3.11 VISUAL RESOURCES

3.11.1 Regulatory Setting
The National Environmental Policy Act of 1969 (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, aesthetically and culturally pleasing surroundings (42 USC 4331[b][2]). To further emphasize this point, FHWA, in its implementation of NEPA, directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

3.11.2 Affected Environment
This section describes the existing visual form and quality of the landscape in the project area, which is the visual study area. The visual character is the visual features of the natural and built environment in the landscape, and the visual relationships between them and the project area. Different types of landscapes make up the visual study area. The landscape differs in terms of built environment, landform, water, and vegetation. The landscapes within this project’s visual study area are:

- Agricultural croplands
- Single-family residential
- Rural highway commercial
- Riparian forests
- Urban center
- Rural residential
- Mature forests and ravines

Rural residential, single-family residential, and agricultural croplands landscapes received special attention because of their visual sensitivity and because they are typical for this region of Oregon.

Also within the visual study area are viewsheds. Viewsheds are that portion of the landscape which is visible from a given location. There are viewsheds from different locations along the highway (views from the facility), and the highway lies within the viewsheds of numerous locations (views to the facility). For the Preferred Alternative’s visual study area the Dundee Hills, Coast Range, Chehalem Valley, Parrett Mountain, and the Willamette River are the important landforms that dominate the primary viewsheds.

ODOT used 27 viewpoints in the project area to observe existing visual resources in the visual study area for the Preferred Alternative. From these viewpoints, the visual character and visual quality, as well as the major landforms, were observed in the viewshed. The following section discusses the existing visual resources for the visual study area by general location. Included in the discussion are assessments of the viewer expectations. See Figure PA 3.11-1 for a map showing the viewpoint locations and Figure PA 3.11-2 through Figure PA 3.11-9 for photographs from these viewpoints. The view distances used throughout this discussion are defined as:

- Foreground (less than 0.25 mile)
- Middleground (0.25 to 1 mile)
- Background (farther than 1 mile)
3.11.2.1 Visual Overview

Generally, the project area is picturesque with scenic views of farm fields, orchards, vineyards, rolling hills, the Yamhill and Willamette Rivers, various streams and creeks, and distant views of the Dundee Hills, Coast Range, Chehalem Valley and Parrett Mountain. Exceptions to these views are areas in and around the cities of Newberg, Dundee and Dayton, where views are generally limited to the foreground views of commercial and residential development. The following sections provide a more detailed description of the visual character and quality of the project area. The following discussion of the project area is by segment for easier identification of locations.

Segment 1: Dayton Interchange Area

The project area in the vicinity of Dayton is primarily an agricultural landscape with views of fields and orchards within the valley floor, the Yamhill River, and expansive views of fields, vineyards and the Dundee Hills, outlined by a crest with trees. Little development occurs in this area. The northeast section of Dayton is buffered by the Yamhill River and its associated riparian corridor. Oregon 99W and Oregon 18 are the major components that make up the built environment.

Just north of the Yamhill River and south of Oregon 18 is a manufactured home park and the City of Dayton’s wastewater treatment facility. A recreational vehicle business dominates the Oregon 18 and Oregon 99W intersection; it is located on the south side of Oregon 99W and west side of Oregon 18. Views of fencing materials around the perimeter of the property, lighting poles, and a banner interrupt the unity of views of the surrounding agricultural landscape. This relatively small cluster of commercial development, signage, and railroad signalization has a substantial visual impact on this area and distracts from the scenic quality of the agricultural landscape.

The major landforms in this area are the Chehalem Valley and Dundee Hills, with creek drainages and the Yamhill River being the subordinate landforms. Terrain along the project area is generally level with expansive views of the agricultural valley floor landscape and the Dundee Hills.

The Yamhill River, a major water feature and tributary to the Willamette River, is located south of Oregon 99W and east of Oregon 18. Miller Creek, with a mature riparian corridor, located just east of the current highway intersection, drains to the Yamhill River. The dominant vegetation in this area is cultivated field grass, wine grape vineyards, and riparian corridors with a dominant presence of Douglas-fir, red alder, willows, and Himalayan blackberry. The repetition of these types of vegetation provides visual continuity and contributes to the scenic quality of the area.

The visual resources in this area are vivid and unified by the repetition of the agricultural landscape and vegetation. The visual quality is generally high and intact with distant views of the valley and into the Dundee Hills. Both stationary and mobile viewer expectations in this area are likely medium to high. Viewer expectations will most likely be higher for those with panoramic (bird’s eye) observation positions from the Dundee Hills. However, viewer expectations and the immediate landscape at the Oregon 99W and Oregon 18 intersection and Willamette and Pacific Railroad (WPRR) area are low due to discontinuity and encroachment from the commercial and built environments. See Figure PA 3.11-2 and Figure PA 3.11-3.
Figure PA 3.11-2
Viewpoints V-1.1 through V-1.4
Viewpoint V-1.5 – Dundee Hills South View – Chehalem Valley and Oregon 99W/Oregon 18 Intersection

Viewpoint V-1.6 – Oregon 99W West View – Oregon 18/Oregon 99W Intersection

Viewpoint V-1.7 – Oregon 99W East View – Roadside Vegetation and Riparian Corridor

Figure PA 3.11-3
Viewpoints V-1.5 through V-1.7
Segment 2: Dayton Interchange to Dundee UGB

The area between Dayton and Dundee is scenic with views of orchards and agricultural fields and some well-defined creek riparian corridors. These views are from Oregon 99W, east to the Willamette River and from Oregon 99W west, up the Dundee Hills.

The primary built features in this area are Oregon 99W and the WPRR. The area is scenic with few rural residential homes along Oregon 99W, creating high visual quality dominated by an intact agrarian landscape free from unexpected visual encroachment.

The major landforms in this area are the Chehalem Valley floor, Dundee Hills and associated drainages, and the Willamette River. Oregon 99W is generally level and runs parallel with the toe of the Dundee Hills, providing scenic views up into the Dundee Hills and across the agricultural landscape to the southeast.

The major water feature and recreational resource in the project area is the Willamette River; however, it is not visible from the project area. There are three tributaries that drain to the Willamette River in this area; an unnamed stream (Unnamed Stream 1) with an intact riparian corridor, Hess Creek with an intact riparian corridor north of Oregon 99W, and Hess Creek Tributary A. These drainages bring riparian vegetation to both sides of Oregon 99W and enhance the visual experience by providing landscape diversity and backdrops to the agricultural landscape middle and foreground views.

A combination of vegetation dominates this area: croplands, orchards, and vineyards. Drainage and creek corridors maintain a unified form of vegetation and texture that is more vertical than the agricultural landscape. Stands of mixed deciduous and evergreen trees sporadically border the existing highway and rural residential homes.

Similar to the area around Dayton, the visual resources in this area are vivid and unified by the repetition of the agrarian landscape and vegetation. The visual quality is generally high and intact with distant views of the valley and up into the Dundee Hills. Both stationary and mobile viewer expectations in this area are likely high due to high visual quality and continuity of the landscape. See Figure PA 3.11-4.

Segment 3: Dundee UGB to East Dundee Interchange

In the project area, southwest of Dundee, the existing land use is mostly rural residential and includes orchards and agricultural fields with existing residential development.

Views to the west are primarily of the southeast edge of some of Dundee’s single-family residential neighborhoods and some scattered rural residential properties. Views of the riparian edge of the Willamette River (the major water feature) are to the east. However, the Willamette River itself is not visible from the project area. One tributary located at the south edge of Dundee’s wastewater facility drains to the Willamette River (Unnamed Stream 2). The wastewater facility has several permanent manmade holding ponds. The Chehalem Valley floor and Dundee Hills and associated drainages are the major landforms. The dominant vegetation types are orchards and field grass.

Visual quality in this area is moderate with low to moderate viewer expectations. As one moves north, the views of the residential area recede and views focus on a forest and orchards that abut the northern section of the Dundee urban growth boundary (UGB). Viewer expectations are low to moderate because of the visual quality and lack of continuity of the landscape. The urban form encroaching on the agricultural landscape reduces viewer expectations and the continuity of the rural residential and agricultural landscape elements. See Figure PA 3.11-5.
Viewpoint V-2.1 – Oregon 99W Southwest View – WPRR/Agricultural Crop Land

Viewpoint V-2.2 – Gun Club R and WPRR West View – Riparian/Crop Lands
Viewpoint V-3.1 – Parks Drive and Edwards South View – Agricultural Land

Viewpoint V-3.2 – 8th Street and Boysen Lane Southeast Panoramic View – Undeveloped Dundee UGB, Croplands at Columbia Empire Farms

Viewpoint V-4.1 – Residential Neighborhood – View West to Columbia Empire Farms

Figure PA 3.11-5
Viewpoints V-3.1 through V-4.1
Segment 4: East Dundee Interchange

In the vicinity of Columbia Empire Farms, north to Oregon 99W, northeast to the Newberg UGB, and southwest to the Willamette River are agricultural land (orchards and fields) and forested land. A few commercial buildings are located in the area. Vegetation provides heavy screening for residences.

Views to the west are of the southeast edge of Dundee’s residential neighborhoods and of orchards. There are also views of scattered rural residential properties in this area. The major landforms are the Chehalem Valley floor, Dundee Hills and associated drainages, and the Willamette River. Vegetation includes rural residential landscapes with mature trees, croplands, orchards, and intact forest areas.

The Hagey House is a National Register of Historic Places (NRHP)–listed property located on Dayton Avenue and faces Oregon 99W. Stationary viewers will enjoy a view of the agricultural setting. Mobile viewers cannot see the house.

In the forested and agricultural areas, the visual quality is moderate due to the continuity and intactness of the views. Mobile viewer expectations may be medium to high in these areas because this area is free of encroachment and is visually intact. Views along Oregon 99W of single-family residential and rural residential areas have a low to moderate quality, due to lack of continuity and visual prominence. Viewer expectations in these areas will be low to moderate. See Figure PA 3.11-5.

Segment 5: West Newberg to Oregon 219 Interchange

The project area in the vicinity of Newberg continuing east to Oregon 219 is a combination of three distinct landscape types: industrial, residential, and agricultural.

West of Newberg, the area is a rural residential neighborhood. Visual components include immediate views of filbert orchards, the former Yamhill County landfill, and some rural residential properties. Chehalem Creek defines the west edge of town and Newberg's UGB.

In Newberg, views include the closed Yamhill County Landfill south of River Road, the Rogers Landing boat ramp access to the Willamette River, residential neighborhoods along 11th Street and River Road, and the SP Newsprint facility, which is a major visual and physical presence. Eleventh Street is one of the primary local streets. It is tree-lined, with single-family residences along both sides, except for the first four blocks along the south side of the street which are part of the SP Newsprint property. This section of 11th Street lacks street trees and does not screen the SP Newsprint buildings. Views of SP Newsprint include open views of the primary processing facility, the railroad tracks, field grass and gravel stockyards. Looking directly south, dense riparian vegetation screens views of the Willamette River. At the corner of 11th and Columbia is Scott Leavitt Park (about the size of a residential block) with large Oregon oak trees, lawn, play structures, a basketball court, and picnic benches. Most views in this area of Newberg are of the immediate environment, due to level terrain and vegetation, and buildings blocking views to other landforms.

The major landforms in this area are the Chehalem Valley and Willamette River bluffs and islands. This area is generally level, with the densely vegetated, steep-banked Chehalem Creek as the major tributary. The Willamette River bends in this area and changes direction from northwest to south, thus providing the flat “bench” for the Roger’s Landing boat ramp and wetland areas along the northern bank, before connecting to the steep bluffs. The banks of the river are not visible from the study area due to the steep river bluffs and dense riparian vegetation.

Visual quality and viewer expectations in this area are moderate, due to some expansive views and the proximity of orchards along the road in rural areas. The SP Newsprint plant
encroaches on the surrounding neighborhood and dominates the 11th Street area. The facility is not in proportion or scale to the neighborhood. See Figure PA 3.11-6 and Figure PA 3.11-7.

Segment 6: Oregon 219 Interchange

This area primarily consists of Oregon 219 and Wynooski Road as Oregon 219 enters Newberg. The limit of the visual environment to and from the highway varies. The highway viewshed along this flat valley floor is relatively narrow, with intermittent views from both the east and west sides of the highway punctuated by development, stands of mature trees, and an open field to the south. See Figure PA 3.11-8.

The views at the Wilsonville Road and Oregon 219 intersection are primarily commercial, with some residential development and open space with a Newberg entrance sign. There are visible residential uses (a manufactured home park and single-family development) from both sides of the highway in this area. Along the east side of the highway there are intermittent background views of Parrett Mountain and middleground views of agricultural and mature stands of forest. Most views are foreground views because of the flat environment in this area and the encroaching vegetation and built environment. The roadside vegetation and development also frames distant views, such as the Dundee Hills, for northbound highway users.

The major landform in this area is the floor of the Chehalem Valley. This flat, level valley floor rises to the east along and up into the Chehalem Mountains. The major water feature is the Willamette River; however, it is not visible from this area.

Vegetation includes mature forest, agriculture/croplands and orchards, and commercial and residential landscaping. Stands of mixed deciduous and evergreen trees sporadically border the existing highway, with filbert orchards and croplands to the southeast.

The visual resources are a combination of rural-highway commercial, agricultural, and residential. The combination of these resources within such a small area detracts from the vegetation and landscape elements that provide unity and continuity. The immediate scenic quality of the landscape from Oregon 219 is low due to the dispersed commercial development, resulting in low viewer expectations. The view of the Chehalem Mountains along Oregon 219 is memorable and scenic with moderate to high viewer response.

Segment 7: East Newberg to East Newberg Interchange

This area is part of the northeastern section of the Chehalem Valley, with views to the north and northeast of the Chehalem Mountains as the dominant background landform. Oregon 99W runs east/west in this section. The grade up to Rex Hill, with views west to Newberg, Dundee, and the Coast Range, starts in this location.

There are a few rural residences on the east side of the segment, with single-family residential being the most consistent building type for this area. There are two focal points in this area. Providence Newberg Medical Center dominates the north/northwest viewshed with the Chehalem Mountains in the background. The Chehalem Glenn Golf Course dominates the northeast foreground with the Chehalem Mountains in the middleground. In addition, there are views of some commercial/warehouse structures southwest of the hospital.

The major landforms in this area are the Chehalem Mountains, with Parrett Mountain to the east, and the northeast section of Chehalem Valley. East of Providence Newberg Medical Center the grade gradually increases up the Chehalem Mountains between Laurel Ridge to the north and Parrett Mountain to the south.
Viewpoint V-5.1 – Waterfront Street South View – Yamhill County Landfill and Willamette River Riparian Corridor

Viewpoint V-5.2 – Waterfront Street West View – Orchard and Closed Yamhill County Landfill

Viewpoint V-5.3 – 14th Street South View – Willamette River and Roger’s Landing Boat Ramp with Riparian Vegetation

Figure PA 3.11-6
Viewpoints V-5.1 through V-5.3
Viewpoint V-5.4 – 14th Street East View – SP Newsprint Plant

Viewpoint V-5.5 – Willamette and 11th Street Northeast View – Scott Leavitt Park

Viewpoint V-5.6 – 11th Street South View – Residence and SP Newsprint Plant

Viewpoint V-5.7 – 11th Street South View – Fence/Berm and Vegetation at SP Newsprint Property

Viewpoint V-5.8 – 11th Street and Mill Place West View – Residential Street with Trees

Figure PA 3.11-7
Viewpoints V-5.4 through V-5.8
Figure PA 3.11-8
Viewpoints V-6.1 through V-6.3
The major water features are Spring Brook and Spring Brook Tributary A. Spring Brook’s riparian edge is visible and bisects the Chehalem Glenn Golf Course and the new single-family residential development east of the segment. Spring Brook Tributary is visible north of the segment and merges from between the back yards of the homes that front onto Royal Oaks Street to the east and Springbrook Road on the west. There are also two permanent ponds between Oregon 99W and the segment just east of Harmony Lane.

Vegetation includes mature stands of forest, agriculture/croplands and orchards, wetlands, the Chehalem Glenn Golf Course, and residential landscaping. The outstanding vegetation in this area is along the riparian corridors of Spring Brook and Spring Brook Tributary A. This vegetation creates a dominant vertical element in the landscape by providing visual continuity and texture.

The visual resources in this area are a mix of residential urban and institutional along the western section and rural residential, golf course and agricultural landscape types in the eastern section. The majority of the project area in Segment 7 is within the Newberg UGB, with new development changing the visual character of the landscape. Visual quality is moderate with rural scenic background views of the surrounding agriculture on the slopes of the Chehalem Mountains and Parrett Mountain. Viewer expectations are moderate to high for those living in the area and for golf course users. However, the existing residential development will most likely reduce viewer expectations and diminish the current continuity of the landscape. See Figure PA 3.11-9.

**Segments 8.1 and 8.1A: East Newberg Interchange and Rex Hill**

These segments run northeast from the Rex Hill area to the Yamhill/Washington County line. The limit of the visual environment to and from the existing highway varies. Views of existing Oregon 99W within the highway viewshed are intermittent from both the north and south sides of the highway.

The existing highway, Oregon 99W, is a considerable visual element of the foreground and middleground viewshed for both stationary and mobile viewers in the east section of this segment. In this location, the highway is five lanes with wide, paved shoulders, two travel lanes in each direction, and one center turn lane.

The major landforms are the south and southwest Chehalem Mountains, with Parrett Mountain to the south, and the eastern section of Chehalem Valley. The existing highway crests the saddle of a section of the Chehalem Mountains between Rex Hill and Parrett Mountain. This area has steeply cut slopes on both sides of the highway limiting views to the immediate foreground.

The major water feature is the Willamette River; however, it is not visible from Oregon 99W. Spring Brook Creek and Cedar Creek are in the area, but they are not visible from Oregon 99W.

Mature forest, agriculture/croplands and orchards, wetlands, vineyards, and some residential and commercial landscaping make up the majority of the vegetation in this area. Stands of mixed deciduous and evergreen vegetation sporadically border Oregon 99W. They have a dominant presence along the right-of-way at the east end, giving way to the agricultural landscape with a mix of orchards, vineyards, and small to large stands of mixed trees. Distant views are of tree stands on the valley floor.

This area’s visual quality is high to moderate with rural scenic background views of the surrounding agriculture on the slopes of the Chehalem Mountains and Parrett Mountain. Distant views from Oregon 99W near Rex Hill are highly scenic with distant views into the Chehalem Valley and Coast Range. Viewer expectations in this area are high. Stationary viewers on the slopes of the Chehalem Mountains have both close and distant scenic views with high viewer expectations and experiences. See Figure PA 3.11-9.
Figure PA 3.11-9
Viewpoints V-7.1 through V-8.3


Viewpoint V-7.1 – Oregon 99W East View – Chehalem Mountains

Viewpoint V-8.2 – Quarry Road Southwest View – Newberg/SP Newsprint/Chehalem Valley/Coast Range

Viewpoint V-8.3 – Oregon 99W West View – Dundee Hills/Newberg/Coast Range
For additional details on visual quality and viewer response to visual quality in all segments, see the Newberg Dundee Bypass Tier 2 Final Visual Resources Technical Memorandum, ODOT 2012.

3.11.3 Environmental Consequences

Visual impacts are defined as low, moderate, moderately high, and high, based on FHWA guidelines. The Visual Impact Assessment for Highway Projects (Pub. No. FHWA-HI-88-054) provides guidance on how to assess the impacts of federal highway projects on the visual environment and includes the following ranking levels for impacts.

- **Low** – Minor adverse change to the visual resource, with low viewer response. May or may not require mitigation.
- **Moderate** – Moderate adverse change to the visual resource with moderate viewer response. Impact can be mitigated within 5 years using conventional practices.
- **Moderately high** – Moderate adverse visual resource change with high viewer response, or high adverse visual resource change with moderate viewer response. Extraordinary mitigation practices may be required. Any required landscape treatment will generally take longer than 5 years to mitigate.
- **High** – A high level of adverse change to the resource and a high level of viewer response to visual change. Architectural design and landscape treatment cannot mitigate the impacts.

This section discusses direct impacts to the project area as a whole, followed by a description of impacts by segment. Visual impacts are considered from two perspectives; views of the alternative from locations throughout the project area, and views from the alternative to the surrounding area (i.e., from a driver’s perspective).

Figure PA 3.11-11 through Figure PA 3.11-19 show visual simulations of what the Preferred Alternative might look like from a bird’s eye perspective, a driver’s perspective and from a stationary viewer’s perspective. For Segments 5, 6, 7, and 8 the simulations also show likely noise walls that ODOT may construct in those areas. Based on ODOT’s noise abatement feasibility and reasonableness criteria, ODOT has included in this FEIS a statement of likelihood that noise walls will be constructed in three project areas to reduce highway-generated noise. One of the reasonableness criteria for the noise wall that will need to be met during final design will be that of community acceptance, which will involve a vote of the property owners and residents that would benefit from the noise wall. See Section 3.10 for additional detail. See Figure PA 3.11-10 for a map of the Preferred Alternative with the photo points used for the visual simulations. These points, labeled A through K, from west to east, correspond to the visual simulation figures.

3.11.3.1 No Build Alternative

**Direct and Indirect Impacts**

The No Build Alternative would have minimal negative effect on the visual environment, except for changes caused by expected growth within the Dayton, Dundee, and Newberg UGBs. For example, as development occurs, the rural character would change to more urban.

3.11.3.2 Preferred Alternative

**Direct Impacts**

The Preferred Alternative will include various combinations of structures, such as interchanges, walls, bridges, and/or fill slopes and culverts. The structures will introduce
new, large-scale, visual elements into the landscape seen by both stationary and mobile viewers. In general, these structures will negatively affect the visual environment. Construction of the Preferred Alternative will also displace vegetation such as agricultural, forest and riparian landscapes.

The following sections discuss the direct impacts of the Preferred Alternative on the visual resources in the project area. The discussion is presented by segment for easier identification of locations of the impacts.

**Segment 1: Dayton Interchange**

The change to the visual quality and character of this area will be substantial due to the introduction of the interchange and berms, supporting infrastructure, lighting, and bridges. The large linear form of the interchange will split the agricultural landscape character. However, locating a majority of the interchange along the southern edge of the WPRR will help reduce impacts and maintain the rural character and eastern riparian corridors by keeping these two linear structural features close together. Maintaining the continuity of the landscape reduces the adverse impact of the interchange on the visual quality and landscape character of the area.

Overall, adverse visual impacts will be moderate to moderately high, depending on viewer location. The increased height of the viewpoint from the elevated interchange for mobile viewers may be beneficial. Stationary viewers will experience a moderately high adverse impact because of the introduction of a concrete structure, the interchange, which will obstruct views for viewers within and along the slope of the Dundee Hills. See Figure PA 3.11-11 for a simulation of the interchange. The photo was taken facing north/northwest toward the interchange. See Figure PA 3.11-10, Photopoint A.

**Segment 2: Dayton Interchange to Dundee UGB**

The Segment 2 at-grade Bypass alignment will be south and parallel to the WPRR. The Bypass in this segment will be the most visually compatible with the surrounding landscape. Although the Bypass will introduce a new surface and remove sections of riparian vegetation and cropland, the overall visual continuity of the landscape will remain intact because the Bypass will parallel the WPRR, thus keeping two linear structural features close together. Overall, this alignment will create fewer disturbances to the visual continuity of the area. The Fulquartz Landing Road overcrossing will provide local road access and will be the dominant vertical structure associated with the Preferred Alternative in this area. Although the visual presence of the overpass will be adverse to the overall continuity of the landscape, landscape mitigation will reduce the impact. See the Mitigation section for the Preferred Alternative for additional information.

While new surface, signage and other supporting infrastructure will add new elements to the landscape, the scale and form of the Preferred Alternative will be compatible with the overall scale of the landscape, which already includes the railroad. See Figure PA 3.11-12 for a simulation of the Fulquartz Landing Road overcrossing. The photo was taken looking northeast, toward the new overpass. See Figure PA 3.11-10, Photopoint B.

**Segment 3: Dundee UGB to East Dundee Interchange**

The Preferred Alternative will be constructed at grade. Adverse visual impacts will be greater in this area as it changes from agricultural to residential.

Visual impacts will become moderately high as this area of Dundee develops and there are more viewers in the area. There will be visual impacts for residents in close proximity to the Bypass and for those with views of the Bypass from the Dundee Hills. Overall these impacts should be low for long-distance (Dundee Hills) viewers and low to moderately high for stationary viewers in proximity to the Bypass (0.375 mile or less). See Figure PA 3.11-13 for a visual simulation of the 8th Street overcrossing. This simulation shows the Preferred Alternative at this location, which is with the Bypass at...
grade with berms. The photo was taken looking southeast, toward the new overpass. See Figure PA 3.11-10, Photopoint C.

Segment 4: East Dundee Interchange

The East Dundee Interchange will change the agricultural and forested landscape around Chehalem Creek and Columbia Empire Farms by introducing a new structure (approximately 20 feet high and 100 feet long) and by removing riparian vegetation and orchards. The remaining orchards and riparian vegetation will partially screen the Bypass. However, portions of the Bypass, the East Dundee Connector Road, the intersection with Oregon 99W and railroad overpass, will be immediately visible from some single-family residential and rural residential properties to the north. The connector road overpass and intersection with Oregon 99W will physically alter the visual character of the east entry to Dundee and the city limits.

Views to the northeast will change because the new structures will be located in a sparsely developed residential and agricultural setting.

Overall, adverse visual impacts from the East Dundee Interchange will be moderate to high at the connector road and Oregon 99W. See Figure PA 3.11-14 for a simulation of the connector road overpass crossing Oregon 99W. The photo was taken looking northeast on Oregon 99W. See Figure PA 3.11-10, Photopoint D.

Segment 5: West Newberg to Oregon 219 Interchange

The Preferred Alternative will locate the Bypass alignment south onto SP Newsprint property, which will keep 11th Street open between Columbia Street and Wynooski Street. Overall, visual impacts will be moderately high. See Figure PA 3.11-15 for a simulation of the Preferred Alternative looking south from 11th Street. The photo was taken looking directly south toward SP Newsprint and the Willamette River. See Figure PA 3.11-10, Photopoint E.

The western section of the Preferred Alternative in this segment will remove portions of the filbert orchard located within the Newberg UGB. The Bypass will have a moderately high adverse visual impact on the existing neighborhood, from College Street to Wynooski Street, because it will displace a section of neighborhood and remove associated vegetation. The Bypass will adversely affect the visual character of the neighborhood, because it will not visually blend in and will be out of proportion with the existing residences. The visual and physical character of this neighborhood will change due to the addition of new surfaces, walls, lighting, street crossings, and guardrails; the removal of mature trees and vegetation; and the removal of residences. However, the Bypass will provide a beneficial impact by visually buffering the neighborhood from the SP Newsprint facility.

Based on ODOT’s assessment of feasibility and reasonableness criteria, a noise wall will likely be constructed in the 11th Street Mill neighborhood. If the noise wall continues to meet the feasibility and reasonableness criteria, during final design, including a vote of benefitted property owners and residents, the noise wall will be constructed. See Section 3.10, Noise and Vibration, for additional detail. The noise wall would mitigate noise impacts from the Preferred Alternative but the introduction of embankments and bridge structures over College Street, the railroad, and River Street would introduce large landscape elements. Therefore, the overall visual impact would be high. See Figure PA 3.11-15 for a visual simulation of the wall in this area.
Figure PA 3.11-11
Dayton Interchange Simulation Before and After
Figure PA 3.11-12
Fulquartz Landing Overpass Simulation
Before and After
Segment 6: Oregon 219 Interchange

The Oregon 219 Interchange will substantially change the current landscape by introducing a new, large structure and requiring the removal of residences, orchards, and other agricultural land. The overall visual impact will be high for all viewers. However, widening Oregon 219 will remove large trees and remove 20 owner-occupied residences, 3 renter-occupied residences, and 6 business at the Adolf and Wilsonville Roads intersection and eastward to the current Oregon 219 and Wilsonville Road intersection, removing several viewers from the area. The interchange will include berms, ramps, and an overpass structure for Oregon 219. Changes to local circulation in the southern section of the interchange area will add new roadway. See Figure PA 3.11-16 for a simulation of the Oregon 219 interchange. The photo was taken from Adolf Road, facing west. (See Figure PA 3.11-10, Photopoint G.)

Visual compatibility with the surrounding area is greater at the west end of the interchange because of the compatibility of building materials and scale with existing light industrial/commercial uses and a wastewater facility. There are few stationary viewers in this area because the middle to east side of the interchange will result in direct acquisitions of both residential and agricultural properties. The remaining residential and commercial properties will have foreground and middleground views of the interchange, and it will become a dominant landform in this area. Noise mitigation for the project includes noise abatement walls. Based on ODOT’s assessment of feasibility and reasonableness criteria, two noise walls will likely be constructed in Segment 6. If the noise walls continue to meet the feasibility and reasonableness criteria during final design, including a vote of benefitted property owners and residents, the noise wall will be constructed. See Section 3.10, Noise and Vibration, for additional detail. The Springbrook Estates barrier would be located on the portion of the Bypass extending north from the Oregon 219 Interchange on the west side of the Preferred Alternative. The second likely noise wall would be the Avalon Barrier which would be on the southwest side of the Oregon 219 Interchange, next to the Avalon Park neighborhood. These walls would cause moderately high visual impacts in this area.

Visual impact will be moderately high to high due to the removal of residences and commercial property and the construction of an interchange at Oregon 219. However, there is an opportunity for the intersection and right-of-way along Oregon 219 to act as a gateway to Newberg, which could provide visual benefits. See Figure PA 3.11-17 for a simulation of a driver’s view on the new section of Oregon 219 heading north. The photo was taken looking north on Oregon 219. See Figure PA 3.11-10, Photopoint F. Visual impacts from road and intersection improvements along Springbrook Road are discussed in Section 3.11.3.3.

Segment 7: East Newberg to East Newberg Interchange

The Bypass will alter the visual character of this area for recreational users and stationary viewers by displacing riparian vegetation along the Spring Brook Tributary, croplands within the UGB, and agricultural areas (orchards) before connecting to the East Newberg Interchange. The Bypass will also impact the foreground views from residences along the northwest section near the Spring Brook Tributary. Northeast of Fernwood Road, the Bypass will impact the views from residences on the west side of the Bypass, the Chehalem Glenn Golf Course on the east side, commercial properties, Providence Newberg Medical Center, and some semi-rural residences north of the Bypass.

Visual compatibility will be moderate to low for this segment, and could be low as the land in this area develops and more viewers in the area become affected by the visual presence of the Bypass. Visual impact will be moderately high to high due to the removal of agricultural lands and riparian vegetation that are an important part of the landscape character and continuity.
Segments 8.1: East Newberg Interchange

The Bypass will adversely impact visual quality by introducing new roadway surfaces and by removing roadside and agricultural vegetation along Oregon 99W from Corral Creek Road to Klimek Lane. Proposed local road access from Corral Creek to the Providence Newberg Medical Center intersection along the north side of the Bypass will add pavement and remove vegetation.

Vegetation currently screens large parts of Oregon 99W from rural residential and agricultural viewers. The majority of the adverse visual impact will occur where the Bypass and Oregon 99W come together at the East Newberg Interchange. The visual impact here will be high, with the introduction of a new structure that is viewed from rural residences on the north, east, and southeast slopes of the Chehalem Mountains. Visual impact will also be moderately high to high due to removal of agricultural lands and riparian vegetation. Agricultural lands and riparian vegetation are important parts of the landscape for stationary and recreational viewers. Visual compatibility will be moderate due to the retention of agricultural and forested vegetation at the southern edge of the interchange. See Figure PA 3.11-18 for a simulation of the East Newberg Interchange viewed from Parrett Mountain. The photo was taken looking north. See Figure PA 3.11-10, Photopoint J.

Mitigation measures could offset the adverse visual impacts. See Section 3.11.5, Mitigation, for additional detail.

Segment 8.1A Rex Hill

The Bypass portion of the Preferred Alternative will adversely impact visual quality by removing small amounts of the roadside vegetation along Oregon 99W from Haugen Road to Corral Creek. Changes to local circulation in the Rex Hill area (east) will remove vegetation, visually increasing the scale of Oregon 99W. The Quarry Road overpass to Old Parrett Mountain Road adds a vertical element that will be visible mostly to mobile viewers on Oregon 99W due to the steeply cut banks and surrounding vegetation. Visual impacts in this segment will be low due to the removal of small amounts of vegetation. The Quarry Road overpass at Oregon 99W will have the largest visual impact in the area but will mainly impact mobile viewers traveling east and west because of the visibility of the new bridge.

Therefore, visual compatibility will be moderate to high for this area due to the lack of intense new roadway development and due to the maintenance of vegetation and views. See Figure PA 3.11-19 for a simulation of the Quarry Road overpass. The photo was taken looking west. See Figure PA 3.11-10, Photopoint K.

Indirect Impacts

Indirect effects from the Preferred Alternative will include impacts to key views from the increased light and glare from vehicles on the Bypass and adjacent roads and from lighting at the new interchanges. Increased vehicular movement in areas being viewed by stationary viewers will detract from the unity and cohesion of existing views, and will further distract viewers from other views beyond the immediate foreground.
Figures PA 3.11-14
Dundee Connector Road at OR 99W Simulation
Before and After
Figure PA 3.11-15
River Street Underpass Simulation
Before and After
Figure PA 3.11-17 OR 219 Simulation Before and After
Figure PA 3.11-19
Quarry Road Overpass Simulation
Before and After
Construction Impacts

Construction activities that could cause short-term visual impacts are:

- Increased use of local and arterial roads by construction equipment and truck traffic resulting in traffic delays and long queues of vehicles
- Construction by heavy equipment operation and the construction of bridges and wall forms
- Dust from excavating and placing fill
- Temporarily blocked views due to temporary barriers and large machinery
- Lighting in construction areas in the evening

3.11.3.3 Phase 1

Direct Impacts

Phase 1 of the Preferred Alternative (Phase 1) will extend from Oregon 219 in Newberg and connect to Oregon 99W just south of Dundee. Phase 1 includes roadway improvements with visual impacts in East Newberg, along Springbrook Road, and south of Dundee that were not identified in the Tier 2 DEIS. This section describes the direct impacts Phase 1 will have on the visual environment in Segments 2, 3, 4, 5, and 6. There will be no visual impacts in Segments 1, 7, and 8 because no project improvements will be made in those segments during Phase 1.

Segment 2: Dayton Interchange to Dundee UGB

Phase 1 improvements in the area south of Dundee include:

- Constructing a Phase 1 connection to Oregon 99W via an interim structure over the railroad and Oregon 99W.
- Constructing a new signalized intersection on Oregon 99W.
- Widening westbound Oregon 99W west of the intersection to two travel lanes.
- Widening eastbound Oregon 99W west of the intersection to include two left turn lanes onto the Bypass.

The structure and connection to Oregon 99W and the railroad and the highway will have a high visual impact on the surrounding landscape by introducing a large vertical feature and surface into the visual environment and removing sections of riparian vegetation and cropland.

The overall visual impact will be moderate to high for the remainder of Phase 1 in this segment. The roadway, Fulquartz Landing Road structure, signage and other supporting infrastructure will add new elements to the landscape. However, the scale and form of Phase 1 should be compatible with the overall scale of the landscape.

The bridge and loop roadway will be removed with the full build-out of the Bypass and the visual impacts associated with the structure over Oregon 99W and the railroad will be eliminated. However, some of the widening on Oregon 99W just south of Dundee will remain in place and continue to affect the visual environment.

Segment 3: Dundee UGB to East Dundee Interchange

Impacts for Phase 1 will be the same as or fewer than for the Preferred Alternative (see Section 3.11.3.2).
Segment 4: East Dundee Interchange
Impacts for Phase 1 will be the same as or fewer than for the Preferred Alternative (see Section 3.11.3.2).

Segment 5: West Newberg to Oregon 219 Interchange
Impacts for Phase 1 will be the same as or fewer than for the Preferred Alternative (see Section 3.11.3.2).

Segment 6: Oregon 219 Interchange
Phase 1 improvements in East Newberg will include:

- Widening Springbrook Road to three lanes (one northbound lane, one southbound lane, and a center left turn lane between Oregon 99W and Oregon 219).
- Constructing a traffic signal at the intersection of Springbrook and Fernwood Roads.
- Widening Oregon 219 to five lanes between Springbrook Road and the new Phase 1 signalized intersection on Oregon 219.
- Connecting Wilsonville Road to the new Bypass signalized intersection on Oregon 219.

Construction of the East Newberg improvements will have a moderate visual impact because it will not substantially change the current landscape. Local roadway improvements, such as widening of Springbrook Road to add a turn lane are planned for in the Newberg TSP. A noise wall is recommended to mitigate noise impacts on Springbrook Road. This noise wall would create visual impacts for the Nut Tree Ranch and Mountain View mobile home park residents along Springbrook Road. The noise walls will alter visual quality by blocking distant views to the east, and the new structure will dominate the view.

Visual impacts in Segment 6 west of Oregon 219 will be the same as or fewer than for the Preferred Alternative.

Indirect Impacts
Indirect impacts for Phase 1 will be the same as or fewer than for the Preferred Alternative (see Section 3.11.3.2).

Construction Impacts
Construction impacts for Phase 1 will be the same as or fewer than for the Preferred Alternative (see Section 3.11.3.2).

3.11.4 Cumulative Impacts for the Preferred Alternative
The main cumulative effect of the Preferred Alternative will be increased manmade development, particularly roads, intersections, structures, and on- and off-ramps, which could cause the character of the project area to become urbanized more rapidly than if the highway were not built. However, the Preferred Alternative will reduce existing traffic congestion, which can encroach upon views, particularly in areas that are currently less developed.

Additionally, the Preferred Alternative is access controlled, so there will be minimal development associated with the Bypass. This will not further negatively affect existing views by decreasing the color, form, texture, and line variation that trees, shrubs, and hills provide.
Land use plans considered in the cumulative impact analysis are the Newberg Riverfront Master Plan, Providence Newberg Medical Center Master Plan, Chehalem Glenn Golf Course Master Plan, and Springbrook Oaks Specific Plan. The Preferred Alternative, in combination with the projects reviewed for cumulative impacts, will change the visual environment. The combination will reduce texture and visual relief provided by vegetation. Preferred Alternative structures in the foreground will interrupt long-distance views of agricultural fields and the outlying hills. By 2030, growth within the UGBs of Dayton, Dundee, and Newberg will also change the landscape and built environment in those areas. The extent of cumulative impacts will depend on how much people are disturbed by a change in views, the Bypass screening or landscaping, and changes in land uses.

3.11.5 Mitigation

3.11.5.1 Preferred Alternative

ODOT avoided and/or minimized adverse visual impacts by locating the Bypass to limit removal of vegetation. Impacts that could not be avoided or minimized will be mitigated. The following mitigation measures will be used for the Preferred Alternative:

- To the extent feasible, preserve existing trees and vegetation.
- Blend the Bypass features with the surrounding landscape using architectural and aesthetic features.
- Use context-sensitive design to protect historic and scenic values near the Hagey House. Preserve and protect site qualities using the ODOT Highway Design Manual’s Design Exception Process, where appropriate. Use the Secretary of the Interior’s Standards and Guidelines for Rehabilitation of historic properties for new construction adjacent to historic properties.
- Decrease visual impacts of retaining and sound walls and structures by planting vegetation along walls.
- Use directional street lighting on Springbrook Road to mitigate for street light glare in the 99W Drive-In Theater area.
- Retain vegetation south of the interchange between the Bypass and the Chehalem Glenn Golf Course to screen and buffer the interchange from current and future development.

Mitigation of Short-Term Construction Impacts

During construction of the Preferred Alternative, ODOT will use the following mitigation measures:

- Use light shades to reduce glare and block some light from illuminating anything but the roadway or interchanges. This will be used near residential areas where there are sensitive receptors, such as South Newberg and near the Oregon 219 Interchange.
- Locate construction equipment and material storage and staging areas away from public view where feasible. Where exposed to public view, use an adequate screening material, such as opaque fencing or similar material.
- Restore staging areas after construction by tilling compacted soil, replacing displaced vegetation, and using appropriate erosion control materials.
- Protect existing vegetation where appropriate by demarcating no-work zones to protect sensitive areas, and try to locate staging and disposal sites in already graveled or paved areas to minimize impacts.

3.11.5.2 Phase 1

In addition to the measures listed above, ODOT will discuss aesthetic treatments with the City of Dundee to help mitigate the impact of the structures near the community.
3.11.6 Tier 2 DEIS Build Alternative

The following is an exact copy of the Tier 2 DEIS Build Alternative section for visual resources. In-text references cite information in the Tier 2 DEIS.

The Tier 2 DEIS Build Alternative, which includes all of the design and local circulation options no longer under consideration, is included here as a comparison to the Tier 2 FEIS Preferred Alternative and for informational purposes only.

Copies of the complete Tier 2 DEIS are available from:

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3.11.2.2 Build Alternative

Direct Impacts

The Build Alternative includes various combinations of structures such as interchanges, walls, bridges, and/or fill slopes and culverts. Although the number, size, and type of structures vary between design options, they all introduce new, large-scale, visual elements into the landscape seen by both stationary and mobile viewers. All of these structures have the potential to negatively affect the visual environment. Construction of the Build Alternative would also displace vegetation such as agricultural, forest and riparian landscapes.

The following sections discuss the potential direct impacts of the Build Alternative. The discussion is by segment for easier identification of locations of the impacts.

Segment 1: Dayton Interchange Area

The change to the visual quality and character of this area would be substantial due to the introduction of the interchange and berms, supporting infrastructure, lighting, and bridges. The linear aspect of the interchange would split the current agricultural landscape character and introduce a large form that bisects the landscape. However, locating a majority of the Build Alternative along the southern edge of the WPRR would help to maintain the rural character and eastern riparian corridors throughout this segment because, by closely locating two linear transportation features, the adverse impact would be reduced. Maintaining the continuity of the landscape reduces the adverse impact this option has on the visual quality and landscape character of the area.

Overall adverse visual impacts would be moderate to moderately high depending on viewer location. Mobile viewers would be less impacted by, and in some cases would benefit from, the increased vantage viewpoint from elevated interchange sections. Stationary viewers would experience a moderately high adverse impact, mostly those within and along the slope of the Dundee Hills. See Figure 3.11-11 for a simulation of the proposed interchange. (Figure 3.11-10, Photopoint A.)

Segment 2: Dayton Interchange to Dundee UGB

The Segment 2 at-grade alignment would be south and parallel to the WPRR. This segment would be one of the Build Alternative segments most visually compatible with the surrounding landscape. Although it introduces a new surface to the visual environment and removes sections of riparian vegetation and cropland, the overall continuity of the landscape remains intact. There are several bridges along this segment, most of them crossing the two tributaries that feed the Willamette River. Three overpass
bridges provide local road access and are dominant vertical structures associated with the Build Alternative in this area.

The visual impact would be low considering that the Build Alternative alignment follows the WPRR, which is already a linear form in the landscape. New surface, signage and other supporting infrastructure would add new elements to the landscape. However, the scale and form of the Build Alternative should be compatible with the overall scale of the landscape. See Figure 3.11-12 for a simulation of the Fulquartz Landing Road overcrossing. (Figure 3.11-10, Photopoint B.)
Segment 3: Dundee UGB to East Dundee Interchange

**Design Options 3.A (without Berms) and 3.A2 (with Berms)**

Construction of Design Options 3.A and 3.A2 would impact a riparian corridor and displace croplands. Both design options would introduce new forms to the landscape. Design Option 3.A2 with berms would reduce views of the Build Alternative. This area is within the Dundee UGB, and over time the character and visual quality would likely change from agricultural to urbanized.

Visual impacts would be moderate (Design Option 3.A2) to moderately high (Design Option 3.A), once this area of Dundee has developed. Visual impacts would be noticeable for residents in proximity to the Build Alternative and for those with views of the Build Alternative from the Dundee Hills. Overall visual impacts for this future urban area should be low for distant stationary viewers, and low to moderate for stationary viewers in proximity to the Build Alternative (0.375 mile or less).

**Design Options 3.B (without Berms) and 3.B2 (with Berms)**

Design Options 3.B and 3.B2 would be constructed at-grade. Adverse visual Build Alternative impacts could be greater as this area changes from agricultural to residential.

Visual impacts would be moderately high (Design Option 3.B2) to high (Design Option 3.B) once this area of Dundee has developed. Visual impacts would be noticeable for residents in proximity to the Bypass and for those with views of the Bypass from the Dundee Hills. Overall visual impacts for these design options should be low for long-distance viewers and low to moderately high for stationary viewers in proximity to the Bypass (0.375 mile or less). See Figure 3.11-13 for a visual simulation of the 8th Street overcrossing. This simulation shows an at-grade Bypass with berms (Design Option 3.B2). (Figure 3.11-10, Photopoint C.)

Segment 4: East Dundee Interchange

**Design Options 4.1 and 4.2**

Construction of Design Options 4.1 and 4.2 would change the agricultural and forested landscape around Chehalem Creek and Columbia Empire Farms by removing riparian vegetation and orchards. The interchange would be partially screened by the remaining orchards and riparian vegetation. The Bypass, connector road, and railroad overpass would be immediately visible from some single-family residential and rural residential properties to the north. See Figure 3.11-14 for a simulation of the Dundee Connector Road overpass crossing Oregon 99W.

The visual quality and character of this area would be impacted when development spreads closer to the Dundee and Newberg UGBs and the interchange. The visual character of the east entry to Dundee and the city limits would be altered by the connector road overpass and intersection with Oregon 99W, and this visual character could act as the basis for a gateway feature. Local circulation changes should not have an adverse visual impact.

Views to the northeast would change because the new structure would be located in a sparsely developed residential and agricultural setting. Design Option 4.2 would have similar visual impacts to the Levi Hagey House; however, this design option does not require widening the Bypass bridge over Chehalem Creek, which would reduce the mass of the new structure.
Figure 3.11-12
Fulquartz Landing Overpass Simulation
Before and After
Before and After

Figure 3.11-13
8th Street Overpass Simulation
Before and After
Figure 3.11-14
Dundee Connector Road at OR 99W Simulation
Before and After
Overall adverse visual impacts from Design Options 4.1 and 4.2 would be moderate to high at the connector road and Oregon 99W. See Figure 3.11-14 for a simulation of the connector road. The majority of the interchange and Bypass for this segment would occur in agricultural and riparian land east of Dundee, reducing the adverse visual impact this proposed project would have on local residents. (Figure 3.11-10, Photopoint D.)

**Segment 5: West Newberg to Oregon 219 Interchange**

**Design Options 5.1C2, 5.1D2, and 5.2D**

The overall visual impacts for Design Option 5.1C2 would be moderately high due to: (1) the introduction of a landscape element that does not visually blend in and that is out of proportion with the existing residential neighborhood, and (2) the removal of a section of the neighborhood and associated vegetation. However, the highway would be depressed beneath College Street, the railroad, and River Street, thus creating less impact than Design Option 5.1D.2. Also, there is an opportunity for the Bypass to act as a buffer between the SP Newsprint facility and the remaining neighborhood.

Design Option 5.1D.2 would impact this segment by removing a section of residential neighborhood and associated vegetation. The introduction of embankments and bridge structures over College Street, the railroad, and River Street would introduce a larger landscape element than Design Option 5.1C.2; therefore, the overall impacts of this design option would be high.

Design Option 5.2D would be similar to Design Option 5.1C.2, but would shift the alignment farther south onto SP Newsprint property to keep 11th Street open between Columbia Street and Wynooski Road. The overall visual impacts would be moderately high. See Figure 3.11-15 for a simulation of Design Option 5.2D looking south from 11th Street. (Figure 3.11-10, Photopoint E.)

For all design options, the western section would require removing portions of the filbert orchard within the Newberg UGB. The Bypass would have a moderately high (Design Options 5.1C.2 and 5.2D) to high (Design Option 5.1D.2) adverse visual impact on the existing neighborhood from College Street to Wynooski Road. Visual impact would be moderately high because a section of neighborhood would be displaced and associated vegetation would be removed. The visual character of the neighborhood would also be adversely affected because a landscape element would be introduced that would not visually blend in and that would be out of proportion with the existing homes. The construction of new surfaces, walls, lighting, street crossings, and guardrails; the removal of mature trees and vegetation; and the removal of homes would all change the visual and physical character of this neighborhood. However, the opportunity for the Bypass to act as an additional buffer between the SP Newsprint facility and the neighborhood would be beneficial.

The Bypass east of Wynooski Road would be more compatible with the surrounding industrial land uses; it would be buffered to the north by Hess Creek and one of its tributaries before passing Newberg’s wastewater treatment facility and connecting to the Oregon 219 Interchange. The visual impact would be moderate between Wynooski Road and the Oregon 219 Interchange. As stated above, construction of Design Option 5.1D.2 would result in a higher adverse visual impact for the neighborhood and future River District due to the proposed approach embankments and bridge structures over College Street, the railroad, and River Street.
**Segment 6: Oregon 219 Interchange**

Construction of the interchange in Segment 6 would substantially change the current landscape by removing residences, orchards, and other agricultural land, and the overall visual impact would be high. Widening Oregon 219 would remove large trees and a number of residential and commercial properties at the Adolf and Wilsonville Roads intersection and eastward to the current Oregon 219 and Wilsonville Road intersection. The interchange would include berms, ramps, and an overpass structure for Oregon 219. Changes to local circulation in the southern section of the interchange area would add new roadway. See Figure 3.11-16 for a simulation of the Oregon 219-Bypass interchange. The photo was taken from Adolf Road, facing west. (Figure 3.11-10, Photopoint G.)

Visual compatibility with the surrounding area is greater at the west end of the interchange, with light industrial/commercial uses, a wastewater facility, and an orchard. There are few stationary viewers in this area. The middle to east side of the interchange would result in impacts to both residential and agricultural properties. The remaining residential and commercial properties would have foreground and middle ground views of the interchange, and the interchange would become a dominant landform in this area.

Visual impact would be moderately high to high due to the removal of homes and commercial property. There is an opportunity for the intersection and right-of-way along Oregon 219 to act as a gateway to Newberg, which could provide visual benefits. See Figure 3.11-17 for a simulation of a driver’s view on the new Oregon 219 heading north. (Figure 3.11-10, Photopoint F.)

**Segment 7: East Newberg to East Newberg Interchange**

Design Option 7.4C would alter the current visual character of this segment by displacing riparian vegetation along the Spring Brook Tributary, croplands within the UGB, and agricultural areas (orchards) before connecting to the East Newberg Interchange. The Bypass would substantially alter the landscape and views for recreational users and stationary viewers. The Bypass would also impact the foreground views of residences along the northwest section near the Spring Brook Tributary. Northeast of Fernwood Road, the Bypass would impact the views from homes on the west side of the Bypass, the Chehalem Glenn Golf Course on the east side, commercial properties, Providence Newberg Medical Center, and some semi-rural residential properties north of the Bypass. See Figure 3.11-18 for a simulation of the view of the Bypass and proposed sound wall from Providence Newberg Medical Center, facing south. (Figure 3.11-10, Photopoint I.)

Visual compatibility would be moderate to low and could be low as the land in this area develops and is affected by the visual presence of the Bypass. Visual impact would be moderately high to high due to the removal of agricultural lands and riparian vegetation, which are currently important parts of the landscape.

Design Option 7.5C crosses through the northwest corner of the Chehalem Glenn Golf Course: otherwise, it is identical to Design Option 7.4C. See Figure 3.11-19 for a simulation of the Bypass and proposed sound wall viewed from the golf course, facing northwest. (Figure 3.11-10, Photopoint H.)

**Segments 8.1 and 8.1A: East Newberg Interchange and Rex Hill**

Segment 8.1 would adversely impact visual quality by removing roadside and agricultural vegetation along Oregon 99W from the Corral Creek Road to Klimek Lane. Proposed local road access from Corral Creek to the Providence Newberg Medical Center intersection along the north side of the Bypass would add additional paving and remove vegetation.
Figure 3.11-16
OR 219-Bypass Interchange Simulation
Before and After
Figure 3.11-17 OR 219 Simulation Before and After

Before

After
Figure 3.11-18
View from Providence Hospital Simulation
Before and After
Figure 3.11-19
View from Chehalem Glenn Golf Course Simulation
Before and After
Vegetation currently screens large parts of Oregon 99W from rural residential and agricultural viewers.

The majority of the visual impact would occur where the Bypass and Oregon 99W come together at a new interchange. The visual impact here would be high, with views of the interchange from rural residences on the north, east, and southeast slopes of the Chehalem Mountains. Visual compatibility would be moderate due to the retention of agricultural and forested vegetation at the southern edge of the interchange. See Figure 3.11-20 for a simulation of the East Newberg Interchange viewed from Parrett Mountain. (Figure 3.11-10, Photopoint J.)

Visual impact would be moderately high to high due to removal of agricultural lands and riparian vegetation. This is an important part of the landscape for stationary and recreational viewers. Proposed mitigation measures could offset the adverse visual impacts of this design option. Retention of vegetation south of the interchange between the Bypass and the Chehalem Glenn Golf Course would further enhance the visual compatibility by screening and buffering the interchange from current and future development.

Segment 8.1A would adversely impact visual quality by removing portions of the roadside vegetation along Oregon 99W from Haugen Road to Corral Creek. Changes to local circulation in the Rex Hill area (east) would remove vegetation and visually increase the scale of Oregon 99W. The bridge crossing at Quarry Road to Old Parrett Mountain Road adds a vertical element that would be visible mostly to mobile viewers on Oregon 99W due to the steep cut banks and surrounding vegetation. Visual compatibility would be moderate to high for this area due to the lack of intense roadway development and due to the maintenance of vegetation and views. See Figure 3.11-21 for a simulation of the Quarry Road overpass. (Figure 3.11-10, Photopoint K.)

Visual impacts in this segment would be low due to the removal of small amounts of vegetation. The bridge crossing Oregon 99W at Quarry Road would have the largest visual impact in the area, and would mainly impact mobile viewers traveling east-west because of the visibility of the new bridge.

### 3.11.2.3 Indirect Impacts

Indirect effects from the proposed project would potentially include traffic on the new facility and adjacent roads that would affect key views by increasing light and glare over time. The illumination issue would stem from vehicles on the Build Alternative and lighting at the interchanges that do not exist today. Also, increased movement through views by cars, trucks, pedestrians and bicyclists would detract from the unity and cohesion of existing views, and would potentially further distract viewers from other views beyond the immediate foreground.
Figure 3.11-20
E Newberg Interchange Simulation
Before and After
Figure 3.11-21
Quarry Road Overpass Simulation
Before and After