Visual Character and Resources

The Sunrise Project area currently transitions from being quite developed in the western portion, with substantial commercial and light industrial land uses adjacent to I-205 and OR 212/224 and relatively few intact, grassy fields, to moderately developed land use in the eastern portion with single-family residential uses and some vacant land. A variety of land use zoning designations apply throughout the project, including but not limited to general industrial, general commercial, medium density residential, urban low-density residential, rural single-family residential, and exclusive farm use. Visual resources have been inventoried and the locations of representative views shown on Figures 32 through 35.

The Visual Resources Technical Report provides details on the following:

- Existing visual conditions.
- Visual quality scores.
- Comparison of viewer sensitivity.
- View simulations of approximate changes.
- Mitigation measures.

Vividness is the memorability of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern and encompasses: landform, vegetation, water, and man-made development.

Intactness is the integrity of visual order and how much the view is free from encroaching features.

Unity is the degree to which the visual resources of the landscape form a coherent, harmonious visual pattern and the compositional harmony or compatibility between landscape elements.

Foreground is the area closest to the viewer, which can be designated with clarity and simplicity because the observer is a direct participant.

Middleground is the area where parts of the landscape may be seen to join together (i.e., where trees become a forest) or revealed as either comfortable or conflicting with the landscape.

Background is the area farthest from the viewer where distance effects are primarily explained by aerial perspective (i.e., emphasis is primarily on outlines or edges).

Visual Quality Scoring

A quantitative analysis was also done for representative views in each subarea of the project area. Assessing the visual quality of views in the Sunrise Project area is based on scoring a view's vividness (landform, vegetation, water, and human-made development), intactness, and unity. The vividness, intactness, and unity scores are then averaged to determine the view's overall visual quality score. Visual quality is rated on an ascending scale, as shown in Table 13.

Table 13. Existing Visual Quality Rating for the Sunrise Project Area

	I-205 Interchange Area	Midpoint Area	Rock Creek Junction Area	
Western End	moderately low (3)	average (4)	moderately high (5)	Eastern End

The project area as a whole has average visual quality of 4.

1 = very low, 2 = low, 3 = moderately low, 4 = average, 5 = moderately high, 6 = high, 7 = very high

As the project area transitions from the developed western end to the moderately developed eastern end, the existing visual quality scores increase.

Twenty-one views from a variety of locations were analyzed for the impacts of the proposed project on the visual resources and visual quality. Moderately high and high quality views and descriptions of the potential impacts of the Sunrise Project on those views are presented on Figures 32 through 35.

Viewers and Viewer Sensitivity

Evaluations of views also consider who the viewers are, where they see the views from, for how long, how big the viewer group is, and what their expectations are. For example, a commuter and a resident have different expectations for views, and a commuter has a view for a shorter time period than a resident. Viewer groups for the Sunrise Project include employees, motorists (drivers and passengers), bicyclists, pedestrians, and residents. Residents in the project area are likely to be the most sensitive viewers because of their stationary and long-range views. Motorists would be less sensitive to visual changes because they are moving through the project area and because most tend to be focused on driving rather than on sightseeing.

Visual Quality and Viewer Sensitivity

The existing visual quality of the Sunrise Project area is average (4). The main visual changes would result from the changes to the terrain (cuts and fills), removal of vegetation and buildings, changes to aboveground utilities, new pavement for the multi-lane highway, new structures (walls, elevated ramps, and bridges), expanded intersections, and new signals and lights. New roads would be new sources of light and glare. The average visual quality scores for existing and proposed views for the build alternatives and design options are shown in **Table 14**, Comparison of Visual Quality Scores by Alternative and Design Option.
Alternative 1–No Build would cause very little visual change to most views in the project area.

Table 14. Comparison of Visual Quality (VQ) Scores by Alternative and Design Option

	Alternatives 2 and 3	Option A-2	Option B-2	Option C-2	Option C-3	Option D-2	Option D-3	Preferred Alternative
I-205 Interchange Area								
Viewer Sensitivity[1]	Moderately low	Moderately low						Moderately low
Existing VQ	3	3						3
Proposed VQ	2	2						2
Midpoint Area								
Viewer Sensitivity	Moderately high		Moderately high/ high	Moderately high	High[2]			Moderately high
Existing VQ	4		4	4	4			4
Proposed VQ	3		3/22	3	2			3
Rock Creek Junction Area								
Viewer Sensitivity	High[3]					High[3]	High[3]	High[3]
Existing VQ	5					5	5	5
Proposed VQ	2					2	2	2

[1]Represents anticipated sensitivity of residents to visual impacts (visual change from existing conditions). Residents are those that have existing, stationary views toward the project area.

[2] The combination score derives from combining the impacts of Zone B and Zone C (from the Visual Technical Report) into the Midpoint area.

[3] The "high" ranking is based on residential sensitivity to the overall visual changes that would occur in the Rock Creek Junction area as a whole.

Seven photo simulations have been prepared to portray what the new highway might look like upon completion. The simulations are based on preliminary design at the time of the writing of the SDEIS, do not include potential mitigation measures, and are meant to provide a reasonable estimate of the project's visual impact. See photos S1 through S7 at the end of this section. For each view, the photo on the left shows existing conditions, and the photo on the right is the project simulation. Figure 36 shows their locations.

I-205 Interchange area

All viewer groups are present in this area. Expectations are based on existing highways, interchanges, and the highly developed commercial/industrial corridor with adjacent low- to high-density residential neighborhoods. The average visual quality score for the I-205 Interchange area is moderately low (3). In some cases, the visual resources blend into vivid, intact, and unified views while in other places, substantial encroachment from the human-made development causes views to appear less unified, less memorable, and less organized.

Alternatives 2 and **3** would cause the visual quality of the I-205 Interchange area to decline to low (2). At its highest point, the new interchange would be three levels instead of two and approximately 70 to 80 feet above the existing I-205 northbound lanes. Viewer sensitivity of motorists and employees would be low.

Residents, pedestrians, and bicyclists would likely be more sensitive to visual changes, including the addition of the solid, linear mass of bridges, ramps, and a fly-over to the foreground or middleground. This is due to the longer duration of their views. Residents living east of I-205, particularly those living on the bluff, would have wide views of the new highway in the middleground. The expanse and elevation of the interchange would make it more noticeable than the existing highway. However, since the I-205 Interchange area is already quite developed, residents and other viewers are already accustomed to views that are of moderate visual quality.

View S1 shows an approximate representation of how **Alternatives 2** and **3** could affect the visual quality of the view from a playing field southwest of the I–205 interchange. View S2 shows an approximate representation of how **Alternatives 2** and **3** could affect the visual quality from SE 97th Avenue.

Alternative 3 would have very similar visual impacts as **Alternative 2**. **Design Option A-2** would have similar impacts to the build alternatives. However, not building the new North Lawnfield Extension would cause slightly less visual impact, because the existing trees and topography would remain and no bridge northeast of the KEX towers would be built.

Midpoint area

All viewer groups are present in this area. Expectations are the same at the west end of the Midpoint area as in the I-205 Interchange area. The eastern portion has less development, some vacant parcels, and visual resources that are more unified and intact. The visual quality in the Midpoint area is average (4). Some views appear relatively organized and have a variety of beneficial visual resources, such as the Camp Withycombe buildings. Some views are cluttered by the combination of buildings, lights, signs, vehicles, and utilities. Views from most of the residences on the bluff looking south are mostly shielded by a thick stand of mature trees. From the Hubbard Terrace neighborhood on the eastern end of the bluff, however, residents can see through and over vegetation to the existing OR 212/224 corridor. Viewers in this neighborhood have extensive views toward the existing knoll formation, and Mount Hood is visible in the background.

The average visual quality under **Alternative 2** would decline to moderately low (3). The Sunrise Project would cause visual change along the southern edge of the bluff; however, trees on the bluff would mostly shield residents'

views. However, some ambient light and glare from the freeway would be visible. The most noticeable visual change in the Midpoint area would be east of SE 135th Avenue, because a new roadway with some elevation would be going through relatively intact open fields. Views in the western part of the Midpoint area would have less change because this area is already quite developed.

The highway would be approximately 30 feet above the existing ground level near SE 122nd Avenue. Between SE 135th Avenue and the OR 212/224 split, the existing highway already encroaches on views somewhat. However, the Sunrise Project would be more noticeable because of its elevation.

Viewers include motorists, residents, bicyclists, pedestrians, and employees of local businesses and Camp Withycombe. Residents, bicyclists, and pedestrians would likely be more sensitive than motorists or employees. Residents in the northeast corner of the Oak Acres manufactured home park would have views of the highway, which would be slightly elevated approximately ten feet above grade. Their existing views of a grassy field would change to views of the field bisected by a multi-lane highway.

Residents living on the south edge of the bluff would be expected to be sensitive to visual changes. However, most residents on the bluff have trees in their backyards that would help shield views of the new highway. Residents on the eastern end of the bluff have fewer trees to screen their views looking east. Although OR 212/224 is visible in existing views, the new highway would take up a larger part of the view and would be elevated. Mount Hood would still be visible to residents.

The view toward the intersection of OR 212/224 and SE 135th Avenue for residents living in the Shadowbrook manufactured home park would be dominated by the elevated highway and the existing intersection.

Without a midpoint interchange, **Alternative 3** would have slightly less visual impact than **Alternative 2**. There would be less paved surface and a narrower roadway, slightly less vegetation removal and terrain modification, and fewer street lights and signs. There would be none of the brake lights and signals associated with an interchange. Views 9, 10, 11, and 14 in the Midpoint area (all rated as moderately high) would have slightly fewer visual changes under **Alternative 3** than under **Alternative 2**. All viewers would be expected to have very similar, but somewhat less, sensitivity to visual changes than under **Alternative 2**.

Design Option B-2 would cause slightly more impacts to visual quality than the build alternatives. The decline in visual quality would be due to the bigger structure needed for eight lanes as well as the multi-use path improvements over the new highway. Residents of the Oak Acres manufactured home park would likely be only slightly more sensitive to visual changes from this design option. Residents in the Hubbard Terrace neighborhood and the Shadowbrook manufactured home park would be expected to be more sensitive to visual changes from **Design Option B-2** than from **Alternatives 2** or **3** or **Design Option C-2**. The highway, off-ramp, and fly-over ramp design create a multiple-layer effect, and several walls would be visible to residents of the manufactured home park, further blocking their views of the vegetated slope.

Design Option C-2 would have impacts to visual resources that are similar to those of **Alternative 2**.

The View S3 simulation, looking east from just north of Oak Acres manufactured home park, provides an approximate representation of **Design Option B-2**. The visual quality would decrease. View S4, looking northwest from southeast of the intersection of OR 212/224 and SE 135th Avenue, provides an approximate representation of **Design Option B-2**.

Under **Design Option C-3**, the scores would be the same for View 13 as under **Alternative 2**, but lower than under than **Alternative 3**. The visual quality of View 14 would decrease from moderately high (5) to low (2). Vegetation removal, light and glare, and terrain modification would be more noticeable in the foreground, because the highway would be curving much closer to the Hubbard Terrace neighborhood.

Residents of the Hubbard Terrace neighborhood would be expected to be more sensitive to visual changes from this design option than from **Alternatives 2** and **3** or **Design Option C-2**. Residents of the Shadowbrook manufactured home park would also be quite sensitive to this design because the cut into the forested slope would substantially alter one of the few visual resources in their foreground view.

It is important to note that, under any of the alternatives and design options, land use and zoning in this area are anticipated to allow for future urbanization and development. The highway may speed up that development, but some degree of future urbanization and development is anticipated to occur with or without the highway.

Rock Creek Junction area

Viewer groups are primarily residents, motorists, bicyclists, and pedestrians. Expectations are based on the presence of several large, low-density neighborhoods, some vacant parcels, fairly unified and intact resources, the existing knoll formation, and the two-lane highway corridor. There are a variety of visual resources, but commercial and industrial development influences views less than in the areas farther west. The existing visual quality in the Rock Creek Junction area is moderately high (5).

Under **Alternative 1–No Build**, the proposed visual quality would decline to average (4). Road widening projects and the construction of a new arterial extending north of OR 224 at Rock Creek Junction would cause the visual impacts. Motorists and residents would likely have moderate sensitivity to visual change.

The proposed visual quality with **Alternative 2** would be low (2). Just west of the point where the new OR 212 bridge would cross over OR 224, OR 212 would be approximately 40 feet above existing grade level, higher than the existing highway. The Sunrise Project would substantially expand that interchange.

Three residential developments in the Rock Creek Junction area could have views of the new interchange based on local topography: the Riverbend manufactured home park, the Orchard Lake neighborhood, and the Windswept Waters development. Riverbend residents, northwest of the interchange, have a partial to complete vegetative screen that would be thinned, increasing the visibility of vehicles on the roadway. Light and glare would substantially increase due to the highway's proximity to this manufactured home park.

The Orchard Lake neighborhood would continue to have numerous mixed trees to provide screening between the proposed Sunrise Project and this neighborhood.

The first phase of the Windswept Waters development is being constructed. The most sensitive viewers in Windswept Waters would be on the northeastern corner and eastern edge of the subdivision. These residents would have close views toward the interchange.

Viewers in the Rock Creek Junction area include motorists and residents, bicyclists, and pedestrians, as well as a very limited number of employees of local businesses. Motorists and employees would likely be focused on driving or working. However, the Rock Creek Junction area has higher existing visual quality than the I-205 Interchange and Midpoint areas. While the area is urbanizing in places, rural and suburban residential characteristics and relatively unified and intact views remain. The highway's elevation would likely allow more

expansive views for motorists (especially eastbound).

Residents, bicyclists, and pedestrians east of the knoll would also have longer-duration views of the new highway and would be expected to be sensitive to visual changes. The expanded highway would be a larger facility than OR 212 and would encroach on existing agricultural fields and stands of trees that are visual resources for these residents.

Alternative 3 would have the same visual impacts as **Alternative 2** in the Rock Creek Junction area.

View S5 shows an approximate representation of how **Design Option D-2** could decrease visual quality from residences in the Hubbard Terrace neighborhood. View S6 shows an approximate representation of how the view north from the Oak Terrace neighborhood would be affected by the removal of the knoll under **Design Option D-2.** View S7 generally shows how views from the Windswept Waters development might look once it is completed.

Design Option D-2 would cause similar impacts to visual resources as **Alternatives 2** and **3**. Residents east of the knoll would be expected to have similar sensitivity to this design option as to **Alternatives 2** and **3**.

Overall, the visual quality scores under **Design Option D-3** would be the same as under **Alternatives 2** and **3** and **Design Option D-2**.

Residents in the Riverbend manufactured home park would likely be slightly more sensitive to **Design Option D-3** and **Alternatives 2** and **3** than to **Design Option D-2** because the visual impacts would be closer. Residents east of the knoll would be expected to have slightly more sensitivity to **Design Option D-3** than to **Design Option D-2** because structures would be slightly higher.

Zoning in this area anticipates some nonresidential use. The highway may speed up that development, but some degree of future urbanization and development is anticipated to occur with or without the highway.

Preferred Alternative

A quantitative assessment, including existing and proposed visual quality scores, was completed for the **Preferred Alternative**. The **Preferred Alternative** will have substantially the same impacts to visual resources and visual quality as **Alternative 2** (see Table 14).

I-205 Interchange area

Overall, the impacts to visual character, visual resources, specific views, and viewer sensitivity will be substantially the same as those discussed above under **Alternative 2** and **Design Option A-2**. The design modifications included in the **Preferred Alternative** that will be in addition to **Alternative 2** and **Design Option A-2** will result in minor impacts to visual resources such as terrain modification, vegetation removal, minor increases in light and glare (particularly from headlights and taillights of vehicles using newly created road connections), and increased or decreased views of paved roads.

The addition of sound walls proposed along the south side of the Milwaukie Expressway west of I-205, along the east side of I-205 north of OR 212/224, and along both sides of I-205 will change views in the southern end of the project area. Foreground views for those immediately behind the sound walls will consist of vegetation that is retained or planted and/or a solid, linear wall. The sound walls (see Noise Section) could benefit residents by helping to shield direct sources of light (headlights, taillights) from foreground views, but these residents are expected to have higher sensitivity to visual change due to the obstruction of their current long-range views. Viewers in those areas consist of employees, residents, school children, and teachers (Clackamas Elementary). Residential viewers in the southern end of the project area near I-205

are expected to have high sensitivity to visual change.

Midpoint area

The visual quality scores for individual views under the **Preferred Alternative** are the same as those for **Alternative 2** and **Design Option C-2**.

The addition of a proposed sound wall along the northern boundary and northeastern corner of the Oak Acres manufactured home park will change views from this neighborhood. The impacts of the sound wall to that view are included below in the discussion of Simulation Views section (View S3).

The location of the roadway north of the Riverbend manufactured home park will not affect the visual quality scores but will change views. Ambient spillover light and glare coming from vehicles on the new facility will be evident to residents of the Riverbend mobile home park, particularly in the night sky. Viewers in this area include residents, who will likely have high sensitivity to visual change because of their stationary and long-range views.

Rock Creek Junction area

The change in visual quality in this area will be the same under the **Preferred Alternative** as under **Design Option D-3**, changing from 5 (moderately high) to 2 (low).

Simulation Views

New photo simulations were not created for the **Preferred Alternative**, because the **Preferred Alternative** is similar to the other build alternatives and design options. The paragraphs below discuss the similarities and differences to the other alternatives.

View S1. This view simulated **Alternative 2**, but the foreground and background views of the **Preferred Alternative** will be similar to those depicted in the photo simulation for View S1. Under the **Preferred Alternative**, a proposed sound wall in the middleground of this view will partially obstruct views toward the new facility. Some of the lower-level light and glare impacts will be reduced under the **Preferred Alternative**, but light and glare from the elevated structures of the interchange will still be visible.

View S2. This view simulated **Alternative 2**. Although slight refinements were made to the Lawnfield area for the **Preferred Alternative**, particularly to avoid impacts to the KEX underground copper mat, these refinements would not be evident in this photo simulation.

View S3. This view simulated **Alternative 2, Design Option B-2**. The **Preferred Alternative** will incorporate the design of **Alternative 2** in this area but the view will be similar to that depicted by the photo simulation for View S3. Ambient light will be visible to some extent all along the new facility alignment.

View S4. This view simulated **Alternative 2** with **Design Option B-2**. The main difference between this simulation and the **Preferred Alternative** is that there are no on- or off-ramps in this view of the **Preferred Alternative**. The form of the structure and walls will not be as wide or as tall as depicted in the simulation. However, the impacts to visual quality and visual resources in the foreground, middleground, and background are likely similar to **Design Option B-2**, only to a slightly lesser degree because of the narrower footprint of the highway facility in this area.

View S5. The simulation in View S5 is based on **Design Option D-2**. The **Preferred Alternative** will incorporate **Design Option D-3** and will have similar impacts to those described by the photo simulation for View S5. While **Design Option D-3** has a smaller footprint than **Design Option D-2**, the difference between these two interchange types will not be discernable in View S5 because of the approximate one-mile distance between the viewer and the interchange. The different interchange designs will not change the type of impact that will occur: vegetation removal, terrain modification (cuts and fills), and the addition of a multi-lane

highway facility through the center of the view in the middleground and background.

View S6. The simulation in View S6 is based on **Design Option D-2**, but the **Preferred Alternative** will have similar impacts. Although there will be a substantial change to the landscape in the Rock Creek Junction area, in this view the main effects will be removal of the knoll formation and associated vegetation, as well as increased light and glare, particularly at night. None of the new project elements will be visible in the middleground. The foreground trees immediately behind the houses will remain, because they are outside of the construction impact area. The trees will provide a shielding benefit.

View S7. The simulation shown in View S7 is based on **Design Option D-2**, but the **Preferred Alternative** will have similar impacts. From the viewer's perspective, the construction impact extent will be the same, and any slight difference between the two will not be visible because of screening by the structures and vegetation, and the extensive distance between the viewer and the new highway facility.

New Views

The project would create new views from the new highway, adjacent roads, and the multi-use path improvements for motorists, pedestrians, and bicyclists. The new views would have approximately the same visual quality as the existing views. Removing the knoll in the Rock Creek Junction area would open up views for motorists traveling east or west. They would have more expansive views across the Clackamas River valley to the west and toward Mount Hood in the east, although the highway would be visible in the foreground in either direction. Motorists' new views would likely be of slightly better visual quality than under the existing conditions because they would be broader and more distant.

Indirect Effects

Indirect effects would be approximately the same for build alternatives and the design options. Indirect effects from the project would potentially include increased traffic on the facility and adjacent roads that would affect key views by increasing light and glare over time. Also, increased movement through views by cars, trucks, pedestrians, and bicyclists would detract from the unity and cohesion of existing views, and it would potentially further distract viewers from other views beyond the immediate foreground.

Mitigation Measures for the Preferred Alternative

Construction impacts will be mitigated by setting up construction staging areas in locations that are either out of sight from a majority of viewers and/or in locations that are less visually sensitive, if feasible. Construction lighting will be shielded or focused on work areas to minimize ambient spillover of incandescent or halogen light into adjacent areas, if feasible. To the extent reasonable and safe, traffic stoppage and lane shifts or detours associated with construction will be limited to off-peak travel hours so that fewer viewers are affected and congestion is minimized.

ODOT's project commitments for mitigating permanent effects to visual resources and visual quality are described below. Potential mitigation areas are shown on Figures PA-17 and PA-18. These project commitments focus on mitigating effects to residents, pedestrians, and bicyclists who are expected to be more sensitive to visual impacts than motorists or employees. The project commitments were formulated by considering project impacts and public comments on the SDEIS, and by analyzing what project commitments are reasonable and feasible and will mitigate for direct project impacts.

Mitigation Location A (Figure PA-17): Because a sound wall will be constructed in this location,

no mitigation measures are proposed for visual impacts.

Mitigation Location B (Figure PA-17): A sound wall will be installed along the boundary of the mobile home park. There will not be enough room between the mobile homes and the sound wall for plantings so no mitigation for visual impacts will occur.

Mitigation Location C (Figure PA-17, PA-18): The planting of new trees is not warranted on the south or east sides of the bluff because a vast majority of vegetation, particularly trees near the top of the bluff and closest to residences, will be retained. The project will comply with ODOT's Roadside Development Design Manual (ODOT 2006).

Mitigation Location D (Figure PA-18): In this location, vegetation will be planted to screen residential viewers from direct vehicle light and glare. The planting will be done in an appropriate manner consistent with ODOT's Roadside Development Design Manual (ODOT 2006). Earth work activities will be done to visually blend the slopes of the new highway into the existing landscape, to the extent practicable. The vertical height of the roadway will be minimized, to the extent practicable, to reduce visibility of the new highway, particularly to residential viewers looking toward it.

Mitigation Location E (Figure PA-18): In this location, vegetation will be planted to screen residential viewers from direct vehicle light and glare. The planting will be done in an appropriate manner consistent with ODOT's Roadside Development Design Manual (ODOT 2006). Earth work activities will be done to visually blend the slopes of the new highway into the existing landscape, to the extent practicable. The vertical height of the roadway will be minimized, to the extent practicable, to reduce visibility of the new highway, particularly to residential viewers looking toward it.

Mitigation Location F (Figure PA-18): As much as possible of the existing vegetation will be retained in order to maintain the vegetative screen between viewers and the new interchange.

Mitigation Location G (Figure PA-18): Vegetation will be planted to screen residential viewers from direct vehicle light and glare as described for Location D. The vertical height of the roadway will be minimized, to the extent practicable, to reduce visibility of the new highway, particularly to residential viewers looking toward it.

Mitigation Location H (Figure PA-18): In this location, vegetation will be planted to screen residential viewers from direct vehicle light and glare. The planting will be done in an appropriate manner consistent with ODOT's Roadside Development Manual (ODOT 2006). Earth work activities will be done to visually blend the slopes of the new highway into the existing landscape, to the extent practicable. The vertical height of the roadway will be minimized, to the extent practicable, to reduce visibility of the new highway, particularly to residential viewers looking toward it.

Mitigation Location I (Figure PA-18): Residents requested that a road be constructed to improve their neighborhood's connectivity to the local street system and mitigation measures will not be warranted.

Mitigation Location J (Figure PA-18): In this location, vegetation will be planted to screen residential viewers from direct vehicle light and glare. The planting will be done in an appropriate manner consistent with ODOT's Roadside Development Manual (ODOT 2006). Earth work activities will be done to visually blend the slopes of the new highway into the existing landscape, to the extent practicable. The vertical height of the roadway will be minimized, to the extent practicable, to reduce visibility of the new highway, particularly to residential viewers looking toward it.

View S1 from playing field southwest of the I-205 interchange – existing (left), project simulation (right).

View S2 from SE 97th Avenue – existing (left), project simulation (right).

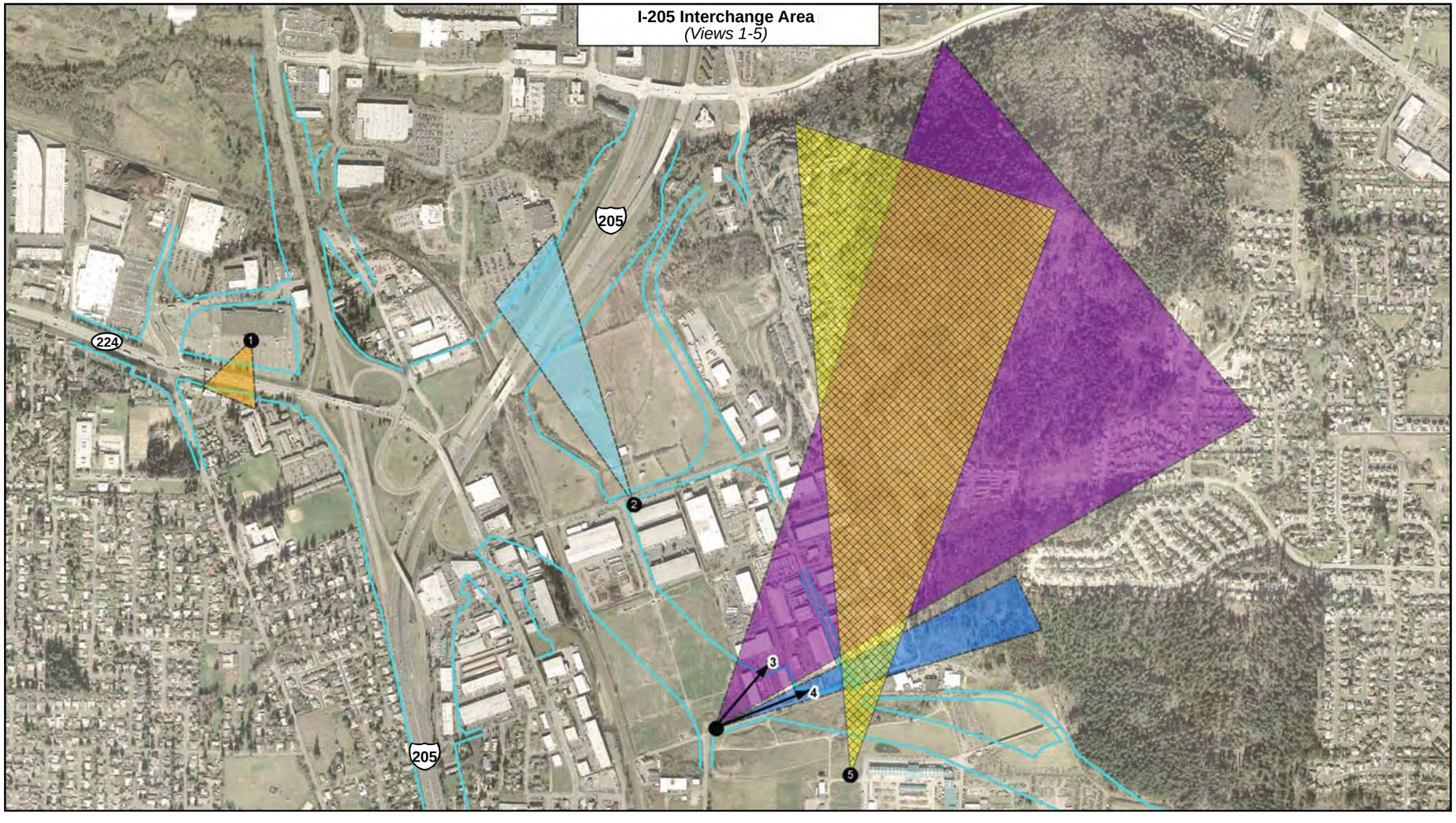
View S3 toward the east from just north of Oak Acres mobile home park – existing (left), project simulation (right).

View S4 looking northwest from southeast of the intersection of Highway 212/224 and SE 135th Avenue – existing (left), project simulation (right).

View S5 shows how **Design Option D-2** could decrease visual quality from residences on Hubbard Terrace neighborhood – existing (left), project simulation (right).

View S6 shows that under **Design Option D-2** the view north from the Oak Terrace neighborhood would be affected by the removal of the knoll – existing (left), project simulation (right).

View S7 shows the Windswept Waters development and how the neighborhood may look upon completion – existing (left), project simulation (right).



0 650 1,300 2,600 Feet

N

Sources:
ODOT, Metro, Portland OR and Parsons Brinckerhoff

Legend:

- View
- Viewshed 1
- Viewshed 2
- Viewshed 3
- Viewshed 4
- Viewshed 5
- Project Corridor *

**This generally shows the areas within which all alternatives and design options would be contained*

NOTE: Photos for views scoring moderately high are included. There are no moderately high (5) values in this area.

Figure 32

I-205 Interchange Area Viewsheds

Sunrise Project, I-205 to Rock Creek Junction

View 7

Viewers are employees at Camp Withycombe and visitors to and employees of the industrial complex north of the camp. Some residents see this view as they walk, run, or ride their bicycles along Industrial Way and SE Mather Road.

Vividness: average

Intactness and unity: high

VQ Moderately high (5). Alts 2/3 would diminish to moderately low (3) due to removal of grass in the foreground and grass and mature trees in the middleground. Highway would encroach on view and vehicles would provide new sources of light and glare. Overall unity would decrease. Design Option B-2 would decrease VQ to low (2).

West Half of Midpoint Area
(Views 6-11)

View 9

Viewers are military personnel at Camp Withycombe.

Vividness: average

Intactness and unity: moderately high

VQ Moderately high (5). Alts 2/3 would decrease from moderately high (5) to low (2) due to substantial amount of vegetation removed from the grassy fields. The highway would bisect the view, decreasing its intactness and diminishing overall unity. Slightly lower impacts under Alternative 3 from fewer brake lights and narrower roadway. Higher impacts from Design Option B-2 due to bigger structures needed for 8 lanes and multi-use path.

View 11
Viewers are visitors to and employees of industrial facilities north of OR 212/224 at SE 122nd Avenue.

Vividness, intactness, and unity: moderately high

VQ moderately high (5). Alts 2/3 would decrease to low (2) due to considerable change in character from a heavily forested slope to six-lane highway. Most foreground vegetation would be removed and landform graded. New views to the west may be created for motorists on the highway. Substantial new light and glare impacts.

View 8

Viewers are military personnel at Camp Withycombe, visitors to and employees of the industrial complex north of the camp, and residents of the neighborhood directly south of the camp.

Vividness: average

Intactness and unity: high

VQ Moderately high (5). Alts 2/3 would decrease to average (4) due to highway crossing through the middleground in front of bluff. Highway, declining from left to right, would partially block views of some of the vegetation on the bluff.

0 750 1,500 3,000 Feet

N

Sources:
ODOT, Metro, Portland OR and Parsons Brinckerhoff

Legend:

- View
- Viewshed 6
- Viewshed 7*
- Viewshed 8
- Viewshed 9*
- Viewshed 10
- Viewshed 11
- Project Corridor **

*Viewshed extends beyond map extent. **This generally shows the areas within which all alternatives and design options would be contained.

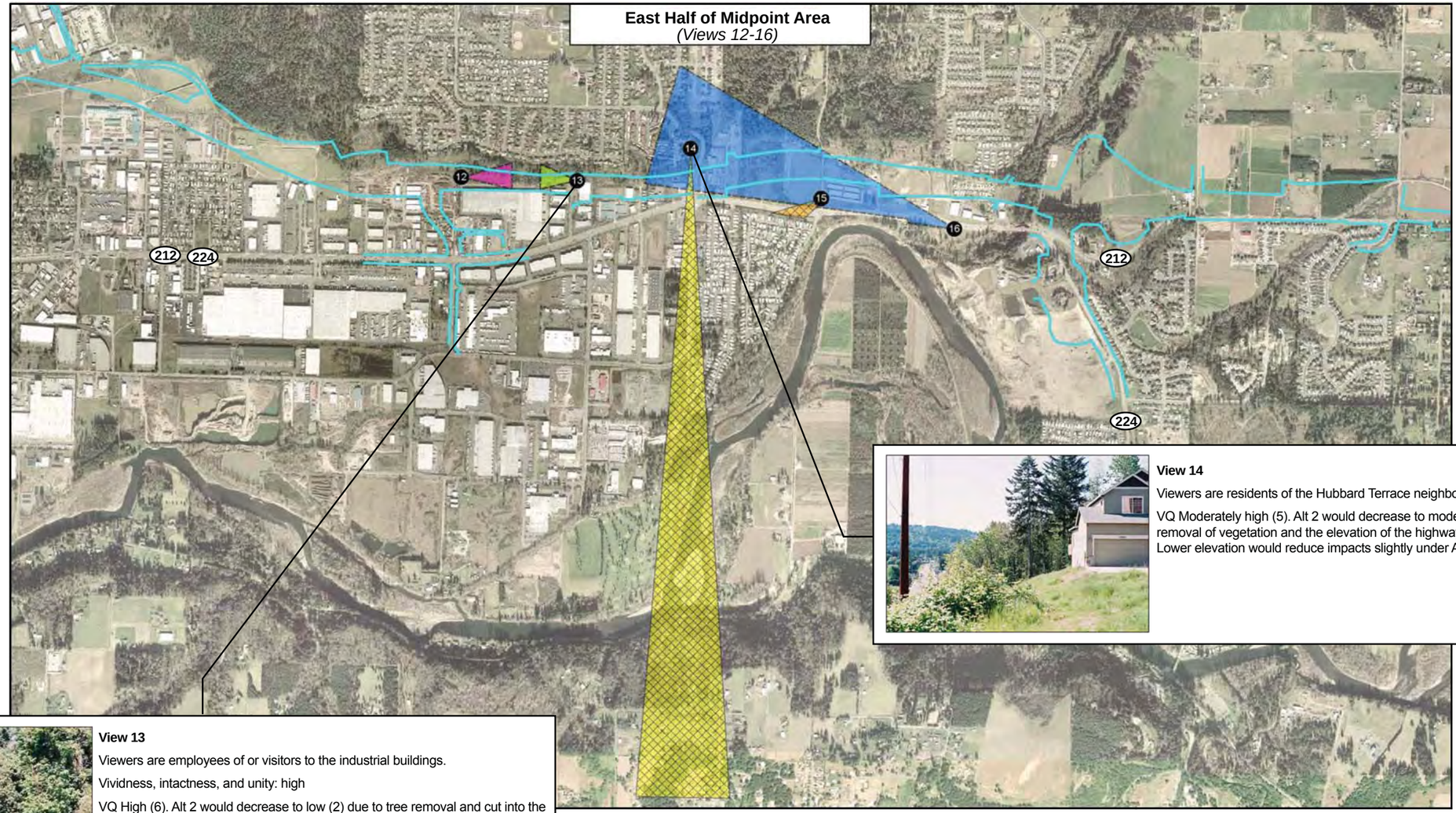
NOTE: Photos for views scoring moderately high are included. Views 7, 8, 9, and 11 scored moderately high (5).

Figure 33

West Half of Midpoint Area Viewsheds

Sunrise Project, I-205 to Rock Creek Junction

East Half of Midpoint Area
(Views 12-16)



View 13

Viewers are employees of or visitors to the industrial buildings.

Vividness, intactness, and unity: high

VQ High (6). Alt 2 would decrease to low (2) due to tree removal and cut into the slope to level the terrain. The remaining slope would be supported by a retaining wall. Six travel lanes, signs, lights, and traffic would encroach, reducing intactness. Alt 3 would decrease VQ to moderately low (3), with less impact than Alt 2 due to lack of interchange.

View 14

Viewers are residents of the Hubbard Terrace neighborhood.

VQ Moderately high (5). Alt 2 would decrease to moderately low (3) due to the removal of vegetation and the elevation of the highway 30 feet above grade. Lower elevation would reduce impacts slightly under Alt 3.

0 1,000 2,000 4,000 Feet

N

Sources:
ODOT, Metro, Portland OR and Parsons Brinckerhoff

Legend:
- View
- Viewshed 12
- Viewshed 13
- Viewshed 14
- Viewshed 15
- Viewshed 16
- Project Corridor *

**This generally shows the areas within which all alternatives and design options would be contained.*

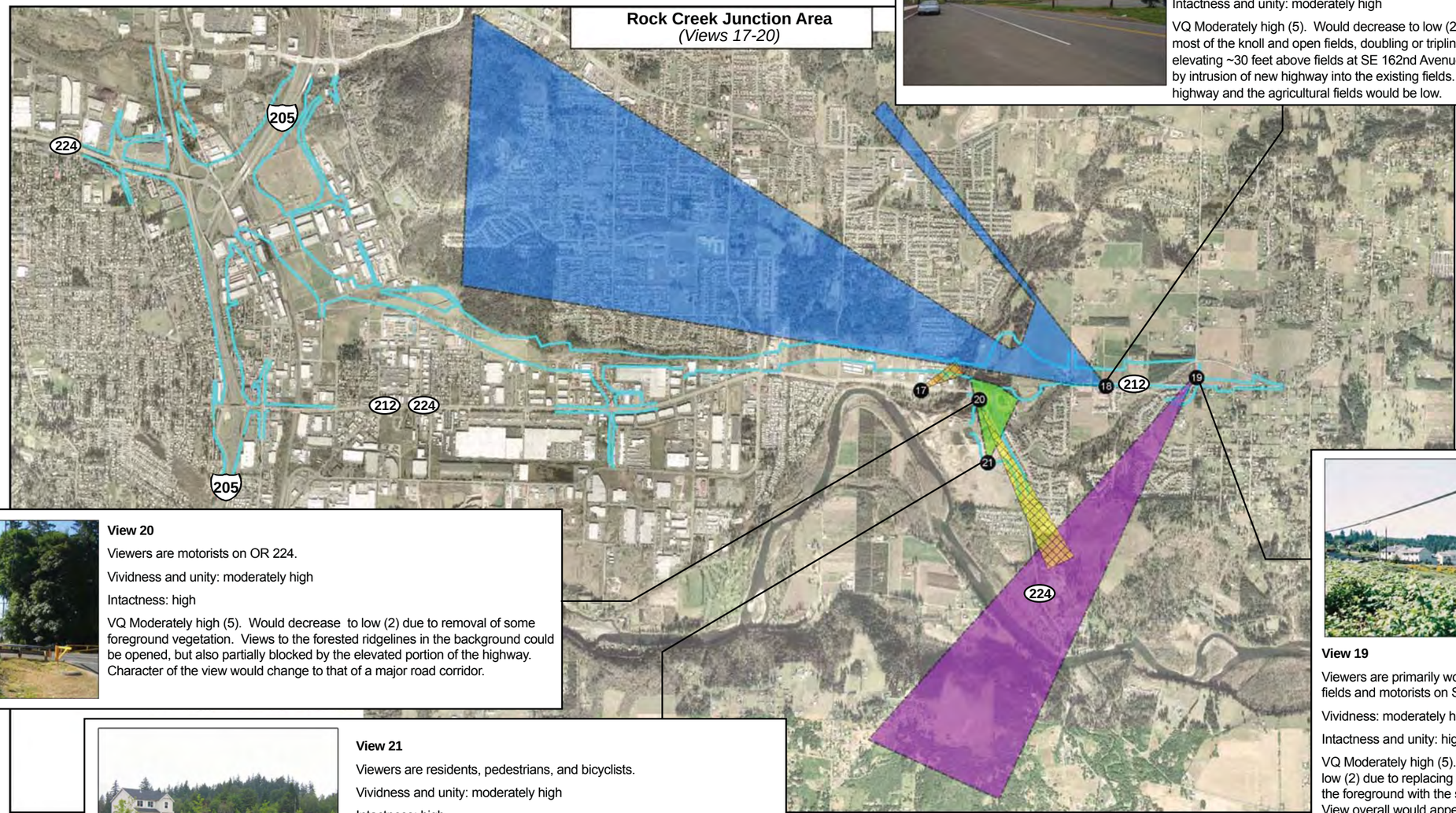
NOTE: Photos for views scoring moderately high are included. Views 13 and 14 scored moderately high (5).

Figure 34

East Half of Midpoint Area Viewsheds

Sunrise Project, I-205 to Rock Creek Junction

Rock Creek Junction Area
(Views 17-20)



View 18

Viewers are residents of the neighborhood east of the Sunnyside Community Church, especially those living on the northwest corner of the development, and pedestrians walking along OR 212/224.

Vividness: average

Intactness and unity: moderately high

VQ Moderately high (5). Would decrease to low (2) due to highway replacing most of the knoll and open fields, doubling or tripling the visible pavement and elevating ~30 feet above fields at SE 162nd Avenue. View's intactness decreased by intrusion of new highway into the existing fields. Unity between the man-made highway and the agricultural fields would be low.

View 19

Viewers are primarily workers in the agricultural fields and motorists on SE 172nd Avenue.

Vividness: moderately high

Intactness and unity: high

VQ Moderately high (5). Would decrease to low (2) due to replacing the vegetated field in the foreground with the six-lane intersection. View overall would appear more bisected between the developed intersection and housing development in the foreground and the vegetated slopes in the middleground and background.

View 20

Viewers are motorists on OR 224.

Vividness and unity: moderately high

Intactness: high

VQ Moderately high (5). Would decrease to low (2) due to removal of some foreground vegetation. Views to the forested ridgelines in the background could be opened, but also partially blocked by the elevated portion of the highway. Character of the view would change to that of a major road corridor.

View 21

Viewers are residents, pedestrians, and bicyclists.

Vividness and unity: moderately high

Intactness: high

VQ Moderately high (5). Would decrease to moderately low (3) due to removal of the knoll and new elevated structure on OR 224. Visibility of parts of the OR 224 structure would impose a more noticeable man-made, linear feature on the view.

0 1,750 3,500 7,000 Feet

N

Sources:
ODOT, Metro, Portland OR and Parsons Brinckerhoff

Legend:
- View
- Viewshed 17
- Viewshed 18
- Viewshed 19
- Viewshed 20
- Viewshed 21
- Project Corridor *

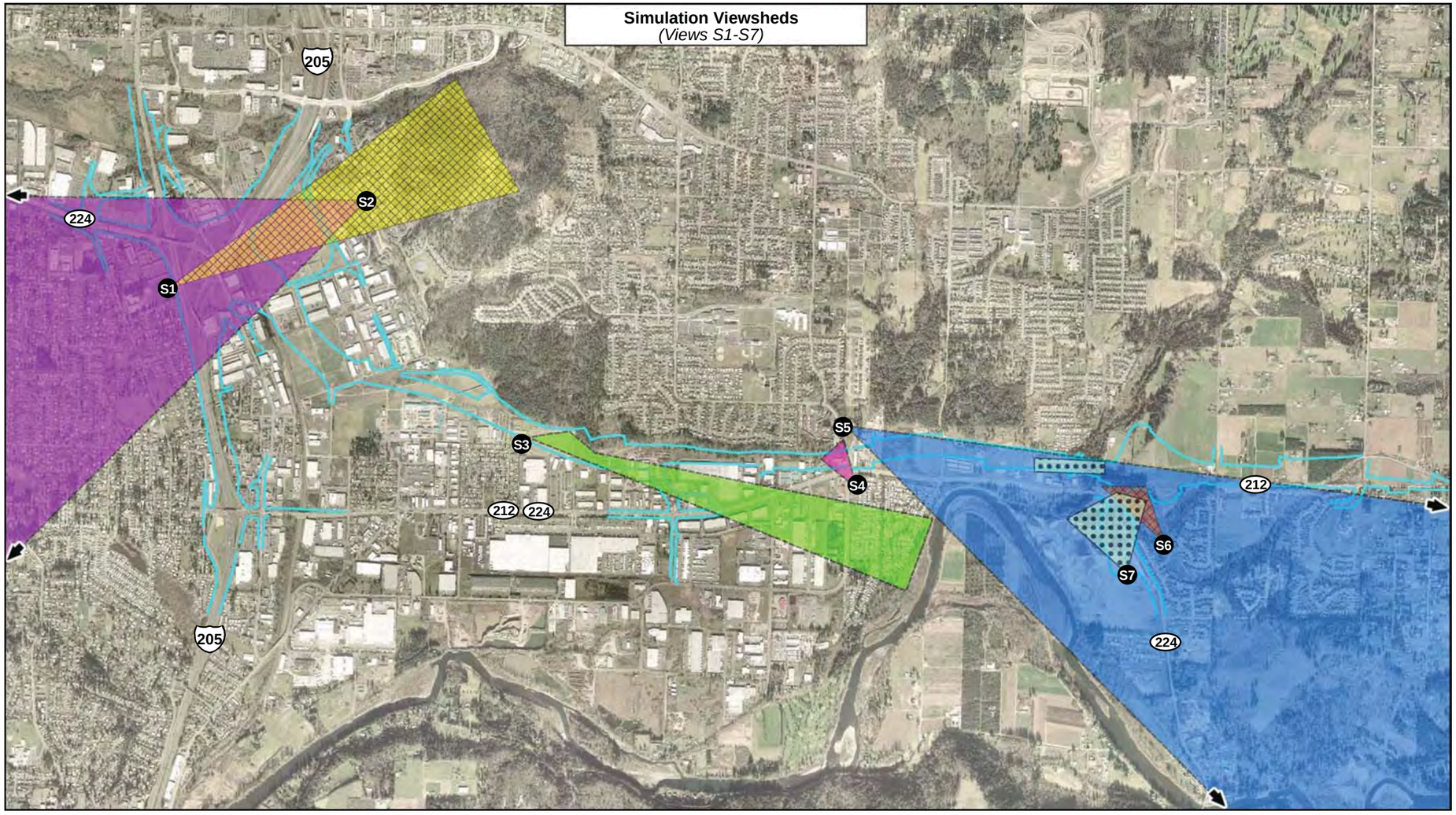
**This generally shows the areas within which all alternatives and design options would be contained.*

NOTE: Photos for views scoring moderately high are included. Views 18, 19, 20, and 21 scored moderately high (5).

Figure 35

Rock Creek Junction Area Viewsheds

Sunrise Project, I-205 to Rock Creek Junction



0 1,500 3,000 6,000 Feet

N

Sources:
ODOT, Metro, Portland OR and Parsons Brinckerhoff

Legend:

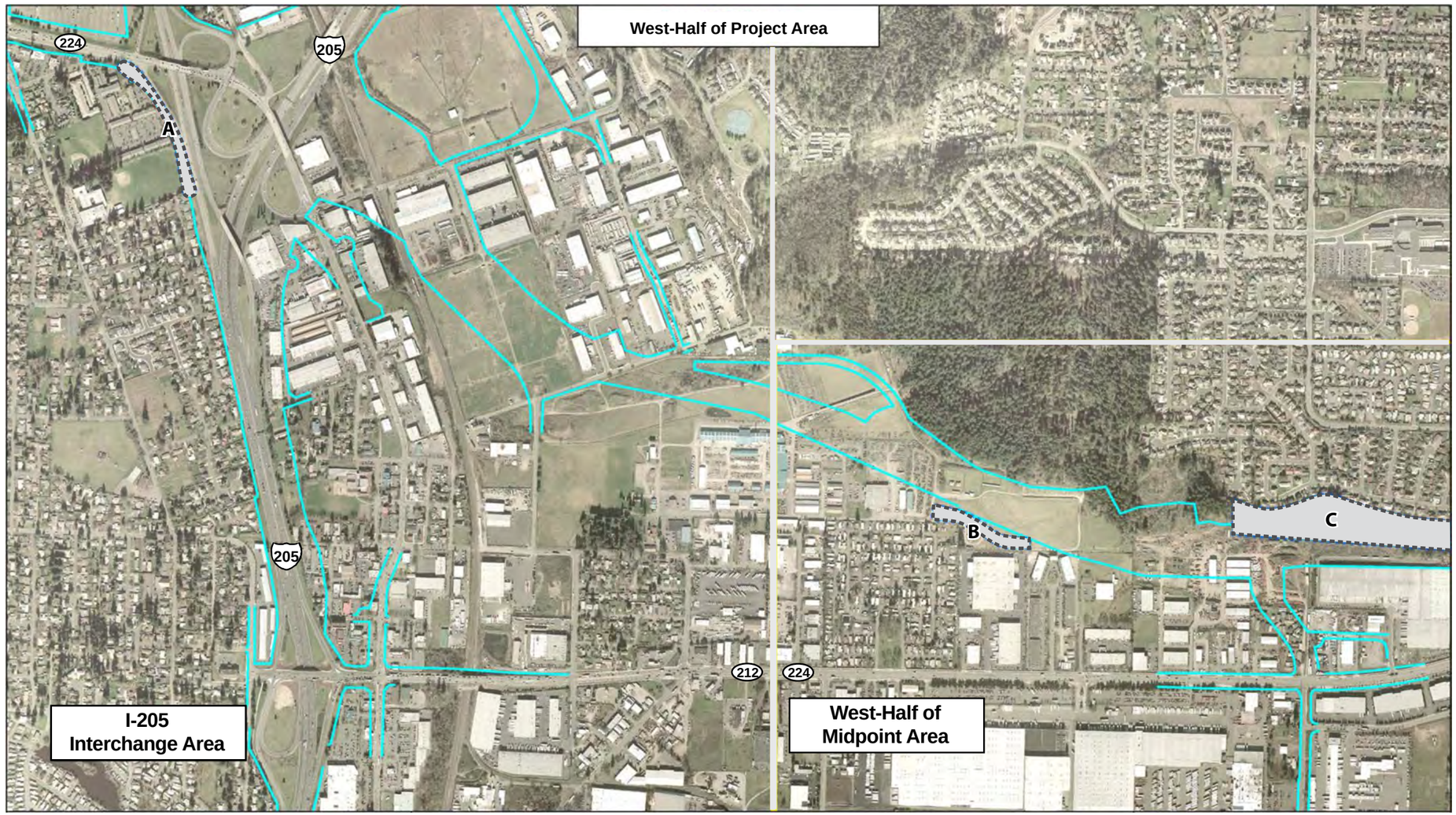
- View
- Viewshed S1
- Viewshed S2
- Viewshed S3
- Viewshed S4 *
- Viewshed S5 *
- Viewshed S6
- Viewshed S7
- Project Corridor **

*Viewshed extends beyond map extent. **This generally shows the areas within which all alternatives and design options would be contained.

Figure 36

Simulation Viewsheds

Sunrise Project, I-205 to Rock Creek Junction



0 625 1,250 2,500 Feet

N

Sources:
ODOT, Metro, Portland OR and Parsons Brickerhoff

Legend:

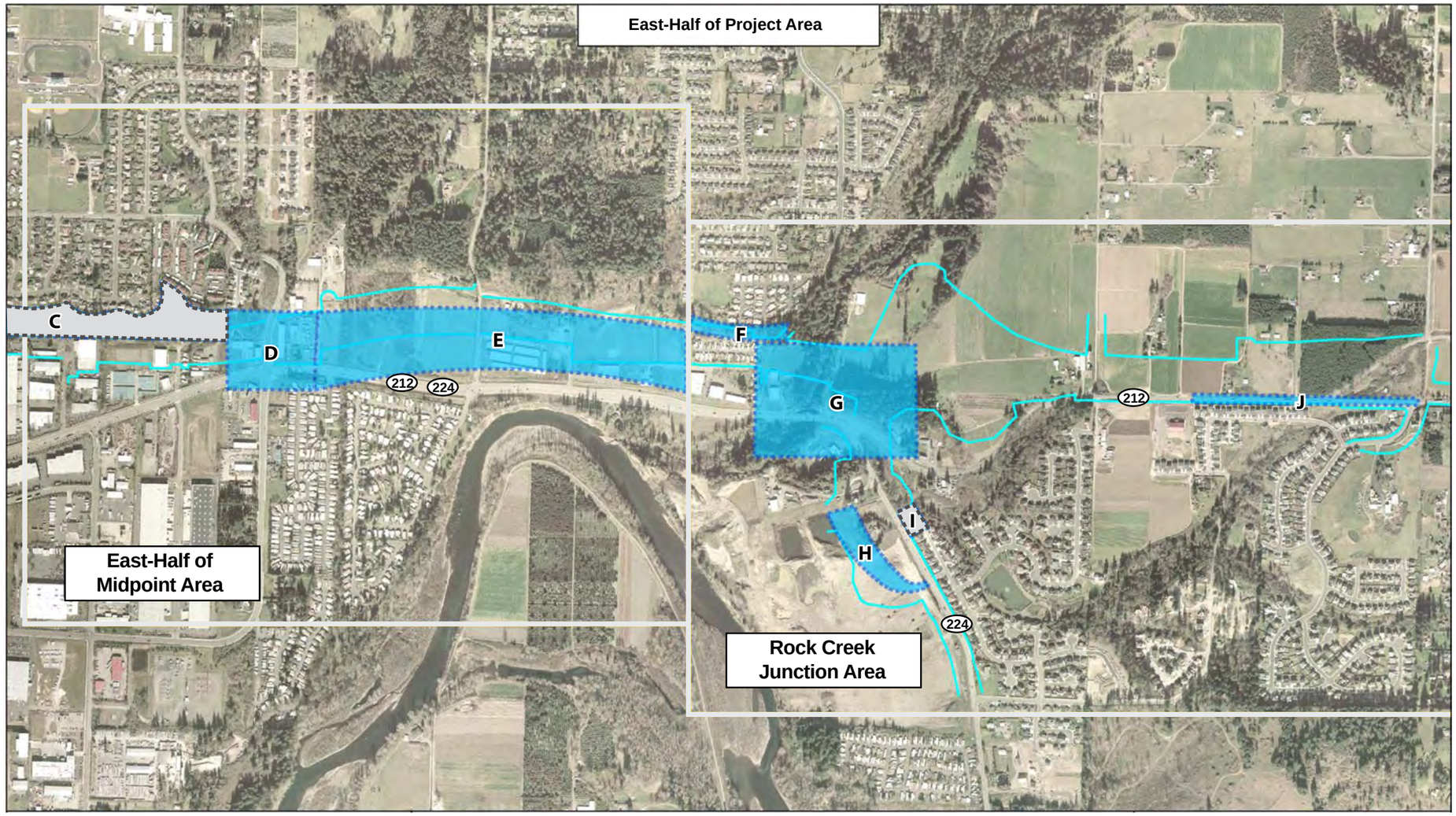
- Areas of Analysis
- Project Corridor *
- A — Mitigation Area Label
- Mitigation Area
- Mitigation Areas Studied but not Proposed for Mitigation

**This generally shows the areas within which all alternatives and design options would be contained.*

Figure PA-17

I-205 Interchange and Midpoint Area (West End) Mitigation Locations

Sunrise Project, I-205 to Rock Creek Junction



0 625 1,250 2,500 Feet

N

Sources:
ODOT, Metro, Portland OR and Parsons Brickerhoff

Legend:

- Areas of Analysis
- Project Corridor *
- A Mitigation Area Label
- Mitigation Area
- Mitigation Areas Studied but not Proposed for Mitigation

**This generally shows the areas within which all alternatives and design options would be contained.*

Figure PA-18

Midpoint Area (East End) and Rock Creek Junction Area Mitigation Locations

Sunrise Project, I-205 to Rock Creek Junction

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