



# Visual Impact Assessment Technical Memorandum

Washoe Regional Transportation Commission &  
Nevada Department of Transportation

**Lemmon Drive Traffic Improvements  
and Resiliency Project**



LEMMON DRIVE

# Acronyms and Abbreviations

AVE	Area of Visual Effect
FHWA	Federal Highway Administration
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
RTC	Regional Transportation Commission – Washoe County
VIA	Visual Impact Assessment

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# 1.0 Introduction

## 1.1 Project Overview

The Regional Transportation Commission of Washoe County (RTC Washoe), in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) are proposing improvements to Lemmon Drive in the City of Reno, Washoe County, Nevada. The Lemmon Drive Traffic Improvements and Resiliency Project involves realigning Lemmon Drive to reconstruct a safer and more resilient roadway between Fleetwood Drive and Ramsey Way. The project proposes to realign Lemmon Drive to the west on an existing berm, elevating the roadway to mitigate flooding impacts. The project also includes the reconstruction of a shared use path within the project limits and the construction of a new path connecting Lemmon Drive to Lemmon Valley Elementary School. Additionally, the project would eliminate residential driveway connections to a regional road, implement required earthwork balancing to avoid altering the base flood elevation, and incorporate stormwater improvements, including the construction of retention and equalization basins. These comprehensive measures collectively enhance safety, connectivity, and transportation resiliency in Lemmon Valley.

The purpose of this technical memorandum is to document the existing conditions, impacts, and any mitigation for impacts to visual resources or aesthetics. It also includes a description of applicable laws and regulations that were considered in this analysis.

## 1.2 Purpose and Need of the Project

### Why is the Project Needed?

In 2017, Lemmon Drive was overtopped by floodwaters and faced emergency closures and an extensive mitigation response which disrupted the community's access, highlighting the need for a more resilient roadway. Washoe County has limited financial and human resources to continuously provide flood mitigation for Lemmon Drive and private property. The total cost for maintenance, HESCO barrier placement, and continuous pumping for the 2017-2019 flood event was \$11.6 million (Washoe County, 2022).

In addition, multimodal enhancements were identified as a community need in the RTC's North Valleys Regional Transportation Study.

### What is the Purpose of the Project?

The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during a 100-year flood event and provide safe access for all multi-modal users.

## 1.3 Proposed Action and Alternatives

### Build Alternative

The Build Alternative would reconstruct and raise the profile of the existing roadway from Fleetwood Drive to Palace Drive along the existing alignment. The section of roadway would provide two through lanes in each direction with a raised median. Dedicated left- and right-turn lanes would be provided at the intersections of Fleetwood Drive, Patrician Drive, and Palace Drive.

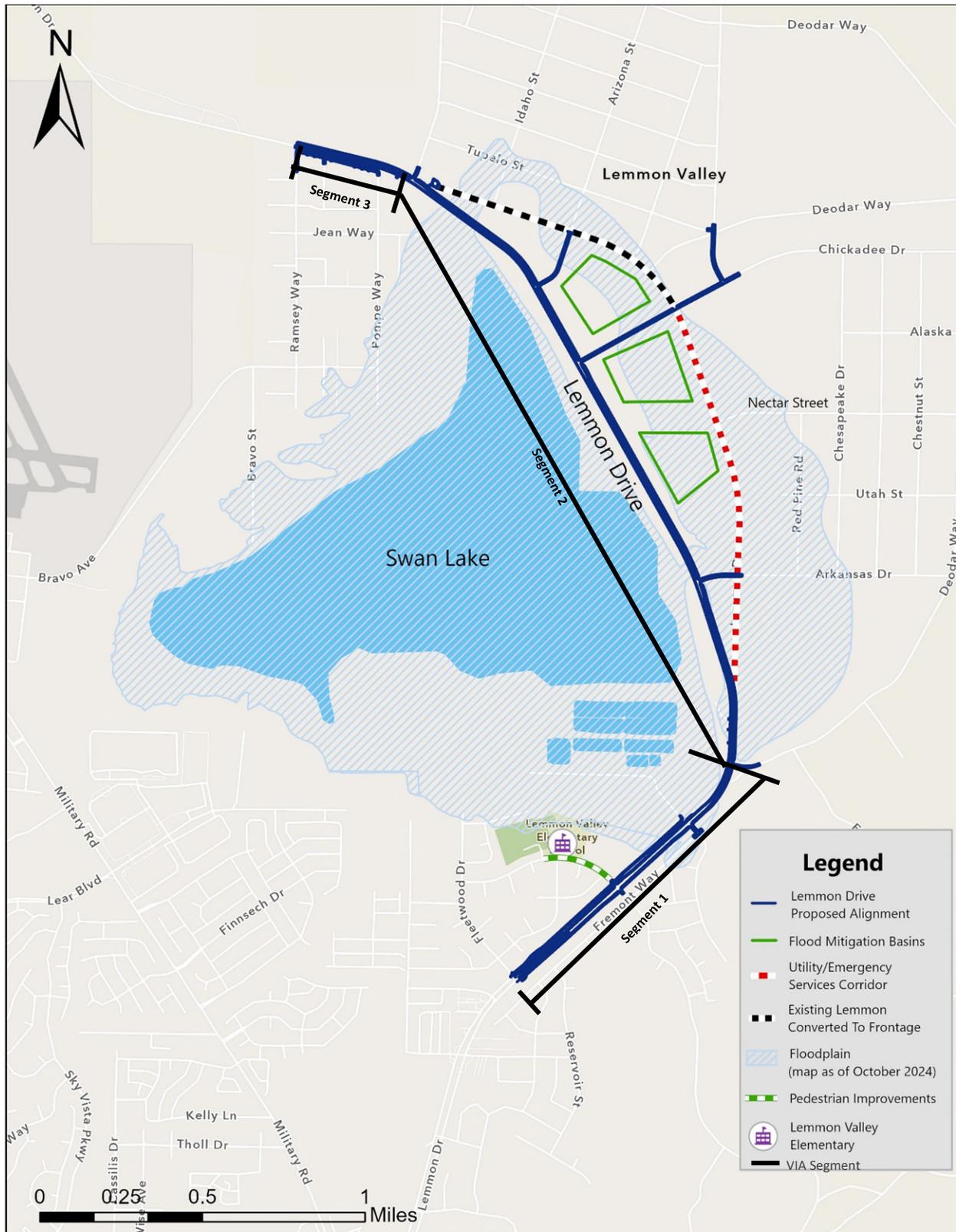
As the roadway extends to the north it would transition to provide one lane in each direction with a raised center median. In the northbound direction, dedicated right turn pockets would be provided at Arkansas Street, Chickadee Drive, Arizona Street, and Oregon Drive. Just north of Deodar Way the roadway alignment would shift west of the existing roadway. This realigned segment of roadway would run along the east side of an existing berm allowing the roadway to be constructed above the existing Federal Emergency Management Agency (FEMA) 100-year flood elevation. Arkansas Street, Chickadee Drive, and Arizona Street would be extended to tie into the new, realigned roadway. Near Oregon Drive the roadway alignment would tie into the existing roadway alignment with full reconstruction extending to Ramsey Way. **See Figure 1.**

The Build Alternative would also involve modifications to cross-street direct access realigned Lemmon Drive at Nectar Street, Tupelo Street, Waterash Street, Idaho Street, Pompe Way, and Dillon Way. Pompe Way and Dillon Way would be connected via a new frontage road which provides access to Lemmon Drive at Ramsey Way. Idaho Street and Waterash Street would utilize rehabilitated existing Lemmon Drive as local frontage road access to Arizona Street or Chickadee Drive which would then provide access to the realigned Lemmon Drive. A new connection from the Matterhorn Drive and Tupelo Street intersection to Chickadee Drive would provide access to the realigned Lemmon Drive also.

In addition to roadway improvements, substantial drainage improvements would also be constructed under the Build Alternative. Key drainage features would include rehabilitation of the existing drainage channel from Fleetwood Drive to Palace Drive. Equalization culverts would be constructed to replicate existing drainage between the east and west side of the existing berm during higher Swan Lake water elevations. These equalization culverts would be located at existing breaks in the berm north of Deodar Way and near Idaho Street. Volumetric mitigation basins would also be constructed between the new, realigned Lemmon Drive and existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards of basin excavation for every 1.0 cubic yard of embankment placed within the FEMA 100-year floodplain.

Additional items to be constructed with the Build Alternative include a 10-foot shared use path along the reconstructed and realigned Lemmon Drive roadway, intersection lighting, signing, striping, and reconstruction of the Patrician Drive rectangular rapid flashing beacon (RRFB). Additional pedestrian enhancements would be constructed from Lemmon Drive to the Lemmon Valley Elementary School along Patrician Drive.

Figure 1. Lemmon Drive Build Alternative



## No Build Alternative

The No Build Alternative would not construct any improvements to Lemmon Drive and only routine maintenance would continue. Lemmon Drive would remain below the 100-year floodplain. The No Build Alternative would eliminate the costs associated with construction of the project but would not meet the project's purpose and need.

## 2.0 Applicable Laws, Regulations, and Guidance

The following laws, regulations, and guidance documents are applicable to the visual resource impact assessment:

- **National Environmental Policy Act (Section 101 42 United States Code (U.S. Code) Section 4331)** – NEPA of 1969, as amended, establishes that it is the responsibility of the federal government to "... ensure all Americans safe, healthful, productive, and esthetically [sic] and culturally pleasing surroundings."
- **Guidelines for the Visual Impact Assessment of Highway Projects (2015)** – The FHWA guidelines act as a best practice resource, outlining a practical application of visual impact assessment (VIA) that can be undertaken regardless of the size, scope, complexity, and controversy associated with a project. The guidelines recommend enhanced levels of public engagement, to achieve a better understanding of how people define visual quality and how they interpret changes to it.
- **Pattern and Palette of Place: A Landscape and Aesthetics Master Plan for the Nevada State Highway System (2002)** – This policy establishes a landscape and aesthetics program for the Nevada state highway system. The program provides a vehicle for NDOT and Nevada's communities to improve the quality of life in the state by allowing beautification of highways, improve the state's public image, welcome visitors, and contribute to a tourist-based economy. With careful attention, the landscape and aesthetics program can create highways that celebrate the state's many beautiful landscapes, as well as its diverse populations.
- **Aesthetic Alternatives for NDOT Design Standards (2009)** – This document contains a library of aesthetic alternatives to existing NDOT practices. The alternatives help NDOT pursue a holistic approach to landscape and aesthetics on Nevada's highways.

## 3.0 Visual Impact Assessment

The Area of Visual Effect (AVE) determined for the Study Area includes the viewsheds visible to travelers as they travel along Lemmon Drive, as well as the view of Lemmon Drive from the surrounding community.

## 3.1 Methodology

Visual impacts of the project were analyzed following the FHWA Guidelines (FHWA, 2015). This visual assessment methodology requires that visual impacts be determined by assessing changes to the landscape as seen both by people traveling on the roadway (to determine how people traveling on the proposed project might be affected) and by neighbors adjacent to it (to determine how people near the proposed project would be affected). Changes to the visual environment are measured by determining how a proposed project would alter the visual quality for selected key observation points in each segment of the corridor.

Because of the distance of the proposed realignment from the surrounding residential land uses, minimal visual impacts are anticipated. FHWA's scoping questionnaire was completed to identify issues and to establish the appropriate level of VIA documentation for this Project.

Based on the answers in the questionnaire, the Project received a total score of 11, on a scale of 6 to 30 (Appendix A). Accordingly, the FHWA guidelines indicate that a VIA memorandum is satisfactory for the Project.

## 3.2 Affected Environment

The AVE for the Study Area is along the roadway itself, with most viewers experiencing a relatively homogenous viewshed as they travel north or south along the corridor. The project Study Area is generally flat and is developed with a mix of single-family residential development and vacant land throughout Study Area. Lemmon Drive and a shared use path are in the foreground, with surrounding foothills and the Sierra Nevada Mountain range in the far distance are the dominant features in the Study Area. The following describes the surrounding land uses, built form, and visual characteristics for three key segments in the Study Area, as shown in Figure 1.

### 3.2.1 Segment 1 - Fleetwood to Deodar Way

In Segment 1, land use primarily consists of single-family residential development. Views from Lemmon Drive include single-family structures, which obstruct some of the views of the foothills and Sierra Nevada Mountains to the north, east, south, and west, as shown in Figure 2. Some limited views of surrounding hillsides in the distance are available to the north.

**Figure 2: Typical View from Lemmon Drive – Segment 1**



View from Lemmon Drive looking north at Patrician Drive

From the residential areas surrounding Lemmon Drive, single-family structures, the existing roadway, and shared use path are the most prominent visual features in the foreground, with the foothills and mountains in the distance, as shown in Figure 3. There is limited vegetation along the roadway that consists of low-growing desert-type ground covering and shrubs. Trees planted around residential structures obscure some views of the foothills in the middle and far distance. Overhead utility lines are visible throughout this segment.

**Figure 3: Typical View Looking at Lemmon Drive – Segment 1**



View looking at Lemmon Drive east from Patrician Drive

### 3.2.2 Segment 2 - Deodar Way to Idaho Street

In Segment 2, there is a mix of single-family residential and vacant land to the west of Lemmon Drive, and undeveloped land between Lemmon Drive and Swan Lake to the east, as shown in Figure 4. From the roadway, prominent visual features include the surrounding foothills to the north, south, east, and west, mountains to the west, and residential development to the east. An existing berm obstructs most views of Swan Lake from the roadway in the middle distance to the west.

**Figure 4: Typical View from Lemmon Drive – Segment 2**



View from Lemmon Drive looking south near Arkansas Street

From the residential area located to the east of Lemmon Drive, the roadway and elevated berm are the most prominent visual features in the foreground, with the foothills and mountains in the distance, as shown in Figure 5. Swan Lake is located to the west of Lemmon Drive in this segment. Swan Lake contains a 600-foot-long boardwalk and other trails around the southwest portion of the lake. There are no public trails along the eastern side of the lake and no recreational boating is permitted on the lake.

The elevated berm located to the west of Lemmon Drive obstructs most views of Swan Lake from the residential areas along this segment. There is vegetation along the roadway that consists of low-growing desert-type ground covering and shrubs. This landscaping does not obscure the views from Lemmon Drive of the surrounding residential developments or foothills or mountains in the far distance.

Figure 5: Typical View Looking at Lemmon Drive – Segment 2



View looking at Lemmon Drive west from Arizona Street

### 3.2.3 Segment 3 – Oregon Drive to Ramsey Way

In Segment 3, there is a mix of single-family residential and vacant land. From the roadway, prominent visual features include the shared use path, single-family structures, and surrounding foothills, as shown in Figure 6. Single-story residential development and associated landscaping adjacent to Lemmon Drive obstructs some of the views of the foothills and Sierra Nevada Mountains from the roadway to the west and east.

**Figure 6: Typical View from Lemmon Drive – Segment 3**



View from Lemmon Drive looking south near the northern project boundary

From the residential areas, prominent visual features include the roadway and surrounding foothills, as shown in Figure 7. There is vegetation along the roadway that consists of low-growing desert-type ground covering, shrubs, and trees. This landscaping generally does not obscure the views from Lemmon Drive of the surrounding residential developments or foothills in the far distance.

**Figure 7: Typical View Looking at Lemmon Drive – Segment 3**



View looking at Lemmon Drive northwest near the northern project boundary

### 3.3 Impact Analysis and Mitigation

The following Impact analyses have been conducted for the three key segments identified in the Study Area.

#### 3.3.1 Segment 1 - Fleetwood to Deodar Way

In the northern portion of Segment 1, short-term construction activities would result in disruptions of viewsheds with the introduction of heavy machinery, construction vehicles, new roadway, and fences required to facilitate the improvements. These visual elements would be temporary and would be removed at the completion of construction activities.

In the long-term, the proposed project would not result in any substantive changes to this segment of Lemmon Drive. Most viewers from the surrounding residential structures would continue to have the same views as under existing conditions, with the existing Lemmon Drive in the foreground, with the foothills and mountains in the distance. Viewers from the northernmost

residences in this portion of the segment closest to Deodar Way would experience some visual changes, as the start of the realignment would be visible in the middle distance. Nighttime views would also be similar as under existing conditions.

Travelers on the corridor would experience similar views of the existing landscape as under existing conditions. There would continue to be views of surrounding residential structures and existing shared use path in the foreground and foothills and mountain range in the distance.

### 3.3.2 Segment 2 - Deodar Way to Oregon Drive

The potential for visual impacts is the greatest in Segment 2, as the majority of the realignment is located in this segment. Visual renderings were created to show what the improvements would look like at two points along Lemmon Drive. Figures 8 and 9 show the existing view from those two viewpoints and renderings of the proposed improvements on Lemmon Drive at these two locations are shown in Figures 10 and 11.

**Figure 8: Viewpoint 1 Existing Conditions at Nectar Street**



**Figure 9: Viewpoint 2 Existing Conditions at Arizona Street**



**Figure 10: Viewpoint 1 Rendering Lemmon Drive with Completed Improvements at Nectar Street**



**Figure 11: Viewpoint 2 Rendering Lemmon Drive with Completed Improvements at Arizona Street**



In the short-term, project construction would result in disruptions of viewsheds with the introduction of heavy machinery, construction vehicles, new roadway, and fences required to facilitate the improvements. However, these new visual elements would not be located adjacent to existing land uses and would be located closer to Swan Lake. These visual elements would also be temporary and would be removed at the completion of construction activities.

In the long-term, the proposed project would result in the construction of a realigned roadway and a shared use path located further from surrounding residential land uses than the existing Lemmon Drive. Arkansas Street, Chickadee Drive, and Arizona Street would be extended to tie into the new, realigned roadway. The old Lemmon Drive roadway would remain in place; however, it would be converted to other transportation uses. Between approximately Deodar Way to Chickadee Drive, the existing roadway would be converted to a utility and emergency services corridor, with gates installed at the start and end points. Between Chickadee Drive and Ramsey way, the existing roadway would be used as a frontage road for the new alignment. Safety lighting would be installed at new intersections, and lighting of the shared use path will be determined during a later design phase.

Following construction, viewers from the surrounding residential structures would be able to see the new roadway, and the vehicles utilizing it, in the middle distance. However, the realigned roadway would be located further away than the existing roadway in this segment, which would result in less prominent view than under existing conditions, as shown in Figures 9 and 10. Views

of the new shared use path and utility and emergency access gates would also not be prominent as they would be located next to the realigned roadway. The realigned roadway would be located approximately 1.5 miles east of the Swan Lake trails and boardwalk would not be noticeable to users of this recreation area.

Streets lights installed at the new intersections of the realigned Lemmon Drive with Arkansas Street, Chickadee Drive, and Arizona Street would introduce a minor amount of additional light to nighttime views of the realigned roadway. However, headlights from vehicles traveling on the new alignment would be located further from the surrounding residential structures than under existing conditions between Deodar Way and Chickadee Drive, as the existing roadway will be closed to public use. Therefore, the Project is not expected to result in a substantial increase in light and glare at night.

Travelers on the corridor would experience similar views of the existing landscape as under existing conditions. There would continue to be views of the foothills and mountain range in the distance, with a shared use path and primarily undeveloped flat desert landscape in the foreground. The view may also be improved along this portion of Lemmon Drive as the new roadway would be located on top of a natural berm, providing views of Swan Lake to the west. The proposed improvements would match the existing rural and suburban visual character of the Study Area and would not introduce any vertical structures that would substantially alter the viewsheds of the surrounding foothills and vacant land.

### 3.3.3 Segment 3 – Oregon Drive to Ramsey Way

In the short-term, project construction would result in disruptions of viewsheds with the introduction of heavy machinery, construction vehicles, new roadway, and fences required to facilitate the improvements. However, these new visual elements would not be located adjacent to other existing land uses and would be located south of the existing roadway. These visual elements would also be temporary and would be removed at the completion of construction activities.

In this segment, the project would not result in any substantive changes to this portion of Lemmon Drive. Most viewers from the surrounding residential structures would continue to have the same views as under existing conditions, with the existing Lemmon Drive in the foreground, with the foothills and mountains in the distance.

Travelers on the corridor would experience similar views of the existing landscape as under existing conditions, as the realignment is relatively close to the existing roadway in this segment. There would continue to be views of surrounding residential structures and shared use path in the foreground and foothills and mountain range in the distance.

### 3.3.4 Impacts Analysis

Analyzed together, the visual character elements described above establish the existing visual quality. The existing visual quality is typical for a rural and suburban community, is relatively

homogenous along the length of the Study Area and would not be significantly altered by the Project. Therefore, the potential for the Project to cause impacts to visual resources, viewers, or visual quality is negligible.

## 4.0 REFERENCES

United States Code (U.S. Code), National Environmental Policy Act of 1969 (Section 101 42 USC Section 4331).

Federal Highway Administration (FHWA). 2015. Guidelines for the Visual Impact Assessment of Highway Projects.

Nevada Department of Transportation (DOT). 2002. Pattern and Palette of Place: A Landscape and Aesthetics Master Plan for the Nevada State Highway System.

\_\_\_\_\_.2009. Aesthetic Alternatives for NDOT Design Standards.

# Appendix A. FHWA VIA Scoping Questionnaire

# FHWA VIA Scoping Questionnaire

## Lemmon Drive Resiliency Project

### Environmental Compatibility Questions

1. Will the project result in a noticeable visual change in the physical characteristics of the existing environment? *(Consider all project components and construction impacts—both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and construction activities.)*

- |  |   |
|--|---|
| <input type="checkbox"/> High level of permanent change (3)                | <input type="checkbox"/> Low level of permanent or temporary change (1) |
| <input checked="" type="checkbox"/> Moderate level of permanent change (2) | <input type="checkbox"/> No noticeable change (0)                       |
| <input checked="" type="checkbox"/> Potential for visual enhancement       | <input type="checkbox"/> Visually enhancing change to project setting   |

**Assumptions/issues:** The project study area is developed with a mix of single-family residential development and vacant land. Lemmon Drive, a shared use path, surrounding foothills, and the Sierra Nevada Mountain range in the far distance are the dominant features in the Study Area. In the northern portion of the Study Area, single-story residential developments adjacent to Lemmon Drive obstruct some of the views of the foothills and Sierra Nevada Mountains to the north, east, and south. In the central portion of the Study Area, a natural berm obstructs most views of Swan Lake in the middle distance to the west. In the southern portion of the Study area, single-story residential structures adjacent to Lemmon Drive obstruct some of the views of the foothills and Sierra Nevada Mountains to the west and east.

The purpose of the proposed project is to reconstruct Lemmon Drive on a natural berm in order to create a safer and more resilient corridor between Fleetwood Drive and Ramsey Way. During construction, fencing may be installed along the existing and/or proposed roadways, which may temporarily obstruct some far distance views of the foothills to the west of the corridor. This obstruction would be removed at the completion of construction.

In the long-term, the roadway would be moved closer to Swan Lake between Deodar Way and Idaho Street. In this segment, the existing Lemmon Drive roadway would be converted to other transportation uses. Between approximately Deodar Way to Chickadee Drive, the existing roadway would be converted to a utility and emergency vehicles services corridor, with gates installed at the start and end of this segment. Between Chickadee Drive and Ramsey way, the existing roadway would be used as a frontage road for the new alignment.

The reconstructed roadway would change the viewshed from the residences looking at the roadway. Views of the existing roadway would remain relatively unchanged. The new roadway would be visible in the middle distance but would not be very noticeable from the residential area due to the distance from the houses and relatively flat topography of the area. Views from the new roadway would be enhanced as the road would offer less obstructed views of Swan Lake and the foothills and Sierra Nevada Mountains to the west. The project would not result in any additional horizontal structures to change the flat landscape of the existing roadway viewsheds.

2. Will the project complement or contrast with the community visual character? *(Evaluate the scale and extent of project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you*

*anticipate that the public will view the change as positive or negative? Research planning documents or talk with local planner/community representatives to understand the type of visual character local residents envision for their community.)*

- |  |  |
|--|--|
| <input type="checkbox"/> Low compatibility (3)                 | <input type="checkbox"/> High compatibility (1)                    |
| <input checked="" type="checkbox"/> Moderate compatibility (2) | <input type="checkbox"/> No visual change or visual contrast (0)   |
| <input type="checkbox"/> Potential for visual enhancement      | <input type="checkbox"/> Visually enhancing to community character |

**Assumptions/issues:** The project Study Area is developed with a mix of single-family residential development and vacant land throughout the corridor. The viewsheds in the southern and northern portions of the Study Area are generally homogenous along the corridor, with views of single-family residential development and a shared use path in the foreground, and foothills and the Sierra Nevada Mountains in the distance. In the central portion of the Study Area, there is no development between the existing roadway and Swan Lake. An existing elevated berm located west of Lemmon Drive generally blocks views of Swan Lake from the nearby residential development but does not obstruct views of the foothills in the far distance.

The Project will add more pavement to a portion of the corridor that is currently undeveloped. The realigned roadway which would match the existing character of Lemmon Drive and would not introduce any vertical structures that would obstruct views of the foothills and Sierra Nevada Mountains in the distance.

3. What level of local concern is there for the types of proposed project features (e.g., bridge structures, large excavations, noise barriers, or median planting removal) and construction footprint? *(Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern and requiring a more focused visual analysis.)*

- |   |  |
|---|--|
| <input type="checkbox"/> High concern (3)                 | <input checked="" type="checkbox"/> Low concern (1)          |
| <input type="checkbox"/> Moderate concern (2)             | <input type="checkbox"/> Negligible project features (0)     |
| <input type="checkbox"/> Potential for visual enhancement | <input type="checkbox"/> Visually enhancing project features |

**Assumptions/issues:** Some concerns have been raised by the public regarding the visual impacts of the project. In order to address these concerns, visual renderings of the proposed project were presented at a public meeting. Members of the public seem to be more concerned with the flooding concerns, additional development in the community, impacts to migratory birds, and speed limits.

4. *Is it anticipated that to mitigate visual impacts, it may be necessary to develop extensive or novel mitigation strategies to avoid, minimize, or compensate for adverse impacts or will using conventional mitigation strategies, such as landscape or architectural treatment adequately mitigate adverse visual impacts?*

- |   |   |
|---|---|
| <input type="checkbox"/> Extensive Non-Conventional Mitigation Likely (3) (3) | <input checked="" type="checkbox"/> Only Conventional Mitigation Likely (1) |
| <input type="checkbox"/> Some non-conventional Mitigation Likely (2)          | <input type="checkbox"/> No Mitigation Likely (0)                           |

**Assumptions/issues:** The project scope includes minimal landscaping enhancements, such as reseeded of the natural landscape around the new roadway.

5. Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character? (Identify any projects [both state and local] in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.)

- Cumulative impacts likely: 0–5 years (3)       Cumulative impacts unlikely (1)  
 Cumulative impacts likely: 6–10 years (2)       No potential for cumulative impacts (0)  
 Potential for visual enhancement       Visually enhancing project features

**Assumptions/issues:** Currently there are no other transportation improvement projects planned along Lemmon Drive.

### Viewer Sensitivity Questions

1. What is the potential for the project proposal to become controversial within the community or to be opposed by the public or any organized group? (This can be researched initially by talking with the state DOT and local agency management and local or regional planning staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.)

- High potential (3)       Low potential (1)  
 Moderate potential (2)       No potential (0)  
 Potential for visual enhancement       Visually enhancing project features

**Assumptions/issues:**

2. How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project? (Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment and by soliciting information from other DOT staff, local agencies, and community representatives familiar with the affected community's sentiments and demonstrated concerns.)

- High sensitivity (3)       Low sensitivity (1)  
 Moderate sensitivity (2)       Insensitive (0)  
 Potential for visual enhancement for viewers       Visually enhancing project features for viewers

**Assumptions/issues:** Some concerns have been raised by the public regarding the visual impacts of the project. In order to address these concerns, visual renderings of the proposed project were presented at a public meeting. Members of the public seem to be more concerned with the flooding concerns, additional development in the community, impacts to migratory birds, and speed limits.

3. To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?

- Low Compatibility (3)       Moderate Compatibility (2)  
 High Compatibility (1)

**Assumptions/issues:** No known issues

4. Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?

*(Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitter, may be determined by talking with the project environmental planner and project engineer. Note: coordinate with the state DOT representative responsible for obtaining the permit prior to communicating directly with any permitting agency. Permits that may benefit from additional analysis include permits that may result in visible built features, such as infiltration basins or devices under a storm water permit or a retaining wall for wetland avoidance or permits for work in sensitive areas such as coastal development permits or on Federal lands, such as impacts to Wild and Scenic Rivers.)*

- Yes (3)  Maybe (2)  
 No (1)

**Assumptions/issues:** A Section 106 consultation with the Nevada SHPO is required; however, there are no known historic properties within the right-of-way and the potential for impacts to historic or cultural resources is low. The project will likely require a Section 402 NPDES permit. The project will not require a 401 or 404 permit from the Corps of Engineers.

5. Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts? (Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.)

- Yes (3)  Maybe (2)  
 No (1)

**Assumptions/issues:** Visual impacts would be mitigated by reseeding the project area and in areas where they would be removed during construction.