 6th Street from 112th Avenue NE to over I-405 and area to the east of I-405 to Segment D boundary	<p><i>Medium and Low</i></p> <p>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.</p> <p>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.</p>	<p><i>Medium and Low</i></p> <p>The section of NE 6th Street west of 112th Avenue NE has medium intactness due to the quality of the Meydenbauer Conference Center and Bellevue City Hall plaza.</p> <p>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.</p>	<p><i>Low</i></p> <p>The street has little visual unity.</p>	Medium and Low
NE 12th Street from 108th Avenue NE to I-405	<p><i>High</i></p> <p>McCormick Park and Ashwood Park are memorable green/open space elements in this part of Bellevue.</p>	<p><i>High</i></p> <p>Buildings, parks, street trees, and landscape design along this portion of the street have created an area high in visual intactness</p>	<p><i>Medium</i></p> <p>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.</p>	High
114th Avenue SE/NE and Alternative C14E route over I-405 to the former BNSF Railway corridor	<p><i>Low</i></p> <p>The street parallels along west side of I-405 "behind" (to the west) a mix of buildings surrounded by large parking lots. The route crosses over I-405 to connect to the former BNSF Railway corridor. The areas along this route have a lack of visual coherence and are dominated by I-405 and large parking lots.</p>	<p><i>Low</i></p> <p>I-405 and parking lots encroach on the views within the area.</p>	<p><i>Low</i></p> <p>The mixture of land uses and transportation elements (I-405) and lack of unifying elements in this area result in an area that is low in visual unity.</p>	Low
Segment D				
All of Segment D except for area described below	<p><i>Low</i></p> <p>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.</p>	<p><i>Low</i></p> <p>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.</p>	<p><i>Low to Medium</i></p> <p>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.</p>	Low

TABLE 1 CONTINUED
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
152nd Avenue NE from NE 24th Street to SR 520	<i>Medium</i> 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.	<i>Low</i> 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				
SR 520 from Segment D to where project alternatives diverge from each other before passing by Marymoor Park	<i>Low</i> The landscape seen along this segment contains a variety of different types of land uses. It is dominated by the presence of SR 520 and is not memorable or vivid.	<i>Low</i> SR 520 is a disruptive presence that is looked up to from areas below it or looked down upon from areas above it.	<i>Medium</i> This area has medium visual unity because SR 520 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
West Lake Sammamish Parkway Northeast from SR 520 off-ramp to near the Sammamish River	<i>Medium</i> The viewed landscape is a mixture of vegetated hillside, multifamily buildings, a strip-mall shopping area, and arterial road with some views of the Sammamish River and park lands. The area has medium vividness.	<i>Medium</i> Intactness in this area is medium in that there are no major encroachments and some intactness from the nearby linear river, park, and vegetated hillside.	<i>Medium</i> The area along this section of parkway has some unity, but it is not exceptional.	Medium
NE Redmond Way over Sammamish River to the former BNSF Railway corridor	<i>High</i> 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.	<i>Medium</i> The area has an intact appearance due to the river, park lands, and vegetation. The bridge is a slight intrusion that slightly lowers intactness.	<i>High</i> The river, park lands, and heavy vegetation create a unified landscape.	High
Leary Way NE from SR 520 off-ramp to the former BNSF Railway corridor	<i>High</i> 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.	<i>High</i> The area has an intact appearance due to the river, park lands, and vegetation. The bridge is designed as a built amenity that only slightly lowers intactness.	<i>High</i> The river, park lands, and heavy vegetation create a unified landscape.	High

TABLE 1 CONTINUED
Existing Visual Quality Categories

	Vividness	Intactness	Unity	Visual Quality Category
Former BNSF Railway corridor	<p><i>Medium</i></p> <p>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.</p>	<p><i>Low</i></p> <p>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.</p>	<p><i>Low</i></p> <p>There is a lack of visual unity along the route.</p>	Low
Along SR 520 (east of where Alternatives E1 and E4 would leave the SR 520 corridor) to the former BNSF Railway corridor and along 161st Avenue NE	<p><i>High</i></p> <p>Most of this section of SR 520 is located low on the landscape, passes next to Marymoor Park and the Sammamish River, and offers views of Mount Rainier. It is a vivid and memorable landscape.</p>	<p><i>Medium</i></p> <p>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.</p>	<p><i>High</i></p> <p>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.</p>	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	<i>(Medium)</i> No change in rating Project components would be located along existing freeway structure and would have little influence on vividness.	<i>(Low)</i> 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.	<i>(Low)</i> 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.	<i>(Low)</i> No change in category
2. I-90 Floating Bridge	<i>(Medium)</i> No change in rating The light rail vehicles and overhead catenary system (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.	<i>(Low)</i> No change in rating There would be little change to the established transportation-infrastructure-oriented character of the floating bridge.	<i>(Medium)</i> 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.	<i>(Medium)</i> No change in category
3. Mercer Island	<i>(High)</i> No change in rating The Mercer Island Station and associated components would not change the uniqueness and memorability of this section of I-90.	<i>(Medium)</i> 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,	<i>(Medium)</i> 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.	<i>(Medium)</i> No change in category
4. East Channel Bridge	<i>(Medium)</i> 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.	<i>(Low)</i> 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.	<i>(Medium)</i> No change in rating The presence of light rail vehicles and OCS would not change the medium unity of the bridge.	<i>(Medium)</i> No change in category

TABLE 2 CONTINUED
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 B				
Preferred 112th SE Modified Alternative (B2M)				
5. From Segment A to (and including) South Bellevue Park-and-Ride	<p><i>(Medium)</i>No change in rating</p> <p>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 light rail vehicles and OCS would be visible but would not block views to the south and would not change the medium degree of vividness. The alternative would introduce another transportation-oriented structure into the landscape, but this would not be enough to change the medium vividness rating. The elevated to retained cut alignment and parking structure and associated landscaping would be designed to be pleasant in appearance and would not detract from the medium vividness of the area.</p>	<p><i>(Low and Medium)</i>No change in rating</p> <p>The elevated and at-grade/retained cut parts of the route would somewhat visually detract from the areas they would pass through or by, but not enough to reduce the intactness ratings of these areas.</p>	<p><i>(Medium)</i>No change in rating</p> <p>The at-grade route could be considered to visually help unify the streets it would pass along. The presence of the retained cut walls, light rail vehicles, and OCS would add visual elements that would be noticed by viewers, they but would not be dominant. These features would not change the existing visual unity of this area enough to lower its rating from medium to low.</p>	<p><i>(Medium)</i>No change in category</p>
6. Bellevue Way SE from South Bellevue Park-and-Ride to the 112th Avenue SE intersection	<p><i>(High)</i>No change in rating</p> <p>The west side of Bellevue Way SE would retain vegetation along it and would maintain a high degree of vividness. Despite the removal of vegetation and presence of light rail vehicles, the retained cut, and OCS along the east side of Bellevue Way SE. The east side of Bellevue Way SE would retain a high degree of vividness.</p>	<p><i>(High)</i>Medium</p> <p>The removal of vegetation within Mercer Slough Nature Park and the presence of the light rail vehicles, retained cut, and the OCS along the east side of this portion of Bellevue Way SE next to the Mercer Slough Nature Park, blueberry farm and the Winters House would somewhat disrupt the rural-natural appearing landscape along this corridor and lower its intactness from high to medium.</p>	<p><i>(High)</i>No change in rating</p> <p>Although the appearance of this section of Bellevue Way SE would change, its high degree of unity would remain. The edge of the Mercer Slough Nature Park would still define the eastern edge of this transportation corridor. With this alternative remaining vegetation in the park would still be seen along the east side of the alignment.</p>	<p><i>(High)</i>No change in category</p>

TABLE 2 CONTINUED
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
<i>Preferred 112th SE Modified Alternative (B2M) to Preferred Alternative C11A</i>				
7. 112th Avenue SE from Bellevue Way SE intersection to SE 8th Street	<i>(High)/Medium</i> From approximately SE 15th Street, landscaped medians would be removed and the alternative would run down the center of 112th Avenue SE to SE 8th Street. Trees along 112th Avenue SE and along the edge of Mercer Slough Nature Park would be removed. Removing this vegetation would lower the vividness rating. More views towards the Mercer Slough West and Bellefield Office Park would be possible by removing vegetation east of 112th Avenue SE. The vividness of this area would be reduced to medium.	<i>(High)/No change in rating</i> Although the landscaped median and other trees would be removed, the Mercer Slough Nature Park and landscaped areas along the west side of 112th Avenue SE would remain strong visual components and would allow the areas intactness to remain high.	<i>(High)/No change in rating</i> This area would retain its well-maintained, suburban street character and high unity despite the removal of the landscaped median and other trees and presence of retained cut walls, light rail vehicles, and OCS.	<i>(High)/No change in category</i>
8. 112th Avenue SE from SE 8th Street to Segment C boundary	<i>(Medium)/No change in rating</i> Extending the alternative north down the center of 112th Avenue SE and the at-grade station and widening the street near the station the SE 8th Station would remove landscaped medians and adjacent vegetation. These medians do not have as many trees as the median south of SE 8th Street. The station would be pedestrian in scale and would increase the view's vividness. Removing vegetation would lower the area's memorability. Overall, vividness would not change.	<i>(Medium)/No change in rating</i> Removing the landscaped medians and vegetation on adjacent to 112th Avenue SE and constructing the at-grade station would increase the amount of paved areas and reduce the area's intactness, but not enough to lower it from medium to low.	<i>(Medium to Low)/No change in rating</i> There would be no change in the medium to low unity of this area with the presence of the alignment and station.	<i>(Medium)/No change in category</i>

TABLE 2 CONTINUED
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
Preferred 112th SE Modified Alternative (B2M) to Preferred Alternative C9T				
9. 112th Avenue SE from Bellevue Way SE intersection to SE 8th Street	(High)/No change in rating Most of the landscaped medians and vegetation along the west side of 112th Avenue SE would remain. Removing trees and vegetation along the east side of 112th Avenue SE would be noticed as would the retained cut walls, light rail vehicles, and OCS. However, the overall views along this corridor would still include considerable nearby vegetation, and many areas would have a memorable and park-like appearance. Overall, the alternative would be less visible than others due to being in the retained cut.	(High)/Medium This area would still contain much vegetation, and the Mercer Slough Nature Park would be an important visual element, but the presence of the retained cut walls, light rail vehicles, and OCS would lower the intactness of this area.	(High)/No change in rating This area would retain its well-maintained, suburban arterial street characteristic and high unity despite the removal of the landscaped median and other trees and presence of retained cut walls, light rail vehicles, and OCS.	(High)/No change in category
10. 112th Avenue SE from SE 8th Street to Segment C boundary	(Medium)/Low The alignment along the east side of 112th Avenue SE and the at-grade station would remove a number of existing trees and other adjacent roadside vegetation. The part of the street near the station that would be widened would reduce vividness of the area from medium to low.	(Medium)/No change in rating The at-grade route, station, and widened street would introduce new at-grade visual elements. Because they would be street-level features, they would not encroach on views 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 would not lower the intactness to low.	(Medium and Low) No change in rating There would be no change in the medium to low unity of this area with the presence of the alignment.	(Medium)/No change in category
Bellevue Way Alternative (B1)				
11. From Segment A to (and including) South Bellevue Park-and-Ride	(Medium)/No change in rating The impact of the elevated portion would be the same as <i>Preferred Alternative B2M</i> . 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 impact of the elevated portion would be the same as <i>Preferred Alternative B2M</i> . 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 impact of the elevated portion would be the same as <i>Preferred Alternative B2M</i> . The at-grade route could be considered to visually help unify the areas along its route.	(Medium)/No change in category

TABLE 2 CONTINUED
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
12. Bellevue Way SE from South Bellevue Park- and-Ride to the 112th Avenue SE intersection	<i>(High)</i> /Medium Placing the route partially into the west hillside, removing vegetation, installing retaining walls, and introducing light rail components would lower the undeveloped, almost rural landscape character of this section of Bellevue Way SE and reduce its vividness to medium.	<i>(Medium)</i> /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.	<i>(High)</i> /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.	<i>(High)</i> /Medium
13. Bellevue Way SE from 112th Avenue SE Intersection to Segment C	<i>(Medium)</i> /No change in rating The at-grade alignment would be compatible with the character of the areas it would pass through and might slightly add to its vividness.	<i>(Medium)</i> /Medium 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.	<i>(High)</i> /High The at-grade alignment would contribute to this areas high degree of visual unity.	<i>(Medium)</i> /No change in category
112th SE At-Grade Alternative (B2A)				
14. From Segment A to (and including) South Bellevue Park- and-Ride	Impacts would be the same as those described for Alternative B1.	Impacts would be the same as those described for Alternative B1.	Impacts would be the same as those described for Alternative B1.	<i>(Medium)</i> /No change in category
15. Bellevue Way SE from South Bellevue Park- and-Ride along 112th Avenue SE to the intersection with SE 8th Street	<i>(High)</i> /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 to 20 residences on the hillside to the west than would be seen with Alternative B1.	<i>(Medium)</i> /No change in rating 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.	<i>(High)</i> /Medium Removing vegetation and building retaining walls would introduce elements that would reduce the current cohesive and harmonious visual pattern of the landscape along the west side part of the route. Visual unity along the route would decrease.	<i>(High)</i> /Medium

TABLE 2 CONTINUED
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
16. 112th Avenue SE from SE 8th Street intersection to Segment C boundary	<i>(Medium)</i> /Low The at-grade station and part of the retained cut that leads to the tunnel portal would be seen in this area. The expansion of 112th Avenue SE to the east and west would remove several 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.	<i>(Medium)</i> /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.	<i>(Medium)</i> /No change in rating Expanding 112th Avenue SE to the east and west would remove several 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.	<i>(Medium)</i> /No change in category
112th SE Elevated Alternative (B2E)				
17. From Segment A to (and including) Bellevue Park-and-Ride	<i>(Medium)</i> /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. The light rail vehicles and OCS would be visible but would not block views to south and would not change medium degree of vividness.	<i>(Medium)</i> /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. 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.	<i>(Low)</i> /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. 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.	<i>(Medium)</i> /No change in category
18. Bellevue Way SE from South Bellevue Park-and-Ride along 112th Avenue SE to the intersection with SE 8th Street	<i>(High)</i> /Medium The elevated structure, OCS, and light rail vehicles would intrude into eastern views from approximately 15 to 20 residences on hillsides to west of the route. The constructed project components would not block or seriously impinge on views, but they would contrast with the existing view in terms of line, form, and color and lower vividness from high to medium.	<i>(Medium)</i> /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.	<i>(High)</i> /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 hillside to the west.	<i>(High)</i> /Medium

TABLE 2 CONTINUED
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
19. 112th Avenue SE from SE 8th Street intersection to Segment C boundary	<i>(Medium)</i> /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 area's existing character. Existing trees would be removed. Together, with the large overhead station, the change would lower the memorability and reduce vividness to low.	<i>(Medium)</i> /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 would lower 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.	<i>(Medium)</i> /No change in rating The presence and scale of the elevated structure and station along with the removed 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.	<i>(Medium)</i> /No change in category
112th SE Bypass Alternative (B3)				
20. From Segment A to (and including) Bellevue Park-and-Ride	Impacts would be the same as those described for Alternative B1.	Impacts would be the same as those described for Alternative B1	Impacts would be the same as those described for Alternative B1	<i>(Medium)</i> /No change in category
21. Bellevue Way SE from South Bellevue Park-and-Ride along 112th Avenue SE to the intersection with SE 8th Street	Impacts would be the same as those described for this part of Alternative B2A.	Impacts would be the same as those described for this part of Alternative B2A.	Impacts would be the same as those described for this part of Alternative B2A.	<i>(High)</i> /Medium
22. North of intersection of 112th Avenue SE and SE 8th Street to Segment C boundary	<i>(Medium)</i> /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 passes through an undeveloped area. The 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; therefore, it would not impact medium vividness enough to lower rating to low.	<i>(Medium)</i> /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.	<i>(Low)</i> /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.	<i>(Medium)</i> /No change in category

TABLE 2 CONTINUED
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 – 114th Extension Design Option				
23. From 112th Avenue SE northeast to 114th Avenue SE	(Medium to Low)/ No change in rating Retained fill and elevated alignments would not change the vividness ratings of this segment and might increase it.	(Low)/ No change in rating The elevated structure would not change the already low intactness of this area, particularly along I-405.	(Medium to Low)/ No change in rating The retained fill and elevated alignments of this design option would be located in an area with medium to low coherence and would not lower the overall unity.	(Medium)/ No change in category
BNSF Alternative (B7)				
24. 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 category
25. Alternative 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. The visually dominating presence of the I-90 structure next to the I-90 Trail and I-90's associated ramps (which the trail passes underneath) make this area a visually unique area but blocks most views to the south. The elevated structure would be located north of the I-90 Trail and would allow views under it to areas within Mercer Slough Nature Park. The presence of the elevated structure 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, although there would be views under the structure and between its columns) but would change the medium visual unity enough to reduce it to low.	(Medium)/ No change in category
26. Former BNSF Railway corridor	(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 category

TABLE 2 CONTINUED
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. 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 category
Segment C				
Preferred 108th NE At-Grade Alternative (C11A)				
28. 112th Avenue SE from Segment B to Main Street	(Medium)/No change in rating The medium vividness of this portion of 112th Avenue SE would not be greatly affected by the removed vegetation along the west side of 112th Avenue SE and Surrey Downs Park and the removed residences. The area would retain its character of a well-maintained suburban arterial street flanked with sidewalks and trees that is pleasant but not vivid or memorable.	(Low)/No change in rating The low intactness rating is primarily due to land uses along the east side of 112th Avenue SE, so it would not be affected.	(Medium)/No change in rating The areas medium degree of unity would not change with the presence of this alternative.	(Medium) No change in category
29. Main Street to NE 8th Street	(Medium)/No change in rating Removing vegetation (and relandscaping) and residences and constructing the elevated and retained fill alignments along with the station would not lower the areas medium vividness enough to reclassify it as low.	(Medium and Low)/No change in rating The presence of the elevated and retained fill structures and the station would not negatively affect the areas medium and low intactness rating, and potential landscaping and aesthetic treatments might improve it.	(Medium)/No change in rating The presence of the alternative would add some visual unity to this area but not enough to change the medium rating. The design and aesthetic treatment for the portions of the alignment along Main Street would result in a landscaped buffer and transition area between the residential neighborhood south of Main Street and the commercial areas and the city center to the north and could increase unity.	(Medium) No change in category
30. NE 8th Street to NE 6th 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 the high intactness rating.	(High)/No change in rating At-grade route would add to visual unity of these avenues.	(High)/No change in category

TABLE 2 CONTINUED
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
31. NE 6th Street from 112th Avenue NE to over I-405 and area to the east of I-405 to Segment D boundary.	<i>(High)</i> No change in rating The transition and elevated structures 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.	<i>(Medium)</i> No change in rating Some sidewalk views between the Meydenbauer Conference Center and Bellevue 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.	<i>(Medium)</i> 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.	<i>(Medium)</i> No change in category
Preferred 110th NE Tunnel Alternative (C9T)				
32. 112th Avenue SE from Segment B to Main Street	<i>(Medium)</i> No change in rating The medium vividness of this portion of 112th Avenue SE would not be greatly affected by the vegetation removal along the east side of 112th Avenue SE up to the location where it crosses at-grade over to the west side and up to the retained fill transition structure. The area would retain its character of a well-maintained, suburban arterial street flanked with sidewalks and trees that is pleasant but not vivid or memorable.	<i>(Low)</i> No change in rating The low intactness rating along 112th Avenue SE is primarily due to land uses along the east side of 112th Avenue SE, so it would not be affected by <i>Preferred Alternative C9T</i> .	<i>(Medium)</i> No change in rating The areas medium degree of unity would not change with the presence of this alternative.	<i>(Medium)</i> No change in category
33. Main Street to Tunnel Portal	<i>(Medium)</i> No change in rating Removing vegetation and residences between 112th and 110th Avenues SE and constructing the retained fill structure and tunnel portal would not change the areas medium vividness.	<i>(Medium and Low)</i> No change in rating The presence of the retained fill structure and tunnel portal would not negatively affect the areas intactness rating, and possible landscaping and aesthetic treatments might improve it.	<i>(Medium)</i> No change in rating The presence of the alternative would add some visual unity to this portion of Main Street, but not enough to change the medium rating. The design and aesthetic treatment for the portions of the alternative along Main Street would result in a landscaped buffer and transition area between the residential neighborhood south of Main Street and the commercial areas and the city center to the north and could increase unity.	<i>(Medium)</i> No change in category
34. Tunnel	None	None	None	None

TABLE 2 CONTINUED
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
35. NE 6th Street from 112th Avenue NE to over I-405 and area to the east of I-405 to Segment D boundary	Impacts would be the same as those described for <i>Preferred Alternative C11A</i> .	Impacts would be the same as those described for <i>Preferred Alternative C11A</i> .	Impacts would be the same as those described for <i>Preferred Alternative C11A</i> .	(Medium)/No change in category
C9T - East Main Station Design Option				
36. 112th Avenue SE from Segment B to Main Street	(Medium)/No change in rating Impacts would be the same as those for <i>Preferred Alternative C9T</i> ; the presence of the at-grade station would not change the rating.	(Low)/No change in rating Impacts would be the same as those for <i>Preferred Alternative C9T</i> ; the presence of the at-grade station would not change the rating.	(Medium)/No change in rating Impacts would be the same as those for <i>Preferred Alternative C9T</i> ; the presence of the at-grade station would not change the rating.	(Medium) No change in category
Bellevue Way Tunnel Alternative (C1T) (aboveground portions)				
37. Bellevue Way NW from Segment B to Main Street 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 category
38. NE 6th Street from Main Street 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 Bellevue 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 category
39. NE 6th Street from 112th Avenue NE east to Segment D border	(Low)/No change in rating This alternative 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 This alternative would not negatively change utilitarian appearance or visual intactness of the area.	(Low)/No change in rating This alternative would slightly improve low visual unity but not enough to change rating.	(Low)/No change in category

TABLE 2 CONTINUED
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
106th NE Tunnel Alternative (C2T) (aboveground portions)				
40. 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 Removing adjacent vegetation would somewhat lower visual unity but not enough to reduce it to low.	(Medium)/No change in category
41. NE 6th Street from 112th Avenue NE east to Segment D border	Impacts would be the same as those described for Alternative C1T along NE 6th Street from 112th Avenue NE.	Impacts would be the same as those described for Alternative C1T along NE 6th Street from 112th Avenue NE.	Impacts would be the same as those described for Alternative C1T along NE 6th Street from 112th Avenue NE.	(Low)/No change in category
108th NE Tunnel Alternative (C3T) (aboveground portions)				
42. 112th Avenue SE from Segment B boundary to Main Street Tunnel portal	Impacts would be the same as those described for Alternative C2T.	Impacts would be the same as those described for Alternative C2T.	Impacts would be the same as those described for Alternative C2T.	(Medium)/No change in category
43. NE 12th Street from Main Street 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 remove 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
At-Grade Couplet Alternative (C4A)				
44. 112th Avenue SE from Segment B to Main Street Tunnel portal	Impacts would be the same as those for Alternative C2T.	Impacts would be the same as those for Alternative C2T.	Impacts would be the same as those for Alternative C2T.	(Medium)/No change in category

TABLE 2 CONTINUED
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
45. Main Street	<i>(Medium)</i> /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.	<i>(Medium)</i> /No change in rating The elevated structure and at-grade route would not greatly change the medium along this short portion of Main Street.	<i>(Low)</i> /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.	<i>(Medium)</i> /No change in category
46. 108th and 110th Avenues NE between Main Street and NE 12th Street	<i>(High)</i> /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.	<i>(High)</i> /No change in rating At-grade route and station would complement high intactness rating.	<i>(High)</i> /No change in rating At-grade route would add to visual unity of these avenues.	<i>(High)</i> /No change in category
47. NE 12th Street from 108th Avenue NE to 112th Avenue NE	<i>(High and Average)</i> /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.	<i>(High)</i> /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.	<i>(Medium)</i> /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.	<i>(High)</i> /Low initially, then over time Medium
112th NE Elevated Alternative (C7E) from Alternatives B2A and B2E				
48. 112th Avenue SE from Segment B to Main Street	Impacts would be the same as those for Alternative C2T.	Impacts would be the same as those for Alternative C2T.	Impacts would be the same as those for Alternative C2T.	<i>(Medium)</i> /No change in category
49. 112th Avenue NE from Main Street to NE 8th Street (and its bridge over I-405 to Segment D) subsegment	<i>(Low)</i> /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.	<i>(Low)</i> /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.	<i>Low</i> /No change in rating The elevated structure could add some visual unity to this area that is low in visual unity.	<i>(Low)</i> /No change in category

TABLE 2 CONTINUED
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
50. 112th Avenue NE from NE 8th Street to NE 12th Street (and its bridge over I-405 to Segment D) subsegment	<i>(Medium)</i> /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.	<i>(Medium)</i> /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.	<i>(Medium)</i> /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.	<i>(Medium)</i> /No change in category
51. NE 12th Street from 112th Avenue SE over I-405 to Segment D	<i>(Medium and Low)</i> /No change in rating The elevated structure would not pass through McCormick Park. It would, however, be seen over I-405 but would not lower existing vividness ratings.	<i>(Low)</i> /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.	<i>(Low)</i> /No change in rating The elevated structure would have little influence on unity of the area it would pass though.	<i>(Low)</i> /No change in category
112th NE Elevated Alternative (C7E) from Alternatives B3 and B7				
52. From Alternative B3 and Alternative B7	<i>(Low)</i> /No change in rating The elevated structure and East Main Station would be noticed along this section of 114th Avenue SE (as would the Alternative B3 route that approaches I-405) that closely parallels I-405. They would not detract further from the area's low vividness rating and may add a vivid element to the area.	<i>(Low)</i> /No change in rating The elevated structure and station would have little influence on the existing low intactness of these routes.	<i>(Low)</i> /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.	<i>(Low)</i> /No change in category
110th NE Elevated Alternative (C8E) from Alternatives B2A and B2E				
53. From Segment B along 114th Avenue SE to NE 2nd Street	<i>(Low)</i> /No change in rating The elevated structure and station would be noticed along this section of 114th Avenue SE, 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.	<i>(Low)</i> /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 Street.	<i>(Low)</i> /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.	<i>(Low)</i> No change in category

TABLE 2 CONTINUED
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
54. 110th Avenue NE	<i>(High)/Medium</i> 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).	<i>(High)/Medium</i> 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.	<i>(High)/No change in rating</i> 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.	<i>(High)/Medium</i>
55. NE 12th Street from 108th Avenue NE to 112th Avenue NE	<i>(High and Medium)/Low initially, then over time Medium</i> The elevated structure would start near 110th Avenue SE and would remove vegetation along the portion of McCormick Park between 110th and 112th Avenue NE, which would change the existing high vividness to low. Within several years of reconstruction, the redesigned and replanted park would reach medium vividness.	<i>(High)/Low initially, then over time Medium</i> Removing vegetation and constructing the elevated structure would initially lower intactness along McCormick Park to low until vegetation begins to fill in, which would increase intactness to medium.	<i>(Medium)/Low initially, then over time Medium</i> Removing vegetation and constructing the elevated structure would lower existing unity to low until vegetation begins to fill in, which would increase unity to medium.	<i>(High)/Low initially, then over time Medium</i>
56. NE 12th Street from 112th Avenue SE over I-405 to Segment D	<i>(Medium and Low)/No change in rating</i> The elevated structure would be seen over I-405 but would not lower existing vividness ratings.	<i>(Low)/No change in rating</i> The elevated structure would not change existing visual character of the areas it would pass through and would not improve the low intactness.	<i>(Low)/No change in rating</i> The elevated structure would have little influence on unity of the area it would pass through.	<i>(Low)/No change in category</i>
110th NE Elevated Alternative (C8E) from Alternatives B3 and B7				
57. From Alternative B3 and Alternative B7	Impacts would be the same as Alternative C7E.	Impacts would be the same as Alternative C7E.	Impacts would be the same as Alternative C7E.	<i>(Low)/No change in category</i>

TABLE 2 CONTINUED
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
110th NE At-Grade Alternative (C9A) from Alternative B2A				
58. From Segment B boundary to Main Street from Alternative B2A	(Medium)/ Low Removing landscaped medians along 112th Avenue SE south of SE 8th Street (in Segment B) and vegetation along the east side of 112th Avenue SE as well as constructing the retained-fill transition structure in the center of 112th Avenue SE would reduce the medium vividness of this area to low.	(Low)/ No change in rating Constructing the retained-fill transition structures in the center of 112th Avenue SE and four straddlebents along the east side of 112th Avenue SE to cross 112th Avenue SE at Main Street would have a negative effect on intactness.	(Medium)/ Low to Medium Removing landscaped medians along 112th Avenue SE south of SE 8th Street (in Segment B) and vegetation on the east side of 112th Avenue SE (which would also be widened to the east) would reduce the unity of this part of 112th Avenue SE to low to medium.	(Medium) Low
59. Main Street to 110th Avenue NE	(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 category
60. 110th Avenue NE to NE 6th Street	(High)/ No change in rating The 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 The at-grade route and station would complement high intactness rating.	(High)/ No change in rating The at-grade route would add to visual unity of these avenues.	(High)/ No change in category
61. NE 6th Street from 112th Avenue NE to over I-405 and area to the east of I-405 to Segment D boundary	Impacts would be the same as those described for <i>Preferred Alternative C11A</i> .	Impacts would be the same as those described for <i>Preferred Alternative C11A</i> .	Impacts would be the same as those described for <i>Preferred Alternative C11A</i> .	(Medium)/ No change in category
110th NE At-Grade Alternative (C9A) from Alternatives B3, B3 - 114th Extension Design Option, and B7				
62. From Alternative B3, B3 - 114th Extension Design Option, and Alternative B7	Impacts would be the same as those described for Alternative C7E.	Impacts would be the same as those described for Alternative C7E.	Impacts would be the same as those described for Alternative C7E.	(Low)/ No change in category

TABLE 2 CONTINUED
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				
<i>Preferred NE 16th At-Grade Alternative (D2A)^g</i>				
63. All of <i>Preferred Alternative D2A</i> except for 152nd Avenue NE from NE 24th Street to SR 520	(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 category
64. 152nd Avenue NE from NE 24th Street to SR 520	(Medium)/No change in rating The at-grade alternative would not change the overall character of the avenue (which has a somewhat well-maintained suburban commercial district and office park character). The alternative would add new features to the area and would require the removal of some existing trees. The scale, line, and overall design of <i>Preferred Alternative D2A</i> 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 alternative 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 alternative.	(Medium)/No change in category
65. All of <i>Preferred Alternative D2A</i> except for 152nd Avenue NE from NE 24th Street to SR 520	(Low)/No change in rating The elevated, at-grade, and retained-cut route and their associated stations would not reduce 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 route 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 category

TABLE 2 CONTINUED
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
D2A - NE 24th Design Option				
66. NE 24th Street	<i>(Low)</i> /No change in rating The elevated and at-grade alignments would not change the low vividness of the adjacent area.	<i>(Low)</i> /No change in rating This design option would not improve the intactness rating along this portion of the route.	<i>(Low to Medium)</i> /No change in rating This design option would not improve unity along this portion of the route.	<i>(Low)</i> /No change in category
67. 152nd Avenue NE from NE 24th Street to SR 520	<i>(Medium)</i> /No change in rating The at-grade alternative and at-grade station would not change the overall character of 152nd Avenue NE. Although some existing trees and buildings would be removed, the scale, line, and overall design of the design option would not lower the existing medium vividness.	<i>(Low)</i> /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 design option would not change the low rating for intactness.	<i>(Medium)</i> /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 design option.	<i>(Medium)</i> /No change in category
NE 16th Elevated Alternative (D2E)				
68. All of Alternative D2E	Impacts would be the same as those described for <i>Preferred Alternative D2A</i> except for D2A - NE 24th Design Option.	Impacts would be the same as those described for <i>Preferred Alternative D2A</i> except for D2A - NE 24th Design Option.	Impacts would be the same as those described for <i>Preferred Alternative D2A</i> except for D2A - NE 24th Design Option.	<i>(Medium)</i> /No change in category
SR 520 Alternative (D5)				
69. All of Alternative D5 except for 152nd Avenue NE from NE 24th Street to SR 520	<i>(Low)</i> /No change in rating The elevated retained cut and at-grade portions of the Alternative D5 route along with the two potential stations would not detract from the low degree of vividness and memorability of the areas they would pass near, and they might improve the vividness and memorability along SR 520.	<i>(Low)</i> /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 the route.	<i>(Low to Medium)</i> /No change in rating Some of the route is located between SR 520 and industrial areas and are at least partially unified in terms of closely following a freeway from much of its route.	<i>(Low)</i> /No change in category
70. 152nd Avenue NE from NE 24th Street to SR 520	Impacts would be the same as those described for <i>Preferred Alternative D2A</i> .	Impacts would be the same as those described for <i>Preferred Alternative D2A</i> .	Impacts would be the same as those described for <i>Preferred Alternative D2A</i> .	<i>(Medium)</i> /No change in category

TABLE 2 CONTINUED
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
NE 20th Alternative (D3)				
71. All of Alternative D3 except for 152nd Avenue NE from NE 24th Street to SR 520	(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 category
72. 152nd Avenue NE from NE 24th Street to SR 520	Impacts would be the same as those described for <i>Preferred Alternative D2A</i> .	Impacts would be the same as those described for <i>Preferred Alternative D2A</i> .	Impacts would be the same as those described for <i>Preferred Alternative D2A</i> .	(Medium)/No change in category
Segment E				
Preferred Marymoor Alternative (E2)				
73. Along SR 520 (from where Alternatives 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 built 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 category
E2 - Redmond Transit Center Design Option				
74. Near station	(Medium)/No change in rating The station would fit in well with the areas near them and would contribute to the medium vividness of the areas.	(Low)/No change in rating The stations would not visually intrude on the generally mixed appearance of the areas near them.	(Low)/No change in rating There is a lack of visual unity along the route that the stations might assist somewhat in improving.	(Low)/No change in category

TABLE 2 CONTINUED
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
Portions of routes common to all alternatives (Preferred Marymoor Alternative [E2], Redmond Way Alternative [E1], and Leary Way Alternative [E4])				
75. 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 nor 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 category
76. Former BNSF Railway 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 category
Redmond Way Alternative (E1)				
77. 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 removing trees and constructing 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 removing 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 temporarily)
78. NE Redmond Way over Sammamish River to former BNSF Railway 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 appear greatly out of place in terms of form, materials, and color.	(Medium)/No change in rating Removing 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 category

TABLE 2 CONTINUED
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
Leary Way Alternative (E4)				
79. Leary Way NE from SR 520 off-ramp to former BNSF Railway corridor	<i>(High)</i> / Medium The tree-lined character of part of this portion of Leary Way NE would change with the construction of the elevated and transition structures 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.	<i>(Medium)</i> / 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.	<i>(High)</i> / 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.	<i>(High)</i> / Medium
^a D2A -120th Station Design Option impacts would be the same as those for <i>Preferred Alternative D2A</i> .				