

Figure 3.9-4 shows vicinity of Pacific Highway East (SR 99) and 70th Avenue East, looking east. The view from this location lacks continuity, unity, memorability, and has manmade elements encroaching into the views of the valley and bluffs. The extensive bridge structures associated with the SR 167 and I-5 interchange will be visible from all areas in the vicinity. The structures will be as high as 80 feet crossing over I-5. The greatest impact will be associated with the houses located on the hillside to the north. In some cases, the view of the valley will be lost, due to the interchange structures. Lighting and vehicle headlights will dominate the nightscape views from the hill. The view from I-5 will also be altered. Currently there are views of the valley and hills when in the vicinity of the curve. These views will be greatly altered by the construction of numerous ramps, lowering the views intactness and unity.

Views from the upper levels of the proposed interchange in this area will be dramatic, with views of the valley, the Port of Tacoma, the vegetated hillside and limited views of Mt. Rainier.

Landscape Unit 3 – (I-5 to SR 161)

Mainline

The proposed alignment will be built on a raised embankment throughout this LU. This new visual line element will be dominant and will lessen the overall vividness in the unit. The embanked roadway will be visible from many parts of the relatively flat and open-space viewshed. The roadway will be raised enough to obstruct views of residential and agricultural buildings in the background viewing zone. The associated traffic movement will also contrast sharply with the existing agricultural land use along portions of the mainline alignment. Night time vehicle lights, plus roadway luminaries, will also create negative impacts in this less developed LU.

Valley Avenue Interchange

Freeman Road Option. The northbound off ramp would depart from the raised SR 167 grade and would remain at grade until reaching Valley Avenue. This ramp would have little substantial visual impact, as it would be dominated by the proximity of SR 167. The northbound on ramp, however, would rise in elevation from the Valley Avenue intersection, elevate over the railroad and connect to the elevated SR 167. This ramp would create a long linear visual element. The raised characteristics of this ramp would be pronounced due to its proximity to low-lying Wapato Creek.

The southbound off ramp would descend in elevation from SR 167 to its terminus at Freeman Road. The southbound on ramp would be reversed; gaining in elevation from Freeman road until matching the SR 167 grade. Both ramps therefore would be only partially elevated over their surroundings. Due to the relative flatness of the topography in this LU and the long sweeping road curves, both ramps would have negative visual impacts.



EXISTING VIEW



CONCEPTUAL VIEW OF ROADWAY

SR 167 - Puyallup to SR 509 Tier II FEIS

Figure 3.9-4

**View 1, LU2: Pacific Avenue (SR 99),
Looking East**



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Preferred Valley Avenue Option. Both northbound ramps will be the same as in the Freeman Road option.

The southbound off ramp will form a loop, descending until matching elevation with Valley Avenue at a point east, not far from the mainline alignment. The southbound on ramp will share this loop until it deviates to a reverse curve enabling it to match the mainline and gaining elevation along the way.

This option will create negative visual impacts due to the scale of the elevated ramps; however, the large sweep of the loop will be more visually appealing as opposed to the long linear ramp.

Valley Avenue Realignment Option. Both northbound ramps would be the same as in the Freeman Road option.

The southbound off ramp would leave the mainline and cross over the railroad, then descend to match Valley Avenue. The southbound on ramp would start from this intersection and gain elevation to match up with SR 167. Both raised southbound ramps would be long and linear in form. They would also contrast in scale with the flat open space of this LU resulting in negative visual impacts.

The realignment of Valley Avenue would also create negative visual impacts. The new road would be wider and slightly elevated in its new location, contrasting sharply with the relatively flat topography surrounding it.

Figure 3.9-5 shows Freeman Road East (behind the old Firwood Gym) looking west. The highway will become the dominant feature in this view, changing the overall character of the viewshed from rural to roadway. Views of the agricultural fields and bluffs will still be available but they will be subordinate to the manmade elements. Lights and glare associated with a highway at night will be the dominating focal point in the nightscape. The overall intactness and unity of the existing viewshed will be reduced, even though the lines of the roadway do provide a sense of continuity along the valley floor.

Two new truck weigh stations will be located west of the Puyallup Recreation Center. While the associated buildings most likely will be relatively small in scale, the increased commercial truck activity will create visual focal points. The additional lights from vehicles and roadway/parking lot lighting will negatively alter the nightscape as well.



EXISTING VIEW



CONCEPTUAL VIEW OF ROADWAY



**Washington State
Department of Transportation**

SR 167 - Puyallup to SR 509 Tier II FEIS

Figure 3.9-5

View 1, LU3: Freeman Road East (Behind Old Firwood Gym), Looking Southwest

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Landscape Unit 4 – (SR 161 to SR 512)

Mainline

The proposed alignment will be built on a raised embankment throughout this LU. This new visual line element will be dominant and will lessen the overall vividness in the unit. However, due to the amount of existing manmade elements, including structures and other roads, this LU already ranks low in intactness. Visual unity will be negatively impacted as the addition of the wide, raised roadway with interchange ramps will substantially alter the compositional visual pattern.

SR 161/167 Interchange

Preferred Urban Option. The northbound off ramp will descend from SR 167 until it meets grade at the SR 161 interchange. The northbound on ramp will ascend in elevation until connecting into SR 167. These new ramps will add dominant manmade elements into the viewshed, resulting in negative visual impacts.

The southbound off ramp will depart from SR 167 at grade and match into SR 161. The southbound on ramp will leave SR 161 at grade then gain elevation to match into the elevated SR 167. These new ramps will add dominant manmade elements into the viewshed, resulting in negative visual impacts.

At North Meridian, the existing steel Puyallup River Bridge will be replaced with a clear span bridge. This will enhance and open up views of the river from the bridge creating a positive visual impact. The adjacent existing concrete bridge will be widened.

Low Diamond Option. The northbound off ramp would descend from SR 167 until it meets grade at North Levee Road. The northbound on ramp would begin at grade at SR 161 and elevate to match SR 167 grade. Both ramps would create new linear forms in the LU. While they would be subordinate to the visually dominating mainline, the ramps would contribute to a net negative visual impact by further altering the visual unity.

The southbound off ramp would depart from SR 167 and connect to SR 161 while maintaining a relatively constant elevation. The southbound on ramp would take off from the SR 161 intersection and match up with SR 167. This ramp would also maintain a relatively constant elevation. The two southbound ramps would not be as visually dominant as the mainline, or the northbound ramps, due to their constant elevation.

The Puyallup River Bridge would be as above.

Medium Diamond Option. This option would be very similar in visual impacts to the Low Diamond option. The difference in the northbound on ramp alignment is not enough to alter the negative visual impacts.

The Puyallup River Bridge would be as above.

Figure 3.9-6 shows vicinity of North Meridian and North Levee Road East looking north. Milwaukee Avenue East and the existing SR 167 would change with the addition of structures and ramps. The viewshed would substantially change with the addition of the bridge structures and ramps under all the interchange options. Views of the bluffs would be blocked. The overall change in quality of viewshed would be minimal, due to the existing SR 167 ramps/freeway and the numerous manmade elements in the urban business complex area of North Meridian.

3.9.4 Mitigating Measures

The mitigation measures are used to help offset the negative visual impacts that will be caused by the proposed facility. Landscape related mitigative measures will use the Roadside Classification Plan (WSDOT 1996) as a guideline for roadside restoration. Possible mitigation measures include:

- Using architectural elements to blend the roadway structures with the surrounding areas. This includes texture, color and style of the manmade elements.
- Minimizing the use of luminaries to lessen the impact from glare. Low level lighting is preferred.
- Using wall, fencing, or vegetation to screen car movement on the roadway and headlight glare, where possible.
- Using trees and other vegetation adjacent to bridge structures to bring the structure down to a human scale, visually tie the structure to the surrounding areas, and soften and screen the structures within the viewshed. Trees and other vegetation must meet roadway clear-zone and sight distance requirements.
- Vegetating under structures with shrubs, where adequate sunlight and moisture are available, to fill the visual void typically associated with the barren ground.
- Vegetating embankments to soften and blend the roadway within the viewshed, as well as provide a sense of continuity associated with the roadway. Grasses are not recommended to vegetate embankment areas. During the summer months, grasses typically turn brown and this brown strip in the viewshed would, in turn, become a dominant visual element along the corridor. The intent is to blend the road with the surrounding area, not draw attention to it.
- Provide a visual screen, either vegetative or architectural, for houses that have unobstructed views of the roadway and where no other mitigation measure will offset the encroachment of car movement and headlight glare. This would be done on a case-by-case scenario.
- Design retention ponds with undulating and relatively flat side slopes to blend into the surrounding area. Use trees, shrubs, and herbaceous plants to soften the structure and give a sense of a natural element.



EXISTING VIEW



CONCEPTUAL VIEW OF ROADWAY

SR 167 - Puyallup to SR 509 Tier II FEIS

Figure 3.9-6

**View 1, LU4: North Meridian,
Looking North**



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