

Appendix G

**Draft Visual Impact Assessment – US
50/South Shore Community
Revitalization Project**

Draft Visual Impact Assessment



U.S. 50/South Shore Community Revitalization Project

South Lake Tahoe, California / Stateline, Nevada

El Dorado County / Douglas County

03-ED-50-PM 79.00-80.44

NDOT-DC-50-PM 0.00-0.70

EA 03-1E330K



January 2015

**Draft Visual Impact Assessment (VIA) For
U.S. 50/South Shore Community Revitalization Project**

South Lake Tahoe, California/Stateline, Nevada

El Dorado County/Douglas County

03-ED-50-PM 70.00-80.44

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EA 03-1E330K

Prepared For:

Tahoe Transportation District
Federal Highway Administration
California Department of Transportation
Nevada Department of Transportation
Tahoe Regional Planning Agency
City of South Lake Tahoe, CA
Douglas County, NV

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January 2015

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Chapter 1 Introduction

1.1 Purpose of the Visual Impact Assessment

This Visual Impact Assessment (VIA) was prepared using a process developed by the Federal Highway Administration (FHWA) in conjunction with the American Society of Landscape Architects and using visual thresholds developed by the Tahoe Regional Planning Agency (TRPA). This process for assessing visual impacts satisfies the requirements of the National Environmental Policy Act (NEPA) and TRPA regulations. The intent of the VIA is to substantiate findings presented within the environmental document by acting as a technical support document.

The purpose of this VIA is to assess the visual impacts of the proposed Project and to propose measures to mitigate any adverse visual effects associated with Project implementation. This VIA will define the visual environment of the Project area, quantify the visual resources of the Project area using FHWA and TRPA standards, and identify viewer responses to such visual resources. The study evaluates the resource change that would be introduced by each design alternative of the proposed Project and the corresponding viewer response to such changes. This perceived change will be analyzed and used to determine the degree of potential adverse effects to visual resources associated with Project implementation.

1.2 Project Description

The Tahoe Transportation District (TTD) in cooperation with the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), the City of South Lake Tahoe (California) and Douglas County (Nevada) propose to realign United States Highway 50 (U.S. 50) to create a walkable main-street district and to divert through traffic on U.S. 50 around the tourist center and ski village of Stateline.

1.2.1 Purpose and Need

The purpose of the proposed Project is to improve the corridor in a manner consistent with the Loop Road System concept; reduce congestion; improve vehicle, pedestrian, and bicycle safety; advance multi-modal transportation opportunities; improve the environmental quality of the area; enhance visitor and community experience; and, promote the economic vitality of the South Shore area.

The proposed Project will fulfill the following needs:

- Article V(2) of the Tahoe Regional Planning Compact (Public Law 96-551) 1980 requires a transportation plan for the integrated development of a regional system of transportation within the Tahoe Region. The Compact requires the transportation plan to include consideration of the completion of the Loop Road System in the States of California and Nevada. Improvements to the corridor are considered to meet the intent of the Loop Road System concept.
- Ongoing and proposed resort development in the Project area has increased pedestrian traffic, creating a need for improved pedestrian safety, mobility, and multi-modal transportation options. Improvements to pedestrian facilities, bicycle lanes, and transit are needed to connect the outlying residential and retail-commercial uses with employment and entertainment facilities, including hotels and gaming interests. Currently, there are no bicycle lanes on U.S. 50 through the Project area, and sidewalks are either not large enough to meet the increased demand, or do not exist. These issues adversely affect safety, and the visitor and community experience of the area.
- Environmental improvements are needed in the area to help achieve the TRPA's adopted environmental threshold carrying capacities (ETCCs or thresholds), including water quality and air quality. Improvements to stormwater runoff collection and treatment facilities are needed to meet TRPA, Nevada Department of Environmental Protection (NDEP), and Lahontan Regional Water Quality Control Board (RWQCB) regulations and requirements. Reduction of vehicle congestion and numbers of vehicles on the roadway through enhanced pedestrian and multi-modal opportunities is needed to provide for improved air quality. Landscape improvements are needed to enhance the scenic quality of the Project area, to facilitate compliance with TRPA's scenic thresholds, and to enhance the community and tourism experience.
- The Project is needed to implement the various regional and local plans for the area, including the Lake Tahoe Regional Transportation Plan, the Lake Tahoe Environmental Improvement Program, and the South Shore Area Plan (Douglas County, Nevada) and Tourist Core Area Plan (City of South Lake Tahoe, California).

The Project is needed to mitigate severe summer and winter peak period traffic congestion along U.S. 50 in the Project area by achieving and maintaining acceptable levels of service for existing and future traffic demand. During peak hours, traffic

often operates at Levels of Service (LOS) “F” (breakdown) when tourism is at its peak during the summer and winter months.

1.2.2 Project Location

The proposed Project site is an approximately 1.1-mile long corridor that is located in the City of South Lake Tahoe in California and Douglas County in Nevada. The western portion of the proposed Project is located in the City of South Lake Tahoe and the eastern portion of the Project is located in Douglas County. The Project site consists of the U.S. 50 corridor from the Pioneer Trail/U.S. 50 intersection in the City of South Lake Tahoe, continuing east through the California/Nevada boundary, to the intersection of Nevada State Route 207 (SR-207 Kingsbury Grade)/U.S. 50 in Douglas County. Figure 1: Regional Location and Figure 2: Project Location shows the regional location and local area where the proposed Project would be located. The area where the proposed Project would be located is referred to as the “South Shore” area.

1.2.3 Project Background

U.S. 50 is one of two major east-west connections between northern California and northern Nevada in the Lake Tahoe Basin. Currently, the majority of U.S. 50 in this area consists of four lanes with a continuous center turn lane, and limited sidewalks, bicycle, and pedestrian facilities.

The highway corridor between Pioneer Trail and Kingsbury Grade is often congested during peak winter and summer travel times, does not readily support transit, and does not optimize the safety for motorists, transit riders, pedestrians, and bicyclists. During peak-hours in the winter and summer seasons, the U.S. 50 corridor operates at near-capacity conditions through the casino corridor and between Ski Run Boulevard and Stateline Avenue.

In late 2002, the Tahoe Regional Planning Agency (TRPA) initiated a transportation planning effort to address significant traffic congestion and other issues along the U.S. 50 corridor. This effort has subsequently been taken over by TTD.

The Tahoe Regional Planning Compact (Compact) of 1980 identifies that the Regional Plan shall consider the completion of a Loop Road system within the Project vicinity. Consideration of the proposed Project would require compliance with environmental thresholds and other requirements identified in the 2012 TRPA Regional Plan.

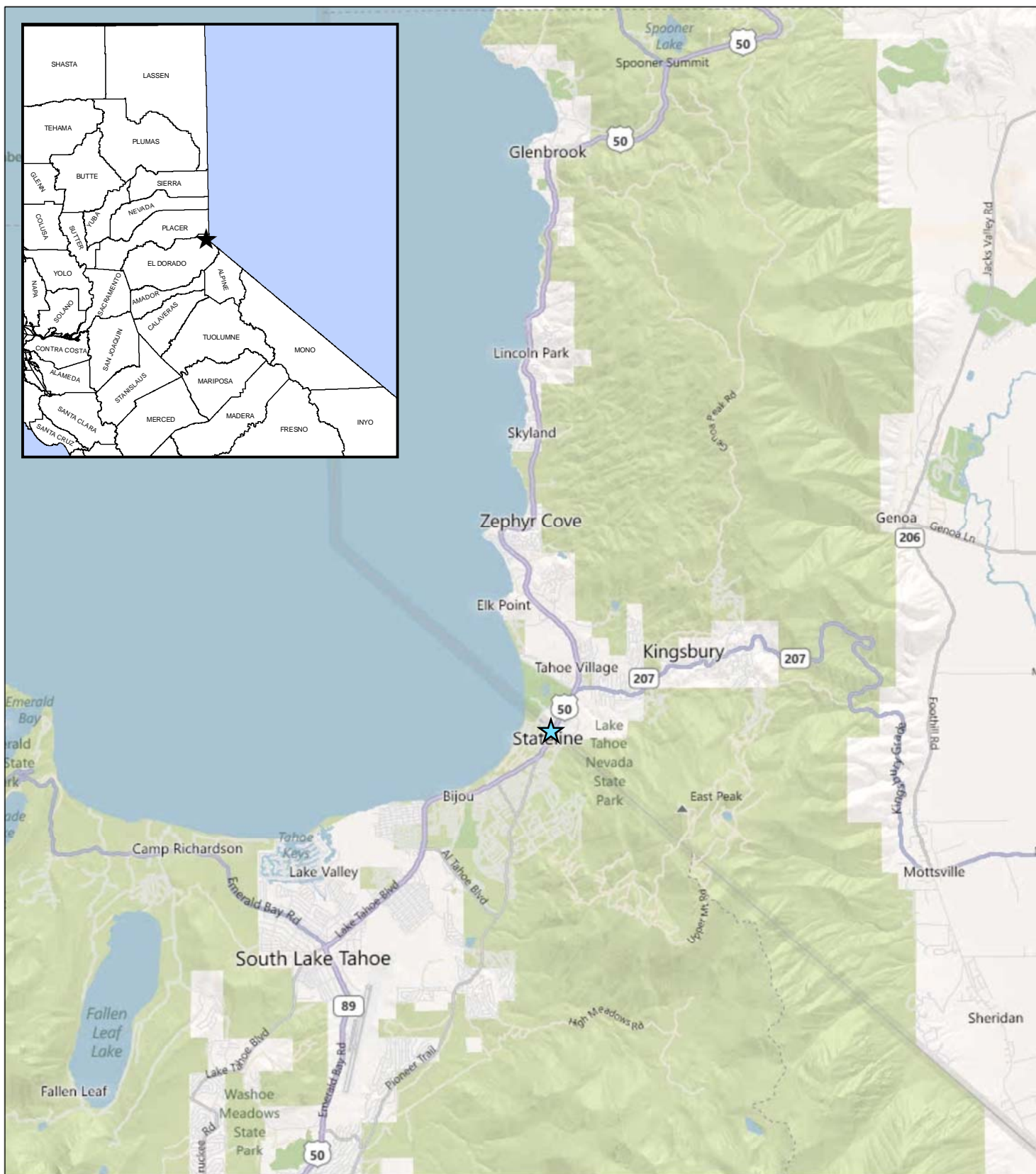


Figure 1



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LEGEND

★ Project Location



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MILES

SOURCE: ESRI Imagery (4/2008)


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*U.S. 50/South Shore Community Revitalization Project
South Lake Tahoe, California/Stateline, Nevada
El Dorado County, California/Douglas County, Nevada*

Regional Location





FIGURE 2



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LEGEND

 Project Footprint



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*U.S. 50/South Shore Community Revitalization Project
South Lake Tahoe, California/Stateline, Nevada
El Dorado County, California/Douglas County, Nevada*

Project Location

The Regional Plan Transportation Element “seeks to establish a safe, efficient, and integrated transportation system that provides quality mobility options for all sectors of the population, and maximizes opportunities for environmental benefits” (2012). In an effort to develop project goals and objectives consistent with the Compact, the TRPA Regional Plan, the 2012 Regional Transportation Plan, the Project Development Team (PDT) identified the following goals for the proposed Project:

- Identify options to reduce traffic congestion and improve traffic flow patterns, while maintaining the current overall capacity of the roadway network in the Project area;
- Identify options to improve pedestrian and bicycle access, public safety, and transit services in the Project area;
- Develop design solutions that reflect the community and the adjoining land uses;
- Help achieve scenic resources, recreation, air quality, water quality and other TRPA thresholds;
- Balance transportation needs with other community goals such as economic vitality and visitors’ interests; and,
- Reflect the need to address snow removal and emergency access requirements.

Additional community goals that have been identified for the Project include:

- Reduce traffic congestion and improve traffic flow in the commercial core to encourage people to spend time at businesses, events, and restaurants in the area;
- Improve access to amenities and businesses;
- Provide pedestrian amenities, such as public art, gathering places, street trees, benches, and decorative paving;
- Fulfill requirements of the TRPA Compact and local plans;
- Provide pedestrian lighting;
- Encourage opportunities for special events, such as festivals, parades, farmers markets, etc.;
- Enhance community identity and tourism experience; and,
- Provide for an inviting “gateway” to the South Shore.

1.2.4 Project Alternatives

The U.S. 50/South Shore Community Revitalization Project has undergone more than a decade of study. The first comprehensive report on the Project was released by

TRPA in May 2004. The report “US Highway 50/Stateline Transportation Planning Study – Final Report,” identified five potentially feasible action alternatives to improve the circulation network in and around the Stateline casino corridor area. The action alternatives were subjected to the following evaluation criteria to identify those suitable to carry forward through detailed environmental review: (1) project status (extent of agency and public support); (2) system linkage (consistency with transportation and land use planning documents); (3) capacity (ability of projected Level of Service [LOS] in 2035 to meet Caltrans’ standards); (4) legislation (ability to satisfy Purpose and Need and implement the Loop Road Concept); (5) social demands (ability to encourage community enhancements, tourism, and support special events by allowing roadway closures); (6) modal interrelationships (ability to demonstrate pedestrian, bicycle, and transit mobility enhancements); (7) safety; and, (8) roadway deficiencies (stormwater quality, maintenance agreements and driver expectations).

Feedback from the public, business owners, TRPA, TTD, the City of South Lake Tahoe and Douglas County over the last decade has allowed insight into new alternatives or revised alternatives developed since the first comprehensive report on the Project was released in May 2004. The following alternatives will be carried forward through detailed environmental review:

- Alternative A: No Build
- Alternative B: Triangle
- Alternative C: Triangle One-Way
- Alternative D: PSR Alternative; and,
- Alternative E: Skywalk

The following information provides a description of the five alternatives, one of which would be chosen as the preferred alternative for Project implementation once the Draft EIR/EIS/EIS is approved.

1.2.4.1 Alternative A: No Build

Alternative A: No Build (called out as “Alternative A” throughout the remainder of this document) considers that no improvements would be made to U.S. 50. The current road alignment and lane configuration would remain the same.

The transportation conditions in the U.S. 50/ South Shore Community area suffer because there are inadequate facilities to meet the current and forecasted future

demands of the population living in the area and tourists visiting and staying in the area. These inadequate conditions result in periods of traffic congestion during the peak summer and winter seasons, degrade and discourage the bicycle and pedestrian travel experience, and negatively impact the ability to operate effective transit services. The existing (2012) annual average daily traffic (ADT) volume on U.S. 50 between Pioneer Trail and Stateline Avenue is 29,000 vehicles; by 2020, on this roadway segment the annual average ADT volume is projected to increase to 42,000 vehicles (a 44.8 percent increase over a 8 year period); and by 2040, the annual average ADT volume on this roadway segment is expected to increase to 47,300 vehicles (a 63.1 percent increase over a 28 year period). The existing annual average ADT on U.S. 50 between Stateline Avenue and Lake Parkway is 27,000 vehicles; by 2020 the annual average ADT would decrease to 26,800 (a 0.7 percent decrease over 8 years); and by 2040 the annual average ADT would increase to 27,700 vehicles (a 2.6 percent increase over 28 years).¹

These inadequate conditions result in secondary impacts to the area's businesses, workers, residents, and tourists and detract from the overall "Tahoe Experience." In particular, the existing roadway configuration significantly detracts from the visual quality of this important activity center, and limits the options available to improve the area's scenic quality.

1.2.4.2 Alternative B: Triangle

Alternative B: Triangle (called out as "Alternative B" throughout the remainder of this document) would construct a new alignment for U.S. 50 to the south of existing U.S. 50 from just west of the Pioneer Trail/U.S. 50 intersection in California to the intersection of Lake Parkway/U.S. 50 in Nevada. Under Alternative B, the Project footprint would be approximately 41.2 acres.

The new alignment would begin at a new Pioneer Trail intersection located to the west of the existing intersection, and would proceed south along existing Moss Road. It would then turn east onto Montreal Road, passing to the south of the Village Center shopping complex, and continue along the existing Montreal Road and Lake Parkway alignment before ending at a new two-lane roundabout at the existing U.S. 50/Lake Parkway intersection (it should be noted that Alternative B would also have an option

¹ Wood Rodgers, Draft U.S. 50/South Shore Community Revitalization (Stateline) Project – Caltrans Project Report Traffic Operations Analysis Update Technical Memorandum, Appendix Table 2-ADT Volume Summary, 9/03/2013.


to signalize the U.S. 50/Lake Parkway intersection). The new U.S. 50 alignment would have four 11-foot wide travel lanes, 5-foot wide shoulders, and turn pockets at major intersections and driveways. New signalized intersections would be located at Heavenly Village Way and the driveway entrance to Harrah's off existing Lake Parkway (the existing signals at intersections on existing U.S. 50 would remain in place). The existing segment of U.S. 50 between Pioneer Trail and Lake Parkway would be relinquished to the City of South Lake Tahoe in California and Douglas County in Nevada. Between Park Avenue and Lake Parkway, the existing U.S. 50 would be reduced to one lane in each direction, with landscaped medians and left-turn pockets at major intersections and driveways. A pedestrian bridge overcrossing would be constructed over the new U.S. 50 alignment (approximately 250 feet south of the proposed new intersection at the Harrah's entrance driveway) near the California/Nevada Boundary connecting the Van Sickle Bi-State Park to the Stateline area. A connector path would run along Transit Way between existing U.S. 50 and Bellamy Court and guide signs would be placed at each end to direct pedestrians. Sidewalks would be provided along both sides of the new U.S. 50 alignment west of the pedestrian bridge overcrossing. Sidewalks would be on the westbound side of the new alignment between the pedestrian bridge overcrossing and the Lake Parkway/U.S. 50 intersection.

Additionally, Stateline Avenue would be widened to one lane each direction with a two-way left-turn lane and sidewalks in both directions between existing U.S. 50 and Cedar Avenue. Sidewalk will be constructed on the east side of Stateline Avenue between Cedar Avenue and Pine Boulevard. Right-of-way currently exists for the widening. An optional add-on to this alternative includes widening Lake Parkway from one lane in each direction with a two-way left-turn lane to four lanes (two lanes in each direction) with no turn lanes, between U.S. 50 and Stateline Avenue. Lake Parkway is currently wide enough to accommodate this by restriping the roadway. It should be noted that sidewalks are not proposed on the casino side along Lake Parkway as part of Alternative B design.

It should be noted that implementation of Alternative B would require partial and full parcel acquisition on the California side and partial parcel acquisition on the Nevada side of the Project footprint. Figure 3: Alternative B – Triangle Design shows the design of the proposed Project if implemented under Alternative B.






FIGURE 3



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-  Project Boundary
-  Alternative B - Triangle Design



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*U.S. 50/South Shore Community Revitalization Project
South Lake Tahoe, California/Stateline, Nevada
El Dorado County, California/Douglas County, Nevada*

Alternative B - Triangle Design

1.2.4.3 Alternative C: Triangle One-Way

Alternative C – Triangle One-Way (called out as “Alternative C” throughout the remainder of this document) would split eastbound and westbound directions on U.S. 50 from the Pioneer Trail/U.S. 50 intersection in California to Lake Parkway/U.S. 50 intersection in Nevada.

Alternative C would be a variant of Alternative B intended to minimize partial and full right-of-way acquisition within the Project footprint. Eastbound U.S. 50 would remain in place as under existing conditions, while westbound U.S. 50 would be realigned onto a new alignment. Under Alternative C, the Project footprint would be approximately 36.6 acres.

The existing U.S. 50 alignment between Park Avenue and Lake Parkway would be reduced to a one-way two-lane roadway, with traffic only allowed in the eastbound direction. Beginning at the U.S. 50/Lake Parkway intersection, westbound U.S. 50 would proceed south along the existing Lake Parkway alignment and continue onto Montreal Road on a one-way two-lane roadway, with traffic only allowed in the westbound direction. Westbound U.S. 50 would continue to the south of Village Center before turning west along existing Moss Road and rejoining eastbound U.S. 50 at a new Pioneer Trail/U.S. 50 intersection. Both eastbound and westbound U.S. 50 would have turn pockets at major intersections and driveways, and would add and/or upgrade bicycle lanes and sidewalks. New signalized intersections would be located on westbound U.S. 50 at Heavenly Village Way and the entrance driveway off existing Lake Parkway to Harrah’s. A pedestrian bridge would be constructed over westbound U.S. 50 near the California/Nevada Boundary connecting the Van Sickle Bi-State Park to the Stateline area.

Stateline Avenue would be widened to one lane each direction with a two-way left-turn lane and sidewalks in both directions between existing U.S. 50 and Cedar Avenue. Sidewalk will be constructed on the east side of Stateline Avenue between Cedar Avenue and Pine Boulevard. Sufficient right-of-way on Stateline Avenue exists for widening. An optional add-on to this alternative includes widening Lake Parkway from one lane in each direction with a two-way left-turn lane to four lanes (two lanes in each direction) with no turn lanes, between U.S. 50 and Stateline Avenue. Lake Parkway is currently wide enough to accommodate this by restriping the roadway.

It should be noted that implementation of Alternative C would require partial and full parcel acquisition on the California side and partial parcel acquisition on the Nevada side of the Project footprint. Figure 4: Alternative C – Triangle One-Way Design shows the design of the proposed Project under Alternative C.

1.2.4.4 Alternative D: PSR Alternative

Alternative D: PSR Alternative (referred to as “Alternative D” throughout the remainder of this document) would construct a new alignment for U.S. 50 to the east of existing U.S. 50 from the Pioneer Trail intersection to Lake Parkway. Under Alternative D, the Project footprint would be approximately 35.7 acres.

The new alignment would begin at a reconstructed Pioneer Trail intersection, and proceed east on a new roadway between existing Echo Road and Fern Road. It would then turn north onto Montreal Road, passing to the east of the Village Center shopping complex, and continue along the existing Montreal Road and Lake Parkway alignment before ending at a new two-lane roundabout at the existing U.S. 50/Lake Parkway intersection (it should be noted that a signalized intersection at U.S. 50/Lake Parkway is also being considered under Alternative D). The new U.S. 50 alignment would have four 11-foot wide travel lanes, 5-foot wide shoulders, and turn pockets at major intersections and driveways.

New signalized intersections would be located at U.S. 50/Heavenly Village Way and U.S. 50/Harrah’s Driveway intersections. The existing segment of U.S. 50 between Pioneer Trail and Lake Parkway would be relinquished to the City of South Lake Tahoe and Douglas County. Between Park Avenue and Lake Parkway, the existing U.S. 50 would be reduced to one lane in each direction, with landscaped medians and left-turn pockets at major intersections and driveways. Bicycle lanes and sidewalks would be added and/or upgraded throughout the Project area. A pedestrian bridge overcrossing would be constructed over the new U.S. 50 alignment (approximately 250 feet south of the proposed new intersection at the Harrah’s entrance driveway) near the California/Nevada Boundary connecting the Van Sickle Bi-State Park to the Stateline area. A connector path would run along Transit Way between existing U.S. 50 and Bellamy Court and guide signs would be placed at each end to direct pedestrians. Sidewalks would be provided along both sides of the new U.S. 50 alignment west of the pedestrian bridge overcrossing. Sidewalks would be on the westbound side of the new alignment between the pedestrian bridge overcrossing and the Lake Parkway/U.S. 50 intersection. As an option, the proposed two-lane

roundabout at the U.S. 50/Lake Parkway intersection would instead remain as a signalized intersection and be upgraded for the modified lane configuration.

Additionally, Stateline Avenue would be widened to one lane each direction with a two-way-left-turn lane and sidewalks in both directions between existing U.S. 50 and Cedar Avenue. Sidewalk will be constructed on the east side of Stateline Avenue between Cedar Avenue and Pine Boulevard. Right-of-way on Stateline Avenue currently exists for the widening. An optional add-on to this alternative includes widening Lake Parkway from one lane in each direction with a two-way left-turn land to four lanes (two lanes in each direction) with no turn lanes, between U.S. 50 and Stateline Avenue. Lake Parkway is currently wide enough to accommodate two lanes in each direction by restriping the roadway.

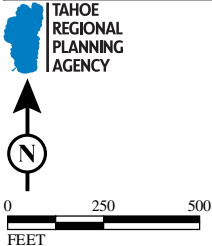
It should be noted that implementation of Alternative D would require partial and full parcel acquisition on the California side and partial parcel acquisition on the Nevada side of the Project footprint. Figure 5: Alternative D – PSR Alternative Design shows the design of the proposed Project under Alternative D.

1.2.4.5 Alternative E: Skywalk

Alternative E - Skywalk (called out as “Alternative E” throughout the remainder of this document) would construct a concrete deck over the entire width and length of existing U.S. 50 between Stateline Avenue and the northern end of the Montbleu Resort that would serve pedestrians as a “skywalk” walkway along the casino corridor.

The skywalk would be accessible by escalators on both ends of the structure and elevators positioned at certain key access points along the structure. A goal of Alternative E is to evaluate whether a feasible concept can be developed that avoids substantial right-of-way acquisition and residential dislocation.

Additionally, Stateline Avenue would be widened to one lane each direction with a two-way left-turn lane and sidewalks between existing U.S. 50 and Pine Boulevard. It should be noted that implementation of Alternative E would not require partial or full acquisition of parcels on the California or Nevada side as all elements of the “Skywalk” would be within the U.S. 50 right-of-way. Figure 6: Alternative E – Skywalk Design shows the design of the proposed Project if implemented under Alternative E.



- LEGEND
- Project Boundary
 - Alternative C - Triangle One-Way Design

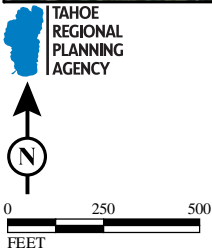
FIGURE 4

U.S. 50/South Shore Community Revitalization Project
South Lake Tahoe, California/Stateline, Nevada
El Dorado County, California/Douglas County, Nevada

Alternative C - Triangle One-Way Design



FIGURE 5



- LEGEND
- Project Boundary
 - Alternative D - PSR Alternative Design

U.S. 50/South Shore Community Revitalization Project
South Lake Tahoe, California/Stateline, Nevada
El Dorado County, California/Douglas County, Nevada

Alternative D - PSR Alternative Design



FIGURE 6



LEGEND

- Project Boundary
- Alternative E - Skywalk Design



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SOURCE: Basemap - ESRI World Imagery (2011); Mapping - Wood Rogers Engineering (2013)

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El Dorado County, California / Douglas County, Nevada*

Alternative E - Skywalk Design

1.2.5 Project Schedule

TTD, Federal Highway Administration (FHWA), and Tahoe Regional Planning Agency (TRPA) have initiated the preparation of a joint Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement (EIR/EIS/EIS) for the proposed Project. The EIR portion of the joint document will be prepared by TTD pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.); the EIS portion prepared by FHWA pursuant to NEPA (42 U.S. Code 4321-4347), the Council on Environmental Quality's Regulations Implementing NEPA (40 Code of Federal Regulations [CFR] 1500-1508), FHWA Environmental Impact and Related Procedures (23 CFR 771), and the FHWA NEPA Environmental Guidebook; and the other EIS portion prepared by TRPA pursuant to the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure. A Notice of Preparation/Notice of Intent was developed and sent to the California State Clearinghouse, Nevada State Clearinghouse, California Responsible Agencies, California Trustee Agencies, Other Interested Public Agencies; Interested Parties and Organizations; and, Affected Property Owners (within 300 feet of the Project boundary) on November 2, 2011.

Subsequent to certification of the EIR/EIS/EIS, issuance of a Record of Decision (ROD), and a decision on the project, the preliminary Project plans would be refined, circulated for review, and presented for approval. It is expected that this process would require a minimum of 12 months to complete. If the proposed Project is approved, detailed construction plans would be developed that would require a minimum of 6 months, bid documents would be circulated, and a contractor would be selected, which would require a minimum of 3 months. Construction of the proposed Project is estimated to require a minimum of 24 months. In summary, it is estimated that the development of the proposed Project would require a minimum of 6 years to complete.

1.3 Regulatory Setting

1.3.1 Federal Regulations

1.3.1.1 The Historic Preservation Act of 1966

The United States Congress and President adopted the Historic Preservation Act of 1966 to protect highway aesthetics for scenic roads and parkway view protection. The Act directs all Federal agencies to account for their efforts to preserve historic resources for Project proposals. Additionally, in 1966 the United States government

recognized the visual effects of highway projects in Section 4(f) of the Department of Transportation Act. This Act declares the national beauty of the countryside; public park and recreation lands; wildlife and waterfowl refuges; and historic sites. Highway projects can only cross these special lands if there is no feasible and prudent alternative and if the sponsor agency demonstrates accomplishments and implements planning practices to minimize effects to the identified protection elements of the Act.

1.3.1.2 The National Environmental Policy Act of 1969 (NEPA)

NEPA Section 109 (h) declares the responsibility of the Federal government to use all practicable means to assure all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings.

1.3.1.3 United States Government Code

Highway aesthetics definition in Title 23 of the United States Code governs the FHWA to augment and reflect the directives of NEPA. Section 109 (h) of the Code is a directive requiring cost identification to minimize or eliminate the destruction or disruption of manmade and natural resources, and identifies the need to include aesthetic values to balance the impacts of highway construction.

1.3.1.4 FHWA National Scenic Byways Program

The FHWA National Scenic Byways Program was established in *Title 23, Section 162 of the United States Code* under the Intermodal Surface Transportation Efficiency Act of 1991 and expanded in 1998 under the Transportation Equity Act for the 21st Century (TEA-21) and again under the Safe, Accountable, Flexible, Efficient, Transportation, Equity. Act: A Legacy for Users (SAFETEA-LU) in 2005. FHWA's May 18, 1995 interim policy provides the criteria for the National Scenic Byways Program. This policy sets forth the procedures for the designation by the U.S. Secretary of Transportation of certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. There are currently 150 designated byways in 46 states.

1.3.2 State Regulations

The following provides state regulations on visual resources that would apply to the proposed Project.

1.3.2.1 California Scenic Highway Program

The California Scenic Highway Program is managed by the California Department of Transportation (Caltrans) and was created by California State Legislature in 1963. The California Scenic Highway Program was developed to protect and enhance the

natural scenic beauty of California's highways and adjacent corridors, through special conservation treatment. Official designation of a roadway requires a local governing body to enact a Corridor Protection Program that protects and enhances scenic resources along the highway. The program is intended to:

- Protect the scenic corridor from encroachment of incompatible land uses such as junkyards, dumps, concrete plants, and gravel pits;
- Mitigate activities within the corridor that detract from its scenic quality by proper siting, landscaping or screening;
- Prohibit billboards and regulate on-site business signs so that they do not detract from scenic views;
- Make development more compatible with the environment and in harmony with the surroundings;
- Regulate grading to prevent erosion and cause minimal alteration of existing contours and to preserve important vegetative features along the highway;
- Preserve views of hillsides by minimizing development on steep slopes and along ridge-lines;
- Prevent the need for noise barriers (sound walls) by requiring a minimum setback for residential development adjacent to a scenic highway;
- Enhance community identity and pride, encouraging citizen commitment to preserve community values;
- Enhance land values by maintaining the scenic character of the corridor; and
- Provide a vehicle for the community to promote local tourism that is consistent with the community's scenic values.

U.S. 50 within the California portion of the proposed Project is not a designated California Scenic Highway. However, U.S. 50 from Government Center Interchange in Placerville, California to the western limit of the City of South Lake Tahoe is designated as a California Scenic Highway.

1.3.2.2 Nevada Department of Transportation (NDOT) Nevada's Scenic Byways Program

The Nevada State Legislature established the Scenic Byways Program in 1983. The Nevada Department of Transportation (NDOT) is the lead agency for the program and the Director has signature authority to establish a road as a Scenic Byway. There are 20 scenic byways in Nevada comprising a total of 420 miles. The mission of the NDOT Scenic Byways Program is to:

- Maintain designated routes and enhance their scenic qualities;
- Assure and maintain the proper signing of all scenic routes;
- Facilitate Federal funding for projects related to scenic routes;
- Coordinate with Nevada Commission on Tourism and the Scenic Byways Committee to perform evaluations on roadways that have been nominated for review;
- Prepare agreements to ensure federal funds are expended properly on projects related to Scenic Byways;
- Update biannually the Scenic Byways procedural manual; and
- Recommend to the Director of NDOT that a route be designated as scenic.

U.S. 50 within the Nevada portion of the proposed Project is part of the NDOT Nevada's Scenic Byways Program. U.S. 50 from the California/Nevada Stateline to Milepost 6 in Carson City, Nevada (21.5 miles) was designated as a Nevada Scenic Byway by the Director of Transportation on June 7, 1994.

1.3.3 Local Regulations

The proposed Project is located in the jurisdiction of three local entities including: The City of South Lake Tahoe, California; Douglas County, Nevada; and the Tahoe Regional Planning Agency (TRPA). The following provides local regulations regarding visual resources per standards set by the City of South Lake Tahoe, Douglas County, and TRPA.

1.3.3.1 Tahoe Regional Planning Agency

The Tahoe Regional Planning Agency leads the cooperative effort to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region, while improving local communities, and people's interactions with the existing environment. The TRPA has developed aesthetic and visual resource standards and guidelines for roadway projects to ensure that the visual environment of the Lake Tahoe Basin remains pristine for residents and visitors.

1.3.3.2 TRPA 2013 Regional Plan

The TRPA adopted the TRPA 2013 Regional Plan on February 9, 2013 to provide guidance to development in the Lake Tahoe Basin. The Regional Plan describes the needs and goals of the Region and provides statements of policy to guide decision making as it affects the Region's resources and remaining capacities. The Regional Plan includes a number of elements (Land Use Element, Transportation Element,

Conservation Element, Recreation Element, Public Services/Facilities Element, and an Implementation Element) that achieve and maintain the adopted environmental threshold carrying capacities (thresholds) of TRPA while providing opportunities for orderly growth and development.

The Conservation Element of the TRPA Regional Plan provides a section on Scenic Resources (Scenic Subelement). The Scenic Subelement establishes Goals and Policies intended to preserve and enhance the Region's unique scenic resources by advancing the scenic threshold standards.

1.3.3.3 TRPA Scenic Quality Improvement Program (SQIP)

The Scenic Quality Improvement Program (SQIP) has been developed as a part of the Regional Plan to provide a program for implementing physical improvements to the built environment in the basin in order to assist in the attainment of scenic quality thresholds.

In 1982, the Lake Tahoe Basin's major roadways and shoreline areas were surveyed for their scenic resources such as bike trail or scenic vista. Each roadway and shoreline area was broken into sections or units and was given a travel route rating and a scenic resource threshold value. The roadway travel route rating is based on the values of manmade features, roadway distractions, road structure, lake views, landscape views, and variety for each unit. The shoreline travel route rating is based on the values of manmade features, landscape views, and variety for each unit. The scenic resource threshold values were developed by inventorying subcomponents of specific scenic resources within each roadway or shoreline unit. The primary goal of both the travel route ratings and scenic resource thresholds is to maintain or upgrade the scenic quality of the view from roadways or Lake Tahoe.

Lake Tahoe Basin major roadways were surveyed in February, March and May of 1982 for scenic resources, a component of TRPA Environmental Thresholds Study (the latest is the 2011 Threshold Evaluation Report further discussed below). Scenic resources within each Roadway Unit were mapped, photographed, and described in narrative text. Resource subcomponents identified, mapped and photographed include: 1) views from major entry points into the Lake Tahoe Basin; 2) views from roadways of natural landscapes; 3) views from roadway to Lake Tahoe; and, 4) major visual features, such as rock formations, topographical features, beaches, streams and special vegetation patterns or areas. Roadway Units that are located in the Project area include: Roadway Unit 32: Casino Area and Roadway Unit 33: The Strip. A

description of these Roadway Units is provided below under the Affected Environment section.

The Lake Tahoe shoreline was surveyed in April of 1982 for its scenic resources, a component of the TRPA's Environmental Thresholds Study (the latest is the 2011 Threshold Evaluation Report further discussed below). The shoreline was inventoried using the same shoreline units originally identified in surveys conducted by TRPA in conjunction with the U.S. Forest Service. The entire shoreline of Lake Tahoe was navigated in a clockwise direction and each shoreline unit surveyed at least once. Landscape subcomponents were recorded and evaluated using a standard rating form, and representative views were photographed and mapped. Scenic quality of each shoreline unit was evaluated in terms of: 1) View of backdrop landscape, from the skyline; 2) Character of the shoreline; the water's edge and foreground, seen from the lake; and, 3) Features which are points of particular visual interest on or near the shore. Shoreline Unit 30 Edgewood and Shoreline Unit 31 Bijou are located adjacent to the proposed Project and therefore a summary of the visual inventory of these units is provided below.

The proposed Project is not located along the shoreline of Lake Tahoe nor would it be visible from areas on the lake. Shoreline Unit analysis was therefore not analyzed in this assessment.

1.3.3.4 TRPA 2011 Threshold Evaluation Report

In August 1982 TRPA adopted environmental threshold carrying capacities for the purpose of maintaining and improving various resources of the Lake Tahoe Basin. Scenic quality is an exceptional attribute of the Lake Tahoe Basin, and specific threshold carrying capacities were developed to improve and protect the scenic resources of the area. According to TRPA Resolution 82-11, TRPA has adopted Environmental Threshold Carrying Capacities of Scenic Resources, including Numerical Standards for Roadway and Shoreline Travel Units, Numerical Standards for Other Areas, and a Policy Statement for the Built Environment. They are represented by Travel Route Ratings (Roadway and Shoreline Travel Units), Scenic Quality Ratings (Roadways and Shoreline Travel Units), Public Recreation Areas and Bike Trails, and Community Design. Where attainment of thresholds has been reached, TRPA standards require maintenance of threshold rating values for roadway and shoreline travel routes, individually mapped scenic resources, recreation area scenic resources, and compatibility with the natural environment. For travel routes or views inventoried scenic resources that are not in attainment, TRPA standards require

mitigation actions to contribute to reaching attainment. The 2011 Threshold Evaluation Report is the latest update the TRPA has approved to determine attainment of Environmental Threshold Carrying Capacities originally developed in 1982.

1.3.3.5 TRPA Code of Ordinance 66.2 Establishment of Scenic Highway Corridors

The TRPA Code of Ordinances Chapter 66 Scenic Quality, Section 66.2 Establishment of Scenic Highway Corridors establishes design guidelines for projects located in urban, transition, and natural scenic highway corridors. According to Subsection 66.2.4 Scenic Highway Corridor Design Standards all projects within an urban, transition, and natural scenic highway corridor shall meet the following design standards:

- **Utilities**
 - Electrical Lines - All new electrical lines that operate at 32 kilovolts or less, including service connection lines, shall be placed underground. Exceptions to this requirement may be allowed, provided TRPA finds that undergrounding would produce a greater environmental impact than above ground installation. If new electrical lines are permitted to be installed above ground, the new lines, poles, and hardware shall be screened from views from scenic highways to the maximum extent possible;
 - Communication Lines – All new communication lines including telephone lines, cable television lines, and service connection lines shall be placed underground. Exceptions to this requirement may be allowed, provided TRPA finds that undergrounding would produce a greater environmental impact than above ground installation. If new communication lines are permitted to be installed above ground, the new lines, poles, and hardware shall be screened from views from scenic highways to the maximum extent possible;
- **Highway Fixtures**
 - Guardrails and other highway fixtures, including but not limited to retaining walls, safety barriers, traffic signals and controllers, light standards, and other structures shall be limited to the minimum length, height, and bulk necessary to adequately provide for the safety of the highway user;
 - Colors of dark shades and flat finish shall be used on all highway fixtures. New and replacement guardrails shall not have a shiny reflective surface;
 - Retaining walls and other erosion control devices or structures shall be constructed of natural materials whenever possible and shall to the maximum

extent possible be designed and sited as to not detract from the scenic quality of the corridor. Such structures shall incorporate heavy texture or articulated plane surfaces that create heavy shadow patterns;

- Adopted community plans may establish equal or superior standards for highway fixtures.

- **Siting of Development**

- All projects, excluding signs, driveways, parking for scenic vista points, trailheads, and pedestrian/bicycle paths shall be sited in such a manner that they are not visually evident from the scenic highway. All projects, when viewed from a distance of not less than 300 feet, should meet the Visual Magnitude/Contrast Ratings for Natural Scenic Highway Corridors established in Appendix D of the Design Review Guidelines.

1.3.3.6 TRPA Roadway Design Standards and Guidelines

In order to maintain and improve the overall quality of the built environment in the Lake Tahoe Region, TRPA has adopted minimum design standards through the *Draft Roadway Design Standards and Guidelines* manual prepared on February 9, 2004. This manual provides discussion of context sensitive roadway designs that incorporate community values and are safe, efficient, effective mechanisms for the movement of people. This manual was prepared for the purpose of providing guidance to engineers, planners and citizens to progress toward sensitively designed roadways and highways while fully considering the scenic, historic, aesthetic, and other cultural values, along with the safety and mobility needs, of the transportation system in the TRPA jurisdiction. This manual is intended to emphasize the importance of good design that is sensitive to its surrounding environment, especially in historic and scenic area. Aesthetic, scenic, historic, cultural resources and the physical characteristics of an area are always important factors to consider as well because they help give a community its identity and senses of place and are a source of local pride.

An important concept behind the Roadway Design Standards and Guidelines manual is the existence of three different types of visual environments throughout the Lake Tahoe Region. The three environments include: urban areas, transition areas, and rural areas.

Urban Areas: Commercial areas should retain a small-scale, compact character that is well integrated with the surrounding natural environment. The goal is to create

urban areas that complement the existing environment and utilize it to enhance the quality of the build environment.

Transition Areas: This visual appearance of rural transition areas should be a balance between manmade development and natural landscape features. In terms of site planning it is appropriate to fit the development into the rural transition landscape, taking advantage of existing site planning and design opportunities, while recognizing potential limitations of the landscape.

Rural Areas: Rural areas should retain the overall appearance and feeling of dominance by natural elements and processes. From a preservation of scenic quality standpoint, roadway design in rural areas should not distract from the travel route. Where existing development is visually evident in the landscape, modification or redevelopment of it should be sited or screened so as to be visually subordinate.

The characteristics of each environment and their design implications are further discussed in the *Draft Roadway Design Standards and Guidelines* manual adopted by TRPA.

This manual presents standards and guidelines for the development of portions of roadways, including: medians; fill slopes; cut slopes; pavement surfaces (traffic lanes, shoulders, crosswalks); pavement markings; roadway structures (signs, barrier and railings, shoulder guide markers, drainage structures, bridges and box culverts, sidehill viaducts, traffic control and roadway devices, utility cabinets, telemetry stations, retaining walls, fencing, scenic pullouts, transit stops and pull-outs, street and driveway encroachment, bicycle paths, sidewalks and American Disability Act Ramps, and, noise abatement walls), slope treatments, and landscape treatments of vegetation.

1.3.3.7 TRPA Scenic Highway Corridors

Per TRPA Code of Ordinances Chapter 66 Scenic Quality, Section 66.2

Establishment of Scenic Highway Corridors, Subsection 66.2.2 Designation of Scenic Highway Corridors, “all federal and state highways that lie within the Tahoe region and Pioneer Trail are designated as scenic highways.” The TRPA identifies three types of scenic corridors including: Urban Scenic Corridors; Transition Scenic Corridors Highway Corridors; and, Natural Scenic Highway Corridors.

- **Urban Scenic Corridors** – Urban scenic highway corridors are generally urbanized areas where manmade development is the dominant visual feature.

When viewed from areas outside of the urban corridor, manmade developments shall blend into the natural environment. Those portions of federal and state highways and Pioneer Trail that lie within the urban areas as shown on TRPA's scenic units map overall are designated as urban scenic highway corridors. The width of urban scenic highway corridors shall include the highway right-of-way and all properties or portions thereof up to 300 feet on either side of the highway right-of-way that are visible from the highway;

- **Transition Scenic Highway Corridors** – Transition scenic highway corridors shall be generally areas of transition between urban and natural areas where the built environment is not the dominant visual feature; rather it appears well integrated into and in balance with the natural elements of the landscape. When viewed from areas outside of the transition corridor, manmade developments shall blend into the natural environment. Those portions of federal and state highways and Pioneer Trail that lie within the transition areas as shown on TRPA's scenic units map overlay are designated as transition scenic highway corridors. The width of transition scenic highway corridors shall include the highway right-of-way and all properties or portions thereof up to 1,000 feet on either side of the highway right-of-way that are visible from the highway; and,
- **Natural Scenic Highway Corridors** – Natural Scenic highway corridors are generally those areas where natural landscape elements and processes are the dominant visual features. Those portions of federal and state highways that lie within the natural areas as shown on TRPA's scenic units map overlay are designated as natural scenic highway corridors. The width of natural scenic highway corridors shall include the highway right-of-way and all properties thereof up to one-half mile on either side of the highway right-of-way that are visible from the highway.

1.3.3.8 City of South Lake Tahoe

The following provides the regulations for scenic resources for the City of South Lake Tahoe. This subsection includes information from the South Lake Tahoe 2030 General Plan, City of South Lake Tahoe City Code, and the City of South Lake Tahoe Tourist Core Area Plan.

1.3.3.9 City of South Lake Tahoe 2030 General Plan

The City of South Lake Tahoe City Council adopted the 2030 General Plan and certified the associated Environmental Impact Report on May 17, 2011. The 2030 General Plan provides the foundation for how the community will manage and implement change over the next 20 years. The Natural and Cultural Resources

Element of the 2030 General Plan provides goals and policies relating to scenic resources.

Scenic quality is one of South Lake Tahoe's most apparent natural resources. Views of Lake Tahoe, mountains and forests can be seen throughout the city. The proposed Project would be subject to the following goals and policies associated with the preservation of scenic resources in the City of South Lake Tahoe:

- **GOAL NCR-1** - To protect and enhance the visual connection of South Lake Tahoe's and the Lake Tahoe Basin's scenic resources.
 - **Policy NCR-1.1** View Corridors and Passive Open Space - The City shall use stream environment zone restoration and storm drainage basins to create view corridors and passive recreation open space, particularly to help relieve the strip commercial character of major roadways.
 - **Policy NCR-1.4 Views of Lake Tahoe** - The City should ensure that views of Lake Tahoe from vantage points along public streets or public areas are not blocked by development. Any impairment or partial obstruction of these views from new development shall be the minimum necessary to allow reasonable development.

1.3.3.10 City of South Lake Tahoe City Code

The City of South Lake Tahoe City Code provides design standards for roadways and signs within roadways to reduce adverse impacts to scenic resources.

Chapter 5, Article VI – City-Wide Design Standards: The purpose of the provisions of Article VI is to protect the visual quality of the natural landscape while accommodating sensitive development and land uses. The standards in Article VI include site design, building design, setbacks for buildings and structures, snow storage, landscaping, exterior lighting, and street right-of-way improvements, and these provisions replace those applicable standards in Chapter 30 of the TRPA Code of Ordinances. The City also has specific standards for adopted community plans in the City and street designs within each of the specified adopted community plans.

Chapter 25, Article IX – Sign Design Standards: Article IX regulates the design of signs in the City and was developed to improve the scenic quality of scenic corridors in the City. This article includes signage standards for color, lighting, landscaping, sign location, and height.

1.3.3.11 City of South Lake Tahoe Tourist Core Area Plan

The City of South Lake Tahoe and TRPA adopted the Tourist Core Area Plan on October 1, 2013. This planning document supersedes the Stateline/Ski Run Community Plan for the purposes of land use regulations for both TRPA and the City of South Lake Tahoe and provides management direction for all projects proposed within the Plan's boundaries. The Tourist Core Area Plan discusses the existing condition of scenic resources and provides goals and policies and design standards with which roadways within the proposed Project would need to be consistent.

1.3.3.12 Douglas County, Nevada South Shore Area Plan

Douglas County in cooperation with TRPA adopted the South Shore Area Plan on September 25, 2013. This planning document supersedes the Stateline Community Plan that was adopted by Douglas County and TRPA on November 17, 1993. The Nevada portion of the proposed Project (U.S. 50 extending from the California/Nevada boundary to Kingsbury Grade as well as East and West Lake Parkway) are under the jurisdiction of this planning document. The South Shore Area Plan is composed of four different components that include: 1.) Douglas County Master Plan, Chapter 2, Land Use Element – Tahoe Planning Area; 2.) Douglas County Official Zoning Map; 3.) Douglas County Development Code, Chapter 20.703, Tahoe Area Plan Regulations; and, 4.) South Shore Design Standards and Guidelines. The South Shore Design Standards and Guidelines of the South Shore Area Plan provide policies to ensure that scenic resources in the area are not adversely affected by new and future development. The proposed Project would incorporate design features that would be compliant with the provisions set forth in the South Shore Area Plan to ensure that improvements to the U.S. 50 corridor do not adversely affect scenic resources.

1.4 Methodology

The proposed Project has been analyzed for potential impacts to visual resources using the following methodologies from the FHWA and TRPA.

1.4.1 FHWA Methodology

The methodology used in this VIA is based on the FHWA Visual Impact Assessment for Highway Projects. Various viewpoints within the proposed Project area were chosen to represent the visual changes that would occur between existing conditions and conditions with the proposed Project implemented under either a No Build Alternative or one of four Build Alternatives. Changes in the Visual Character of

these viewpoints and improvements/degradations in the Visual Quality of these viewpoints have been analyzed.

1.4.1.1 Visual Character

Human's perception of visual understanding or cognition of the environment is based on the visual character of objects and the relationships between these objects as seen from a viewpoint. The assessment of visual character is descriptive and not evaluative; that is, it is based on defined attributes that are neither good nor bad in themselves. Descriptions of visual character can distinguish two levels of attributes, including: pattern elements and pattern character. Visual pattern elements are primary visual attributes of objects, such as: form, line, color, and texture (it should be noted that human awareness of these pattern elements varies with distance).

- Form – The form of an object is its visual mass, bulk, or shape;
- Line – Line is introduced by the edges of objects or parts of objects;
- Color – The color of an object is both its value or reflective brightness (light, dark) and its hue (red, green); and,
- Texture – Texture is the apparent surface coarseness of objects.

The pattern elements of form, line, color and texture create pattern character. Pattern character is composed of four components including: dominance, scale, diversity, and continuity.

- Dominance – Specific components in a scene may be dominant because of position, contrast, extent, or importance of their pattern elements;
- Scale – Scale is the apparent size relationships between landscape components and their surroundings; while overall size contributes, visual scale depends not only on overall size and position, but on the pattern elements of a landscape component;
- Diversity – Diversity is the number of pattern elements as well as the variety among them, and edge relationships between them; landscapes in which pattern elements are intermixed appear more diverse than landscapes with distinct boundaries between types; and,
- Continuity – Continuity is the uninterrupted flow of pattern elements, maintenance of visual relationships between immediately connected or related landscape components or features.

Each of the viewpoints identified below have been analyzed for visual character under existing conditions and simulated conditions (with Project conditions) to determine if a change in visual character would occur with Project implementation. Worksheets for visual character analysis of each viewpoint under existing and with Project conditions are provided in Appendix A.

1.4.1.2 Visual Quality

Visual quality is evaluated by identifying the vividness, intactness, and unity present at viewpoints in various locations in the Project area. Public attitudes validate the assessed level of quality and predict how changes to the Project area can affect these attitudes. This process helps identify specific methods for addressing each visual impact that may occur as a result of Project implementation. The three criteria used for evaluating visual quality in this document are defined as follows:

- **Vividness** – Vividness is the memorability of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern. Vividness is broken into four subcategories including: vividness of landform, vividness of water, vividness of vegetation, and vividness of manmade development.
 - **Landform** - Landform vividness is frequently determined by the pattern elements of form or line. An example is a strongly defined skyline of mountain landscapes;
 - **Water** - Water is often a vivid landscape component because of line (the shoreline or the dramatic edge of a waterfall) and color. Reflection, clarity, and motion are particularly important aspects of water in relation to color and its contribution to the vividness of water in the landscape;
 - **Vegetation** - Vegetation is a major visual component in the landscape. It may frequently mask landform or water and can be manipulated for a variety of visual purposes. The degree in landscape vegetation is frequently due to the pattern elements of texture and color. Autumn on the East Coast provides many examples of landscapes which are highly vivid because of the colors and patterns of their vegetation;
 - **Manmade Development** - Manmade development often contrasts visually in form, line, and color with its natural or manmade setting. Designers may deliberately utilize contrasting pattern elements to achieve a high degree of memorability for a particular building. Traditional land-use patterns and construction may result in vivid manmade development. Too many

contrasting elements may cancel each other and result in a scene of low memorability.

- **Intactness** – Intactness is the integrity of visual order in the natural and manmade landscape, and the extent to which the landscape is free from visual encroachment. Intactness is broken down into two subcategories: absence of encroachment and overall intactness;
 - **Absence of Encroachment** - In a predominantly natural environment, manmade development can be an additive element that does not necessarily encroach on its visual setting. However, the presence of visual encroachment or eyesores contributes to low visual intactness. Predominantly manmade landscapes may have strong established visual character. Added manmade pattern elements may also encroach upon this type of landscape. The absence of eyesores or encroaching features thus contributes to high visual intactness in manmade environments.
 - **Overall Intactness** - Overall intactness may be reduced by the obvious subtraction of visual elements. In a predominantly natural setting, an unreclaimed open-pit mine is an obvious example of low intactness. The visual integrity of manmade patterns and order can also be disturbed. Subtractive disruptions of the urban pattern can reduce overall intactness in a particular cityscape to a low level.
- **Unity** – Unity is the degree to which the visual resources of the landscape join together to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or inter-compatibility between landscape elements. Unity is broken up into two subcomponents: unity of manmade versus natural pattern elements and overall unity.
 - **Unity of Manmade Versus Natural Pattern Elements** - In predominantly natural landscapes, the way in which manmade elements have been introduced has a noticeably different effect on the visual unity of each scene. In a predominantly manmade setting, the inclusion of natural elements is a first condition of unity between manmade and natural elements. Manmade environments with no visual relation to natural landform or landcover patterns lack this element of unity. In other manmade environments, manmade and natural patterns may reinforce each other and result in high visual unity.
 - **Overall Unity** - Overall unity is dependent on the degree to which all visual elements combine to form a coherent, harmonious visual pattern. In some instances, even entirely natural landscapes are visually chaotic and jumbled. They lack overall visual unity, to a greater or lesser degree, although they may

be intact or vivid. Characteristic light and atmospheric conditions may contribute to especially high overall unity. Predominantly manmade landscapes may also exhibit the full range of overall unity because of the compositional harmony of their visual interrelated components and patterns, or the almost complete absence of such quality.

To provide an overall score for Visual Quality at each of the viewpoints under existing and with Project conditions the subcomponents of vividness, intactness, and unity are scored on a point system of 1 through 7. Under vividness the scores for landform, water, vegetation, and manmade development are summed and then divided by four (by three if vividness of water is not used) to get a total score of 1 through 7 for Vividness. Under intactness the scores of absence of encroachment and overall intactness are summed and divided by two to get a total score of 1 through 7 for Intactness. Under unity the scores of the subcomponents are summed and divided by two to get a total score of 1 through 7 for Unity. The final scores for Vividness, Intactness and Unity are then summed and divided by three to achieve a 1 through 7 score for the Visual Quality of the studied viewpoint. A scenic quality scale is then applied to each final score to describe the overall Visual Quality as provided below:

- **Low Visual Quality (Score of 1 or below)** – Landscapes that have below average scenic value. They may contain visually discordant human-induced alterations, and often provide little interest in terms of two-dimensional visual attributes of the landscape. Levels of vividness, unity and intactness are below average;
- **Moderately Low Visual Quality (Score of 2)** – Landscapes that have below average scenic value but not low scenic value. They may contain visually discordant cultural alterations, but these features do not dominate the landscape. They often lack spaces that people will perceive as inviting and provide little interest in terms of two-dimensional visual attributes of the landscape;
- **Moderate Visual Quality (Score of 3 or 4)** – Landscapes that are common or typical landscapes that have average scenic value. They usually lack significant cultural or natural features. Their scenic value is primarily a result of the arrangement of spaces contained in the landscape and the two-dimensional visual attributes of the landscape. Levels of vividness, unity, and intactness are average;
- **Moderately High Visual Quality (Score of 5)** – Landscapes that have above average scenic value but are not of high scenic value. The scenic value of these landscapes may be due to built or natural features contained within the landscape,

- to the arrangement of spaces in the landscape or to the two-dimensional attributes of the landscape. Levels of vividness, unity and intactness are moderate to high;
- **High Visual Quality (Score of 6)** – Landscapes that have high quality scenic value. This may be due to cultural or natural features contained in the landscape or to the arrangement of spaces contained in the landscape that causes the landscape to be visually interesting or a particularly comfortable place for people. These landscapes have high levels of vividness, unity, intactness;
 - **Outstanding Visual Quality (Score of 7)** – A rating reserved for landscapes with exceptionally high visual quality. These landscapes are significant nationally and/or regionally. They usually contain exceptional natural or cultural features that contribute to this rating. They are what humans think of as “picture post card” landscapes. People are attracted to these landscapes to view them.

Worksheets for visual quality analysis of each viewpoint under existing and with Project conditions are provided in Appendix B.

1.4.1.3 Viewer Groups

Viewer groups are defined based on where people are in relationship to the road where a project is anticipated to occur. Viewers who have “views of the road” but are not on the road are typically referred to as neighbors. For purposes of this document visual neighbors who have “views of the road” include: residents, tourists, pedestrians, and retail. Viewers who have “views from the road” are called travelers. Travelers can be divided into several viewer groups either by the reason they are travelling or by their mode of travel. For purposes of this document visual travelers who have “views from the road” include: motorists and bicyclists.

Viewer response to a change in visual characteristics or quality of a roadway is dependent on viewer exposure and viewer sensitivity. Viewer exposure is defined as a measure of how often and how well a particular item or scene is viewed by viewers. Viewer sensitivity is a measure of how receptive a viewer is to a view of a particular item or scene. The level of visual sensitivity for residents, tourists, pedestrians, and retail is considered high under this analysis and the level of visual sensitivity for motorists and bicyclists is considered moderate under this analysis.

1.4.2 TRPA Methodology

The TRPA analysis presented below in Section 3.2 is based on the TRPA 2011 Threshold Evaluation Report that was made available to the public on October 24,

2012. The comprehensive report offers a snapshot of the health of the ecosystem in the Tahoe Basin by documenting the status and trends of 151 environmental standards ranging from air and water quality to fish and wildlife. The Report covers the following topics: Air Quality; Water Quality; Soil Conservation; Vegetation; Fisheries; Wildlife; Scenic; Noise; and, Recreation. Chapter 9 Scenic Resources of the 2011 Threshold Evaluation Report provides an evaluation of current scenic conditions and trends in the Lake Tahoe Basin. The evaluation assesses changes in scenic conditions relative to TRPA Threshold Standards. TRPA has adopted Environmental Threshold Carrying Capacities for Scenic Resources (TRPA Resolution 82-11), including Numerical Standards for Roadway and Shoreline Travel Units, Numerical Standards for Other Areas, and a Policy Statement for the Built Environment. They are represented by Travel Route Ratings (Roadway and Shoreline Travel Units), Scenic Quality Ratings (Roadway and Shoreline Travel Units), Public Recreation Areas and Bike Trails, and Community Design.

Lake Tahoe is not visible from the Project site and the Project site is not visible to recreationalists on Lake Tahoe; therefore, the analysis for Shoreline Units is not discussed in this VIA. Alternatives A, B, C, D, and E have been evaluated below per the following Threshold Standards for the TRPA Scenic Resources Threshold Category:

- **Roadway Units** - Maintain or improve the numerical rating assigned to each unit, including the scenic quality rating of the individual resources within each unit, as recorded in the Scenic Resources Inventory and shown in Tables 13-3, 13-5, 13-8, and 13-9 of the Draft Study Report;
- **Roadway Units** - Maintain the 1982 ratings for all roadway units as shown in Tables 13-6 and 13-7 of the Draft Study Report;
- **Roadway Units** - Restore scenic quality in roadway units rated 15 or below.
- **Other Areas** - Maintain or improve the numerical rating assigned to each identified scenic resource, including individual subcomponent numerical ratings, for views from bicycle paths and other recreation areas open to the general public as recorded in the 1993 Lake Tahoe Basin Scenic Resource Evaluation;
- **Built Environment** - It shall be the policy of the TRPA Governing Body through development of the Regional Plan and in cooperation with local jurisdictions, to ensure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the natural, scenic, and recreational values of the region.

Two Roadway Units are located within the footprint of the Project and were analyzed in this assessment. These Roadway Units include: Roadway Travel Unit 32 Casino Area and Roadway Travel Unit 33 The Strip. The existing conditions and conditions with Project implementation under each alternative for the Travel Route Ratings for Roadway Travel Units and Scenic Quality Ratings for Roadway Travel Units (specifically Travel Units 32 and 33) have been analyzed below in Sections 2.6 and 3.2, respectively.

Travel Route Ratings for Roadway Travel Units - The TRPA travel route ratings are used to assess the visual experience of traveling the Region's major roads, including all state and federal highways and Pioneer Trail. These roadways are separated into 54 travel segments (called travel units), each of which represents a continuous, two-directional viewshed of similar visual character. When monitoring is conducted, updated travel route ratings are generated that reflect current conditions. Travel route ratings consist of a numeric composite index (score) that represents the relative scenic quality within and throughout the entire travel unit. Each travel unit must achieve a minimum composite score to be determined "in attainment". The following aspects are considered and rated according to their effect on scenic quality:

- Manmade features along roadways and shoreline;
- Physical distractions to driving along roadways;
- Roadway characteristics;
- Views of the lake from roadways;
- General landscape views from roadways and shoreline;
- Variety of scenery from roadways and shoreline.

In 1982, when the scenic threshold system was implemented, there were 46 individual roadway travel units that were identified and mapped. The roadway units were evaluated according to the six aspects presented above, and the Numerical Threshold Standard for roadway travel units was established as 15 points. In 2011 the Numerical Threshold Standard has been increased to 15.5 points. To be in attainment with this threshold, the current composite rating of each roadway travel unit must be at least 15.5, and must also be at least equal to the rating originally assigned in 1982. If the current (2011) rating for a roadway travel unit is below the standard of 15.5 the roadway unit is considered to be out of attainment. If the current (2011) rating is below its original 1982 rating, even though the current rating is 15.5, the roadway unit is considered to be out of attainment. The 2011 Threshold Evaluation Report

analyzes 54 Roadway Travel Units because some of the original units have been subdivided due to changes in their visual character since 1982.

Scenic Quality Ratings for Roadway Travel Units - The scenic quality rating for roadway travel units is a composite score for specific, individual views, or features of landscape, referred to as scenic resources, seen from a specific location within a given roadway travel unit. These specific views or features are defined, documented, and mapped by TRPA. A total of 208 scenic resources are associated with, or seen from within roadway travel units per the TRPA 2011 Threshold Evaluation Report. Scenic quality is measured by rating each of four subcomponents, and summing the values to produce a composite score (scenic quality rating). The subcomponents include:

- **Unity:** The degree to which the visual resources of the landscape join together to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or intercompatibility between landscape and elements;
- **Vividness:** The memorability of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern;
- **Variety:** The diversity of the landscape elements at a given location.
- **Intactness:** The integrity of visual order in the natural and man-built landscape, and the extent to which the landscape is free from visual encroachment.

Each subcomponent is rated from zero (absent) to three; and therefore, the composite rating for an individual roadway travel unit scenic resource can range from zero to 12. In 1982, an inventory of scenic resources in the Lake Tahoe Basin was conducted, and the composite score of each scenic resource was adopted as the Numerical Standard for that particular scenic resource. Over time, if the composite score for any of the scenic resources, or the score of any of its subcomponents drops below the 1982 rating, then the scenic resource is considered to be out of attainment. The scenic resource would then be out of attainment until conditions improve, and the score returns to the original 1982 rating or higher.

Other Areas (Public Recreation Areas and Bicycle Trails) - TRPA includes an evaluation of scenic conditions observed at public recreation areas and bicycle trails. Threshold Standards are applied to 37 public recreation areas (including beaches, campgrounds, and ski areas) and 11 segments of Class 1 and Class II bicycle trails.

The Public Recreation Areas and Bicycle Trails addresses three types of scenic resources: (1) views from the recreation area or bicycle trail; (2) views of natural features within the recreation area or along the trail; and, (3) visual quality of manmade features within the recreation area or adjacent to the trails. For bicycle trails, lake views are also included and rated. Scenic quality views from the recreation area or bicycle trail (Type 1) and views of natural features and lake views (Type 2) is measured by rating each of the four subcomponents (unity, vividness, variety and intactness) and summing up their values to produce a composite score. Manmade features (Type 3) are rated for the following:

- **Coherence** – refers to coordinated appearance of manmade facilities in terms of possessing some unifying characteristics or quality;
- **Condition** – refers to the general physical condition of the manmade elements, and is related to the maintenance and age of the facilities;
- **Compatibility** - refers to the sense of fit between the manmade features and the surrounding natural landscape. Manmade features that are highly compatible blend in with their surroundings and defer to the form, colors, and textures of the natural landscape; and
- **Design quality** – refers to the presence of architectural qualities that make the manmade elements distinctive and valued visual features.

While observing Type 1 and Type 2 scenic resources, the characteristics of unity, vividness, variety, and intactness are assigned a value from 1 (low) to 5 (high). Type 3 scenic resources (manmade features) are rated for coherence, condition, compatibility and design quality, according to the same scale of 1 through 5. An inventory of Type 1, 2 and 3 scenic resources associated with public recreation areas and bicycle trails in the Lake Tahoe Basin were conducted in 1993. A composite score of each resource was adopted as the Numerical Standard for that resource. To be in attainment, the original score determined for each scenic resource must be maintained. Over time, if the composite score for any resource drops below what it was originally, the resource is considered to be out of attainment and remains so until conditions improve such that the score returns to the original rating or higher.

Built Environment (Community Design) - The community design thresholds is a policy statement that applies to the built environment throughout the Lake Tahoe Basin, not just to roadways or shoreline units. Design standards and guidelines found in the Code of Ordinances, the Scenic Quality Improvement Program, and adopted

Community Plans provide scenic implementation direction. To secure threshold attainment, design standards and guidelines must be widely implemented to improve travel route ratings and produce built environments compatible with the natural, scenic, and recreational values of the region.

The visual quality of the built environment has become an increasingly important issue with residents, local businesses, and community leaders. Early on, design, and signage policies of local governments and TRPA proved inadequate to protect scenic quality. It became evident that a greater sensitivity to site design and the potential for visual impacts was needed to protect Lake Tahoe's future as a premiere vacation area.

The Community Design Sub Element within the Land Use Element of the Regional Plan contains goals and policies, which provide guidance for new and existing development. The following goals in the Regional Plan guide implementation of the threshold:

- **Goal 1** - Ensure preservation and enhancement of the natural features and qualities of the region, provide public access to scenic views, and enhance the quality of the built environment; and,
- **Goal 2** - Regional building and community design criteria shall be established to ensure attainment of the scenic thresholds, maintenance of desired community character, compatibility of land uses, and the coordinated Project review.

The Policy Statement of the Community Design Thresholds Statement is implemented in two ways. First, design standards and guidelines that are tailored to the needs and desires of individual communities have been developed and made part of their community plans and redevelopment plans. These standards are considered “substitute” standards because they replace all or portions of TRPA ordinances that regulate the same subject area. This process has been used extensively throughout the Region to provide community-specific sign standards, yet it has also addressed issues such as building height and architectural design guidelines. Placer County, Washoe County, Douglas County, and the City of South Lake Tahoe have adopted substitute standards. Secondly, the more general site planning and design principles in the Code of Ordinances, and design guidelines in the Regional Plan, are applied to individual development or redevelopment projects, and are reviewed and approved by TRPA and local governments.

Chapter 2 Affected Environment

2.1 Visual Character of Lake Tahoe Basin

The Lake Tahoe Basin lies within the borders of California and Nevada, and as such is not governed by any single state entity. In California, Lake Tahoe is divided between Placer and El Dorado County. In Nevada, Lake Tahoe is divided among Washoe and Douglas Counties and Carson City. Lake Tahoe Basin has a dramatic visual landscape with such contrasts as the high mountain peaks of the Sierra Nevada Mountains in juxtaposition with the clear waters of North America's largest alpine lake. Other natural visual elements of the Lake Tahoe Basin consist of dense alpine forests with exposed granite peaks. Residential and commercial development around the lake consists of a few vacation homes built during the first half of the 20th century. The post-World War II population and building boom, followed by construction of gambling casinos on the Nevada part of the basin during the mid-1950s, and completion of the interstate highway link (State Route 89 connecting Interstate 80 to U.S. 50) for the 1960 Winter Olympics held at Squaw Valley, resulted in a dramatic increase in development within the basin. Since the 1980's, development has slowed due to regulations on land use within the Lake Tahoe Basin. Much of the area surrounding Lake Tahoe is devoted to the tourism industry. Many restaurants, 12 ski resorts, golf courses, and 24-hour casinos resorts are located in the Lake Tahoe area. The primary routes into the Lake Tahoe Basin are Interstate 80 via Truckee, CA, U.S. 50, and Nevada Highway 431 via Reno, Nevada. California Highway 89 follows the western shore of the lake and U.S. 50 and Nevada Highway 28 completes the circuits around the lake.

2.2 Visual Character of the Project Area

The proposed Project site is approximately 1.1 miles in length and extends from the U.S. 50/Pioneer Trail intersection in South Lake Tahoe, California, north through the California/Nevada boundary, to the Kingsbury Grade in Douglas County, Nevada. The proposed Project area is known as (and will be referred to as such throughout the rest of this assessment) South Shore. The South Shore area consists of urbanized areas (residential uses, commercial uses, recreational uses, and casino/hotel uses) intermingled with natural landscapes (including mountains, various types of trees, and coniferous forests) within the City of South Lake Tahoe, California and Douglas County, Nevada. The visual character of the land on either side of U.S. 50 between Pioneer Trail and Stateline Avenue consists of residential and commercial uses

(including Heavenly Village and Village Center). From the California/Nevada boundary to Lake Parkway U.S. 50 passes through an area known as the “Casino Corridor” where casino/hotel uses dominate the visual character of the Project site. Casinos in this area include Harrah’s Lake Tahoe, Harvey’s Resort & Casino, Lakeside Inn & Casino, and Montbleu Resort Casino & Spa. Between Lake Parkway and the Kingsbury Grade, U.S. 50 passes through a more natural landscape with Tahoe Edgewood Golf Course located to the west and natural open space to the east. East Lake Parkway between Park Avenue and U.S. 50 traverses an area that is urbanized to the west and a natural landscape to the east (coniferous forests and portions of Van Sickle Bi-State Park and Heavenly Valley Mountain are visible).

2.3 Scenic Highway Designation

Scenic highways/byways are identified by federal, state, and local agencies. Regulations pertaining to scenic highway designations are discussed above in Section 1.4 Methodology.

The FHWA has designated the Lake Tahoe-Eastshore Drive as a National Scenic Byway in Nevada. This designation encompasses 28 miles of U.S. 50 and Nevada 28 from the California/Nevada border in the City of South Lake Tahoe to the California/Nevada border between Kings Beach, California and Incline Village, Nevada. A portion of the proposed Project (U.S. 50 from the California/Nevada boundary to northern terminus of the Project limits) is designated as a National Scenic Byway by FHWA.

Roadways and highways (U.S. 50) within the proposed Project site are not designated as a Scenic Highway under the California State Scenic Highway Program.

U.S. 50 between the California/Nevada boundary to Milepost 6 in Carson City, Nevada (a distance of 21.5 miles) was designated as a Scenic Byway by the Director of the NDOT on June 7, 1994. A portion of the proposed Project site (U.S. 50 from the California/Nevada boundary to northern terminus of the Project limits) is designated as Nevada Scenic Byway.

U.S. 50 and Pioneer Trail in the Project area is designated as an Urban Scenic Corridor by TRPA.

2.4 Wild and Scenic River/Unique Features

The proposed Project is not located in a Wild and Scenic River corridor and there are no unique or visually outstanding natural or manmade features designated or identified in adopted plans within the study area.

2.5 FHWA Evaluation of Existing Conditions

In accordance with the FHWA VIA guidelines, an inventory of the Project site's existing visual condition was conducted. A Landscape Unit Checklist (Appendix A) was completed which assigns numeric values to the various landscape units relevant to the Project segments. For the visual inventory, the Project area is evaluated as four different landscape units. These units are as follows:

- Land Form
- Land Cover (Water)
- Land Cover (Vegetation)
- Land Cover (Manmade Development)

The existing resources within the landscape unit provide different levels of aesthetic value. Please see Appendix A for a complete list of resources evaluated within each landscape unit.

Consistent with the FHWA guidelines, assessment conditions relating to the Project area were evaluated for visual quality under existing conditions. This analysis evaluates the value of visual quality within the Project area under existing conditions. As previously discussed in Section 1.4, three key criteria were evaluated to determine the overall existing visual quality. These criteria are: vividness, intactness, and unity; and are evaluated on a scale from one to seven (very low to very high). None of these qualities individually equate to visual quality, meaning all three components must be high to indicate high quality.

Observer viewpoints were established for each alternative to assist in describing the general visual quality of the Project corridor. Figure 7: Viewpoint Location Map shows the location of the sixteen viewpoints that will be analyzed for Alternatives A, B, C, D, and E in this document. The evaluation presents a weighted average of visual quality by observer viewpoints. These observer viewpoints are identified as those “views from the road” and “views of the road”.

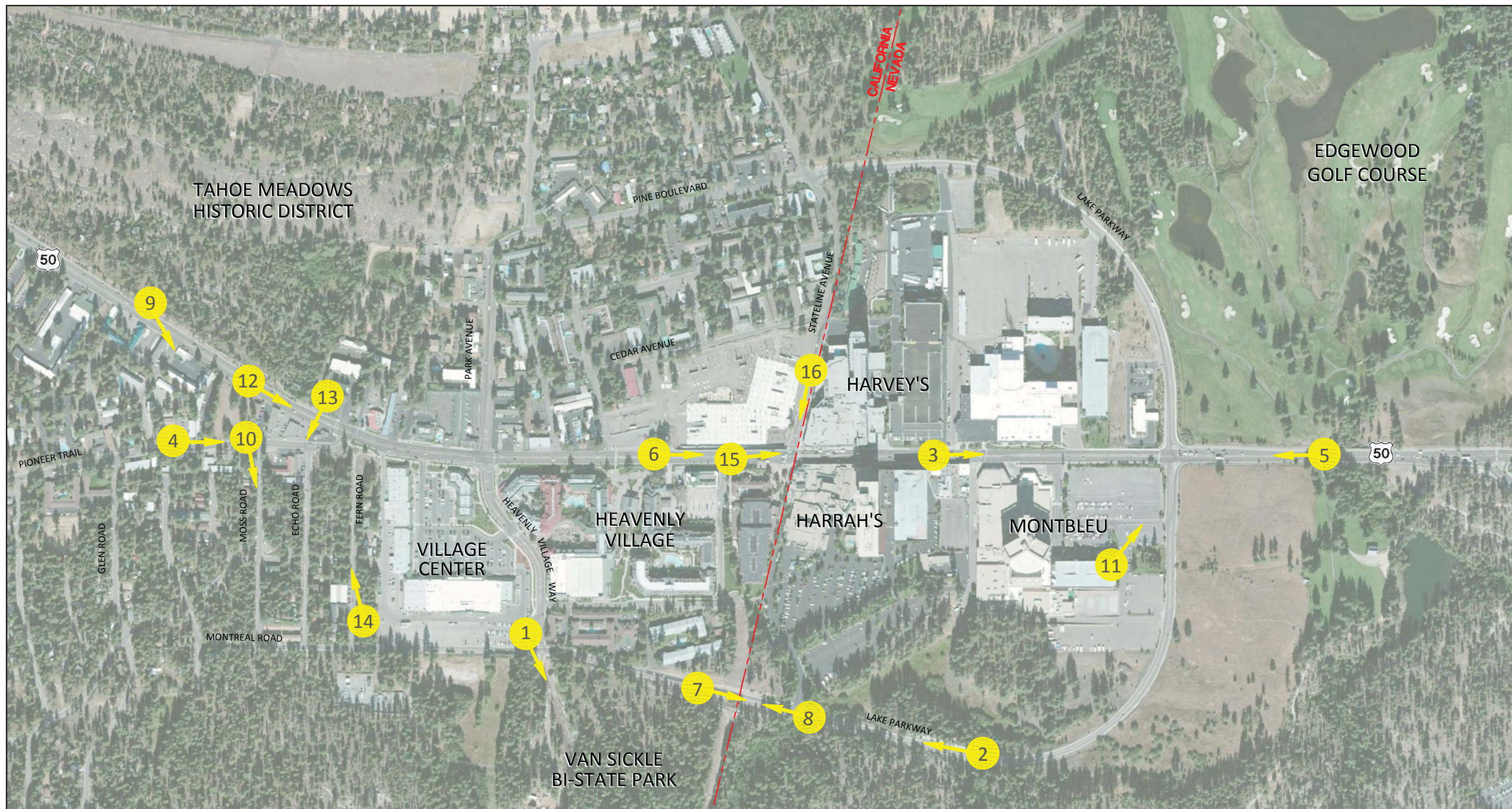


FIGURE 7

*U.S. 50/South Shore Community Revitalization Project
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 El Dorado County, California/Douglas County, Nevada*

Viewpoint Location Map



0 250 500
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SOURCE: Wood Rodgers (2014).

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Observers with “views from the road” include motorists and bicyclists and observers with “views of the road” include residents, tourists, pedestrians, and retail owners. Table A: Existing Visual Quality provides a summary of the existing visual quality rating for each of the viewpoints in the Project area and the Alternative that is applicable to each viewpoint.

Table A: Existing Visual Quality

Key Observation Points	Existing Visual Quality Rating	Applicable to Alternative B, C, D or E
Viewpoint 1- Parking lot looking toward the intersection of Heavenly Village Way and Montreal Road/Lake Parkway (View of Road)	3.06	Alternatives B, C, D
Viewpoint 2 – On Lake Parkway East looking southwest	4.61	Alternatives B, C, D
Viewpoint 3 – U.S. 50 adjacent to Montbleu looking northeast	2.67	Alternatives B, C, D
Viewpoint 4 – Intersection of Pioneer Trail and U.S. 50 looking northeast	2.06	Alternatives B, C
Viewpoint 5 – U.S. 50 between Kingsbury Grade and Lake Parkway looking southwest	2.50	Alternatives B, C, D
Viewpoint 6 – U.S. 50 Casino Core looking northeast	3.00	Alternatives B, D
Viewpoint 7 – Along Lake Parkway at the California/Nevada State Line looking northeast	4.33	Alternatives B, D
Viewpoint 8 – Along Lake Parkway at Harrah's entrance looking southwest	4.06	Alternatives B, D
Viewpoint 9 – Along U.S. 50 south of Midway Road looking east	3.00	Alternatives B, C
Viewpoint 10 – On Pioneer Trail, south of the Moss Road/Pioneer Trail Intersection looking northeast	2.11	Alternatives B, C

Table A: Existing Visual Quality

Key Observation Points	Existing Visual Quality Rating	Applicable to Alternative B, C, D or E
Viewpoint 11 - On the Montbleu Hotel Parking Structure looking northwest (View of Road)	5.00	Alternatives B, D
Viewpoint 12 – U.S. 50 between Pioneer Trail and Midway Road looking northeast	3.22	Alternative D
Viewpoint 13 – Looking east toward U.S. 50 west of Pioneer Trail Intersection (View of Road)	3.56	Alternative D
Viewpoint 14 – On Fern Road looking west	3.44	Alternative D
Viewpoint 15 – U.S. 50 at Transit Way in Casino Corridor looking northeast	2.17	Alternative E
Viewpoint 16 – Stateline Avenue looking east	2.72	Alternative E

Source: LSA Associates, Inc. August 2014. (Please see the visual quality worksheets for each alternative in Appendix A)

The following provides a discussion of the existing visual quality rating for Viewpoints 1 through 16 in the Project corridor. Figures illustrating the existing conditions are also provided below.

2.5.1 Viewpoint 1 (View of Road)

Viewpoint 1 is located in a parking lot looking eastward toward the intersection of Heavenly Village Way and Montreal Road/Lake Parkway. Figure 8: Viewpoint 1 Existing Conditions shows the existing visual conditions as seen by pedestrians, retail owners, and tourists from this viewpoint.

Visual Character

The foreground of this viewpoint offers views of manmade uses including a surface parking lot with vehicles and a vegetated area of the surface parking lot with decorative boulders. The middleground offers views of the Heavenly Village Way and Montreal Road/Lake Parkway intersection, utility poles/lines, street signs,



FIGURE 8

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Viewpoint 1 Existing Conditions

coniferous trees, and a grassy area leading up to a stand of coniferous trees. The background provides views of a stand of coniferous trees and Lake Parkway.

The most dominant features at this viewpoint are the surface parking lot in the foreground and stand of coniferous trees in the middleground and background.

Visual Quality

The visual impression of this viewpoint is not memorable. Manmade features transition into natural features; however, these landscape elements do not combine to form a striking and distinctive visual pattern. Vividness at this viewpoint, under existing conditions, is rated at 2.67. The visual order of this viewpoint distinctly separates manmade uses with natural features. Intactness is rated at 3.50. The manmade and natural features combine together in the visual perspective to give a moderately low to moderate compositional harmony at this viewpoint. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderate*** and rated **3.06**.

2.5.2 Viewpoint 2 (View from Road)

Viewpoint 2 is located on Lake Parkway East looking southwest.

Figure 9: Viewpoint 2 Existing Conditions shows the visual conditions point as seen by motorists and bicyclists from this viewpoint.

Visual Character

This viewpoint offers motorists views of a two-lane road (one lane in each direction) bisecting a natural forest/scrub landscape. Views of coniferous trees paralleling the roadway are available to motorists at this viewpoint. The roadway conforms to the undulation of the landform. Views of the distant mountains, coniferous forest, and skyline are visible from this viewpoint.

Visual Quality

The visual impression of this viewpoint is somewhat memorable, in that, views of the natural coniferous forest and mountains are visible as motorists travel this roadway. Vividness for this viewpoint, under existing conditions, was rated at 3.33. The manmade use (roadway) has a distinctive separate line compared to the natural character of the surrounding coniferous trees. The visual order of the natural and manmade landscape is present and evident at this viewpoint and the landscape is free of visual encroachment; therefore, intactness of this viewpoint was rated 3.00. The roadway bisecting this natural area at this viewpoint as well as the distinctive lines



FIGURE 9

*U.S. 50/South Shore Community Revitalization Project
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Viewpoint 2 Existing Conditions

between manmade and natural landscapes join together to form a coherent, harmonious visual pattern. Therefore, unity of this viewpoint was rated 6.00.

Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is **Moderate** and rated **4.61**.

2.5.3 Viewpoint 3 (View from Road)

Viewpoint 3 is located on U.S. 50 adjacent to Montbleu Hotel/Casino looking northeast. Figure 10: Viewpoint 3 Existing Conditions shows the existing visual conditions as seen by motorists and bicyclists from this viewpoint.

Visual Character

This viewpoint offers a view of the Casino Corridor along U.S. 50. The view from this location features urbanized uses that include a four-lane roadway (two lanes in each direction), sidewalks, hotel/casino uses, ornamental vegetation (street trees), light poles, and an intersection signal. The background of this viewpoint provides a view of mountains covered in vegetation and some coniferous trees. Manmade features dominate this viewpoint.

Visual Quality

The visual impression of this viewpoint is not memorable since it does not have any features (manmade or natural) that stand out. The landscape does not contain contrasting landscape elements as this viewpoint provides visuals of the urbanized Casino Corridor. Background mountains do not stand out compared to the manmade features seen from this viewpoint. Vividness for this viewpoint, under existing conditions, was rated at 3.00. The integrity of the visual order of the manmade features at this viewpoint is present. Some natural features such as ornamental vegetation and street trees conceal the façades of buildings at this viewpoint. Encroachment occurs in that some manmade features (buildings, marquee, etc.) obscure the mountains in the distance. Intactness of this viewpoint was rated 2.50. The manmade features at this viewpoint dominate the view and are of varying size. The manmade features, landscaped vegetation, and distant natural features (mountains, coniferous trees) do not form a coherent, harmonious visual pattern. Unity of this viewpoint was rated at 2.50. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is **Moderately Low** and rated **2.67**.



FIGURE 10

*U.S. 50/South Shore Community Revitalization Project
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Viewpoint 3 Existing Conditions

2.5.4 Viewpoint 4 (View from Road)

Viewpoint 4 is located along Pioneer Trail looking northeast towards Moss Road.

Figure 11: Viewpoint 4 Existing Conditions shows the existing visual conditions as seen by motorists and bicyclists at this viewpoint.

Visual Character

This viewpoint provides a view of an urbanized portion of the South Shore community. Manmade features such as the U.S. 50, commercial/residential/lodging buildings, utility poles/lines, roadway signs, and marquees, are present and dominate this viewpoint. Some tall coniferous trees are intermingled between the manmade uses and no street trees/ornamental vegetation is present. Distant views of the mountains and skyline are somewhat visible from this location; however, the urbanized uses distract the viewer from these natural features.

Visual Quality

The manmade features are the major elements of vividness at this viewpoint. The natural features such as the coniferous trees and distant mountains as well as the landform have a very low vividness and do not stand out at this viewpoint. Vividness at this viewpoint is rated at 2.67. The manmade structures are different in height and bulk and the view seems chaotic. Additionally, the manmade uses and urbanized location encroach upon the views of natural scenery in the distance. The natural vegetation is sparse, and street trees and ornamental vegetation are not present, thus leading to the lack of intactness of the natural elements of this viewpoint. Intactness at this viewpoint is rated at 2.0. The natural and manmade features at this viewpoint clash and the viewpoint is visually chaotic, jumbled, and confusing. A united pattern does not exist between the manmade and natural features. Unity at this viewpoint is rated at 1.50. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderately Low*** and rated **2.06**.

2.5.5 Viewpoint 5 (View from Road)

Viewpoint 5 is located in the northern portion of the Project area on U.S. 50 north of Lake Parkway, looking south towards the Casino Corridor. Figure 12: Viewpoint 5 Existing Conditions shows the existing visual condition as seen by motorists and bicyclists at this viewpoint.



FIGURE 11

*U.S. 50/South Shore Community Revitalization Project
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Viewpoint 4 Existing Conditions



FIGURE 12

*U.S. 50/South Shore Community Revitalization Project
 South Lake Tahoe, California/Stateline, Nevada
 El Dorado County, California/Douglas County, Nevada*

Viewpoint 5 Existing Conditions

Visual Character

The majority of the features visible at this location are manmade. The foreground and middleground views show the existing four-lane U.S. 50 (two lanes in each direction) approaching/departing the Casino Corridor.

Street lights and utility poles/lines are located along U.S. 50 in the foreground and middleground, as well as a sidewalk (paralleling on the west side of U.S. 50).

Vegetated areas are located on the outside of the right-of-way on the west and east sides of U.S. 50. Middleground views also show mid-rise buildings associated with the casinos/hotels of the Casino Corridor. Background views at this viewpoint are of the western slope of Heavenly Mountain and distant mountains. Natural features (such as rock outcroppings and coniferous trees) are visible on the western slope of Heavenly Mountain from this viewpoint.

Visual Quality

The manmade features are the dominant elements of this viewpoint. The features are not prominent and unusual and are typical of a modern urban area. The landform is relatively flat except for the mountains in the background, which do not stand out compared to the remaining visual features at this viewpoint. Vegetation is sparse and does not add to the vividness of the views at this viewpoint. The color of the buildings in the middleground match colors of the surrounding natural and manmade features. This viewpoint is not memorable and, therefore, the vividness was rated 3.00. The manmade pattern elements of this viewpoint encroach upon the natural setting of the mountains in the middleground and background. The integrity of the visual pattern at this viewpoint is broken up by the mass and height of the buildings in the middleground. The buildings also encroach on the visibility of the mountains in the background. As such, intactness for this viewpoint is rated 2.00. The manmade uses are the dominant features at this viewpoint; however, natural features (such as ornamental vegetation) are intermingled. Due to the lack of natural elements the visual unity at this viewpoint is rated at 2.50. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderately Low*** and rated **2.50**.

2.5.6 Viewpoint 6 (View from Road)

Viewpoint 6 is located along U.S. 50 in the Casino Corridor looking to the northeast. Figure 13: Viewpoint 6 Existing Conditions shows the existing visual conditions as seen by motorists and bicyclists as they approach the California/Nevada boundary from the southwest along U.S. 50.



FIGURE 13

*U.S. 50/South Shore Community Revitalization Project
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Viewpoint 6 Existing Conditions

Visual Character

The visual character at this viewpoint is dominated by urbanized features. The foreground at this viewpoint shows the existing four-lane U.S. 50 (two lanes in each direction and a center turn lane) with a wide sidewalk on the eastern side of the roadway and K-Rails/construction fence on the western side of the roadway. The middleground shows a typical urbanized setting with views of U.S. 50, commercial/retail uses paralleling the roadway, mid-rise buildings associated with the hotels/casinos, street lamps and street trees. The background of this viewpoint provides views of distant mountains and the skyline. Overall, the visual character of this viewpoint is not memorable as it mainly consists of an urbanized area.

Visual Quality

This viewpoint is located in an urbanized area of South Shore and provides a moderately low memorable visual impression. The manmade uses that dominate this viewpoint as well as some natural features (street trees, mountains in the background) do not combine to form a striking and distinctive visual pattern. Vividness of this viewpoint, under existing conditions, was rated at 3.00. The natural order at this viewpoint is dominated by urban uses. The existing mid-rise buildings visually encroach on the distant mountains resulting in a narrow area (the width of U.S. 50) where mountains are visible. Intactness of this viewpoint was rated at 3.00. The visual resources at this viewpoint (the manmade features) differ in height, bulk, mass, and color. A coherent, harmonious, visual pattern is not readily visible at this viewpoint. For that reason, unity at this viewpoint was rated at 3.00. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderate*** and scored **3.00**.

2.5.7 Viewpoint 7 (View from Road)

Viewpoint 7 is located along Lake Parkway at the California/Nevada State Line looking northeast. Figure 14: Viewpoint 7 Existing Conditions shows the existing vantage point as seen by motorists and bicyclists as they travel along Lake Parkway.

Visual Character

This viewpoint shows a two-lane road bisecting a natural landscape. Foreground and middleground provides views of Lake Parkway with scrub and forested areas paralleling the roadway.



FIGURE 14

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Viewpoint 7 Existing Conditions

The width of the roadway corridor provides views of the mountains in the background. The most dominant feature at this viewpoint is the forested area (with coniferous trees) paralleling Lake Parkway.

Visual Quality

This viewpoint is located in a natural area that is bisected by Lake Parkway. This view is dominated by the coniferous trees paralleling Lake Parkway. The manmade uses and natural features as well as the land form combine to provide a moderately memorable viewpoint. Vividness for this viewpoint was rated at 4.00. The visual order at this viewpoint is intact in that the roadway is in a distinctive position compared to the forested land and neither encroaches on each other. The roadway does not encroach on views of the natural forested setting or the distant mountains. Intactness for this viewpoint was rated at 5.00. The unity of the roadway, forestland, and mountains provide a coherent, harmonious visual pattern. Unity for this viewpoint was rated at 4.00. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderate*** and rated **4.33**.

2.5.8 Viewpoint 8 (View from Road)

Viewpoint 8 is located along Lake Parkway at the Harrah's entrance looking southwest. Figure 15: Viewpoint 8 Existing Conditions shows the existing visual conditions as seen by motorists and bicyclists as they travel along Lake Parkway.

Visual Character

This viewpoint shows a two-lane road bisecting a forested area with coniferous trees. The foreground of this view is dominated by the width of Lake Parkway while the middleground provides views of the roadway paralleled by forested areas containing coniferous trees. Small boulders are seen in the middleground along the western side of the roadway and a sign is nestled into the natural scenery. The background of this viewpoint offers motorists and pedestrians unobstructed views of the coniferous tree line backdropped by distant mountains.

Visual Quality

The forested area paralleling the roadway at this viewpoint provides the primary element of vividness. The roadway and coniferous trees provide color and texture and contrast against the sky and mountain backdrop. Vividness at this viewpoint is rated 3.67.



FIGURE 15

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Viewpoint 8 Existing Conditions

The manmade and natural landscape is moderately intact at this viewpoint and features do not encroach upon the views of the forested areas paralleling Lake Parkway or the distant mountains and skyline. Intactness at this viewpoint is rated at 4.50. The roadway and forested areas paralleling the roadway exhibit a balance in unity as distinctive lines between the two are present. This viewpoint does not contain manmade or natural features that are chaotic, jumbled, or confusing. Unity at this viewpoint is rated at 4.00. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderate*** and rated **4.06**.

2.5.9 Viewpoint 9 (View from Road)

Viewpoint 9 is located along U.S. 50 south of Midway Road looking northeast. Figure 16: Viewpoint 9 Existing Conditions shows the existing visual conditions of the area along U.S. 50 as seen by motorists and bicyclists on the southern end of the Project footprint.

Visual Character

This view consists of an urbanized setting characterized by an existing four-lane U.S. 50 (two lanes in each direction and a center turn lane), sidewalks, vacant disturbed area where construction is occurring, lodging buildings, and a traffic warning sign. Some ornamental vegetation is located along the lodging buildings. Coniferous trees are visible above the manmade uses and mountains are visible beyond the coniferous trees.

Visual Quality

This viewpoint does not provide any features with dominant vividness. Colors and texture of the manmade features are duller than the coniferous trees and mountains in the backdrop of this viewpoint. Vividness at this viewpoint is rated 3.00. The manmade and natural features are for the most part visually intact. Some visual encroachment of the coniferous trees and mountains in the background occur due to the height and mass of the existing lodging structures at this viewpoint. Intactness at this viewpoint is rated at 3.00. The scale and form of the manmade features at this viewpoint blend with the scale and form of the coniferous trees and mountains in the background. Unity at this viewpoint is rated 3.00.



FIGURE 16

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Viewpoint 9 Existing Conditions

Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderate*** and rated **3.00**.

2.5.10 Viewpoint 10 (View from Road)

Viewpoint 10 is located just south of the intersection of Pioneer Trail and Moss Road looking northeast. Figure 17: Viewpoint 10 Existing Conditions shows the existing visual conditions at this viewpoint as seen by motorists and bicyclists.

Visual Character

This viewpoint shows an urbanized area with an existing roadway and lodging/multi-family residential buildings. Tall coniferous trees are intermingled between the manmade features and these trees obscure views of some buildings. Utility poles/lines are also visible from this viewpoint and a small portion of the mountains in the background are visible through gaps in the coniferous trees.

Visual Quality

With the exception of the lodging building at the center of this viewpoint, most of the manmade features at this viewpoint are painted colors that blend with the coniferous trees and, therefore, none of the visual elements stand out to the viewer. This viewpoint lacks true vivid landforms as the topography is flat. The lodging building at the center of this viewpoint provides the most vivid element due to its sky blue color. Vividness of this viewpoint is rated 1.33. This viewpoint contains a mix of manmade and natural features and a visual pattern is not readily identifiable. The coniferous trees intermingled between the manmade uses encroach on views of the distant mountains in the background. Intactness for this viewpoint is rated 3.00. The manmade buildings are intermingled among coniferous trees; however, this viewpoint is chaotic, jumbled, and confusing and has a moderately low visual unity. Unity for this viewpoint is rated 2.00. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderately Low*** and rated **2.11**.



FIGURE 17

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Viewpoint 10 Existing Conditions

2.5.11 Viewpoint 11 (View of the Road)

Viewpoint 11 is located toward the northern end of the Project area on the Montbleu Hotel/Casino parking structure adjacent to Lake Parkway looking toward the northwest. Figure 18: Viewpoint 11 Existing Conditions shows the existing visual conditions as seen by pedestrians and tourists at this viewpoint.

Visual Character

The foreground of this viewpoint shows manmade uses including a surface parking lot, parking lot light fixtures, ornamental vegetation, signalized intersection of Lake Parkway and U.S. 50, and utility poles/lines. The manmade features of this view give way to natural features in the middleground and background at this viewpoint. A golf course (Edgewood Golf Course) is visible in the middleground with slightly undulating topography covered in grass with small ponds and coniferous trees. Beyond the golf course, a forested area is visible with tall coniferous trees. Beyond the tree line, mountains and hills covered with coniferous trees and rock outcroppings are visible. Overall, this viewpoint has the highest degree of existing visual character than any of the other viewpoints discussed.

Visual Quality

The natural features are the major elements of vividness at this viewpoint. The grass of the golf course, ponds, natural grasses, and coniferous trees provide a memorable visual impression of the natural landscape at this viewpoint. The coniferous forest, mountains, and tree/rock outcropping covered hills add to the vividness of this viewpoint. Vividness at this viewpoint under existing conditions was rated at 4.00. This viewpoint provides views of manmade and natural features. There is a distinct line of where the manmade features end and where the natural features begin. The manmade features (such as light poles from the surface parking lot, signals at the U.S. 50/Lake Parkway intersection, and utility/poles lines) do not encroach on the natural landscape in the middle- and background at this viewpoint. Intactness for this viewpoint is rated at 5.50. The visual resources of the manmade features do not impede on the visual resources of the natural features. The manmade and natural features form a moderately high coherent, harmonious visual pattern. Unity at this viewpoint is rated at 5.50. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderately High*** and rated **5.00**.



FIGURE 18

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Viewpoint 11 Existing Conditions

2.5.12 Viewpoint 12 (View from Road)

Viewpoint 12 is located along U.S. 50 between Pioneer Trail and Midway Road looking northeast. Figure 19: Viewpoint 12 Existing Conditions shows the existing visual conditions as seen by motorists and bicyclists from this viewpoint.

Visual Character

This viewpoint provides existing views of an urbanized area backdropped by mountains covered with vegetation. The most dominant features at this viewpoint are the urbanized uses including: a roadway, sidewalks, commercial/retail uses, an intersection, utility poles, and street landscaping (trees/shrubs). Natural vegetation (such as coniferous trees) is intermingled between the urbanized uses. A coniferous forest and mountains covered in vegetation provides a transition from the urbanized area into a natural area.

Visual Quality

A visual quality assessment was performed for the existing conditions at this viewpoint. The visual impression of this viewpoint is not memorable as views are of an urbanized area backdropped by coniferous trees and mountains covered in vegetation. The landscape elements do not combine to form a striking and distinctive visual pattern; therefore, vividness of this viewpoint was rated at 3.67. This viewpoint has some visual order between the urbanized and natural landscape. The background provides a distinct line of where the urbanized uses stop and the natural landscape begins. Visual encroachment of the urbanized uses into the natural setting is nearly absent as views of the mountains and coniferous forest are visible in the background. Intactness of the natural and manmade landscape at this viewpoint is present; therefore, intactness of this viewpoint was rated at 2.50. The manmade landscape at this viewpoint includes natural landscape elements intermingled between buildings and along the sides of the roadway. The inter-compatibility between the manmade and natural landscape is present; therefore, the unity of this viewpoint was rated at 3.50. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderate*** and rated **3.22**.



FIGURE 19

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2.5.13 Viewpoint 13 (View of Road)

Viewpoint 13 is located in a vacant area looking east toward the Pioneer Trail/U.S. 50 intersection. Figure 20: Viewpoint 13 Existing Conditions shows the existing visual conditions as seen by pedestrians and tourists from this viewpoint.

Visual Character

This viewpoint includes both manmade and natural features. The dominant features at this viewpoint are natural and include a vacant lot landscaped sparsely by grass, decorative rocks/boulders, street trees, coniferous forest, and mountains. Manmade features such as the existing roadway, utility poles/lines, intersection light poles and signals, commercial/retail buildings, sidewalks, and multi-family residential units are prominent in the middleground of this viewpoint. Overall, this view provides viewers with the sense that they are in an urbanized mountainous area where manmade features blend with the surrounding natural features.

Visual Quality

This viewpoint is somewhat memorable due to the amount of vegetation present and the mountains present in the background. The manmade features blend in with the natural features forming a distinctive pattern. Vividness for this viewpoint, under existing conditions, is rated at 2.67. The natural and manmade features are distinct at this viewpoint. The middleground of this viewpoint shows the primary manmade features; while the foreground and background provide views of natural features (grass field and mountains and coniferous forest, respectively). Visual encroachment is moderately absent in this viewpoint as both natural and manmade features are visible. Intactness of this viewpoint was rated 4.50. The manmade and natural features blend together at this viewpoint to form a coherent pattern. The inter-compatibility between the manmade uses and natural features are moderate. Unity of this viewpoint was rated 3.50. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderate*** and rated **3.56**.

2.5.14 Viewpoint 14 (View from the Road)

Viewpoint 14 is located along Fern Road looking northwest. Figure 21: Viewpoint 14 Existing Conditions shows the existing visual conditions as seen by motorists and bicyclists from this viewpoint.



FIGURE 20

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Viewpoint 13 Existing Conditions



FIGURE 21

*U.S. 50/South Shore Community Revitalization Project
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 El Dorado County, California/Douglas County, Nevada*

Viewpoint 14 Existing Conditions

Visual Character

This viewpoint provides views of manmade and natural features including: a residential road, residential units, utility poles/lines, soil, and coniferous trees. The roadway and coniferous trees are the dominant features at this viewpoint. The coniferous trees obscure the residential uses that parallel the roadway at this viewpoint. The manmade and natural features blend together so that neither is dominant over the other.

Visual Quality

The visual impression of this viewpoint is not memorable. This viewpoint shows manmade uses in an area with coniferous trees indicating that view is one of a mountainous residential area. The landscape elements do not combine to form a striking and distinctive visual pattern; therefore, vividness of this viewpoint was rated at 3.55. The integrity of visual order at this viewpoint is low. Manmade and natural features co-mingle and there are not distinctive lines separating manmade and natural features. The absence of visual encroachment is low as there are no distinct views of distant mountains or forests, which is typical of locations in the Tahoe basin. For these reasons the intactness of this viewpoint was rated at 2.00. The manmade and natural features at this viewpoint show inter-compatibility between each other; therefore, unity of this viewpoint was rated at 5.00. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is *Moderate* and rated **3.44**.

2.5.15 Viewpoint 15 (View from Road)

Viewpoint 15 is located at the intersection of Transit Way and U.S. 50 looking northeast toward the center of the Casino Corridor of Stateline. Figure 22: Viewpoint 15 Existing Conditions shows the existing visual conditions as seen by motorists and bicyclists at this viewpoint.

Visual Character

This viewpoint is characterized by urbanized uses. The foreground offers views of U.S. 50, a wide sidewalk (on the eastern side of U.S. 50), street lights, decorative light standards, decorative walls, ornamental vegetation (grass and trees). The middleground of Viewpoint 15 provides views of the continuation of U.S. 50, mid-rise buildings associated with the hotels/casinos of the Casino Corridor in Stateline. The colors of the buildings are blue, white, and red and blend in with the skyline in the background.



FIGURE 22

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Viewpoint 15 Existing Conditions

The background at this viewpoint offers views of the sky and a small view of the distant mountains through the corridor produced by the buildings on the eastern and western sides of U.S. 50. The scale of the buildings compared to the remaining portions of the urbanized uses is the dominant feature at this viewpoint. The visual diversity at this viewpoint is low since the number, variety, and intermixing of visual patterns is lacking. Finally, the visual continuity of this viewpoint is low as the manmade features vary in size, thus lacking a visual pattern. Overall the visual character at this viewpoint is low.

Visual Quality

This viewpoint is dominated by the urbanized uses associated with the Casino Corridor at the California/Nevada boundary along U.S. 50. The vividness of the landform at this viewpoint is low as the topography, which is obscured due to the urbanized land uses dominating the scene, is flat. Vegetation at this viewpoint is nearly non-existent except for a few ornamental trees adjacent to the buildings on the eastern side of U.S. 50 and a small landscaped grass area; thus vividness of the vegetation at this viewpoint is low. The manmade features at this viewpoint have a moderate vividness. The mid-rise buildings of the casinos/hotels are painted colors that blend in with the skyline in the background while the other manmade features have earth toned colors. Vividness at this viewpoint is rated 2.00. The visual intactness of the manmade features at this viewpoint is moderately low. A variety of manmade features exist that vary in size, bulk, and color and an established pattern moderately exists. The manmade development at this viewpoint encroaches on the views of the distant mountains in the background. The visual intactness at this viewpoint is rated 2.50. A small amount of ornamental vegetation exists at this viewpoint. This vegetation lines the eastern side of U.S. 50 and reduces views of existing buildings. The unity between the manmade and natural features at this viewpoint is low due to the dominance of the urbanized uses in the foreground and middleground. The visual unity at this viewpoint is rated 2.00. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is ***Moderately Low*** and rated **2.17**.

2.5.16 Viewpoint 16 (View of the Road)

Viewpoint 16 is located on Stateline Avenue (between Cedar Avenue and U.S. 50) looking east towards U.S. 50 where features of Alternative E would be visible. Figure 23: Viewpoint 16 Existing Conditions shows the existing visual conditions as seen by motorists, pedestrians, bicyclists, retailers and tourists at this viewpoint.

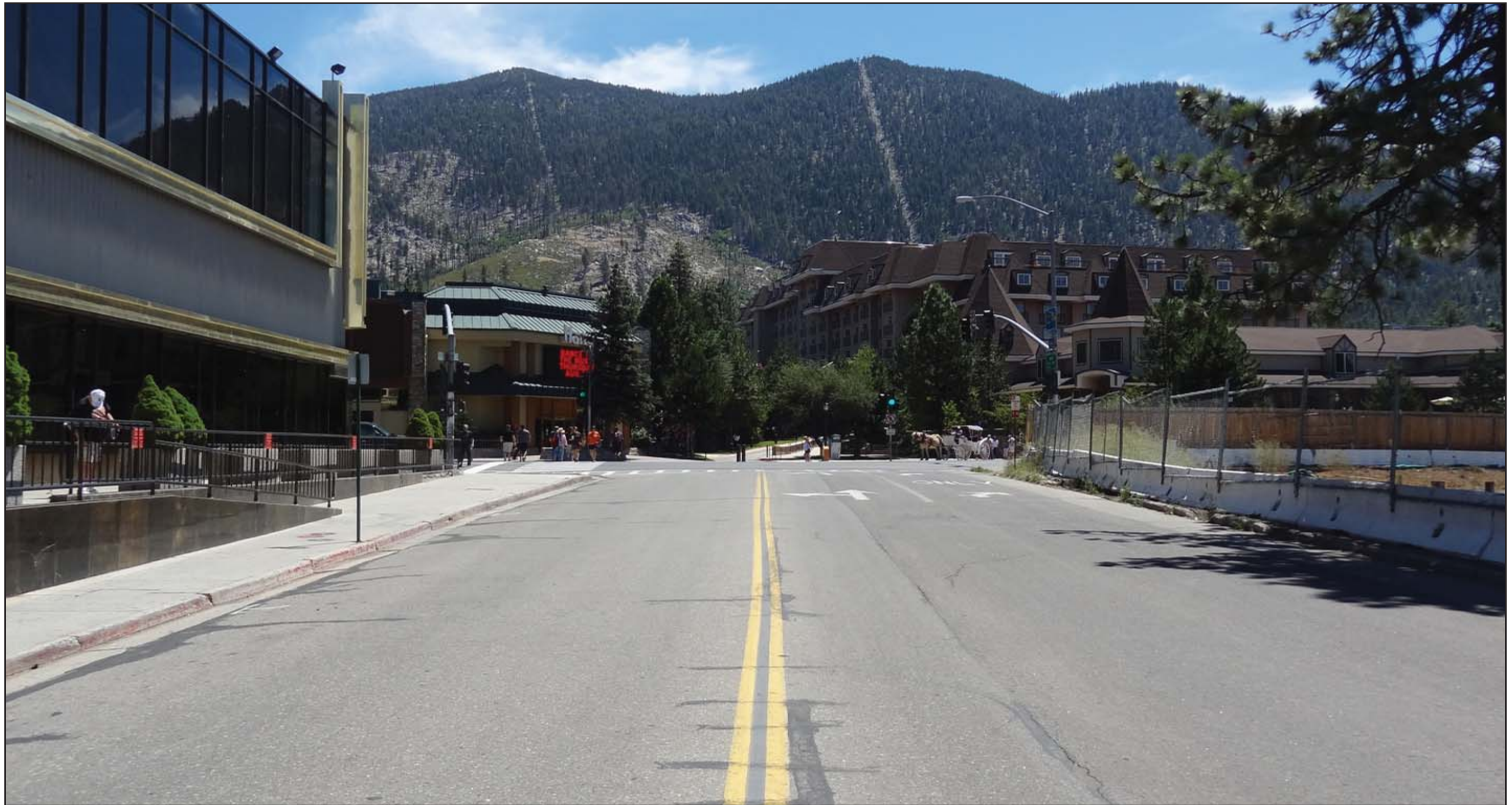


FIGURE 23

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Viewpoint 16 Existing Conditions

Visual Character

The location of this viewpoint is characterized by urbanized uses and is backdropped by coniferous tree covered mountains. The foreground of this viewpoint provides views of Stateline Avenue approaching U.S. 50. A sidewalk exists to the north of Stateline Avenue and beyond the sidewalk a mid-rise building exists. On the south side of Stateline Avenue a K-rail and chain-link fence have been placed separating the roadway from a vacant lot. The middleground of this viewpoint offers views of buildings, the U.S. 50/Stateline Avenue intersection, and street trees. These buildings have a modern architectural style that is similar to buildings at other mountain resorts. The background of this viewpoint provides views of the mountains covered with coniferous trees and some rock outcroppings. The gondola route (break in the tree line) is also visible going up Heavenly Mountain from this viewpoint. The scale of the buildings in the foreground and middleground as well as the scale of the mountains in the background are the dominant features at this viewpoint. The buildings are painted in a natural tone and match the colors of the mountains and natural areas in the background of this viewpoint. The visual diversity at this viewpoint is low since the number, variety, and intermixing of visual patterns is lacking. The visual continuity of this viewpoint is low as a number of urban features that vary in size, shape, and design are present. Overall the visual character at this viewpoint is low.

Visual Quality

This viewpoint provides views of manmade uses backdropped by natural features. The visual landform at this viewpoint is topographically flat in the urbanized area and rises up to mountains in the background view. The vividness of the landform is not memorable. Some vegetation is present intermingled between the urbanized uses (mostly ornamental trees); however, these natural features do not add to the vividness of the viewpoint. The buildings in the foreground and middleground are painted an earth tone and match the natural area of the mountains in the background at this viewpoint. Visual vividness of the buildings is moderate compared to the other natural and manmade features at this viewpoint. The visual vividness of this viewpoint under existing conditions is rated at 2.67. The visual intactness of the manmade and natural features at this viewpoint is moderately low. The manmade features differ in size and shape and established urbanized pattern moderately exists. There is a distinct line between the manmade uses and the natural uses in the background and the size and height of the buildings encroach on views of the lower slopes of the mountains. The visual intactness at this viewpoint is rated 2.50. A minimal amount of vegetative features exist intermingled between the manmade

features. The buildings east of the U.S. 50/Stateline Avenue intersection are painted a natural color that helps the buildings blend with the natural landscape of the mountains in the background. The visual unity at this viewpoint is rated 3.00. Based on the individual scores of vividness, intactness, and unity, the overall visual quality rating at this viewpoint under existing conditions is *Moderately Low* and rated **2.72**.

2.6 TRPA Existing Conditions

The following discusses the existing conditions for travel route ratings, scenic quality ratings, and public recreation and bicycle trails in accordance with TRPA standards for areas within and adjacent to the proposed Project site.

2.6.1 Travel Route Ratings

Three Roadway Travel Units are located within the boundary of the proposed Project: Roadway Travel Unit 32 Casino Area, Roadway Travel Unit 33 The Strip, and Roadway Travel Unit 45: Pioneer Trail, North.

Roadway Travel Unit 32: Casino Area - Roadway Travel Unit 32 is located in the Stateline area along the U.S. 50 corridor. The Stateline area is heavily developed with high-rise casinos, resorts, restaurants, and numerous other commercial and office uses. The first opportunities for open vistas are beyond the casinos in the area of the Edgewood Golf Course. Open foreground views of Edgewood Golf Course to the west provide the first visual breaks to northbound Nevada travelers along U.S. 50 (a casino is across the street to the east). Mid-distance views along Roadway Unit 32 include residential development along Loop Road, forested areas between U.S. 50 and Lake Tahoe, and the forested slope of Round Mound (Folsom Peak) to the northwest. Four viewpoints were identified in the Roadway Travel Unit 32 during the initial 1982 evaluation. These viewpoints are described below:

- Viewpoint 32-1: Viewpoint 32-1 is located at the intersection of U.S. 50 and Friday Avenue. This view is dominated by commercial strips with monotonous signs, buildings, straight road and traffic, and little natural vegetation remaining in the foreground. Middleground views of mountains are dominated by scars of Heavenly Valley ski-hill for U.S. 50 southbound motorists.
- Viewpoint 32-2: Viewpoint 32-2 is located along U.S. 50 just north of the California/Nevada boundary. This viewpoint has views of the casino area dominated by large buildings and enormous signs.
- Viewpoint 32-3: Viewpoint 32-3 is located at the intersection of U.S. 50 and Lake Parkway. Motorists view meadow and the Edgewood Golf Course that provides

attractive open foreground views beyond areas of heavy development, with brief vistas to Lake Tahoe and focal views to the casinos for southbound motorists on U.S. 50.

- Viewpoint 32-4: Viewpoint 32-4 is located along U.S. 50 south of the U.S. 50/Kingsbury Grade intersection. This area on U.S. 50 provides views of wide expansive stream zone of Edgewood Creek with mixed riparian vegetation and pines.

Roadway Travel Unit 33: The Strip - The Strip is located along U.S. 50 from Takela Drive to just south of Heavenly Village Way. Heavy strip development dominates foreground views beyond the public beach area. In some areas, however, scenic, long-distance background vistas of mountain areas to the southeast are available, including Monument Peak to the east and Mt. Tallac to the southwest. Heavenly Valley ski development is prominent in middleground in vistas between buildings. There are virtually no views of Lake Tahoe for motorists traveling along U.S. 50 through Roadway Unit 33. Two viewpoints were identified in the Roadway Travel Unit 33 during the initial 1982 evaluation. These viewpoints are described below:

- Viewpoint 33-1: Viewpoint 33-1 is located at the intersection of U.S. 50 and Johnson Boulevard. From this area motorists have long-distance views to Monument Peak and Heavenly Valley ski area.
- Viewpoint 33-2: Viewpoint 33-2 is located at the intersection of U.S. 50 and Pioneer Trail. The focal view of Mt. Tallac (as viewed from “The Strip”) is dominated in the foreground by commercial activity and roadways. Motorists have occasional views of coniferous forest along the north side of U.S. 50.

Roadway Travel Unit 45: Pioneer Trail, North – Pioneer Trail North stretches along Pioneer Trail from Edna Street to the intersection of Pioneer Trail/U.S. 50. From U.S. 50 southward for almost two miles, Pioneer Trail follows the foot of the mountainsides enclosing the City of South Lake Tahoe. Pioneer Trail crosses level terrain, with most views of foreground only, limited by development and pine forest. The first section of Roadway Unit 45 is densely developed, with commercial buildings (mostly motels) near U.S. 50, and some multi-family residential units. Limited views of the mountains in the middleground and of the Heavenly Valley ski area are obtained. The casinos of Stateline are visible to northbound travelers at the

terminus of Pioneer Trail. Lake Tahoe is briefly visible at the intersection of Pioneer Trail/U.S. 50. At the southern end of Roadway Unit 45, single-family residential units and retention of more pine forest creates a lower density, suburban environment. Four viewpoints were identified in the Roadway Travel Unit 45 during the initial 1982 evaluation. These viewpoints are described below:

- Viewpoint 45-1: Viewpoint 45-1 is located at the intersection of U.S. 50 and Pioneer Trail looking south. The middleground provides views of the casinos of Stateline;
- Viewpoint 45-2: Viewpoint 45-2 is located at the intersection of Pioneer Trail and Midway Road. This viewpoint offers foreground views of commercial development, residential units (low density residential and mobile home park), and pine forest with occasional views of mountains to the east in the middle ground;
- Viewpoint 45-3: Viewpoint 45-3 is located 0.9 mile from the north end of Roadway Unit 45 at the intersection of Ski Run Boulevard and Pioneer Trail. This area offers vista of Lake Tahoe in middleground and a road leading to a Boat Harbor. A brief view of Lake Tahoe is obtained here as the area is cluttered by utilities and road signs;
- Viewpoint 45-4: Viewpoint 45-4 is located at the intersection of Pioneer Trail and Herbert Avenue. This viewpoint provides foreground views of low density and mobile home residential area, and pine forest with occasional views of mountains to the east in the middleground.

Table B: Existing (2011) Ratings for Roadway Travel Units 32, 33, and 45, shows the existing (2011) subcomponent scores and composite scores of travel route ratings for Roadway Travel Units 32, 33 and 45.

Table B: Existing (2011) Ratings for Roadway Travel Units 32, 33, and 45

	Roadway Travel Unit 32	Roadway Travel Unit 33	Roadway Travel Unit 45
	Existing Rating	Existing Rating	Existing Rating
Manmade Features	3.5	4.0	2.0
Roadway Distractions	2.0	4.0	1.0
Road Structure	2.0	1.0	3.0
Lake Views	2.0	1.5	2.5
Landscape Views	1.0	2.5	2.0
Variety	3.0	1.0	1.0
Threshold Composite	13.5	14.0	11.5
Status	Non-Attainment	Non-Attainment	Non-Attainment

Source: Tahoe Regional Planning Agency, 2011 Threshold Evaluation, Chapter 9 Scenic Resources, April 2012.

Notes: Roadway Travel Unit 32: 2011 Efforts to reestablish vegetation within the highly obtrusive gondola cut have been unsuccessful to date. The vacant construction site on Highway 50 at Stateline is blocked off by concrete traffic barriers, and is unsightly. Development has been stalled by bankruptcy, and may not occur for a number of years. Interim measures to screen the site and improve its appearance, such as a vegetation buffer, should be undertaken.

Roadway Travel Unit 33: 2011 The redevelopment of a few parcels within this unit including the Sierra Center at Highway 50 and Ski Run. Sierra Shores Townhomes, and Fox Gas station at Takela Drive provide further improvement in visual quality of the built environment.

Roadway Travel Unit 45: 2011 – No comments.

As shown above in Table B, in 2011, Roadway Travel Unit 32 scored a rating of 13.5 and it had a non-attainment status. According to the TRPA 2011 Threshold Evaluation Report, there was moderate confidence that little or no change in this Roadway Travel Unit would occur to gain attainment. In 2011, Roadway Travel Unit 33 scored a rating of 14.0 resulting in a non-attainment status. There was high confidence (according to the TRPA 2011 Threshold Evaluation Report) that moderate improvement would occur to gain attainment. Roadway Travel Unit 45 scored an 11.5 in 2011 resulting in a non-attainment status. There was high confidence that little or no change would occur to gain attainment according to the 2011 Threshold Evaluation Report.

2.6.2 Scenic Quality Ratings of Scenic Resources in Roadway Travel Units

The scenic quality ratings for the Roadway Travel Units is a total score for specific, individual views, or features of the landscape, referred to as scenic resources, seen from a specific location within a given roadway travel unit. Table C: Scenic Quality Ratings for Roadway Travel Units 32 and 33 shows the subcomponent scores and status (in attainment or nonattainment) of identified scenic resources in Roadway Travel Units 32 and 33 in 2011. It should be noted that Scenic Quality Ratings of

Roadway Travel Unit 45 was not evaluated in the TRPA 2011 Threshold Evaluation Report and therefore is not presented in this section.

Table C: Existing (2011) Scenic Quality Ratings of Scenic Features in Roadway Travel Units 32 and 33

	Roadway Travel Unit 32	Roadway Travel Unit 33
Roadway Unit Name	Casino Area	The Strip
Scenic Resource Number	32.2	33.2
Scenic Resource Type	Visual Feature	Natural Landscape
Scenic Quality Ratings		
Unity	1	2
Vividness	1	2
Variety	1	3
Intactness	1	2
Subcomponent total	4	9
Status (Attainment/Nonattainment)	Attainment	Attainment

Source: Tahoe Regional Planning Agency, 2011 Threshold Evaluation, Chapter 9 Scenic Resources, April 2012.

As shown above in Table C, the identified scenic resources for Roadway Travel Units 32 and 33 in 2011 are in attainment (at or somewhat better than the target) and there is high confidence (per the TRPA 2011 Threshold Evaluation Report) that little or no change in the scenic quality of the scenic resources identified in Roadway Travel Units 32 and 33 would occur under existing conditions.

2.6.3 Public Recreation Areas

Two public recreation areas are located near the proposed Project site, including Heavenly Valley (TRPA Evaluation Recreation Area Number 37) and Van Sickle Bi-State Park. It should be noted that the proposed Project area would not encroach onto these public recreation areas; however, the Project would be visible from portions of these public recreation areas. A description of these public recreation areas are provided below:

Recreation Area Number 37: Heavenly Valley Ski Area – The entrance to Heavenly Valley parking area is approximately 1 mile southeast of the southern portion of the proposed Project via Wildwood Avenue. Due to coniferous trees bordering the northwest portion of the parking lot, the proposed Project is not visible from this vantage point. From the parking lot, the slopes of the mountain rise steeply to the southeast and are lightly covered with coniferous forest. Rocky slopes along the mountain are visible and two main vertical swaths have been cleared up the hill. The vegetation on the lower part of the mountain is very sparse (consisting primarily of

grasses) while the upper portion of the mountain is almost completely unvegetated, revealing the light-colored rocky soil. Portions of the proposed Project are visible from the ski slopes along the mountain of Heavenly. Elements that contribute to the scenic quality of Heavenly Valley include: (1) The verticality of the steep mountain slopes; (2) The conifer forest, which surrounds the resort; (3) The rocky outcrops on the hillside east of the ski slopes; and, (4) The view of Mt. Tallac and other mountain peaks to the west. Table D: TRPA Scenic Quality Rating of Heavenly Valley, shows the existing (2011) and past (1993, 2001, and 2006) scenic quality rating of this public recreation areas and its attainment status with TRPA's scenic quality threshold.

Table D indicates that this recreation area, in the initial 1993 evaluation, had a scenic quality total score of 9. The following evaluation year (2001) the scenic quality of this recreation area improved slightly to a total score of 10. The 2006 and 2011 evaluations indicated that the scenic quality rating of Heavenly Valley Ski Area did not improve or degrade from the 2001 evaluation. The overall scenic quality rating of this recreation area is in attainment.

Table D: TRPA Scenic Quality Rating of Heavenly Valley

Recreation Area Number 37: Heavenly Valley Ski Area						
Description of Changes (Contribute to or Detract from)						
On-Site	In 2001, the Main Lodge was refaced with cedar shakes. Accessory log structures were added.					
Off-Site	None.					
Scenic Quality Changes						
Views from Recreation Area		No changes have occurred since the 2006 Threshold Evaluation Report.				
Natural Features		No changes have occurred since the 2006 Threshold Evaluation Report				
Manmade Features		Changes to the Main Lodge have occurred.				
Year	Coherence	Condition	Compatibility	Design Quality	Score	Status
1993	2	3	2	2	9	Attainment
2001	2	4	2	2	10	Attainment
2006	2	4	2	2	10	Attainment
2011	2	4	2	2	10	Attainment

Source: Tahoe Regional Planning Agency, 2011 Threshold Evaluation, Chapter 9 Scenic Resources, April 2012, pg. 21.

Notes: 2001 notes – The main lodge, although its appearance, has improved, remains blocky with few details of architectural interest.

Van Sickle Bi-State Park – Van Sickle Bi-State Park is located in California and Nevada in South Lake Tahoe/Stateline. The recreational area sits between the Casino Corridor of Stateline and Heavenly Valley Ski Area on U.S. 50, with the Heavenly gondola traversing over a portion of the park. The Van Sickle Bi-State Park is a

relatively new facility that has been added to the inventory of recreational areas in the Lake Tahoe Basin when it was opened in 2011. It should be noted that the Van Sickle Bi-State Park was not analyzed in the TRPA 2011 Threshold Evaluation for scenic quality/resources because it was not open to the public at the time of the document's approval. The recreational area is split into two distinct areas called the Upper Park and Lower Park. The western boundary of the Lower Park is bordered by Montreal Road/Lake Parkway, which is part of the proposed Project. The boundary of the Upper Park is located approximately 0.75 mile to the east of proposed Project. Under existing conditions, primary access to the Van Sickle Bi-State Park (both Upper and Lower Park areas) is provided off Montreal Road/Lake Parkway. The majority of the park is comprised of a natural setting in a coniferous forest bisected by various foot trails. Structures are located on the California side of the recreational area and include the Van Sickle Barn (built in 1864), several wood frame cabins, and a log cabin. In addition, two water tanks owned by the South Lake Tahoe Public Utility District (STPUD), supporting lift towers for a portion of the Heavenly gondola, and a Sierra Pacific high voltage power line are located on the Van Sickle Bi-State Park property.

Views of Van Sickle Bi-State Park are visible to motorists, pedestrians, and bicyclists traveling in the Project area along Montreal Road/Lake Parkway. Views of the proposed Project area are visible from higher elevation areas in the Lower and Upper Park of Van Sickle Bi-State Park. Considering that Van Sickle Bi-State Park is adjacent to and has similar features and amenities as the TRPA's Recreation Area Number 37: Heavenly Valley, the existing visual quality rating would be similar to that of Heavenly Valley.

Chapter 3 Environmental Consequences

Implementation of the proposed Project has the potential to change existing visual character and improve and/or degrade existing visual quality at key viewpoints in the Project area. Alternative A of the proposed Project (the No Build Alternative) would result in no visual changes to the proposed Project area, while the four build alternatives (Alternatives B, C, D or E) would have the potential to result in changes to the visual character. Under each of the four build alternatives, the majority of the improvements would be conducted in existing right-of-way along Pioneer Trail, U.S. 50, Montreal Road, and Lake Parkway. Portions of the proposed Project would require new alignment through parcels occupied with existing residential and commercial uses; and, therefore, partial and full acquisitions of land would be required.

This section provides an analysis utilizing the FHWA and TRPA Methodology to determine if implementation of the build alternatives would result in changes to the visual character and improvement/degradation to the visual quality of the environment at key viewpoints (at on and off-road locations), roadway travel units, and public recreation areas in the South Shore area. A simulation of the proposed Project under the various alternatives at key viewpoints has been compared to those same key viewpoints under existing conditions in a qualitative analysis (with each viewpoint rated with a scoring system previously described in Subsection 1.4.1) to determine the degree of change in visual character and visual quality improvement/degradation Project implementation would have on visual resources.

3.1 FHWA Analysis

Implementation of the four build alternatives has the potential to change the visual character and improve/degrade the visual quality of specific viewpoints that were identified under the Affected Environment section of this document. Table E: Visual Quality Assessment Summary (View from the Road and View of the Road), provides a summary of the improvements/degradations of each existing viewpoint when compared to the build alternative condition.

Table E: Visual Quality Assessment Summary (View from Road and View of the Road)

Viewpoints	Existing/Alternative A Visual Quality Rating	Alternative B Visual Quality Rating/(Score Difference between Existing Conditions and Alternative B)	Alternative C Visual Quality Rating/(Score Difference between Existing Conditions and Alternative C)	Alternative D Visual Quality Rating/(Score Difference between Existing Conditions and Alternative D)	Alternative E Visual Quality Rating/(Score Difference between Existing Conditions and Alternative E)
Viewpoint 1	3.06	3.67 / (+0.61)	3.67 / (+0.61)	3.67 / (+0.61)	N/A
Viewpoint 2	4.61	<i>3.61 / (-1.00)</i>	<i>3.61 / (-1.00)</i>	<i>3.61 / (-1.00)</i>	N/A
Viewpoint 3	2.67	3.56 / (+0.89)	3.56 / (+0.89)	3.56 / (+0.89)	N/A
Viewpoint 4	2.06	3.50 / (+1.44)¹	3.50 / (+1.44)²	N/A	N/A
Viewpoint 5	2.50	2.56 / (+0.06)³	2.83 / (+0.33)⁴	2.56 / (+0.06)³	N/A
Viewpoint 6	3.00	3.06 / (+0.06)	N/A	3.06 / (+0.06)	N/A
Viewpoint 7	4.33	<i>3.22 / (-1.11)</i>	N/A	<i>3.22 / (-1.11)</i>	N/A
Viewpoint 8	4.06	<i>3.28 / (-0.78)</i>	N/A	<i>3.28 / (-0.78)</i>	N/A
Viewpoint 9	3.00	3.00 / (0.00) ⁵	3.00/(0.00) ⁶	N/A	N/A
Viewpoint 10	2.11	4.28 / (+2.17)⁷	4.28 / (+2.17)⁸	N/A	N/A
Viewpoint 11	5.00	5.00 / (0.00) ⁹	N/A	5.00 / (0.00) ⁹	N/A
Viewpoint 12	3.22	N/A	N/A	3.33 / (+0.11)	N/A
Viewpoint 13	3.56	N/A	N/A	3.89 / (+0.33)	N/A
Viewpoint 14	3.06	N/A	N/A	3.67 / (+0.61)	N/A
Viewpoint 15	2.17	N/A	N/A	N/A	<i>1.83 / (-0.34)</i>
Viewpoint 16	2.72	N/A	N/A	N/A	<i>2.33 / (-0.39)</i>

Source: LSA Associates, Inc. April 2014. Individual worksheets are located in Appendix B

Notes: Simulated Visual Quality Rating is followed in parentheses by the quantified change in the Visual Quality Rating.

Bolded Numbers = Improvement in Visual Quality Rating compared to Existing Conditions.

Italicized Numbering / Grey Shaded Cells = Degradation in Visual Quality Rating compared to Existing Conditions

N/A = Viewpoint does not apply to specified Alternative

¹ Simulation illustrated on Figure 27.

² Simulation illustrated on Figure 35.

³ Simulation illustrated on Figure 28.

⁴ Simulation illustrated on Figure 36.

⁵ Simulation illustrated on Figure 32.

⁶ Simulation illustrated on Figure 37.

⁷ Simulation illustrated on Figure 33.

⁸ Simulation illustrated on Figure 38.

⁹ Simulation illustrated on Figure 34. The simulation of the signalized intersection and roundabout are depicted on the same figure.

Each of the four build alternatives share some of the same viewpoints, as indicated above in Table E. Implementation of the proposed Project under Alternative B would result in improvements to visual quality of six viewpoints, degradation to visual quality of three viewpoints, and no change in visual quality of two viewpoints. Implementation of the proposed Project under Alternative C would result in improvements to visual quality of five viewpoints, degradation to visual quality of one viewpoint, and no change in visual quality of one viewpoint. Implementation of the proposed Project under Alternative D would result in improvements to visual quality of seven viewpoints, degradation to visual quality of three viewpoints, and no

change in visual quality of one viewpoint. Finally, implementation of the proposed Project under Alternative E would result in degradation to the visual quality of two viewpoints.

The following section provides an analysis of the changes in visual character and visual quality of each of the viewpoints under Alternatives A, B, C, D, and E.

3.1.1 Alternative A Viewpoints with Project Implementation

Under Alternative A the proposed Project would not be developed. Viewpoints 1 through 16 would therefore retain the same visual character and visual quality as under existing conditions. Observers such as motorists and bicyclists with views from the road and observers such as residents, tourists, pedestrians, and retail would continue have similar views since no changes would occur under Alternative A. The response to visual changes with implementation of Alternative A would continue to be the same for all the observers as under existing conditions. The visual quality rating for Viewpoints 1 through 16 would remain the same as under existing conditions.

3.1.2 Alternative B Viewpoints with Project Implementation

The following provides an analysis on the degradation/improvement to the visual character and visual quality of certain viewpoints with implementation of Alternative B. The visual character and visual quality of Viewpoints 1 through 11 could potentially change with implementation of Alternative B. It should be noted that the simulations at Viewpoints 1, 2, 3, and 5 apply to Alternatives B, C, and D as noted in the analysis below; the simulations at Viewpoints 4, 9, and 10 apply to Alternatives B and C as noted in the analysis below; and, the simulations at Viewpoints 6, 7, 8 and 11 apply to Alternatives B and D as noted in the analysis below.

3.1.2.1 Viewpoint 1

Figure 24: Visual Simulation at Viewpoint 1 for Alternative B (also applicable to Alternatives C and D) shows the simulated visual conditions under Alternative B (it should be noted that this visual simulation also applies to Alternatives C and D).

Alternative B (as well as Alternatives C and D) at this viewpoint would include widening of the roadway and improvements to the intersection. Coniferous trees would be removed from this viewpoint to accommodate road widening and intersection improvement. Street trees would replace some of the coniferous trees to provide a smooth visual transition from manmade feature to natural features. New street lights and intersection signals associated with Alternatives B (as well as



FIGURE 24

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Visual Simulation at Viewpoint 1 for Alternative B (also applicable to Alternatives C and D)

Alternatives C and D) would be painted in a similar color palette as the coniferous trees in the background at this viewpoint. Manmade features, such as the roadway and sidewalks would dominate the middleground from this viewpoint under Alternative B (as well as Alternatives C and D).

Visual Character

Under Alternatives B (as well as Alternatives C and D), the visual character at this viewpoint would change slightly when compared to existing conditions. Alternative B (as well as Alternatives C and D) would require widening of the roadways, which would result in additional manmade surface areas at this viewpoint. Implementation of Alternative B (as well as Alternatives C and D) would result in additional manmade features, as some of the coniferous forest (natural features) would require removal to accommodate road widening and intersection improvements. Street trees planted in association with Alternative B (as well as Alternatives C and D) would provide a smoother visual transition from manmade features (widened roadway, improvements to intersection, asphalt, etc.) to natural features (street trees and taller coniferous trees in the background) than under existing conditions. Under existing conditions tall coniferous trees are located behind shorter manmade features and thus provide an abrupt visual transition from man-made to naturally occurring features. The shorter street trees and ornamental vegetation associated with Alternative B (as well as Alternatives C and D) would provide a smoother visual transition from the shorter manmade features to taller natural features in the background of this viewpoint.

Visual Quality

The visual quality rating with implementation of Alternative B (as well as Alternatives C and D) was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 1.

Under Alternative B (as well as Alternatives C and D) the viewshed of Viewpoint 1 would be improved with modern manmade and natural materials. The roadway would be widened and intersection improvements would be developed with modern materials that would improve the vividness of the viewshed area. Intersection signals and light standards painted the color of natural features in this viewshed would add to the improvement of vividness at Viewpoint 1. Ornamental vegetation and natural features (such as ornamental trees and decorative boulders) would also be included in the design to improve the brilliance of the viewshed area compared to the drab colors under existing conditions. Views of background features would no longer be obscured

under Alternative B (as well as Alternatives C and D) as a result of the removal of the coniferous trees. The visual transition between manmade and natural features under Alternative B (as well as Alternatives C and D) would be smoother than under existing conditions because the heights of the manmade features and natural features would be tapered. Intactness of the viewshed at Viewpoint 1 would therefore improve under Alternative B (as well as Alternatives C and D) compared to existing conditions.

The transition between manmade and natural features would improve the visual pattern and; therefore, would improve the unity between manmade and natural features of the viewshed at Viewpoint 1.

Under existing conditions Viewpoint 1 has a visual quality rating of 3.06, which is considered Moderate. Implementation of Alternative B (as well as Alternatives C or D) would result in a *Moderate* visual quality rating of **3.67** at Viewpoint 1.

Viewer Sensitivity and Response

This viewpoint represents what viewers such as pedestrians and tourists would observe at the intersection of Heavenly Village Way and Montreal/Lake Parkway. Viewers at this location would see design features implemented by Alternative B that would widen the existing intersection, add ornamental vegetation, and decorative rocks/boulders that would transition to the areas covered by taller coniferous trees. New intersection signals and light poles would be added at this location and painted with a color scheme that matches surrounding coniferous trees. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B was rated at 3.0 and 1.7, respectively, for a total viewer response rated at 2.3. Based on the total viewer response rating of 2.3 points, viewer response to visual changes would be moderately low at this viewpoint with implementation of Alternative B.

3.1.2.2 Viewpoint 2

Figure 25: Visual Simulation at Viewpoint 2 for Alternative B (also applicable to Alternatives C and D) shows the simulated visual conditions under Alternative B (it should be noted that this visual simulation is also applicable to Alternatives C and D) at Viewpoint 2. Alternative B (as well as Alternatives C and D) would result in a widening of the roadway. A bicycle lane would be added to the western and eastern side of the roadway as well as a pedestrian friendly sidewalk. A retaining wall would be added along the eastern side of the roadway and would be of a color palette similar to the adjacent natural areas. Widening of the roadway in the vicinity of this



FIGURE 25

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viewpoint would result in the removal of natural vegetation paralleling the roadway and would reveal distant views of coniferous forests and mountains in the background.

Visual Character

Under Alternative B (as well as Alternatives C and D), the visual character at this viewpoint would result in a visual change compared to existing conditions.

Under existing conditions, the existing roadway gives the viewer the sense that the road is bisecting a rural forested area. Natural vegetation (coniferous forest) paralleling the roadway is the dominant visual feature at this viewpoint.

Implementation of Alternative B (as well as Alternatives C and D) would result in an increase in the amount of exposed manmade surfaces at this viewpoint; therefore, the manmade features would become the dominant visual feature at this viewpoint.

Additionally, a new signalized intersection would be developed in the middleground of this viewpoint under Alternatives B (as well as Alternatives C and D). The wider roadway associated with Alternative B (as well as Alternatives C and D) would provide motorists, pedestrians, and bicyclists improved views of the distant coniferous forest and mountains. Overall, the visual character of this viewpoint under Alternative B (as well as Alternatives C and D) would transition from one dominated by natural features to one dominated by manmade features.

Visual Quality

The visual quality rating with implementation of Alternative B (as well as Alternatives C and D) was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 2.

The viewshed of Lake Parkway at Viewpoint 2 offers vivid views of the conifer forests, distant mountains and the skyline.

An increase in manmade features would occur under Alternative B (as well as Alternatives C or D) which would detract from the vividness of the natural features along the Lake Parkway corridor. The manmade features would result in the thinning of the coniferous forests along the edges of Lake Parkway and the vividness of the corridor would be degraded.

The improvements made along Lake Parkway under Alternative B (as well as under Alternatives C or D) in the viewshed area of Viewpoint 2 would include roadway

widening, addition of bike lanes and sidewalks, a new signalized intersection, pedestrian walkways, and retaining walls that would degrade intactness of the natural features. The visual order of the viewshed at Viewpoint 2 would become dominated by manmade features. Alternative B (as well as Alternatives C or D) would increase the amount of manmade features along the viewshed at Viewpoint 2. The visual unity between manmade and natural features would therefore be degraded as the manmade features in the viewshed at Viewpoint 2 would become the dominant visual resource. It should be noted that distant views of the coniferous forest, mountains, and skyline would slightly improve; however, the increase in manmade features would still be dominant over natural features.

Under existing conditions Viewpoint 2 has a visual quality rating of 4.61, which is considered Moderately High. Implementation of Alternative B (as well as Alternatives C or D) would result in a ***Moderate*** visual quality rating of **3.67** at Viewpoint 2.

Viewer Sensitivity and Response

This viewpoint represents what viewers such as motorists and bicyclists would observe while traveling southbound (looking toward the southwest) on Lake Parkway East. Alternative B would include design features at this viewpoint that would widen the existing roadway to accommodate more lanes of traffic, add a bicycle lane, and add a sidewalk along the western side of the roadway. A retaining wall would be developed on the eastern side of the roadway and ornamental vegetation would be added so a smooth transition from the ornamental to natural vegetation would occur. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B was rated at 2.7 and 2.3, respectively, for a total viewer response rated at 2.5. Based on the total viewer response rating of 2.5 points, viewer response to visual changes would be ***moderately low*** at this viewpoint with implementation of Alternative B.

3.1.2.3 Viewpoint 3

Figure 26: Visual Simulation at Viewpoint 3 for Alternative B (also applicable to Alternatives C and D) shows the simulated visual conditions under Alternative B (it should be noted that this visual simulation is also applicable to Alternatives C and D) at Viewpoint 3. Alternative B (as well as Alternatives C and D) would implement a modern streetscape design in the vicinity of this viewpoint. The roadway would be narrowed from two travel lanes in each direction to one travel lane in each direction with a bicycle lane in each direction.



FIGURE 26

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Visual Simulation at Viewpoint 3 for Alternative B (also applicable to Alternatives C and D)

The X-Crossing (Pedestrian Crossing) could potentially be designed with inlaid bricks (grey colored) to differentiate the pedestrian crosswalk with the roadway surface. Landscaped medians would be added to the roadway to separate northbound and southbound traffic lanes. Wide pedestrian friendly sidewalks would be developed paralleling the roadway. Street trees and ornamental vegetation would line the new sidewalks paralleling the roadway to frame the views of the mountains in the distance. Street lamps and intersection signals (poles) would be painted a color palette similar to the proposed street trees. Additionally, views of commercial/casino/hotel uses on the eastern and western side of the roadway would be obscured by the street trees lining the roadway.

Visual Character

When compared to existing conditions, Alternative B (as well as Alternatives C and D) would change the visual character from this viewpoint as seen by pedestrians, bicyclists, and motorists. Viewpoint 3 is dominated by manmade features under existing conditions and little natural vegetation exists from this viewpoint. Alternative B (as well as Alternatives C and D) would include the use of street trees and other ornamental vegetation to balance the natural and man-made features. Alternative B (as well as Alternatives C and D) would implement the use of modern decorative features that would be visible from this viewpoint thus providing motorists, pedestrians, and bicyclists a balanced view of both manmade and natural features. Under Alternative B (as well as Alternatives C and D) the focal point from this viewpoint is the corridor of street trees and ornamental vegetation framing the views of the distant mountains. The colors of the vegetation used in Alternative B (as well as Alternatives C and D) at this viewpoint would soften the foreground, middleground, and distant views in this urbanized area.

Visual Quality

The visual quality rating with implementation of Alternatives B (as well as Alternatives C and D) was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 3.

The memorability and visual impression of the natural features and manmade features under Alternative B (as well as Alternatives C and D) would improve when compared to existing conditions. Street trees, ornamental vegetation, and landscaped medians would improve the vividness of the viewshed at Viewpoint 3.

Roadway improvements along U.S. 50, the addition of street trees, ornamental vegetation, and vegetated medians, as well as wider sidewalks at Viewpoint 3 under Alternative B (as well as Alternatives C and D) would change the visual order of the viewshed from one dominated by manmade features to one equally dominated by manmade and natural features. Views of distant mountains would be partially obscured by the planted street trees; however, the corridor effect caused by the new trees would allow pedestrians, motorists, and bicyclists, to continue to have views of the distant mountains. The intactness of the viewshed at Viewpoint 3 would therefore improve under Alternative B (as well as Alternatives C and D).

Under existing conditions, manmade features dominate the views at Viewpoint 3 as natural features are limited to ornamental trees along the existing buildings and distant views of the mountains to the north. Under Alternative B (as well as Alternatives C and D) natural vegetation would increase in the viewshed area at Viewpoint 3 and would obscure the existing buildings on the west and east side of U.S. 50. However, improvements to the manmade features of the streetscape (including the addition of sidewalks, bricked pedestrian X-Crossing, new signals/light standards for the signalized intersection) would join together with the new natural features and form a visual balance. The balance between natural and manmade features associated with Alternative B (as well as Alternatives C and D) would form a coherent, harmonious visual pattern at Viewpoint 3. Visual unity between manmade and natural features would therefore improve at Viewpoint 3.

Under existing conditions Viewpoint 3 has a visual quality rating of 2.67, which is considered Moderately Low. Implementation of Alternative B (as well as Alternatives C or D) would result in a ***Moderate*** visual quality rating of **3.56** at Viewpoint 3.

Viewer Sensitivity and Response

This viewpoint represents views that motorists and bicyclists would have of the proposed Project along U.S. 50 adjacent to the Montbleu casino looking northeast. Implementation of Alternative B would include design features that would improve the visual character and quality of U.S. 50 in this area. Improvements would include installation of a new vegetated median, a new crosswalk potentially inlaid with bricks, wider sidewalks along U.S. 50, and ornamental trees and vegetation would be added along both sides of U.S. 50. As motorists and bicyclists travel along this portion of U.S. 50, views of the distant mountains would continue to be visible. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B was rated at 3.7 and 2.3, respectively, for a total viewer response rated

at 3.0. Based on the total viewer response rating of 3.0 points, viewer response to visual changes would be *moderate* at this viewpoint with implementation of Alternative B.

3.1.2.4 Viewpoint 4

Figure 27: Visual Simulation at Viewpoint 4 for Alternative B shows the simulated visual conditions under Alternative B. A new intersection would be visible from this viewpoint under Alternative B at Viewpoint 4. Two northbound lanes along U.S. 50 would be developed as part of the design and one through-lane, a left turn pocket, and a right turn lane would be developed on southbound U.S. 50. Pedestrian crosswalks designed with modern materials would be of a color palette that would contrast with the roadway surface. Right-turn landscaped medians cut with crosswalks would be added to protect pedestrians from vehicles making right turns. U.S. 50 would be widened and street trees would line sidewalks on the east and west sides of the right-of-way. Sidewalks would also be added on the western and eastern sides of the improved U.S. 50. Intersection signals and light standards would be painted a color palette consistent with the surrounding vegetation.

Visual Character

The visual character of Viewpoint 4 under Alternative B would improve when compared to existing conditions. The visual conditions of the streetscape at this viewpoint would change due to removal of existing buildings and placement of street trees paralleling the roadway. The foreground at Viewpoint 4 would provide views of the new intersection developed with modern materials, pedestrian crosswalks (designed to contrast with the roadway), and landscaped pedestrian medians at each of the four corners of the intersection. The middleground at this viewpoint would offer views of the improved U.S. 50 looking north with new roadway surface material and repainted lane stripes.

The new roadway would be paralleled with street trees that would provide a smooth visual transition from the manmade to natural features at this viewpoint. (When compared to existing conditions, the height of the street trees under Alternative B would provide a smoother visual transition from the shorter manmade features to the taller coniferous trees (natural features) on the east and west sides of the street at this intersection.) The ornamental trees would add color to this viewpoint and would provide a transition to the naturally occurring coniferous trees located on the east and west sides of the roadway right-of-way. Other decorative features such as boulders would enhance the natural features from this viewpoint. The street trees would also



obstruct views of the existing buildings on the west and east sides of U.S. 50 at this viewpoint.

Background views of the distant mountains under Alternative B would be similar when compared to existing conditions. The visual character of this viewpoint under Alternative B would be balanced with manmade and natural features.

Visual Quality

The visual quality rating with implementation of Alternative B was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 4.

Alternative B at Viewpoint 4 would include the development of a new streetscape with modern manmade materials and natural features such as ornamental trees and vegetated islands. The color pallet of the manmade features would match that of the natural features which would brighten the corridor along U.S. 50 at Viewpoint 4. The vividness of the viewshed at Viewpoint 4 would improve compared to the drab conditions that currently exist along the corridor.

The integrity of the visual order between manmade and natural features at this viewpoint would improve primarily due to the balance of manmade and natural features being used in the Alternative B design. The features (streetscape, vegetated islands, ornamental trees, wide sidewalks, decorative boulders/rocks) implemented under Alternative B would create a smoother visual transition between manmade features and natural features. Intactness of the viewshed at Viewpoint 4 would therefore improve under Alternative B.

The modern manmade features would transition smoothly to the natural features (street trees and coniferous trees beyond the roadway right-of-way) and would form an improved coherent, harmonious visual pattern. Unity of the viewshed at Viewpoint 4 would improve compared to existing conditions.

Under existing conditions Viewpoint 4 has a visual quality rating of 2.06 which is considered Moderately Low. Implementation of Alternative B would result in a ***Moderate*** visual quality rating of **3.50** at Viewpoint 4.

Viewer Sensitivity and Response

This viewpoint represents views of motorists and bicyclists at the intersection of Pioneer Trail and U.S. 50 looking northeast. Improvements to the intersection would

occur with implementation of Alternative B. A new intersection would be created at this viewpoint with vegetated islands separating right turn lanes. Some of the buildings on the east side of the roadway would be removed and wider sidewalks, ornamental trees and vegetation, and new intersection signals/light poles would be installed. Ornamental trees and decorative boulders, sidewalks, and light fixtures would be installed on the western side of the roadway and intersection. The distant mountains would continue to be visible to motorists and bicyclists at this viewpoint. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B was rated at 3.0 and 1.7, respectively, for a total viewer response rated at 2.3. Based on the total viewer response rating of 2.3 points, viewer response to visual changes would be *moderately low* at this viewpoint with implementation of Alternative B.

3.1.2.5 Viewpoint 5

Figure 28: Visual Simulation at Viewpoint 5 for Alternative B (also applicable to Alternative D) shows the simulated visual conditions with implementation of Alternative B (this simulation also applies to Alternative D) at Viewpoint 5. The visual conditions of Alternative B (as well as Alternative D) are similar to those under Alternative C and are described in section 3.1.3.5 below.

Under Alternative B (as well as Alternative D) the U.S. 50/Lake Parkway intersection would be developed as a roundabout and sidewalks along the eastern and western sides of U.S. 50 would be resurfaced with modern materials (concrete sidewalks instead of existing asphalt sidewalks). Islands associated with the roundabout would be landscaped.

Visual Character

The visual character of Viewpoint 5 under Alternative B (as well as Alternative D) would be similar to the visual character under Alternative C. A discussion of the visual character at this viewpoint with implementation of Alternative B is provided below in section 3.1.3.5. The primary difference between the visual characters from Viewpoint 5 under Alternative B (as well as Alternative D) compared to Alternative C is a signalized intersection would be developed at the U.S. 50/Lake Parkway intersection under Alternative C and a roundabout would be developed at the U.S. 50/Lake Parkway intersection under Alternative B (as well as Alternative D). Signal poles associated with a signalized intersection would not be seen and ornamental vegetation would be located on the islands of the roundabout. The mid-rise hotel/casinos of Stateline, the mountains of Heavenly Valley, and distant mountains



FIGURE 28

*U.S. 50/South Shore Community Revitalization Project
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Visual Simulation at Viewpoint 5 for Alternative B (also applicable to Alternative D)

of the Sierra Nevada would still be visible at this viewpoint with implementation of Alternative B.

Visual Quality

The visual quality rating with implementation of Alternative B (as well as Alternative D) was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 5.

Modern manmade materials and natural vegetation would be implemented at Viewpoint 5 under Alternative B (as well as Alternative D). The modern manmade materials would have the same color palette as the surrounding natural features and the addition of street/ornamental trees would slightly enhance the color of the U.S. 50 corridor at Viewpoint 5. Although such changes would occur, the vividness of the viewshed at Viewpoint 5 would remain similar under Alternative B (as well as Alternative D) compared to existing conditions.

Under existing conditions, U.S. 50 at Viewpoint 5 is dominated by manmade features (including north- and southbound lanes of U.S. 50, curbs, gutters, a dirt walkway on the western side of U.S. 50, utility poles, etc.) and the distant buildings of Stateline. Alternative B (as well as Alternative D) would include ornamental trees/vegetation that would balance the visual context of manmade and natural features along the viewshed at Viewpoint 5. The ornamental trees/vegetation would somewhat obscure views of the Stateline buildings; however, the integrity of the visual order of manmade and natural features would be more balanced compared to existing conditions. Intactness of the viewshed at Viewpoint 5 would improve under Alternative B (as well as Alternative D) compared to existing conditions.

The design features implemented under Alternative B (as well as Alternative D) would provide a balance between manmade and natural features that would be comparable to what is in place under existing conditions. The unity of the viewshed at Viewpoint 5 under Alternative B (as well as Alternative D) would be similar as to that under existing conditions.

Under existing conditions Viewpoint 5 has a visual quality rating of 2.50 which is considered Moderately Low. Implementation of Alternative B (as well as Alternative D) would result in a **Moderately Low** visual quality rating of **2.56** at Viewpoint 5.

Viewer Sensitivity and Response

This viewpoint represents views that motorists and bicyclists would have of Stateline (the Casino Corridor) as they approach from the Nevada side traveling south along U.S. 50. This area is considered the northern gateway into the Casino Corridor along U.S. 50 for motorists and bicyclists. Implementation of Alternative B would include the development of a wider street, and paved sidewalks along the eastern and western side of U.S. 50. The existing intersection would be removed and a round-a-bout would be developed in its place. The round-a-bout would include landscaped medians, ornamental trees, and decorative rocks/boulders. Visual emphasis on the buildings of Stateline and distant views of mountains would not be hindered with implementation of Alternative B. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B were both rated at 3.3. Based on the total viewer response rating of 3.3 points, viewer response to visual changes would be moderate at this viewpoint with implementation of Alternative B.

3.1.2.6 Viewpoint 6

Figure 29: Visual Simulation at Viewpoint 6 for Alternative B (also applicable to Alternative D) shows the simulated visual conditions under Alternative B (it should be noted that this visual simulation is also applicable to Alternative D) at Viewpoint 6. U.S. 50 at this viewpoint would be designed as a two-lane roadway (one lane in each direction) with left-turn pockets and cemented medians separating the northbound and southbound lanes. A new pedestrian sidewalk would be developed on the west side of the roadway and the sidewalk on the east side of the roadway would be improved. Ornamental trees would be placed on the eastern and western sides of the roadway and landscaped areas would be developed along the sidewalks. It should be noted that the commercial building on the western side of the roadway (as shown in the simulation in Figure 29) is not part of the Alternative B (as well as Alternative D) design and is included in the simulation on the assumption of planned buildout of this parcel per future City of South Lake Tahoe plans.

Visual Character

When compared to existing conditions, implementation of Alternative B (as well as Alternative D) would result in minimal changes to the visual character from this viewpoint. Implementation of Alternative B (as well as Alternative D) would result in nominal changes to the manmade features visible from this viewpoint.



FIGURE 29

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Visual Simulation at Viewpoint 6 for Alternative B (also applicable to Alternative D)

The roadway would be narrowed and modern materials would be used to improve the street scene at this viewpoint. Natural features, such as street trees and landscaped areas along the sidewalk, developed in association with Alternative B (as well as Alternative D) would add color, form, and texture to an area dominated by existing manmade features.

Visual Quality

The visual quality rating with implementation of Alternative B (as well as Alternative D) was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 6.

Street trees and landscaped areas along the sidewalks on the eastern and western side of U.S. 50 would be implemented as part of the Alternative B (as well as Alternative D) design. This would add color to an area that is dominated by drab colored manmade structures. Therefore the vividness of the viewshed at Viewpoint 1b would improve compared to existing conditions.

The intactness and unity of the viewshed at Viewpoint 6 would remain the same as existing conditions under Alternative B (as well as Alternative D).

Under existing conditions Viewpoint 6 has a visual quality rating of 3.0, which is considered Moderate. Implementation of Alternative B (as well as Alternative D) would result in a **Moderate** visual quality rating of **3.06** at Viewpoint 1b.

Viewer Sensitivity and Response

This viewpoint represents the views motorists and bicyclists will have of the Casino Corridor looking north along U.S. 50. The streetscape of U.S. 50 would be improved with implementation of Alternative B at this viewpoint with new turn-pockets, reduction of the roadway to one lane in each direction, wider sidewalks, ornamental trees, and vegetated areas. The Alternative B design would include design features that would slow down motorists thus as they drive along U.S. 50. Views of the casinos would still be available and views of distant mountains would continue to be visible with implementation of Alternative B. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B was rated at 3.7 and 3.3, respectively, for a total viewer response rated at 3.5. Based on the total viewer response rating of 3.5 points, viewer response to visual changes would be **moderate** at this viewpoint with implementation of Alternative B.

3.1.2.7 Viewpoint 7

Figure 30: Visual Simulation at Viewpoint 7 for Alternative B (also applicable to Alternative D) shows the simulated visual conditions under Alternative B (it should be noted that this visual simulation is also applicable to Alternative D) at Viewpoint 7. Improvements to Lake Parkway would be visible from this viewpoint with implementation of the Alternative B (as well as Alternative D). The roadway would be widened from one travel lane in each direction to two travel lanes in each direction with a left-turn lane down the center. Bicycle lanes would be added to both side of the roadway and a sidewalk would be added to the west side of the roadway. A pedestrian bridge would be added across Lake Parkway connecting the Casino Corridor area with Van Sickle Bi-State Park. The pedestrian bridge would be developed using modern materials and design and would be painted in a color palette consistent with the surrounding natural landscape. Lamp poles would be installed on the pedestrian bridge and painted in a color palette consistent with the coniferous trees on the western and eastern side of Lake Parkway.

Retaining walls would be constructed along the eastern and western sides of Lake Parkway at the location of the pedestrian bridge to control potential erosion of the adjacent natural areas. The retaining walls would be constructed with modern materials and of a color palette consistent with the adjacent natural areas. An intersection would be constructed on Lake Parkway (as shown in the background of the simulation) and traffic signals would be added. These traffic signals would be of a color palette consistent with the forested areas along the eastern and western sides of Lake Parkway.

Visual Character

Implementation of Alternative B (as well as Alternative D) would result in a change of the visual character from this viewpoint. Under existing conditions, this viewpoint is dominated by natural features including a coniferous forest bisected by Lake Parkway. Alternative B (as well as Alternative D) would result in an expansion of manmade features from this viewpoint with improvements (widening and addition of bicycle lanes) to Lake Parkway and the installation of a pedestrian bridge crossing over Lake Parkway. Under Alternative B (as well as Alternative D), views of the forested areas on the eastern and western sides of Lake Parkway would be partially obscured by the pedestrian bridge and retaining walls.

Street trees would be planted along Lake Parkway to provide continuity between the manmade features and the natural features visible from this viewpoint. The pedestrian



FIGURE 30

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Visual Simulation at Viewpoint 7 for Alternative B (also applicable to Alternative D)

bridge as well as the improvements to Lake Parkway would be the dominant features at this viewpoint with implementation of Alternative B (as well as Alternative D).

Visual Quality

The visual quality rating with implementation of Alternative B (as well as Alternative D) was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 7.

The vividness of the landform would be degraded as an increase in manmade features (such as roadway widening of Lake Parkway from one lane in each direction to two lanes in each direction, new sidewalks, retaining walls on the east and west sides of Lake Parkway, a new pedestrian bridge crossing over Lake Parkway, light fixtures on the new pedestrian bridge, etc.) would replace portions of natural features. The vividness of the vegetation from this viewpoint would also degrade as manmade features (i.e., the pedestrian bridge and the retaining walls) obscure portions of the coniferous trees adjacent to Lake Parkway.

Manmade features would increase in the vicinity of this viewpoint and would encroach on views of the natural features along Lake Parkway. Placement of the pedestrian bridge and improvements to Lake Parkway would detract from motorists', pedestrians', and bicyclists' view of the natural areas adjacent to the roadway. These manmade features would be dominant at this viewpoint with implementation of Alternative B (as well as Alternative D) and therefore intactness of the viewshed of Viewpoint 7 would be degraded compared to existing conditions.

Alternative B (as well as Alternative D) would include the development of a pedestrian bridge and other manmade uses that would dominate the viewshed of Viewpoint 7. Under existing conditions the viewshed at Viewpoint 7 offers motorists, pedestrians, and bicyclists a harmonious balance between natural and manmade features; however, this balance would not occur with implementation of Alternative B (as well as Alternative D) because of the increase in manmade features. Therefore, the unity of the viewshed at Viewpoint 7 would be degraded.

Under existing conditions Viewpoint 7 has a visual quality rating of 4.33 which is considered Moderate. Implementation of Alternative B (as well as Alternative D) would result in a **Moderate** visual quality rating of **3.22** at Viewpoint 7.

Viewer Sensitivity and Response

This viewpoint represents views that motorists and bicyclists would see while traveling northbound along Lake Parkway at the California/Nevada boundary line. Implementation of Alternative B in this area would include widening of the existing roadway to accommodate two lanes of traffic in each direction, bicycle lanes in each direction, sidewalks on each side of Lake Parkway, retaining walls on each side of the roadway, and ornamental trees that would transition into the natural coniferous forest on both sides of the roadway. A pedestrian bridge would also be developed above Lake Parkway connecting the Casino Corridor area with Van Sickle Bi-State Park. Motorists and bicyclists familiar with this area would notice the visual changes along Lake Parkway while motorists and bicyclists from out of town would more than likely not notice the visual changes. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B was both rated at 3.0, respectively, for a total viewer response rated at 3.0. Based on the total viewer response rating of 3.0 points, viewer response to visual changes would be *moderate* at this viewpoint with implementation of Alternative B.

3.1.2.8 Viewpoint 8

Figure 31: Visual Simulation at Viewpoint 8 for Alternative B (also applicable to Alternative D) shows the simulated visual conditions under Alternative B (it should be noted that this visual simulation is also applicable to Alternative D) at Viewpoint 8.

Alternative B (as well as Alternative D) would include improvements to Lake Parkway, such as widening of the roadway to include two travel lanes in the southbound and northbound directions. A new signalized intersection would be developed at this viewpoint with traffic signal poles painted a color palette consistent with the surrounding coniferous forest. Bicycle lanes and new pedestrian friendly sidewalks would be added along the northbound and southbound sides of Lake Parkway. Retaining walls composed of earth-colored materials would be developed along the eastern side of Lake Parkway to reduce erosion susceptibility of the natural areas adjacent to the roadway. A new pedestrian bridge would be constructed as part of Alternative B (as well as Alternative D), crossing over Lake Parkway, and providing pedestrians easy access to natural areas in Van Sickle Bi-State Park.

The pedestrian bridge would be constructed with modern materials and painted a color palette consistent with the surrounding natural areas paralleling Lake Parkway.



Visual Character

The visual character from this viewpoint would change slightly with implementation of Alternative B (as well as Alternative D) when compared to existing conditions. Widening of Lake Parkway, roadway improvements, development of retaining walls and of the pedestrian bridge would increase the quantity of manmade features visible from this viewpoint. Under existing conditions, the forested areas adjacent to Lake Parkway framed the distant views of the mountains; however, under Alternative B (as well as Alternative D), view of the coniferous forest and the distant mountains would be obscured by manmade features (i.e., the pedestrian bridge and the retaining walls). Natural areas would still be visible to motorists, pedestrians, and bicyclists from this viewpoint; however, they would be more obscured by the increase in manmade features.

Visual Quality

The visual quality rating with implementation of Alternative B (as well as Alternative D) was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 8.

The vividness of the natural features in the viewshed of Viewpoint 8 would be degraded due to the increase in manmade uses that would be implemented under Alternative B (as well as Alternative D). Although the new manmade features would be developed with modern materials and painted a color palette consistent with the surrounding natural features, the manmade features would take away from the vividness of the viewshed at Viewpoint 8.

The manmade features that would be visible from this viewpoint would encroach on the views of natural features paralleling Lake Parkway. Views of distant natural features (such as the coniferous forest) would also be slightly obscured due to the increase of encroachment of the newly developed manmade features (i.e., pedestrian bridge and retaining walls). Therefore, visual intactness of the viewshed at Viewpoint 8 would be degraded compared to existing conditions.

Under existing conditions the manmade and natural features visible from this viewpoint form a coherent, smooth landscape. Implementation of Alternative B (as well as Alternative D) would increase the quantity of manmade features visible from this viewpoint and these features would dominate motorists', pedestrians', and bicyclists' views. Visual unity between the manmade and natural features at the

viewshed of Viewpoint 8 would, therefore, be degraded under Alternative B (as well as Alternative D).

Under existing conditions Viewpoint 8 has a visual quality rating of 4.06 which is considered Moderate. Implementation of Alternative B (as well as Alternative D) would result in a **Moderate** visual quality rating of **3.28** at Viewpoint 8.

Viewer Sensitivity and Response

This viewpoint represents the view motorists and bicyclists would have as they travel southbound along Lake Parkway at the entrance to Harrah's Casino. Implementation of Alternative B would include the installation of two travel lanes in each direction on Lake Parkway, bike lanes in each direction, a sidewalk on the west side of the roadway, a retaining wall on the east side of the roadway, and ornamental trees that would transition into the natural coniferous forest along both sides of the roadway. A new signalized intersection would be developed at the entrance to Harrah's Casino and a pedestrian bridge would be developed connecting the Casino Corridor to Van Sickel Bi-State Park. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B were rated at 3.0 and 2.0, respectively, for a total viewer response rate of 2.5. Based on the total viewer response rating of 2.5 points, viewer response to visual changes would be **moderately low** at this viewpoint with implementation of Alternative B.

3.1.2.9 Viewpoint 9

Figure 32: Visual Simulation at Viewpoint 9 for Alternative B shows the simulated visual conditions under Alternative B at Viewpoint 9.

Improvements to the roadway, sidewalks and bicycle lanes would occur in the vicinity of this viewpoint under Alternative B. Under Alternative B, the roadway would be widened and a slight eastward roadway curve would be developed. The widening and curving of the roadway would require removal of some of the existing buildings along the east side of the roadway. Street trees would be added as part of the design.

Visual Character

The visual character from this viewpoint under Alternative B would remain the same when compared to existing conditions. This portion of the Project site is located in an urbanized area that is dominated by manmade features. Some areas of natural features (such as coniferous trees, ornamental vegetation, and mountains) would be visible from this viewpoint under Alternative B. Modern materials used in the roadway and



sidewalk improvements under Alternative B would result in slightly improved views for motorists, pedestrians, and bicyclists from this viewpoint.

Visual Quality

No change in visual quality at Viewpoint 9 would occur with implementation of Alternative B when compared to existing conditions. Implementation of Alternative B would result in a **Moderate** visual quality rating of **3.00** at Viewpoint 9.

Viewer Sensitivity and Response

This viewpoint represents what viewers such as motorists and bicyclists will have as they travel northbound along U.S. 50 south of Midway Road. The existing roadway would be improved with new lane markings, a sidewalk would be added on the west side of the roadway and the existing sidewalk on the east side of the roadway would be improved. Some existing buildings along the east side of the roadway would be removed and ornamental trees would be added. This area is located in an urban portion of the City of South Lake Tahoe and does not have memorable views. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B were rated at 2.7 and 1.0, respectively, for a total viewer response rate of 1.8. Based on the total viewer response rating of 1.8 points, viewer response to visual changes would be **low** at this viewpoint with implementation of Alternative B.

3.1.2.10 Viewpoint 10

Figure 33: Visual Simulation at Viewpoint 10 for Alternative B shows the simulated visual conditions under Alternative B at Viewpoint 10. A new intersection at Pioneer Trail/U.S. 50 would be visible from this viewpoint. Development of the proposed intersection would require the removal of the commercial/lodging buildings currently occupying the parcels to the east of the roadway. The new roadway would consist of two travel lanes in each direction and right- and left-hand turn pockets. Pedestrian friendly sidewalks and bicycle lanes would be added to both sides of U.S. 50. Street trees, landscaped medians, decorative boulders, and modern materials (painted a color palette consistent with the surroundings) would be visible from this viewpoint under Alternative B. Background views of forested areas and mountains would no longer be obscured from this viewpoint with Alternative B design implementation.

Visual Character

The visual character from this viewpoint under Alternative B would change when compared to existing conditions. Manmade features would increase at this viewpoint; however, they would be designed with modern materials and natural colors so as to



blend with the natural features. A new intersection would be developed at Pioneer Trail and U.S. 50 and foreground, middleground, and background views of this viewpoint would improve. With implementation of Alternative B, foreground views from this viewpoint provide a modern street design with pedestrian crosswalks made of natural color bricks, landscaped medians separating the roadway from the crosswalks, and resurfacing of the existing Pioneer Trail roadway.

The middleground of this viewpoint would offer views of a new roadway extending to the east of Pioneer Trail, intersection signals painted a color palette consistent with the surrounding coniferous trees, new sidewalks, and pedestrian crosswalks. The new roadway would consist of two travel lanes in each direction and right- and left-hand turn pockets. Removal of the existing commercial/lodging buildings and development of the new roadway would enhance views of distant coniferous forests and mountains.

Visual Quality

The visual quality rating with implementation of Alternative B was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 10.

Removal of the existing buildings and coniferous trees would enhance views of the mountains in the background. New vegetation, such as street trees, landscaped medians, and small coniferous trees would be planted to improve the vividness of vegetation at this viewpoint. The manmade features (i.e., roadway, crosswalks, and sidewalks) would be built with modern materials and painted in a color palette consistent with the natural landscape and; therefore, vividness of the viewshed at Viewpoint 10 would improve under Alternative B.

Removal of the existing buildings and coniferous trees under Alternative B would improve distant views of mountains and coniferous trees thereby reducing the manmade encroachment on the natural features. The manmade and natural landscape would have better visual order when compared to existing conditions; therefore, intactness of visual resources at Viewpoint 10 would improve compared to existing conditions.

Alternative B would use modern materials to develop manmade features that would transition smoothly to the ornamental trees and vegetation that would be placed in the viewshed at Viewpoint 10. These new manmade and natural features would form a coherent, harmonious visual pattern that would transition to the coniferous trees and

mountains in the background of the viewshed at Viewpoint 10. The unity between manmade and natural features would improve under Alternative B compared to existing conditions.

Under existing conditions Viewpoint 10 has a visual quality rating of 2.11 which is considered Moderately Low. Implementation of Alternative B would result in a **Moderate** visual quality rating of **4.28** at Viewpoint 10.

Viewer Sensitivity and Response

This viewpoint represents what motorists and bicyclists would see as they approach the new intersection at Pioneer Trail/Lake Parkway. The configuration of this viewpoint would change as existing lodging facilities would be removed and a new roadway and intersection would be developed. This viewpoint is located in an area that is heavily traveled by local and non-local motorists and bicyclists that have short durations of the visual features as they are traveling the roadway at moderate speeds. Viewers at this viewpoint would be aware of the visual changes that would occur from existing conditions to implementation of this Alternative since existing buildings would be removed and a new roadway/intersection would be developed. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B were both rated at 3.0, respectively, for a total viewer response rate of 3.0. Based on the total viewer response rating of 3.0 points, viewer response to visual changes would be **moderate** at this viewpoint with implementation of Alternative B.

3.1.2.11 Viewpoint 11

Figure 34(A): Visual Simulation at Viewpoint 11 for Alternative B (also applicable to Alternative D) Intersection Design Figure 34(B): Visual Simulation at Viewpoint 11 for Alternative B (also applicable to Alternative D) Roundabout Design and shows the simulated visual conditions under Alternative B (as well as Alternative D) as a signalized and as a roundabout intersection at Viewpoint 11, respectively. An improved U.S. 50/Lake Parkway intersection would be visible from this viewpoint under Alternative B (as well as Alternative D) as either a signalized intersection or roundabout. This location represents the view the parking structure patrons would have of the Project site as they look toward the northwest. The foreground from this viewpoint offers views of a surface parking lot with light poles. Minimal amounts of vegetation exist in the foreground view. The middleground from Viewpoint 11 offers views of the Project site and the improved U.S. 50/Lake Parkway intersection (as a signalized intersection or roundabout as shown in Figure 34(a) and 34(b)).



FIGURE 34(A)

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FIGURE 34(B)

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Under implementation of the signalized intersection Lake Parkway and U.S. 50 would be slightly wider compared to existing conditions and newly placed ornamental vegetation (street trees) would line the roadways. A landscaped median would also be visible along U.S. 50 south of the U.S. 50/Lake Parkway intersection. With development of the roundabout, lane configurations along Lake Parkway and U.S. 50 would be changed for motorists entering and exiting the roundabout. Traffic signals would be removed and the center of the roundabout would be landscaped with grass, coniferous trees and decorative boulders. The background from this viewpoint offers views of Edgewood Golf Course bordered by a coniferous forest that is backdropped by “Round Mound” and distant mountains.

Visual Character

The visual character of Viewpoint 11 under Alternative B (as well as Alternative D) would remain relatively similar when compared to existing conditions. Improvements to the U.S. 50/Lake Parkway intersection (either as a signalized intersection or roundabout) would be noticeable; however, such improvements would not detract or enhance the visual character from this viewpoint. Older ornamental vegetation would be removed along U.S. 50 and Lake Parkway and new ornamental vegetation would be planted; however, the visual character at this viewpoint would remain the same when compared to existing conditions.

Visual Quality

The visual quality rating with implementation of Alternative B (as well as Alternative D) was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 11. The visual quality rating of the viewshed of Viewpoint 11 under Alternative B (as well as Alternative D) would remain the same when compared to existing conditions (with either implementation of the signalized intersection or roundabout).

Under existing conditions Viewpoint 11 has a visual quality rating of 5.00 which is considered Moderately High. Implementation of Alternative B (as well as Alternative D) would result in a ***Moderately High*** visual quality rating of ***5.00*** at Viewpoint 11.

Viewer Sensitivity and Response

This viewpoint represents what pedestrians and hotel guests would see as they look at the U.S. 50/Lake Parkway intersection from the property occupied by Montbleu Hotel and Casino. This alternative would include either improved intersection features (such as lane restriping, ornamental trees, sidewalks, and vegetated medians) or

development of a round-a-about that would include vegetated medians, a vegetated center island with ornamental trees and decorative rocks/boulders, crosswalks, and sidewalks. Viewers at this location have unobstructed views of the U.S. 50/Lake Parkway intersection, Edgewood Golf Course, a coniferous forest and background hills/mountains. Many pedestrians and hotel guests (tourists) frequent this area and typically linger in this area for longer periods of times compared to other viewers. The visual scene from this viewpoint is unique in Edgewood Golf Course backdropped by coniferous forests, hills and distant mountains are visible and therefore, viewers are focused on these specific visual elements. Viewer exposure and viewer sensitivity at this location with implementation of Alternative B were both rated at 4.3, respectively, for a total viewer response rate of 4.3. Based on the total viewer response rating of 4.3 points, viewer response to visual changes would be ***moderately high*** at this viewpoint with implementation of Alternative B.

3.1.3 Alternative C Viewpoints with Project Implementation

The following provides an analysis on the degradation/improvement to the visual character and visual quality of certain viewpoints with implementation of Alternative C. The visual character and visual quality of Viewpoints 1, 2, 3, 4, 5, 9, and 10 could potentially change with implementation of Alternative C. It should be noted that the simulations at Viewpoints 1, 2, 3, and 5 apply to Alternatives B, C, and D as noted in the analysis below; the simulations at Viewpoints 4, 9, and 10 apply to Alternatives B and C as noted in the analysis below.

3.1.3.1 Viewpoint 1

Please refer to Subsection 3.1.2.1 above for a discussion of change in visual character and quality at Viewpoint 1 with implementation of Alternative C. Figure 24 (above) also presents features of Alternative C that would be located at Viewpoint 1. Under existing conditions Viewpoint 1 has a visual quality rating of 3.06, which is considered Moderate. Implementation of Alternative C would result in a ***Moderate*** visual quality rating of **3.67** at Viewpoint 1.

Please refer to Section 3.1.2.1 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.3.2 Viewpoint 2

Please refer to Subsection 3.1.2.2 above for a discussion of change in visual character and quality at Viewpoint 2 with implementation of Alternative C. Figure 25 (above) also presents features of Alternative C that would be located at Viewpoint 2. Under

existing conditions Viewpoint 2 has a visual quality rating 4.61, which is considered Moderately High. Implementation of Alternative C would result in a **Moderate** visual quality rating of **3.67** at Viewpoint 2.

Please refer to Section 3.1.2.2 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.3.3 Viewpoint 3

Please refer to Subsection 3.1.2.3 above for a discussion of change in visual character and quality at Viewpoint 3 with implementation of Alternative C. Figure 26 (above) also presents features of Alternative C that would be located at Viewpoint 3. Under existing conditions Viewpoint 3 has a visual quality rating of 2.67, which is considered Moderately Low. Implementation of Alternative C would result in a **Moderate** visual quality rating of **3.56** at Viewpoint 3.

Please refer to Section 3.1.2.3 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.3.4 Viewpoint 4

Figure 35: Visual Simulation at Viewpoint 4 for Alternative C shows the simulated visual conditions with implementation of Alternative C at Viewpoint 4. The visual conditions at this viewpoint under Alternative C would be similar to those under Alternative B. The only visual difference is that under Alternative C a landscaped median would be developed on U.S. 50 north of the U.S. 50/Pioneer Trail intersection. Please refer to the assessment provided in Section 3.1.2.4 for design details.

Visual Character

The visual character at this viewpoint would be the same under Alternative C as it would be under Alternative B. A detailed description of the visual character at this viewpoint with implementation of Alternative C is provided in Section 3.1.2.4.

Visual Quality

The visual quality rating with implementation of Alternative C was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 4. The description of vividness, intactness, and unity of the viewshed at Viewpoint 4 is discussed above in Subsection 3.1.2.4 as the design features under Alternative C would be the same as under Alternative B.



Under existing conditions Viewpoint 4 has a visual quality rating of 2.06 which is considered Moderately Low. Implementation of Alternative C would result in a **Moderate** visual quality rating of **3.50** at Viewpoint 4.

Please refer to Section 3.1.2.4 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.3.5 Viewpoint 5

Figure 36: Visual Simulation at Viewpoint 5 for Alternative C shows the simulated visual conditions with implementation of Alternative C at Viewpoint 5. Under Alternative C, southbound U.S. 50 would be widened from two to three lanes with left and right turn pockets approaching the intersection. Both the northbound and southbound side of U.S. 50 at this viewpoint would have wider sidewalks and bicycle lanes compared to existing conditions. From this viewpoint the new U.S. 50/Lake Parkway intersection is visible with new traffic signals that are short and painted a color palette consistent with the surrounding natural environment. Ornamental vegetation as well as shorter light poles (painted a color palette consistent with the natural landscape on the east and west sides of U.S. 50) will be added as part of the Alternative C design at Viewpoint 5.

Visual Character

The visual character of Viewpoint 5 under Alternative C would remain similar when compared to existing conditions. Improvements to the manmade uses (e.g., U.S. 50, sidewalks, bicycle lanes, light standards, lane realignments, U.S. 50 repaving) and inclusion of ornamental vegetation would slightly improve and modernize the visual character at this viewpoint under Alternative C.

With implementation of Alternative C, the mid-rise hotels/casinos of Stateline would still be visible from Viewpoint 5 as would Heavenly Mountain to the east and the mountains of the Sierra Nevada to the south. Motorists, pedestrians, and bicyclists would also continue to have unobstructed views of the natural visual character of Edgewood Golf Course to the west of U.S. 50 from this viewpoint.

Visual Quality

The visual quality rating with implementation of Alternative C was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 5.



FIGURE 36

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Visual Simulation at Viewpoint 5 for Alternative C

Modern manmade materials and natural vegetation would be implemented at Viewpoint 5 under Alternative C. The modern manmade materials would have the same color palette as the surrounding natural features and the addition of street/ornamental trees would slightly enhance the color of the U.S. 50 corridor at Viewpoint 5.

Although such changes would occur, the vividness of the viewshed at Viewpoint 5 would remain similar under Alternative C compared to existing conditions.

Under existing conditions, U.S. 50 at Viewpoint 5 is dominated by manmade features (including north- and southbound lanes of U.S. 50, curbs, gutters, a dirt walkway on the western side of U.S. 50, utility poles, etc.) and the distant buildings of Stateline. Alternative C would include ornamental trees/vegetation that would balance the visual context of manmade and natural features along the viewshed at Viewpoint 5. The ornamental trees/vegetation would somewhat obscure views of the Stateline buildings; however, the integrity of the visual order of manmade and natural features would be more balanced compared to existing conditions. Intactness of the viewshed at Viewpoint 5 would improve under Alternative C compared to existing conditions.

The design features implemented under Alternative C would provide a balance between manmade and natural features that would be comparable to what is in place under existing conditions. The unity of the viewshed at Viewpoint 5 under Alternative C would be similar as to that under existing conditions.

Under existing conditions Viewpoint 5 has a visual quality rating of 2.50 which is considered Moderately Low. Implementation of Alternative C would result in a ***Moderately Low*** visual quality rating of **2.83** at Viewpoint 5.

Please refer to Section 3.1.2.5 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.3.6 Viewpoint 9

Figure 37: Visual Simulation at Viewpoint 9 for Alternative C shows the simulated visual conditions under Alternative C at Viewpoint 9. The design features of Alternative C would be the same as the design features of Alternative B at Viewpoint 9. Please refer to the discussion above in Section 3.1.2.9 for a description of the design features that would be implemented at Viewpoint 9.



FIGURE 37

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Visual Simulation at Viewpoint 9 for Alternative C

Visual Character

The visual character of Viewpoint 9 under Alternative C would remain the same when compared to existing conditions. The design features of Alternative C would be the same as those of Alternative B; and, therefore the visual character of Viewpoint 9 would be the same under Alternative B or C design.

Please refer to Section 3.1.2.9 for a description of the visual character at this viewpoint with implementation of Alternative C.

Visual Quality

The visual quality rating with implementation of Alternative C was analyzed based on improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 9. The description of vividness, intactness, and unity of the viewshed at Viewpoint 9 is discussed above in Subsection 3.1.2.9 as the design features under Alternative C would be the same as under Alternative B.

Under existing conditions Viewpoint 9 has a visual quality rating of 3.00 which is considered Moderate. Implementation of Alternative C would result in a ***Moderate*** visual quality rating of **3.00** at Viewpoint 9.

Please refer to Section 3.1.2.9 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.3.7 Viewpoint 10

Figure 38: Visual Simulation at Viewpoint 10 for Alternative C shows the simulated visual conditions under Alternative C at Viewpoint 10. The visual conditions at Viewpoint 10 under Alternative C would be similar to the visual conditions under Alternative B. A new intersection at Pioneer Trail/U.S. 50 would be visible from this viewpoint. The existing commercial/lodging buildings currently occupying the parcels to the east of the roadway would be removed with implementation of Alternative C. The new U.S. 50 roadway would be a one-way street with a right turn lane, through lanes, and left turn lanes. Pioneer Trail would be redesigned with a landscaped median separating northbound and southbound traffic lanes.

Sidewalks would be added along U.S. 50 and Pioneer Trail. Ornamental trees/vegetation and decorative boulders would be located along the new portion of U.S. 50 and Pioneer Trail to add to the natural features visible from this viewpoint. Street trees, landscaped medians, decorative boulders, and modern materials (painted a color palette consistent with the surroundings) would be visible from this viewpoint



under Alternative C. Background views of forested areas and mountains would no longer be obscured from this viewpoint with implementation of Alternative C.

Visual Character

The visual character of Viewpoint 10 under Alternative C would improve when compared to the existing visual conditions from this viewpoint. The design features under Alternative C would be similar to those under Alternative B; and therefore, the visual character of Viewpoint 10 would be the same under Alternative C or B design.

Please refer to Section 3.1.2.10 for a description of the visual character at this viewpoint with implementation of Alternative C.

Visual Quality

The visual quality rating with implementation of Alternative C was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 10. The description of vividness, intactness, and unity of the viewshed at Viewpoint 10 is discussed above in Section 3.1.2.10 as the design features under Alternative C would be the same as under Alternative B.

Under existing conditions Viewpoint 10 has a visual quality rating of 2.11 which is considered Moderately Low. Implementation of Alternative C would result in a **Moderate** visual quality rating of **4.28** at Viewpoint 10.

Please refer to Section 3.1.2.10 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.4 Alternative D Viewpoints with Project Implementation

The following provides an analysis on the degradation/improvement to the visual character and visual quality of certain viewpoints with implementation of Alternative D. The visual character and visual quality of Viewpoints 1, 2, 3, 5, 6, 7, 8, 11, 12, 13, and 14 could potentially change with implementation of Alternative D. It should be noted that the simulations at Viewpoints 1, 2, 3, and 5 apply to Alternatives B, C and D as noted in the analysis below; and, the simulations at Viewpoints 6, 7, 8, and 11 apply to Alternatives B and D as noted in the analysis below.

3.1.4.1 Viewpoint 1

Please refer to Section 3.1.2.1 above for a discussion of change in visual character and quality at Viewpoint 1 with implementation of Alternative D. Figure 24 (above) also presents features of Alternative D that would be located at Viewpoint 1. Under

existing conditions Viewpoint 1 has a visual quality rating of 3.06, which is considered Moderate. Implementation of Alternative C would result in a **Moderate** visual quality rating of **3.67** at Viewpoint 1.

Please refer to Section 3.1.2.1 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.4.2 Viewpoint 2

Please refer to Section 3.1.2.2 above for a discussion of change in visual character and quality at Viewpoint 2 with implementation of Alternative D. Figure 25 (above) also presents features of Alternative D that would be located at Viewpoint 2. Under existing conditions Viewpoint 2 has a visual quality rating 4.61, which is considered Moderately High. Implementation of Alternative D would result in a **Moderate** visual quality rating of **3.67** at Viewpoint 2.

Please refer to Section 3.1.2.2 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.4.3 Viewpoint 3

Please refer to Section 3.1.2.3 above for a discussion of change in visual character and quality at Viewpoint 3 with implementation of Alternative D. Figure 26 (above) also presents features of Alternative D that would be located at Viewpoint 3. Under existing conditions Viewpoint 3 has a visual quality rating of 2.67, which is considered Moderately Low. Implementation of Alternative D would result in a **Moderate** visual quality rating of **3.56** at Viewpoint 3.

Please refer to Section 3.1.2.3 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.4.4 Viewpoint 5

Please refer to Section 3.1.2.5 above for a discussion of change in visual character and quality at Viewpoint 5 with implementation of Alternative D. Figure 28 (above) also presents features of Alternative D that would be located at Viewpoint 5. Under existing conditions Viewpoint 5 has a visual quality rating of 2.50 which is considered Moderately Low. Implementation of Alternative D would result in a **Moderately Low** visual quality rating of **2.56** at Viewpoint 5.

Please refer to Section 3.1.2.5 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.4.5 Viewpoint 6

Please refer to Section 3.1.2.6 above for a discussion of change in visual character and quality at Viewpoint 3 with implementation of Alternative D. Figure 29 (above) also presents features of Alternative D that would be located at Viewpoint 3. Under existing conditions Viewpoint 6 has a visual quality rating of 3.0, which is considered Moderate. Implementation of Alternative D would result in a ***Moderate*** visual quality rating of **3.06** at Viewpoint 1b.

Please refer to Section 3.1.2.6 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.4.6 Viewpoint 7

Please refer to Section 3.1.2.7 above for a discussion of change in visual character and quality at Viewpoint 3 with implementation of Alternative D. Figure 30 (above) also presents features of Alternative D that would be located at Viewpoint 7. Under existing conditions Viewpoint 7 has a visual quality rating of 4.33 which is considered Moderate. Implementation of Alternative D would result in a ***Moderate*** visual quality rating of **3.22** at Viewpoint 7.

Please refer to Section 3.1.2.7 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.4.7 Viewpoint 8

Please refer to Section 3.1.2.8 above for a discussion of change in visual character and quality at Viewpoint 8 with implementation of Alternative D. Figure 31 (above) also presents features of Alternative D that would be located at Viewpoint 8. Under existing conditions Viewpoint 8 has a visual quality rating of 4.06 which is considered Moderate. Implementation of Alternative D would result in a ***Moderate*** visual quality rating of **3.28** at Viewpoint 8.

Please refer to Section 3.1.2.8 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.4.8 Viewpoint 11

Please refer to Section 3.1.2.11 above for a discussion of change in visual character and quality at Viewpoint 11 with implementation of Alternative D (with the normal intersection and roundabout design). Figure 34 (above) also presents features of Alternative D that would be located at Viewpoint 11. Under existing conditions Viewpoint 11 has a visual quality rating of 5.00 which is considered Moderately

High. Implementation of Alternative D would result in a ***Moderately High*** visual quality rating of **5.00** at Viewpoint 11.

Please refer to Section 3.1.2.11 above for a discussion on Viewer Sensitivity and Response at this viewpoint.

3.1.4.9 Viewpoint 12

Figure 39: Visual Simulation at Viewpoint 12 for Alternative D shows a simulation of the visual conditions at Viewpoint 12 under Alternative D. Viewpoint 12 is located on the southern end of the proposed Project site along U.S. 50 looking northeast toward the Casino Corridor. The intersection of U.S. 50 and Pioneer Trail would be modified to include a landscaped median on the west side of the intersection under Alternatives B, C, and D. U.S. 50 would be widened and expanded from four lanes with a center turn lane to five lanes (one right turn lane, two through lanes, and two left turn lanes) under Alternative D.

Visual Character

The visual character from this viewpoint under Alternative D would be similar to that under existing conditions. This viewpoint is fully urbanized with a roadway and commercial uses as well as landscaping features. Implementation of Alternative D would result in widening of the roadway and a slight (but nominal) increase in manmade features (such as cemented sidewalks, railings, curbs, and drainage gutters) from this viewpoint.

Landscaping features in the proposed median would complement the existing landscape features and would obscure views of the commercial uses in the middle ground. Views of the natural mountainous landscape in the background from this viewpoint would continue to be visible under Alternative D.

Visual Quality

The visual quality rating with implementation of Alternative D was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 12.

Alternative D would include modern landscaping and manmade features that would contribute to improvement of vividness at this viewpoint. The addition of such landscaping features would partially obscure commercial uses that have duller colors and thus would help improve the vividness in the viewshed area of Viewpoint 12.



FIGURE 39

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Visual Simulation at Viewpoint 12 for Alternative D

Under Alternative D, the degree of encroachment of manmade features (such as cemented sidewalks, railings, curbs, and drainage gutters) into natural features at this viewpoint would be similar to those under existing conditions. Therefore, intactness of the viewshed at Viewpoint 12 under Alternative D would be the same as under existing conditions.

Under Alternative D, manmade features would transition into new natural features (ornamental vegetation, decorative rocks/boulders) and the overall flow of the visual resources would continue to form a coherent, harmonious visual pattern. Therefore, the unity of the visual resources at Viewpoint 12 under Alternative D would remain similar to existing conditions.

Under existing conditions, Viewpoint 12 has a visual quality rating of 3.22, which is considered Moderate. Implementation of Alternative D would result in a ***Moderate*** visual quality rating of **3.33** at Viewpoint 12.

Viewer Sensitivity and Response

This viewpoint represents what motorists and bicyclists would see as they travel along U.S. 50 between Pioneer Trail and Midway Road looking northeast. Implementation of Alternative D would include features such as sidewalk and curb improvements as well as improvements to the U.S. 50/Pioneer Trail intersection shown in mid-ground at this viewpoint. An island at the U.S. 50/Pioneer Trail intersection would be developed and would be occupied by ornamental trees, decorative rocks/boulders, and other landscaping elements. The motorists and bicyclists traveling along U.S. 50 in this area would consist mostly of local commuters who routinely view this area while commuting; therefore, this scene would have less sensitivity to this scene. The view is a simple general view of an urban area with no prominent features that would stand out to the viewers traveling along U.S. 50. This stretch of U.S. 50 does not have views or objects being viewed that are protected by the local community. Viewer sensitivity in this area was rated at 1.7 which is considered low. The overall viewer response to visual changes in this area was rated at **2.2** which is considered ***moderately low***.

3.1.4.10 Viewpoint 13

Figure 40: Visual Simulation at Viewpoint 13 for Alternative D shows the simulated visual conditions at Viewpoint 13 under Alternative D. Alternative D include improvements to the existing roadway and the U.S. 50/Pioneer Trail intersection. Improvements would include reconfiguration of the existing intersection, the addition



FIGURE 40

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Visual Simulation at Viewpoint 13 for Alternative D

of pedestrian friendly sidewalks, a landscaped median with ornamental trees and decorative rocks/boulders, and modern street lamps and intersection signals. Reconfiguration of the existing intersection would include widening U.S. 50 from four lanes (two through lanes in each direction and a right/left- turn pocket that currently accesses Pioneer Trail) to five lanes (a right-turn lane, two-through lanes, and two-left turn lanes). Some of the commercial uses in the middleground of this viewpoint would be removed under Alternative D. Views of the coniferous forest in the background would be slightly obscured by the ornamental trees that would be planted under Alternative D. Views of the mountains in the background at Viewpoint 13 would remain unobscured.

Visual Character

The visual character of this viewpoint with implementation of Alternative D would improve slightly when compared to existing conditions.

Viewpoint 13 is located in an urbanized area with background views of natural features (coniferous trees and mountains). Implementation of Alternative D would introduce more natural features including ornamental trees, decorative rocks, and landscaped medians. Commercial buildings would be removed. From Viewpoint 13 the transition from manmade features to natural features would improve under Alternative D compared to existing conditions.

Visual Quality

The visual quality rating with implementation of Alternative D was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 13.

The addition of natural features such as ornamental trees, landscaped medians, and decorative rocks/boulders would improve the vividness from this viewpoint under Alternative D. Removal of the commercial uses in the area and replacement of ornamental vegetation would improve the natural color pallet at this viewshed and therefore improve vividness of natural and manmade features at Viewpoint 13.

Intactness of the viewshed at Viewpoint 13 under Alternative D would be similar to existing conditions.

The unity of the manmade and natural features from this viewpoint would slightly improve under Alternative D when compared to existing conditions. The addition of decorative natural features (ornamental trees, decorative rocks, and landscaped

medians) and colors of the new manmade features developed in a natural color palette (pedestrian friendly sidewalks, signalized intersections, street lamps) would form an improved coherent, harmonious visual pattern.

Under existing conditions Viewpoint 13 has a visual quality rating of 3.56, which is considered Moderate. Implementation of Alternative D would result in a **Moderate** visual quality rating of **3.89** at Viewpoint 13.

Viewer Sensitivity and Response

This viewpoint represents off road views of what tourists and pedestrians would see if they were on the west side of U.S. 50 looking east towards the new U.S. 50/Pioneer Trail intersection developed under Alternative D. The existing buildings on the east side of U.S. 50 would be removed and a new U.S. 50/Pioneer Trail intersection would be developed. New roadway medians occupied by ornamental trees, decorative rocks/boulders and grass would be developed. Views of the coniferous forest and mountains in the background at this viewpoint would still be visible. The landscaping of this viewpoint represents a routine scene that is viewed by tourists and pedestrians as they traverse along U.S. 50 in the Project area. The view in this area is a general view of an urban area surrounded by mountains and coniferous forests which is typical for the Project area. Additionally this specific view or objects being viewed (mountains and coniferous forest in the background) is not protected by the City of South Lake Tahoe or TRPA. Based on this, viewer sensitivity to changes in the visual context of this viewpoint was rated at **2.3** which is considered **moderately low**. The overall viewer response to changes in the visual context of this viewpoint was rated at **2.7** which is considered **moderately low**.

3.1.4.11 Viewpoint 14

Figure 41: Visual Simulation at Viewpoint 14 for Alternative D shows a simulation of the visual conditions at Viewpoint 14 under Alternative D. Under Alternative D the roadway would be widened from two lanes (one lane in each direction) to four lanes (two through lanes in the northbound and southbound direction and a paved median). Coniferous trees visible from this viewpoint would be removed to accommodate roadway modifications associated with Alternative D.

The foreground and middleground from the simulated viewpoint shows an expansion of roadway features, reduction in natural vegetation, and a reduction in residential buildings paralleling the roadway. Implementation of Alternative D would also result



FIGURE 41

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Visual Simulation at Viewpoint 14 for Alternative D

in unobscured views of the coniferous forest and mountains in the background from this viewpoint.

Visual Character

The visual character of this viewpoint would change with implementation of Alternative D when compared to existing conditions. The majority of the coniferous trees that dominate this viewpoint would be removed under Alternative D. Under Alternative D coniferous trees would be removed, the roadway would be widened, and sidewalks would be installed. Manmade surface areas would increase (mainly roadway and sidewalks); however, residential units would be removed along the north side of the roadway under Alternative D.

Street trees would line each side of the roadway and some natural landscaping (coniferous trees) would remain visible in the foreground and middleground from this viewpoint.

With the removal of coniferous trees associated with Alternative D, mountains and coniferous forests would be visible in the background from this viewpoint.

Removal of coniferous trees under Alternative D would result in an improvement of the visual character of the distant views from this viewpoint when compared to existing views, as views of the mountains are completely obscured by the coniferous trees under existing conditions.

Visual Quality

The visual quality rating with implementation of Alternative D was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 14.

Alternative D would require the removal of existing coniferous trees along the south side of the roadway.

The removed coniferous trees would be replaced with a widened roadway, pedestrian friendly sidewalks, other manmade features, and natural features (such as ornamental trees) which would contribute to the slight improvement of vividness at Viewpoint 14.

The visual order at this viewpoint would improve slightly under Alternative D when compared to existing conditions as new manmade features (such as the wider roadway, new sidewalks, etc.) would transition smoothly to natural features (such as

decorative trees and existing coniferous trees). Although Alternative D would result in the loss of coniferous trees, distant viewpoints of coniferous trees and mountains would be improved when compared to existing conditions. Therefore, Alternative D would slightly improve the intactness of the viewshed area at Viewpoint 14.

The removal of the coniferous trees under Alternative D would result in an open visual pattern where the new manmade features would blend with natural features to improve the visual pattern at Viewpoint 14. The unity between the manmade and natural features at this viewpoint would slightly improve with implementation of Alternative D.

Under existing conditions Viewpoint 14 has a visual quality rating of 3.44, which is considered Moderate. Implementation of Alternative D would result in a ***Moderate*** visual quality rating of **3.89** at Viewpoint 14.

Viewer Sensitivity and Response

This view represents what motorists and bicyclists would see as they travel to the west along Fern Road looking at the new U.S. 50/Pioneer Trail intersection that would be developed with implementation of Alternative D. Residential units that are on the north and south side of Fern Road would be removed and replaced by right-of-way improvements to the roadway. New sidewalks would be installed on both sides of Fern Road and many of the coniferous trees would be removed to make room for the right-of-way acquisition. A new U.S. 50/Pioneer Trail intersection would be visible in the mid-ground with new vegetated islands. Distant views of the mountains to the west would be visible due to removal of the coniferous trees along Fern Road. The visual scenery at this viewpoint is typical of the urban environment within the City of South Lake Tahoe with views of surrounding natural features (such as distant mountains). The scenery would be routine for motorists and bicyclists traveling along Fern Road as they approach the new U.S. 50/Pioneer trail intersection. The views of the new U.S. 50/Pioneer Trail intersection, distant mountains, ornamental trees, and vegetation is a general typical view of what motorists and bicyclists view within the urban area of South Lake Tahoe. The views in this area are not highly valued and are not protected by the City of South Lake Tahoe or TRPA. Viewer sensitivity to visual changes at this viewpoint is rated at **2.7** which is considered ***moderately low***. The overall viewer response to changes in the visual context of this viewpoint was rated at **2.8** which is considered ***moderately low***.

3.1.5 Alternative E Viewpoints with Project Implementation

The following provides an analysis on the degradation/improvement to the visual character and visual quality of certain viewpoints with implementation of Alternative E. The visual character and visual quality of Viewpoints 15 and 16 could potentially change with implementation of Alternative E. It should be noted that the simulations at Viewpoints 1 through 14 do not apply to Alternative E as noted below in the analysis.

3.1.5.1 Viewpoints 1 through 14

Under Alternative E the proposed Project would construct a concrete deck over the entire width and length of existing U.S. 50 between Stateline Avenue and the northern end of the Montbleu Resort that would serve pedestrians as a “skywalk” walkway along the casino corridor. Viewpoints 1 through 14 would not be in the area of the “skywalk” associated with Alternative E; therefore, these Viewpoints would retain the same visual character and visual quality as under existing conditions. The visual quality rating for Viewpoints 1 through 14 would remain the same as under existing conditions with implementation of Alternative E.

3.1.5.2 Viewpoint 15

Figure 42: Visual Simulation at Viewpoint 15 for Alternative E shows the simulated visual conditions under Alternative E at Viewpoint 15. Alternative E would develop a “Skywalk” over the U.S. 50 corridor from just south of Stateline Avenue to the northern end of the Montbleu hotel/casino property. The “Skywalk” would be accessed via escalators and elevators located along the U.S. 50 corridor.

The deck of the “Skywalk” structure would be designed with ornamental vegetation and light poles. The “Skywalk” structure would partially obstruct views for motorists, pedestrians, and bicyclists of the mid-rise hotels/casinos on the eastern and western sides of U.S. 50. The “Skywalk” structure would fully obstruct views of the distant mountains to the north of the Project footprint. It should be noted that the commercial building to the southwest of the “Skywalk” (as shown in the simulation in Figure 42) is not part of the Alternative E design and is included in the simulation on the assumption of planned buildout of this parcel per future City of South Lake Tahoe plans.



FIGURE 42

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Visual Simulation at Viewpoint 15 for Alternative E

Visual Character

Viewpoint 15 is located in an urbanized area that is fully developed. From this viewpoint, motorists, pedestrians, and bicyclists have views of the U.S. 50 corridor through the Casino Corridor. Small areas of ornamental vegetation (e.g., street trees, grass areas, etc.) would be visible along U.S. 50 and on the proposed “Skywalk” structure.

The “Skywalk” structure would be located above U.S. 50 and would be tall enough to accommodate vehicular traffic along north- and southbound U.S. 50. Motorists’, pedestrians’, and bicyclists’ views of the mid-rise hotel/casino buildings on the east and west sides of U.S. 50 would be partially obstructed and views of the mountains north of the Project footprint would be completely obstructed with implementation of Alternative E. The balance in visual character between manmade and natural landscapes would be degraded with implementation of Alternative E at Viewpoint 15.

Visual Quality

The visual quality rating with implementation of Alternative E was analyzed based on potential improvements/degradations to the vividness, intactness, and unity of the viewshed area of Viewpoint 15.

The vividness of the viewshed at Viewpoint 15 under Alternative E would be similar to that under existing conditions. The addition of the “skywalk” would not enhance the vividness of the urbanized viewshed at Viewpoint 15. Decorative trees and vegetation that would be implemented under Alternative E would be similar in color and vividness as under existing conditions.

The “Skywalk” structure would encroach on motorists’, pedestrians’, and bicyclists’ views of the distant mountains to the north and; therefore, the intactness of the viewshed at Viewpoint 15 would be degraded under Alternative E compared to existing conditions.

Development of the “Skywalk” structure would increase the amount of manmade features visible in the viewshed area at Viewpoint 15. Landscaping would be included under Alternative E but would not improve the unity between the manmade and natural landscape at this Viewpoint 15; therefore, visual unity would be degraded compared to existing conditions.

Under existing conditions Viewpoint 15 has a visual quality rating of 2.17 which is considered Moderately Low. Implementation of Alternative E would result in a **Low** visual quality rating of **1.83** at Viewpoint 15.

Viewer Sensitivity and Response

This viewpoint is located within the Casino Corridor and represents views that numerous viewers would have of the Skywalk developed over U.S. 50. Viewers in this area include motorists, pedestrians, tourists, retailers, and bicyclists. This viewpoint represents a typical urban area in the Casino Core that is occupied by tall buildings on both sides of U.S. 50 and that provides views of distant mountains when looking north and south. The scene of this viewpoint is routine for the viewers in this area. Viewers in this area are typically focused on the variety of buildings on either side of U.S. 50 and the focal view of distant mountains when looking north and south through the corridor; therefore, leading to a moderately high sensitivity to change at this viewpoint. Views of the distant mountains within the Casino Corridor are important to retain in this area per local values. Viewer sensitivity to visual changes at this viewpoint is rated at **4.0** which is considered ***moderately high***. The overall viewer response to changes in the visual context of this viewpoint was rated at **4.2** which is considered ***moderately high***.

3.1.5.3 Viewpoint 16

Figure 43: Visual Simulation at Viewpoint 16 for Alternative E shows the simulated visual conditions under Alternative E. The “Skywalk” structure would be developed over the U.S. 50 corridor and would use modern materials and paint colors of a palette consistent with the distant natural areas located to the east of Viewpoint 16. Street trees would be placed on the deck of the “Skywalk”.

Visual Character

Viewpoint 16 is located in a fully urbanized area just to the west of U.S. 50 in the Casino Corridor. The “Skywalk” would be visible to motorists, pedestrians, and bicyclists traveling east along Stateline Avenue towards U.S. 50. Views of the buildings associated with Heavenly Village would be obscured by the “Skywalk” structure and views of the mountains at Heavenly Valley would be partially obscured when compared to existing conditions. Street trees would be placed on the deck of the “Skywalk” enhance the natural landscape in this urbanized area. The overall visual character at Viewpoint 16 would be degraded with implementation of Alternative E since the size of the “Skywalk” structure would obscure views of the natural landscape to the east of the Project footprint.



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Visual Simulation at Viewpoint 16 for Alternative E

Visual Quality

The visual quality rating with implementation of Alternative E was analyzed based on potential degradations/improvements to the vividness, intactness, and unity of the viewshed area of Viewpoint 16. The modern materials and natural color of the “Skywalk” structure would slightly improve the brightness/color of the manmade development of the viewshed at Viewpoint 16. Therefore vividness would slightly improve at Viewpoint 16 under Alternative E compared to existing conditions.

The mountains at Heavenly Valley are visible in the viewshed at Viewpoint 9a under existing conditions. Alternative E would develop a “skywalk” over U.S. 50 that would encroach on the views motorists, pedestrians, and bicyclists would have of the mountains at Heavenly Valley at Viewpoint 16. Due to such visual encroachment on the natural landscape, intactness of the viewshed at Viewpoint 16 would be degraded under Alternative E compared to existing conditions.

Manmade features are dominant in the viewshed area at Viewpoint 16 under existing conditions. Some natural features (such as conifer trees and decorative bushes along existing buildings) exist in this viewshed; however, manmade and natural features are not balanced and do not form a harmonious visual pattern. Under Alternative E an increase in manmade features would occur at Viewpoint 16 due to implementation of the “skywalk” structure over U.S. 50. Some decorative trees would be placed on the “skywalk” to provide a smoother visual transition from the manmade features to the natural features (the mountains of Heavenly Valley); however, due to the bulk of the “skywalk” the manmade features at Viewpoint 16 would still be dominant under Alternative E. The visual unity between manmade and natural features of the viewshed at Viewpoint 16 would be degraded under Alternative E compared to existing conditions.

Under existing conditions Viewpoint 16 has a visual quality rating of 2.72 which is considered Moderately Low. Implementation of Alternative E would result in a ***Moderately Low*** visual quality rating of **2.33** at Viewpoint 16.

Viewer Sensitivity and Response

This viewpoint represents what motorists, pedestrians, tourists, retailers and bicyclists would view when approaching the Skywalk implemented under Alternative E. This viewpoint shows the Skywalk over U.S. 50 within the Casino Corridor blocking mid-views of the mountains to the east. Viewer sensitivity and response at this location is similar to that at Viewpoint 15 which is discussed above in 3.1.5.2. Viewer sensitivity

to visual changes at this viewpoint is rated at **4.0** which is considered *moderately high*. The overall viewer response to changes in the visual context of this viewpoint was rated at **4.2** which is considered *moderately high*.

3.2 TRPA Evaluation

According to TRPA Resolution 82-11, TRPA has adopted Environmental Threshold Carrying Capacities for Scenic Resources, including Numerical Standards for Roadway and Shoreline Travel Units, Numerical Standards for Other Areas, and a Policy Statement for the Built Environment. The numerical standards are represented by Travel Route Ratings (Roadway and Shoreline Travel Units), Scenic Quality Ratings (Roadway and Shoreline Travel Units), Public Recreation Areas and Bike Trails, and Community Design. It should be noted that the proposed Project is not located along the Lake Tahoe Shoreline (nor is the proposed Project visible from Lake Tahoe) and; therefore, the proposed Project was not analyzed under TRPA Scenic Resource Thresholds associated with Shoreline Units. The following provides an analysis of scenic resources per the thresholds identified above in Subsection 1.4.2 TRPA Methodology.

The discussion presented below is based on the TRPA Methodology used to assess visual resources in the Lake Tahoe Basin. The TRPA methodology is similar to that of FHWA methodology as visual character and visual quality of viewpoints (Roadway Travel Units and Recreation Areas in this case) are analyzed. The visual character and visual quality of Roadway Travel Units 32, 33 and 45, Heavenly Valley and Van Sickle Bi-State Park are analyzed below to determine if implementation of the proposed Project would adversely affect visual resources per TRPA standards.

Roadway Unit – Maintain or improve the numerical rating assigned to each unit, including the scenic quality rating of the individual resource within each unit, as recorded in Tables 13-3, 13-5, 13-8 and 13-9 of the Draft Study Report.

Portions of U.S. 50 within the Project footprint are designated as TRPA's Roadway Travel Unit 32 (Casino Area), Roadway Travel Unit 33 (The Strip), and Roadway Travel Unit 45 (Pioneer Trail North). Figure 44: TRPA Roadway Travel Unit Boundaries shows the approximate boundaries of Roadway Travel Unit 32, 33, and 45 and the portions of the proposed Project that are within these units. Approximately 1.24 miles of the Project footprint is within Roadway Travel Unit 32 and approximately 0.25 mile of the Project footprint is within Roadway Travel Unit 33 and 45.

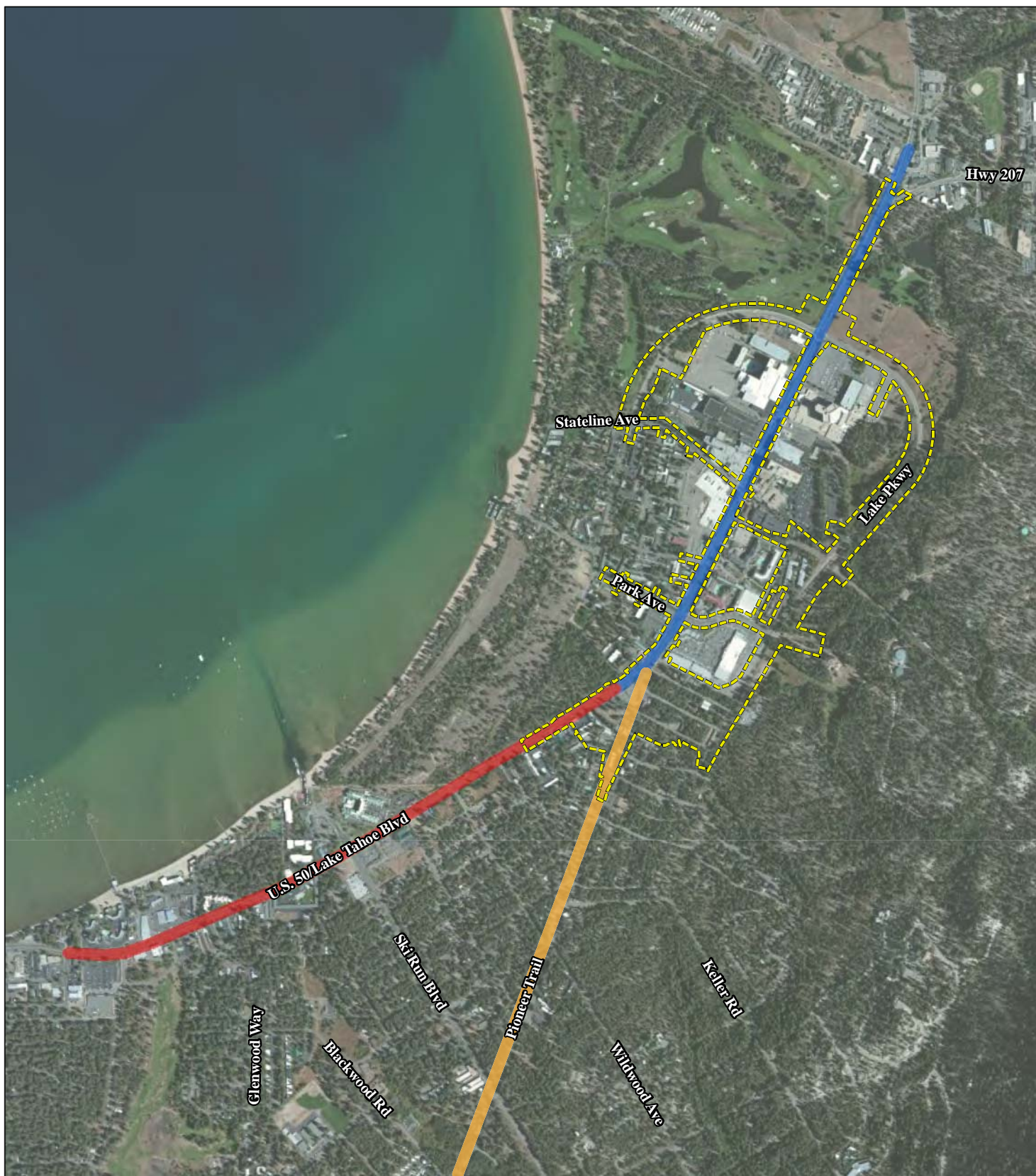


FIGURE 44







TAHOE
REGIONAL
PLANNING
AGENCY



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FEET

LEGEND

-  Project Boundary
-  Roadway Travel Unit 32
-  Roadway Travel Unit 33
-  Roadway Travel Unit 45

*U.S. 50 / South Shore Community Revitalization Project
South Lake Tahoe, California / Stateline, Nevada
El Dorado County, California / Douglas County, Nevada*

TRPA Roadway Travel Unit Boundaries

SOURCE: Basemap - ESRI World Imagery (2011); Mapping - LSA Associates, Inc. (2014)

E:\Wrs0902\AI\Revised VIA (7-31-14)\Figure 44.ai (01/016/2015)

TRPA has designated scenic resources within each of the Roadway Travel Units and have rated their scenic quality based on a scoring scale of zero (absent) to three (high) for unity, vividness, variety, and intactness. A composite score ranging from zero to 12 is then calculated by summing the scores of the four characteristics. The resource type within Roadway Travel Unit 32 includes Visual Features while the resource type within Roadway Travel Unit 33 includes Natural Landscape. Table G: Scenic Quality Rating of Scenic Resources in Roadway Travel Units 32 and 33, shows the individual scores for each characteristic and composite score. It should be noted that Scenic Quality Ratings of Roadway Travel Unit 45 was not evaluated in the TRPA 2011 Threshold Evaluation Report and therefore analysis is not presented in this section.

Alternative A. Under Alternative A (the No Build Alternative) no roadway improvements would be developed. Roadway Travel Units 32, 33, and 45 would retain the same Threshold Composite Score as the previous evaluation year, which occurred in 2011. The Threshold Composite Score would remain the same for each Roadway Travel Unit because no improvements to U.S. 50 within the Project footprint would occur under Alternative A. The rating for Roadway Travel Units 32 and 33 would be 13.5 and 14.0, respectively with implementation of Alternative A. The rating for Roadway Travel Unit 45 would remain at 11.5 with implementation of Alternative A. Implementation of Alternative A would be consistent with the calculated TRPA threshold as implementation of Alternative A would maintain the numerical rating (threshold composite score) assigned to Roadway Travel Units 32, 33, and 45.

Table F: Roadway Travel Units 32, 33 and 45 Ratings with Implementation of Alternative A shows the threshold composite score under existing conditions (2011) and under conditions with implementation of Alternative A for Roadway Travel Units 32, 33, and 45.

Table F: Roadway Travel Units 32, 33, and 45 Ratings with Implementation of Alternative A

	Roadway Travel Unit 32		Roadway Travel Unit 33		Roadway Travel Unit 45	
	Existing Rating	Change	Existing Rating	Change	Existing Rating	Change
Manmade Features	3.5	3.5	4	4	2	2
Roadway Distractions	2	2	4	4	1	1
Road Structure	2	2	1	1	3	3
Lake Views	2	2	1.5	1.5	2.5	2.5
Landscape Views	1	1	2.5	2.5	2	2
Variety	3	3	1	1	1	1
Threshold Composite	13.5	13.5	14	14	11.5	11.5
Status	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment

Source: TRPA 2011 Threshold Evaluation Report, Chapter 9 Scenic Resources, Appendix 1.

Under Alternative A, the Scenic Quality Rating of scenic resources within Roadway Travel Units 32 and 33 would retain the same score as the previous evaluation, which occurred in 2011. The subscores for unity, vividness, variety, and intactness would remain the same as the 2011 evaluation as no improvements to U.S. 50 on Roadway Travel Units 32 and 33 would occur. The Scenic Quality Score for Roadway Travel Units 32 and 33 would be 4.0 and 9.0, respectively, with implementation of Alternative A. The TRPA 2011 Threshold Evaluation Report did not provide a Scenic Quality Score for Roadway Travel Unit 45 as the report did not identify scenic resources within this unit; therefore, a Scenic Quality Score for Roadway Travel Unit 45 is not provided in this analysis. Implementation of Alternative A would be consistent with this calculated TRPA threshold as implementation of Alternative A would maintain the scenic quality rating of the scenic resources identified in Roadway Travel Units 32 and 33. Table G: Scenic Quality Ratings for Roadway Units with Implementation of Alternative A shows the scenic quality ratings for individual resources within Roadway Travel Route Units 32 and 33 under existing conditions and under conditions with Alternative A implemented.

Table G: Scenic Quality Ratings for Roadway Units with Implementation of Alternative A

	Roadway Travel Unit 32		Roadway Travel Unit 33	
	Scenic Resource Number: 32.2		Scenic Resource Number: 33.2	
	Existing	Change	Existing	Change
Unity	1	1	2	2
Vividness	1	1	2	2
Variety	1	1	3	3
Intactness	1	1	2	2
Score	4	4	9	9
Status	Attainment	Attainment	Attainment	Attainment

Source: TRPA 2011 Threshold Evaluation Report, Chapter 9 Scenic Resources, Appendix 2

Alternative B, C and D. Table H: Roadway Travel Units 32, 33, and 45 Ratings with Implementation of Alternative B, C and D shows the existing ratings (2011) for each roadway travel unit and the ratings of each roadway travel unit with implementation of Alternative B, C and D. Roadway improvements associated with Alternatives B, C, and D would include nominal widening of the U.S. 50 right-of-way; modern materials used in roadway construction; landscaped medians and decorative trees (and plants) along U.S. 50; new signalized intersections and/or roundabouts (the roundabouts could have landscaped islands); new light standards and intersection signals that are shorter and painted a color palette consistent with the natural surrounding vegetation; and modern bus stop benches, bicycle racks, and other decorative features.

Table H: Roadway Travel Units 32, 33, and 45 Ratings with Implementation of Alternative B, C and D

	Roadway Travel Unit 32		Roadway Travel Unit 33		Roadway Travel Unit 45	
	Existing Rating	Change	Existing Rating	Change	Existing Rating	Change
Manmade Features	3.5	3.5	4	4	2	2
Roadway Distractions	2	2.5	4	4	1	2
Road Structure	2	2.5	1	1	3	3.5
Lake Views	2	2	1.5	1.5	2.5	2.5
Landscape Views	1	1	2.5	2.5	2	2
Variety	3	3	1	1	1	1
Threshold Composite	13.5	14.5	14	14	11.5	13
Status	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment

Source: TRPA 2011 Threshold Evaluation Report, Chapter 9 Scenic Resources, Appendix 1

The following analysis describes rating assignment of the six subcomponents of the Roadway Travel Unit 32, 33 and 45 Rating with implementation of Alternatives B, C and D:

- Manmade Features:** The amount of manmade features detracting from views of the natural environment surrounding Travel Units 32, 33, and 45 would be similar with implementation of Alternative B, C, and D when compared to existing conditions. The same views of the mountains to the north and northeast would be available and would not be obstructed by new features associated with Alternative B, C and D. Within Roadway Travel Unit 32, 33, and 45 the rating for manmade features would remain at 3.5, 4 and 2, respectively, with implementation of Alternative B, C and D.
- Roadway Distractions:** Roadway distractions within Travel Unit 32 would slightly improve with implementation of Alternatives B, C and D. The eastern side of U.S. 50 within Travel Unit 32 is occupied by existing development (mostly lodging facilities). Some of these buildings would be removed with implementation of Alternatives B, C and D to allow for U.S. 50 realignment to meet at the new U.S. 50/Pioneer Trail intersection to the northeast. The

distracting buildings on the eastern side of U.S. 50 would be removed to allow for better views of the natural landscape, specifically views of the mountains to the northeast. Based on this the roadway distraction subcomponent rating would improve to 2.5 within Roadway Travel Unit 32 with implementation of Alternative B, C and D. The southern and mid portion of Travel Unit 33 is located within the urban Casino Corridor of Stateline and the northern portion is in a more natural setting with Edgewood Golf Course on the western side and open space on the eastern side of U.S. 50. Implementation of Alternatives B, C, and D in this location would include design features that would improve the existing urbanized area of the Casino Corridor. Features such as new sidewalks, new light poles, U.S. 50 improvements, new intersection signals, etc. would not distract from or improve views of mountains to the north. Similar features would be implemented in the northern portion of Roadway Travel Unit 33; however, such features would not distract motorists' views of the mountains to the northeast, east and south. The roadway distractions rating for Roadway Travel Unit 33 would remain at 4 with implementation of Alternative B, C, or D. Alternatives B, C and D would improve views of the natural setting (mountains to the north and northeast) due to the development of less intensive roadway distractions within Roadway Travel Unit 45. A new intersection would be developed at U.S. 50 and Pioneer Trail which would require widening of the Pioneer Trail, removal of existing buildings along the eastern side of the roadway, and thinning of tall coniferous trees along the eastern side of the roadway. Ornamental trees and vegetation would be planted which would transition to the remaining natural coniferous trees on the eastern side of Pioneer Trail. With these features, improved views of the mountains to the east, northeast and north would occur for motorists. Based on this, the roadway distraction rating for Roadway Travel Unit 45 would improve to 2 with implementation of Alternatives B, C or D.

- **Road Structure:** U.S. 50 in Travel Unit 32 would be realigned with a slight curve to the northeast with implementation of Alternative B, C or D. This realignment would be needed so that U.S. 50 would intersect with Pioneer Trail. The realignment would result in a few existing buildings on the east side of the road to be removed and would open up views of the mountains to the northeast for motorists traveling along the roadway. For this reason, the road structure rating would improve to 2.5 with implementation of Alternative B, C or D within Roadway Travel Unit 32. U.S. 50 within Travel Unit 33 would remain the same as under existing conditions. New cut and fill, curves or other

roadway structure improvements would not occur with implementation of Alternative B, C, or D and therefore the same existing views and focus of natural landscape would remain intact. Based on this information, road structure rating would remain at 1 within Roadway Travel Unit 33 with implementation of Alternatives B, C or D. The road structure within Roadway Travel Unit 45 would change with implementation of Alternative B, C, or D primarily due to the development of the new U.S. 50/Pioneer Trail intersection. The new intersection would require more right-of-way; therefore, existing buildings on the eastern side of the roadway would be removed and some of the coniferous trees behind the existing buildings would be removed. This would allow improved views of the mountains to the north and northeast for motorists traveling on Roadway Travel Unit 45. Based on this, the roadway structure rating would improve to 3.5 on Roadway Travel Unit 45 with implementation of Alternative B, C, or D.

- **Lake Views:** Views of Lake Tahoe within each Roadway Travel Unit are very limited and would remain the same with implementation of Alternative B, C and D. Design features of the Project would not distract motorists' views of the Lake Tahoe nor would they improve motorists' views of Lake Tahoe. The lake view ratings for Roadway Travel Unit 32, 33, and 45 would remain at 2, 1.5, and 2.5, respectively, with implementation of Alternatives B, C, or D.
- **Landscape Views:** The general landscape view ratings for Roadway Travel Units 32, 33, and 45 would not change substantially and therefore, would not degrade or improve views of the natural landscape with implementation of Alternative B, C, or D. Therefore the landscape view rating would remain the same for each Roadway Travel Unit with implementation of Alternatives B, C, or D.
- **Variety:** The general variety ratings for Roadway Travel Units 32, 33, and 45 would not change substantially and therefore, would not degrade or improve views of the natural landscape with implementation of Alternative B, C, or D. Therefore the variety rating would remain the same for each Roadway Travel Unit with implementation of Alternatives B, C, or D.

Implementation of Alternatives B, C or D would improve the rating for Roadway Travel Unit 32 and 45 to 14.5 and 13, respectively. The rating for Roadway Travel Unit 33 with implementation of Alternatives B, C, or D would remain the same at 14.

All three of these Roadway Travel Units would remain at a status of non-attainment with implementation of Alternatives B, C, or D.

Scenic Quality Ratings of scenic resources within Roadway Travel Units 32 and 33 would improve slightly when compared to 2011 scores if Alternative B, C, or D is implemented as shown in **Table I: Scenic Quality Rating of Scenic Resources in Roadway Travel Units 32 and 33** below. Under Alternatives B, C, and D, the unity, vividness, variety, and intactness would improve slightly due to development of the design features discussed in the previous paragraph. The Scenic Quality Score for Roadway Travel Units 32 and 33 would be 7.4 and 9.8, respectively, with implementation of Alternatives B, C, or D. Implementation of Alternatives B, C, or D would be consistent with this TRPA threshold as development of the proposed Project would improve the scenic quality rating of the scenic resources identified in Roadway Travel Units 32 and 33.

Table I: Scenic Quality Rating of Scenic Resources in Roadway Travel Units 32 and 33

	Unity	Vividness	Variety	Intactness	Score	Status
Roadway Travel Unit 32						
Existing Conditions	1	1	1	1	4.0	Attainment
Alternative B	1.8	1.8	2.0	1.8	7.4	Attainment
Alternative C	1.8	1.8	2.0	1.8	7.4	Attainment
Alternative D	1.8	1.8	2.0	1.8	7.4	Attainment
Roadway Travel Unit 33						
Existing Conditions	2	2	3	2	9	Attainment
Alternative B	2.2	2.2	3.2	2.2	9.8	Attainment
Alternative C	2.2	2.2	3.2	2.2	9.8	Attainment
Alternative D	2.2	2.2	3.2	2.2	9.8	Attainment

Source: Tahoe Regional Planning Agency, 2011 Threshold Evaluation, Chapter 9 Scenic Resources, April 2012.

Alternative E. Roadway Travel Units 33 and 45 would not be affected by the proposed Project if Alternative E is implemented. The rating of Roadway Travel Unit 32, which is located within the Casino Corridor, would change with implementation of Alternative E. Table J: Roadway Travel Unit 32 Rating with Implementation of Alternative E shows the existing ratings (2011) for Roadway Travel Unit 32 and the ratings of this roadway travel unit with implementation of Alternative E.

Table J: Roadway Travel Unit 32 Rating with Implementation of Alternative E

	Roadway Travel Unit 32	
	Existing Rating	Change
Manmade Features	3.5	2.5
Roadway Distractions	2	1.5
Road Structure	2	1
Lake Views	2	2
Landscape Views	1	1
Variety	3	2
Threshold Composite	13.5	10
Status	Non-attainment	Non-attainment

Source: TRPA 2011 Threshold Evaluation Report, Chapter 9 Scenic Resources, Appendix 1

The following analysis describes rating assignment of the six subcomponents of the Roadway Travel Unit 32 Rating with implementation of Alternatives E:

- Manmade Features:** Implementation of Alternative E would include the development of a pedestrian platform (“Skywalk”) built over U.S. 50 in the Casino Corridor area. This feature would reduce views of the mountains for motorists traveling northbound and southbound along U.S. 50 as the Skywalk is approached. The bulk and design of this feature would detract from the natural landscape viewed by motorists as they travel through the Casino Corridor. Based on this the rating for manmade features would be reduced to 2.5.
- Roadway Distractions:** Alternative E would include the development of a skywalk that would block and distract motorists attention to views of natural areas (mountains) to the north and south. As motorists approach the structure on U.S. 50 from the south and north, their attention would most likely be focused on the “skywalk” due to its bulk and design in comparison with surrounding buildings. Based on this, the rating for roadway distractions would be reduced to 1.5.
- Roadway Structure:** Alternative E would not reduce nor improve the roadway structure subcomponent rating for Roadway Unit 32. With implementation of Alternative E views of the natural environment would continue to be obstructed by roadway structures along U.S. 50. For this reason the roadway

structure subcomponent rating would remain at 1 with implementation of Alternative E.

- **Lake Views:** Roadway Travel Unit 32 does not offer motorists views of Lake Tahoe due to the existing buildings on the eastern and western side of U.S. 50 and the distance U.S. 50 is set back from Lake Tahoe. Implementation of Alternative E would not improve nor degrade views of Lake Tahoe from Roadway Travel Unit 32; therefore, the lake view subcomponent rating would be maintained at 2.
- **Landscape Views:** Motorists traveling northbound and southbound along U.S. 50 within Roadway Travel Unit 32 have views of distant landscape (mountains). Implementation of the skywalk associated with Alternative E would block motorists views of the distant landscape and would therefore degrade the views of the natural landscape surrounding the Project site. Based on this, the landscape view subcomponent score would be reduced to 1 with implementation of Alternative E within Roadway Travel Unit 32.
- **Variety:** The skywalk feature of Alternative E would be a new type of structure that would be introduced above U.S. 50 within Roadway Travel Unit 33. This new type of structure would continue to degrade views of the natural scenery for motorists traveling through the Casino Corridor on U.S. 50 within Roadway Travel Unit 32. Based on this, the variety component rating would be at 2 with implementation of Alternative E within Roadway Travel Unit 32.

Implementation of Alternatives E would degrade the rating for Roadway Travel Unit 32 to 10. Roadway Travel Unit 32 would remain at a status of non-attainment and would have degraded score compared to the existing rating of 13.5 with implementation of Alternatives E.

The Scenic Quality Rating of scenic resources within Roadway Travel Unit 32 would improve slightly with implementation of Alternative E. The improvement of the Scenic Quality Rating under Alternative E would result from an increase in vividness and the variety of modern materials that would be used to develop the Skywalk over U.S. 50 within Roadway Travel Unit 32. The Scenic Quality Score for Roadway Travel Unit 32 would be 4.7 with implementation of Alternative E. Implementation of Alternatives E would be consistent with this TRPA threshold as development of Alternative E would improve the scenic quality rating of the scenic resources identified in Roadway Travel Unit 32. Table K: Scenic Quality Ratings for Roadway

Unit 32 with Implementation of Alternative E shows the scenic quality ratings for Roadway Travel Unit 32 under existing conditions and with implementation of Alternative E.

Table K: Scenic Quality Ratings for Roadway Unit 32 with Implementation of Alternative E

	Roadway Travel Unit 32 (Scenic Resource Number 32.2)	
	Existing	Change
Unity	1	1
Vividness	1	1.2
Variety	1	1.5
Intactness	1	1
Score	1	4.7
Status	Attainment	Attainment

Source: TRPA 2011 Threshold Evaluation Report, Chapter 9 Scenic Resources, Appendix 2

Roadway Unit – Maintain the 1982 ratings for all roadway units as shown in Tables 13-6 and 13-7 of the Draft Study Report.

The 1982 ratings for Roadway Travel Units 32, 33, and 45 was 13.0, 6.0, and 10, respectively. Table F shows that with implementation of Alternative A, Roadway Travel Units 32, 33, and 45 would be rated at 13.5, 14, and 11.5, respectively; therefore, these Roadway Travel Units would maintain the original 1982 ratings that they were assigned. Table H shows that with implementation of Alternative B, C, or D, Roadway Travel Units 32, 33, and 45 would be rated at 14.5, 14, and 13 respectively; therefore, these Roadway Travel Units would maintain the original 1982 ratings that they were assigned. Table J shows that with implementation of Alternative E, Roadway Travel Unit 32 would be rated at 10; therefore, this Roadway Travel Unit would maintain the original 1982 rating that it was assigned.

Roadway Unit - Restore the scenic quality in roadway units rated 15 or below.

The scenic quality rating for scenic resources in Roadway Travel Units 32 and 33 have an existing score that is below 15. Implementation of the proposed Project under Alternative A, B, C, D or E would either maintain or slightly improve the existing scenic quality rating that was last evaluated in 2011. Implementation of the proposed Project would not improve the scenic quality for scenic resources in Roadway Travel Units 32 and 33 to a score of 15; however, the identified Roadway Travel Units have never reached a score of 15 since TRPA enacted the threshold program in 1982. It

should be noted that Roadway Travel Unit 45 was not included in the 1982 nor the 2011 TRPA threshold program evaluation.

Other Areas – Maintain or improve the numerical rating assigned to each identified scenic resource, including individual subcomponent numerical ratings, for views from bike paths and other recreation areas open to the general public as recorded in the 1993 Lake Tahoe Basic Scenic Resource Evaluation.

Heavenly Valley and Van Sickle Bi-State Park are the two closest recreational areas to the proposed Project. The scenic quality numerical rating for scenic resources in Heavenly Valley was last updated in the TRPA 2011 Threshold Evaluation Report. Table L: TRPA Scenic Quality Rating of Heavenly Valley shows the scenic quality rating score of Heavenly Valley in 1993, 2011, and in 2017 with implementation of the proposed Project.

Table L: TRPA Scenic Quality Rating of Heavenly Valley

Recreation Area Number 37: Heavenly Valley Ski Area						
Description of Changes (Contribute to or Detract from)						
On-Site	In 2001 the Main Lodge was refaced with cedar shakes. Accessory log structures were added.					
Off-Site	None.					
Scenic Quality Changes						
Views from Recreation Area		No changes have occurred since the 2006 Threshold Evaluation Report.				
Natural Features		No changes have occurred since the 2006 Threshold Evaluation Report				
Manmade Features		Changes to the Main Lodge have occurred.				
Year	Coherence	Condition	Compatibility	Design Quality	Score	Status
1993	2	3	2	2	9	Attainment
2011 Existing Conditions	2	4	2	2	10	Attainment
2017 Alternative A	2	4	2	2	10	Attainment
2017 Alternative B	2	4	2	2	10	Attainment
2017 Alternative C	2	4	2	2	10	Attainment
2017 Alternative D	2	4	2	2	10	Attainment
2017 Alternative E	2	4	2	2	10	Attainment

Source: Tahoe Regional Planning Agency, 2011 Threshold Evaluation, Chapter 9 Scenic Resources, April 2012, pg. 21.

Notes: 2001 notes – The main lodge, although its appearance, has improved, remains blocky with few details of architectural interest.

As shown above, the scenic quality numerical rating for Heavenly Valley had a score of 9 in 1993 and a score of 10 in 2011 and was in attainment per TRPA standards. Implementation of the proposed Project under Alternative A, B, C, D, or E would not improve or degrade the scenic quality numerical rating for Heavenly Valley as the

Project would not adversely affect views of scenic resources in and from this recreational area.

Van Sickle Bi-State Park is a newly developed recreation area that was opened after the TRPA 2011 Threshold Evaluation Report was approved; therefore, Van Sickle Bi-State Park was not rated in this edition. Van Sickle Bi-State Park is expected to be evaluated in the next edition of the TRPA Threshold Evaluation Report which will be prepared in 2016. The potential exists that the proposed Project (under Alternatives B, C, and D) could make improvements adjacent to Van Sickle Bi-State Park; however, none of the scenic resources within this recreational area are expected to be adversely affected by the Project. Therefore, the scenic quality rating of Van Sickle Bi-State Park is not expected to be improved or degraded with implementation of the proposed Project.

Built Environment – It shall be the policy of the TRPA Governing Body in development of the Regional Plan in cooperation with local jurisdictions, to insure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the natural, scenic, and recreational values of the region.

The proposed Project does not include the development of new buildings and; therefore, this threshold would not apply. However, the design of the proposed Project (e.g., roadway improvements, widening, realignment, potential development of a “Skywalk”) would be consistent with TRPA, Douglas County (Nevada) and the City of South Lake Tahoe roadway design standards. Modern materials would be used in development of the proposed Project and features such as bus stop benches, bicycle racks, ornamental vegetation, lighting and light standards, intersection signals, would be of a color palette consistent with the natural vegetative surroundings.

3.3 Impact Summary

The scenic resource impact of the proposed Project under Alternatives B, C, D, and E were assessed using the FHWA and TRPA methodologies. The proposed Project was analyzed under FHWA standards to determine if the visual character or quality of 16 studied viewpoints would improve, degrade, or result in no change due to implementation of Alternative B, C, D or E. Table M: FHWA Analysis Summary provides a summary of the change in visual character and visual quality each Alternative would have on the studied viewpoints.

Table M: FHWA Analysis Summary

Project Alternative	Improvement to Visual Character and Quality of Studied Viewpoints	Degradation to Visual Character and Quality of Studied Viewpoints	No Change to Visual Character and Quality of Studied Viewpoints
Alternative A	0	0	0
Alternative B	6	3	1
Alternative C	5	1	1
Alternative D	7	3	1
Alternative E	0	2	0

Note: Please note that there were a total of 16 viewpoints that were analyzed; however, due to different configurations of the Project design under each alternative not all of the 16 viewpoints would apply or have been analyzed for all of the Alternatives. Therefore, the sum of improvements, degradations and no change for each of the alternatives does not add up to 16.

Table M indicates that Alternatives B and D would result in the most improvements to the visual character and quality of the studied viewpoints. However, Alternative B and D would result in the most degradation to the visual character and quality of the studied viewpoints. Therefore, under the FHWA methodology Alternative C would be the preferred alternative because it would result in the most improvements and least degradations to visual character and quality in the South Shore area.

Under the TRPA methodology implementation of Alternative A, B, C, D or E would be consistent with the TRPA Scenic Resource Thresholds.

Although the proposed Project is not expected to adversely affect scenic resources in the South Shore area minimization measures have been identified to ensure that the proposed Project is consistent with TRPA, Douglas County (Nevada), and City of South Lake Tahoe roadway design standards. These minimization measures are presented below.

Chapter 4 Minimization Measures

To help maintain and improve the visual character and quality of the South Shore area the proposed Project (under Alternative B, C, D or E) shall implement the following Minimization Measures as required by TRPA.

Minimization Measure VIS-1: Lighting Levels

Overly bright lighting shall be avoided and lighting from the proposed Project shall not spillover or be directed onto adjacent parcels. The location of lighting shall respond to the anticipated use and shall not exceed the amount of light actually required by users. Lighting for pedestrian movement shall illuminate entrances, changes in grade, path intersections, and other areas along paths, which, if left unlit, may cause the user to feel unsafe. One foot candle per square foot shall be the standard over the entire Project area. If needed, project designers shall consult lighting design handbooks prepared by lighting suppliers and manufacturers to determine fixture types, illumination needs, and light standard heights.

Minimization Measure VIS-2: Directed Lighting

Lights shall be screened and directed away from residences to the highest degree possible and the amount of nighttime lights used shall be minimized to the highest degree possible. In particular, lighting shall employ shielding to minimize offsite light spill and glare. In addition:

- Luminaire spacing shall be the maximum allowable for traffic safety.
- Luminaires shall be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project upward or horizontally shall not be used.
- Luminaires shall be directed toward the roadway and away from adjacent residences and open space areas.
- Luminaire lamps shall provide good color rendering and natural light qualities. Low-pressure and high-pressure sodium fixtures that are not color-corrected shall not be used.
- Luminaire intensity shall be the minimum allowable for traffic safety.
- Luminaire mountings shall be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light into adjacent private properties and open space.

- Luminaire mountings shall have non-glare finishes.

Minimization Measure VIS-3: Highway Fixtures with Low-Sheen and Non-Reflective Surface Materials

Guardrails and other highway fixtures, including but not limited to, retaining walls, safety barriers, traffic signals and controllers, light standards, and other structures, shall be limited to the minimum length, height, and bulk necessary to adequately provide for the safety of the highway user. Earth tone colors of dark shades and flat finish shall be used on all highway fixtures. New and replacement guardrails shall not have a shiny reflective finish. (These features are typically galvanized steel, which weathers naturally to a non-glare finish typically within a year or so.) Retaining walls and other erosion control devices or structures, shall be constructed of natural materials whenever possible and shall, to the maximum extent possible, be designed and sited as to not detract from the scenic quality of the corridor. Such structures shall incorporate heavy texture or articulated plane surfaces that create heavy shadow patterns. Adopted community plans may establish equal or superior standards for highway fixtures.

Appendix A FHWA VISUAL INVENTORY AND ANALYSIS WORKSHEETS

VISUAL INVENTORY AND ANALYSIS-EXISTING CONDITIONS-VIEWPOINT 1 (Alt. B, C, D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	0	Mountains	0	Form	0	Dominance of Landform
	0	Steep Hills/Ridges	0	Line	0	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
	Land Cover Water	0	Bays/Inlets	0	Form	0
0		Rivers	0	Line	0	Scale of Waterforms
0		Streams	0	Color	0	Diversity of Waterforms
0		Lakes	0	Texture	0	Continuity of Waterform Pattern
0		Ponds				
0		Marshes				
0		Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	2	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	1	Grassland	1	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	1	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	2	Form	2	Dominace of Development
	1	Suburban Areas	2	Line	1	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	0	Commercial Areas	2	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	2	Highways				
	0	Railroads				
	2	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	2	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 2 (Alt. B, C, D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	1	Color	1	Diversity of Landforms
	1	Undulating Land	2	Texture	1	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	3	Form	2	Dominance of Vegetation
	0	Deciduous Woods	3	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	2	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	2	Form	2	Dominace of Development
	0	Suburban Areas	3	Line	2	Scale of Development
	0	Industrial Areas	1	Color	0	Diversity of Development
	0	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	1	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 3 (Alt. B, C, D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-2014

Assessment Unit:

Weather: Clear/Sunny

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
0	Absent	0	Absent	0	Absent	
Landform	2	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	2	Scale of Landforms
	0	Rolling Hills	1	Color	1	Diversity of Landforms
	0	Undulating Land	1	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	0	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	0	Line	1	Scale of Vegetation
	0	Scrubland	1	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	3	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	1	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	1	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	3	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 4 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	2	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	1	Line	2	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	2	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	1	Color	2	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	1	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	2	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	2	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	2	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 4 (Alt. C)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	1	Line	1	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	3	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	2	Utility Lines				
	2	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	1	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	2	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 5 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
	Land Cover Water	0	Bays/Inlets	0	Form	0
0		Rivers	0	Line	0	Scale of Waterforms
0		Streams	0	Color	0	Diversity of Waterforms
0		Lakes	0	Texture	0	Continuity of Waterform Pattern
0		Ponds				
0		Marshes				
0		Waterfalls/Rapids				
Land Cover Vegetation	0	Coniferous Woods	0	Form	0	Dominance of Vegetation
	0	Deciduous Woods	0	Line	0	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominance of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	1	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 5 (Alt. C)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	0	Coniferous Woods	0	Form	0	Dominance of Vegetation
	0	Deciduous Woods	0	Line	0	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	1	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 5 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	0	Coniferous Woods	0	Form	0	Dominance of Vegetation
	0	Deciduous Woods	0	Line	0	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	1	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 6 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-2014

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

Visual Information (Perception)		Visual Chracter (Cognition)		
Resource Supply		Pattern Elements	Pattern Character	
3	High Prominence	3	High Prominence	3
2	Moderate Prominence	2	Moderate Prominence	2
1	Present	1	Present	1
0	Absent	0	Absent	0
Landform	1 Mountains	1	Form	1 Dominance of Landform
	0 Steep Hills/Ridges	1	Line	1 Scale of Landforms
	0 Rolling Hills	1	Color	0 Diversity of Landforms
	0 Undulating Land	0	Texture	0 Continuity of Land Pattern
	0 Plateaus/Plains			
	0 Valleys			
	0 Cliffs, Bluffs			
	0 Points			
	0 Beaches			
Land Cover Water	0 Bays/Inlets	0	Form	0 Dominace of Water Forms
	0 Rivers	0	Line	0 Scale of Waterforms
	0 Streams	0	Color	0 Diversity of Waterforms
	0 Lakes	0	Texture	0 Continuity of Waterform Pattern
	0 Ponds			
	0 Marshes			
	0 Waterfalls/Rapids			
Land Cover Vegetation	0 Coniferous Woods	0	Form	0 Dominance of Vegetation
	0 Deciduous Woods	0	Line	0 Scale of Vegetation
	0 Scrubland	0	Color	0 Diversity of Vegetation
	0 Grassland	0	Texture	0 Continuity of Vegtative Pattern
	0 Pasture/Croplands			
	0 Parks/Lawns			
	2 Street Trees			
	0 Agriculture			
Land Cover Manmade Development	3 Urban Centers	3	Form	3 Dominace of Development
	0 Suburban Areas	3	Line	3 Scale of Development
	0 Industrial Areas	3	Color	2 Diversity of Development
	3 Commercial Areas	3	Texture	2 Continuity of Development Pattern
	0 Institutional Areas			
	0 Residential Areas			
	0 Historic Features			
	3 Highways			
	0 Railroads			
	0 Utility Lines			
	3 Towers/Structures			
	0 Docks/Piers/Boats			
	0 Bridges/Dams			
	0 Parking/Storage Yard			
	0 Embankments/Cuts/Pits			
	1 Billboards/Signs			

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 6 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-2014

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	1	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	0	Coniferous Woods	0	Form	0	Dominance of Vegetation
	0	Deciduous Woods	0	Line	0	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	2	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	3	Color	2	Diversity of Development
	3	Commercial Areas	3	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	1	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 7 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	1	Color	0	Diversity of Landforms
	1	Undulating Land	1	Texture	1	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
	Land Cover Water	0	Bays/Inlets	0	Form	0
0		Rivers	0	Line	0	Scale of Waterforms
0		Streams	0	Color	0	Diversity of Waterforms
0		Lakes	0	Texture	0	Continuity of Waterform Pattern
0		Ponds				
0		Marshes				
0		Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	3	Form	3	Dominance of Vegetation
	0	Deciduous Woods	3	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	0	Diversity of Vegetation
	0	Grassland	1	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	2	Scale of Development
	0	Industrial Areas	1	Color	0	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	2	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 7 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	1	Color	0	Diversity of Landforms
	1	Undulating Land	1	Texture	1	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	3	Form	3	Dominance of Vegetation
	0	Deciduous Woods	3	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	0	Diversity of Vegetation
	0	Grassland	1	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	2	Scale of Development
	0	Industrial Areas	1	Color	0	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	2	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 8 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-2014

Assessment Unit:

Weather: Clear

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	0	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	2	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	0	Diversity of Vegetation
	0	Grassland	1	Texture	2	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	2	Scale of Development
	0	Industrial Areas	1	Color	0	Diversity of Development
	0	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	1	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 8 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-2014

Assessment Unit:

Weather: Clear

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	0	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	2	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	0	Diversity of Vegetation
	0	Grassland	1	Texture	2	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	2	Scale of Development
	0	Industrial Areas	1	Color	0	Diversity of Development
	0	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	1	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 9 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	2	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	1	Line	1	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	2	Form	3	Dominace of Development
	0	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	2	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	2	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	1	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	1	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 9 (Alt. C)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	1	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	1	Line	1	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	1	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	1	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	1	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	1	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 10 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Clear

L/F District:

L/F Section:

L/F Province:

Visual Information (Perception)		Visual Character (Cognition)		
Resource Supply		Pattern Elements	Pattern Character	
3	High Prominence	3	High Prominence	3
2	Moderate Prominence	2	Moderate Prominence	2
1	Present	1	Present	1
0	Absent	0	Absent	0
Landform	0 Mountains	0	Form	0 Dominance of Landform
	0 Steep Hills/Ridges	0	Line	0 Scale of Landforms
	0 Rolling Hills	0	Color	0 Diversity of Landforms
	0 Undulating Land	0	Texture	0 Continuity of Land Pattern
	0 Plateaus/Plains			
	0 Valleys			
	0 Cliffs, Bluffs			
	0 Points			
	0 Beaches			
Land Cover Water	0 Bays/Inlets	0	Form	0 Dominance of Water Forms
	0 Rivers	0	Line	0 Scale of Waterforms
	0 Streams	0	Color	0 Diversity of Waterforms
	0 Lakes	0	Texture	0 Continuity of Waterform Pattern
	0 Ponds			
	0 Marshes			
	0 Waterfalls/Rapids			
Land Cover Vegetation	2 Coniferous Woods	2	Form	2 Dominance of Vegetation
	0 Deciduous Woods	1	Line	2 Scale of Vegetation
	0 Scrubland	1	Color	0 Diversity of Vegetation
	0 Grassland	1	Texture	0 Continuity of Vegetative Pattern
	0 Pasture/Croplands			
	0 Parks/Lawns			
	0 Street Trees			
	0 Agriculture			
Land Cover Manmade Development	0 Urban Centers	3	Form	3 Dominance of Development
	0 Suburban Areas	2	Line	2 Scale of Development
	0 Industrial Areas	1	Color	1 Diversity of Development
	3 Commercial Areas	1	Texture	1 Continuity of Development Pattern
	0 Institutional Areas			
	0 Residential Areas			
	0 Historic Features			
	3 Highways			
	0 Railroads			
	3 Utility Lines			
	2 Towers/Structures			
	0 Docks/Piers/Boats			
	0 Bridges/Dams			
	2 Parking/Storage Yard			
	0 Embankments/Cuts/Pits			
	2 Billboards/Signs			

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 10 (Alt. C)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Clear

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	0	Mountains	0	Form	0	Dominance of Landform
	0	Steep Hills/Ridges	0	Line	0	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	2	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	1	Line	2	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	0	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	3	Suburban Areas	3	Line	2	Scale of Development
	0	Industrial Areas	1	Color	0	Diversity of Development
	3	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	2	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	1	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	2	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 11 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	3	Mountains	3	Form	3	Dominance of Landform
	0	Steep Hills/Ridges	3	Line	3	Scale of Landforms
	1	Rolling Hills	2	Color	2	Diversity of Landforms
	1	Undulating Land	1	Texture	2	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	3	Form	3	Dominance of Vegetation
	0	Deciduous Woods	3	Line	2	Scale of Vegetation
	0	Scrubland	2	Color	2	Diversity of Vegetation
	0	Grassland	2	Texture	3	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	3	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	2	Highways				
	0	Railroads				
	1	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	3	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 11 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	3	Mountains	3	Form	3	Dominance of Landform
	0	Steep Hills/Ridges	3	Line	3	Scale of Landforms
	1	Rolling Hills	2	Color	2	Diversity of Landforms
	1	Undulating Land	1	Texture	2	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	1	Form	1	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	1	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	3	Form	3	Dominance of Vegetation
	0	Deciduous Woods	3	Line	2	Scale of Vegetation
	0	Scrubland	2	Color	2	Diversity of Vegetation
	0	Grassland	2	Texture	3	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	3	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	2	Dominace of Development
	0	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	2	Highways				
	0	Railroads				
	1	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	3	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 12 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/13/2014

Assessment Unit:

Weather: Clear/Sunny

L/F District: N/A

L/F Section: N/A

L/F Province: N/A

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	2	Mountains	2	Form	2	Dominance of Landform
	0	Steep Hills/Ridges	2	Line	1	Scale of Landforms
	0	Rolling Hills	1	Color	2	Diversity of Landforms
	0	Undulating Land	1	Texture	1	Continuity of Land Pattern
	0	Plateaus/Plains				
	1	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	1	Line	1	Scale of Vegetation
	0	Scrubland	1	Color	0	Diversity of Vegetation
	0	Grassland	1	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	2	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	3	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	1	Color	0	Diversity of Development
	3	Commercial Areas	3	Texture	3	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	1	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	3	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 13 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	3	Mountains	2	Form	2	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	2	Scale of Landforms
	0	Rolling Hills	1	Color	1	Diversity of Landforms
	0	Undulating Land	1	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
	Land Cover Water	0	Bays/Inlets	0	Form	0
0		Rivers	0	Line	0	Scale of Waterforms
0		Streams	0	Color	0	Diversity of Waterforms
0		Lakes	0	Texture	0	Continuity of Waterform Pattern
0		Ponds				
0		Marshes				
0		Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	1	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	2	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	2	Urban Centers	2	Form	2	Dominace of Development
	2	Suburban Areas	2	Line	1	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	2	Commercial Areas	1	Texture	0	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	2	Highways				
	0	Railroads				
	2	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	1	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 14 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/2014

Assessment Unit:

Weather: Sunny/Clear

L/F District:

L/F Section:

L/F Province:

Visual Information (Perception)		Visual Character (Cognition)		
Resource Supply		Pattern Elements	Pattern Character	
3	High Prominence	3	High Prominence	3
2	Moderate Prominence	2	Moderate Prominence	2
1	Present	1	Present	1
0	Absent	0	Absent	0
Landform	0 Mountains	0	Form	0 Dominance of Landform
	0 Steep Hills/Ridges	0	Line	0 Scale of Landforms
	0 Rolling Hills	0	Color	0 Diversity of Landforms
	0 Undulating Land	0	Texture	0 Continuity of Land Pattern
	0 Plateaus/Plains			
	0 Valleys			
	0 Cliffs, Bluffs			
	0 Points			
	0 Beaches			
Land Cover Water	0 Bays/Inlets	0	Form	0 Dominance of Water Forms
	0 Rivers	0	Line	0 Scale of Waterforms
	0 Streams	0	Color	0 Diversity of Waterforms
	0 Lakes	0	Texture	0 Continuity of Waterform Pattern
	0 Ponds			
	0 Marshes			
	0 Waterfalls/Rapids			
Land Cover Vegetation	3 Coniferous Woods	3	Form	3 Dominance of Vegetation
	0 Deciduous Woods	2	Line	3 Scale of Vegetation
	0 Scrubland	1	Color	0 Diversity of Vegetation
	0 Grassland	1	Texture	1 Continuity of Vegetative Pattern
	0 Pasture/Croplands			
	0 Parks/Lawns			
	0 Street Trees			
	0 Agriculture			
Land Cover Manmade Development	1 Urban Centers	2	Form	2 Dominance of Development
	1 Suburban Areas	2	Line	1 Scale of Development
	0 Industrial Areas	1	Color	1 Diversity of Development
	0 Commercial Areas	1	Texture	1 Continuity of Development Pattern
	0 Institutional Areas			
	1 Residential Areas			
	0 Historic Features			
	3 Highways			
	0 Railroads			
	2 Utility Lines			
	0 Towers/Structures			
	0 Docks/Piers/Boats			
	0 Bridges/Dams			
	0 Parking/Storage Yard			
	0 Embankments/Cuts/Pits			
	0 Billboards/Signs			

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 15 (Alt. E)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	0	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	0	Line	1	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	2	Scale of Development
	0	Industrial Areas	3	Color	3	Diversity of Development
	3	Commercial Areas	3	Texture	3	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	2	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - EXISTING CONDITIONS-VIEWPOINT 16 (Alt. E)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	3	Mountains	3	Form	2	Dominance of Landform
	0	Steep Hills/Ridges	3	Line	3	Scale of Landforms
	0	Rolling Hills	1	Color	1	Diversity of Landforms
	0	Undulating Land	2	Texture	1	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	0	Line	1	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	2	Line	3	Scale of Development
	0	Industrial Areas	2	Color	2	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 1 (Alt. B, C, D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	0	Mountains	0	Form	0	Dominance of Landform
	0	Steep Hills/Ridges	0	Line	0	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	2	Coniferous Woods	2	Form	1	Dominance of Vegetation
	0	Deciduous Woods	1	Line	1	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	1	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	1	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	0	Commercial Areas	2	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	1	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	2	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 2 (Alt. B, C, D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

Visual Information (Perception)		Visual Chracter (Cognition)	
Resource Supply		Pattern Elements	Pattern Character
3	High Prominence	3	High Prominence
2	Moderate Prominence	2	Moderate Prominence
1	Present	1	Present
0	Absent	0	Absent
Landform	1 Mountains	2	Form
	0 Steep Hills/Ridges	1	Line
	0 Rolling Hills	1	Color
	2 Undulating Land	1	Texture
	0 Plateaus/Plains		
	0 Valleys		
	0 Cliffs, Bluffs		
	0 Points		
	0 Beaches		
Land Cover Water	0 Bays/Inlets	0	Form
	0 Rivers	0	Line
	0 Streams	0	Color
	0 Lakes	0	Texture
	0 Ponds		
	0 Marshes		
	0 Waterfalls/Rapids		
Land Cover Vegetation	2 Coniferous Woods	2	Form
	0 Deciduous Woods	2	Line
	0 Scrubland	1	Color
	0 Grassland	1	Texture
	0 Pasture/Croplands		
	0 Parks/Lawns		
	0 Street Trees		
	0 Agriculture		
Land Cover Manmade Development	0 Urban Centers	3	Form
	0 Suburban Areas	3	Line
	0 Industrial Areas	1	Color
	0 Commercial Areas	2	Texture
	0 Institutional Areas		
	0 Residential Areas		
	0 Historic Features		
	3 Highways		
	0 Railroads		
	0 Utility Lines		
	0 Towers/Structures		
	0 Docks/Piers/Boats		
	0 Bridges/Dams		
	0 Parking/Storage Yard		
	1 Embankments/Cuts/Pits		
	0 Billboards/Signs		

VISUAL INVENTORY AND ANALYSIS -SIMULATIONS-VIEWPOINT 3 (Alt. B, C, D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	1	Color	0	Diversity of Landforms
	0	Undulating Land	1	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	0	Coniferous Woods	3	Form	2	Dominance of Vegetation
	0	Deciduous Woods	3	Line	2	Scale of Vegetation
	0	Scrubland	2	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	2	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	1	Parks/Lawns				
	3	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	2	Color	2	Diversity of Development
	3	Commercial Areas	2	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	1	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 4 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Clear

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	2	Mountains	2	Form	2	Dominance of Landform
	0	Steep Hills/Ridges	2	Line	2	Scale of Landforms
	0	Rolling Hills	1	Color	0	Diversity of Landforms
	0	Undulating Land	1	Texture	1	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	1	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	2	Parks/Lawns				
	2	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	2	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 4 (Alt. C)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	2	Line	2	Scale of Vegetation
	0	Scrubland	2	Color	2	Diversity of Vegetation
	0	Grassland	2	Texture	2	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	1	Parks/Lawns				
	3	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	1	Suburban Areas	3	Line	2	Scale of Development
	0	Industrial Areas	2	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	3	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	1	Utility Lines				
	1	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 5 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: 3/17/14

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
	Land Cover Water	0	Bays/Inlets	0	Form	0
0		Rivers	0	Line	0	Scale of Waterforms
0		Streams	0	Color	0	Diversity of Waterforms
0		Lakes	0	Texture	0	Continuity of Waterform Pattern
0		Ponds				
0		Marshes				
0		Waterfalls/Rapids				
Land Cover Vegetation	0	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	0	Line	1	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	2	Color	1	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 5 (Alt. C)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: 3/17/14

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	0	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	0	Line	1	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	2	Color	1	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 5 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	0	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	0	Line	1	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	2	Color	1	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 6 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

Visual Information (Perception)		Visual Chracter (Cognition)		
Resource Supply		Pattern Elements	Pattern Character	
3	High Prominence	3	High Prominence	3
2	Moderate Prominence	2	Moderate Prominence	2
1	Present	1	Present	1
0	Absent	0	Absent	0
Landform	1 Mountains	1	Form	1 Dominance of Landform
	0 Steep Hills/Ridges	1	Line	1 Scale of Landforms
	0 Rolling Hills	0	Color	0 Diversity of Landforms
	0 Undulating Land	0	Texture	0 Continuity of Land Pattern
	0 Plateaus/Plains			
	0 Valleys			
	0 Cliffs, Bluffs			
	0 Points			
	0 Beaches			
Land Cover Water	0 Bays/Inlets	0	Form	0 Dominace of Water Forms
	0 Rivers	0	Line	0 Scale of Waterforms
	0 Streams	0	Color	0 Diversity of Waterforms
	0 Lakes	0	Texture	0 Continuity of Waterform Pattern
	0 Ponds			
	0 Marshes			
	0 Waterfalls/Rapids			
Land Cover Vegetation	0 Coniferous Woods	2	Form	2 Dominance of Vegetation
	0 Deciduous Woods	1	Line	1 Scale of Vegetation
	0 Scrubland	1	Color	0 Diversity of Vegetation
	0 Grassland	1	Texture	1 Continuity of Vegtative Pattern
	0 Pasture/Croplands			
	1 Parks/Lawns			
	3 Street Trees			
	0 Agriculture			
Land Cover Manmade Development	3 Urban Centers	3	Form	3 Dominace of Development
	0 Suburban Areas	2	Line	3 Scale of Development
	0 Industrial Areas	1	Color	2 Diversity of Development
	3 Commercial Areas	0	Texture	2 Continuity of Development Pattern
	0 Institutional Areas			
	0 Residential Areas			
	0 Historic Features			
	3 Highways			
	0 Railroads			
	0 Utility Lines			
	3 Towers/Structures			
	0 Docks/Piers/Boats			
	0 Bridges/Dams			
	1 Parking/Storage Yard			
	0 Embankments/Cuts/Pits			
	1 Billboards/Signs			

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 6 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

Visual Information (Perception)		Visual Character (Cognition)	
Resource Supply		Pattern Elements	Pattern Character
3	High Prominence	3	High Prominence
2	Moderate Prominence	2	Moderate Prominence
1	Present	1	Present
0	Absent	0	Absent
Landform	1 Mountains	1	Form
	0 Steep Hills/Ridges	1	Line
	0 Rolling Hills	0	Color
	0 Undulating Land	0	Texture
	0 Plateaus/Plains		
	0 Valleys		
	0 Cliffs, Bluffs		
	0 Points		
	0 Beaches		
Land Cover Water	0 Bays/Inlets	0	Form
	0 Rivers	0	Line
	0 Streams	0	Color
	0 Lakes	0	Texture
	0 Ponds		
	0 Marshes		
	0 Waterfalls/Rapids		
Land Cover Vegetation	0 Coniferous Woods	2	Form
	0 Deciduous Woods	1	Line
	0 Scrubland	1	Color
	0 Grassland	1	Texture
	0 Pasture/Croplands		
	1 Parks/Lawns		
	3 Street Trees		
	0 Agriculture		
Land Cover Manmade Development	3 Urban Centers	3	Form
	0 Suburban Areas	2	Line
	0 Industrial Areas	1	Color
	3 Commercial Areas	0	Texture
	0 Institutional Areas		
	0 Residential Areas		
	0 Historic Features		
	3 Highways		
	0 Railroads		
	0 Utility Lines		
	3 Towers/Structures		
	0 Docks/Piers/Boats		
	0 Bridges/Dams		
	1 Parking/Storage Yard		
	0 Embankments/Cuts/Pits		
	1 Billboards/Signs		

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 7 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	1	Color	1	Diversity of Landforms
	1	Undulating Land	1	Texture	1	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	1	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	3	Bridges/Dams				
	0	Parking/Storage Yard				
	2	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 7 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

Visual Information (Perception)		Visual Character (Cognition)	
Resource Supply		Pattern Elements	Pattern Character
3	High Prominence	3	High Prominence
2	Moderate Prominence	2	Moderate Prominence
1	Present	1	Present
0	Absent	0	Absent
Landform	1 Mountains	1	Form
	0 Steep Hills/Ridges	1	Line
	0 Rolling Hills	1	Color
	1 Undulating Land	1	Texture
	0 Plateaus/Plains		
	0 Valleys		
	0 Cliffs, Bluffs		
	0 Points		
	0 Beaches		
Land Cover Water	0 Bays/Inlets	0	Form
	0 Rivers	0	Line
	0 Streams	0	Color
	0 Lakes	0	Texture
	0 Ponds		
	0 Marshes		
	0 Waterfalls/Rapids		
Land Cover Vegetation	3 Coniferous Woods	1	Form
	0 Deciduous Woods	1	Line
	0 Scrubland	1	Color
	0 Grassland	1	Texture
	0 Pasture/Croplands		
	0 Parks/Lawns		
	1 Street Trees		
	0 Agriculture		
Land Cover Manmade Development	0 Urban Centers	3	Form
	0 Suburban Areas	3	Line
	0 Industrial Areas	1	Color
	0 Commercial Areas	1	Texture
	0 Institutional Areas		
	0 Residential Areas		
	0 Historic Features		
	3 Highways		
	0 Railroads		
	0 Utility Lines		
	3 Towers/Structures		
	0 Docks/Piers/Boats		
	3 Bridges/Dams		
	0 Parking/Storage Yard		
	2 Embankments/Cuts/Pits		
	0 Billboards/Signs		

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 8 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Clear

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	0	Dominance of Landform
	0	Steep Hills/Ridges	0	Line	0	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	2	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	2	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	2	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	3	Bridges/Dams				
	0	Parking/Storage Yard				
	3	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 8 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Clear

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	0	Dominance of Landform
	0	Steep Hills/Ridges	0	Line	0	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	2	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	2	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	1	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	2	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	3	Bridges/Dams				
	0	Parking/Storage Yard				
	3	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 9 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	2	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	1	Line	1	Scale of Vegetation
	0	Scrubland	1	Color	0	Diversity of Vegetation
	0	Grassland	1	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	2	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	2	Form	3	Dominace of Development
	0	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	1	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	2	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	1	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 9 (Alt. C)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	2	Line	1	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	2	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	1	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	2	Color	2	Diversity of Development
	1	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	1	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	1	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 10 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/14

Assessment Unit:

Weather: Clear

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	2	Mountains	2	Form	2	Dominance of Landform
	0	Steep Hills/Ridges	2	Line	2	Scale of Landforms
	0	Rolling Hills	1	Color	0	Diversity of Landforms
	0	Undulating Land	1	Texture	1	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	1	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	2	Parks/Lawns				
	2	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	2	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 10 (Alt. C)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Clear

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	2	Mountains	2	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	2	Line	1	Scale of Landforms
	0	Rolling Hills	1	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	2	Line	2	Scale of Vegetation
	0	Scrubland	2	Color	1	Diversity of Vegetation
	0	Grassland	2	Texture	1	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	2	Parks/Lawns				
	3	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	3	Dominace of Development
	1	Suburban Areas	3	Line	3	Scale of Development
	0	Industrial Areas	2	Color	1	Diversity of Development
	0	Commercial Areas	2	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	1	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 11 (Alt. B)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	3	Mountains	3	Form	3	Dominance of Landform
	0	Steep Hills/Ridges	3	Line	3	Scale of Landforms
	1	Rolling Hills	2	Color	2	Diversity of Landforms
	1	Undulating Land	1	Texture	2	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	1	Form	1	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	1	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	3	Form	1	Dominance of Vegetation
	0	Deciduous Woods	3	Line	0	Scale of Vegetation
	0	Scrubland	2	Color	0	Diversity of Vegetation
	0	Grassland	2	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	3	Parks/Lawns				
	2	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	2	Dominace of Development
	0	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	2	Highways				
	0	Railroads				
	1	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	3	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 11 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	3	Mountains	3	Form	3	Dominance of Landform
	0	Steep Hills/Ridges	3	Line	3	Scale of Landforms
	1	Rolling Hills	2	Color	2	Diversity of Landforms
	1	Undulating Land	1	Texture	2	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	3	Coniferous Woods	3	Form	3	Dominance of Vegetation
	0	Deciduous Woods	3	Line	2	Scale of Vegetation
	0	Scrubland	2	Color	2	Diversity of Vegetation
	0	Grassland	2	Texture	3	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	3	Parks/Lawns				
	2	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	0	Urban Centers	3	Form	2	Dominace of Development
	0	Suburban Areas	2	Line	2	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	0	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	2	Highways				
	0	Railroads				
	1	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	3	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATION-VIEWPOINT 12 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/14/2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	2	Mountains	2	Form	2	Dominance of Landform
	0	Steep Hills/Ridges	2	Line	1	Scale of Landforms
	0	Rolling Hills	1	Color	2	Diversity of Landforms
	0	Undulating Land	1	Texture	1	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	2	Form	1	Dominance of Vegetation
	0	Deciduous Woods	2	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	3	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	3	Suburban Areas	2	Line	3	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	3	Commercial Areas	2	Texture	3	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	1	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	2	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATION-VIEWPOINT 13 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	3	Mountains	2	Form	2	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	2	Scale of Landforms
	0	Rolling Hills	1	Color	1	Diversity of Landforms
	0	Undulating Land	1	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	2	Coniferous Woods	2	Form	2	Dominance of Vegetation
	0	Deciduous Woods	1	Line	2	Scale of Vegetation
	0	Scrubland	1	Color	2	Diversity of Vegetation
	0	Grassland	1	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	2	Parks/Lawns				
	3	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	2	Urban Centers	2	Form	2	Dominace of Development
	2	Suburban Areas	2	Line	1	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	1	Commercial Areas	1	Texture	0	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	2	Highways				
	0	Railroads				
	0	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 14 (Alt. D)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3-14-2014

Assessment Unit:

Weather:

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	1	Mountains	1	Form	1	Dominance of Landform
	0	Steep Hills/Ridges	1	Line	1	Scale of Landforms
	0	Rolling Hills	0	Color	0	Diversity of Landforms
	0	Undulating Land	0	Texture	0	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	1	Line	1	Scale of Vegetation
	0	Scrubland	1	Color	1	Diversity of Vegetation
	0	Grassland	1	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	0	Parks/Lawns				
	2	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	1	Urban Centers	3	Form	3	Dominace of Development
	1	Suburban Areas	2	Line	3	Scale of Development
	0	Industrial Areas	1	Color	1	Diversity of Development
	1	Commercial Areas	1	Texture	1	Continuity of Development Pattern
	0	Institutional Areas				
	1	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	0	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 15 (Alt. E)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

Visual Information (Perception)		Visual Character (Cognition)		
Resource Supply		Pattern Elements	Pattern Character	
3	High Prominence	3	High Prominence	3
2	Moderate Prominence	2	Moderate Prominence	2
1	Present	1	Present	1
0	Absent	0	Absent	0
Landform	0 Mountains	0	Form	0 Dominance of Landform
	0 Steep Hills/Ridges	0	Line	0 Scale of Landforms
	0 Rolling Hills	0	Color	0 Diversity of Landforms
	0 Undulating Land	0	Texture	0 Continuity of Land Pattern
	0 Plateaus/Plains			
	0 Valleys			
	0 Cliffs, Bluffs			
	0 Points			
	0 Beaches			
Land Cover Water	0 Bays/Inlets	0	Form	0 Dominance of Water Forms
	0 Rivers	0	Line	0 Scale of Waterforms
	0 Streams	0	Color	0 Diversity of Waterforms
	0 Lakes	0	Texture	0 Continuity of Waterform Pattern
	0 Ponds			
	0 Marshes			
	0 Waterfalls/Rapids			
Land Cover Vegetation	0 Coniferous Woods	1	Form	1 Dominance of Vegetation
	0 Deciduous Woods	0	Line	1 Scale of Vegetation
	0 Scrubland	0	Color	0 Diversity of Vegetation
	0 Grassland	0	Texture	0 Continuity of Vegetative Pattern
	0 Pasture/Croplands			
	0 Parks/Lawns			
	1 Street Trees			
	0 Agriculture			
Land Cover Manmade Development	3 Urban Centers	3	Form	3 Dominance of Development
	0 Suburban Areas	3	Line	2 Scale of Development
	0 Industrial Areas	3	Color	3 Diversity of Development
	3 Commercial Areas	3	Texture	3 Continuity of Development Pattern
	0 Institutional Areas			
	0 Residential Areas			
	0 Historic Features			
	3 Highways			
	0 Railroads			
	0 Utility Lines			
	3 Towers/Structures			
	0 Docks/Piers/Boats			
	0 Bridges/Dams			
	0 Parking/Storage Yard			
	0 Embankments/Cuts/Pits			
	1 Billboards/Signs			

VISUAL INVENTORY AND ANALYSIS - SIMULATIONS-VIEWPOINT 16 (Alt. E)

Project Name: U.S. 50/South Shore Revitalization Project

Evaluator: Chris Graham

S.R. No.: U.S. 50

Date: 3/17/14

Assessment Unit:

Weather: Partly Cloudy

L/F District:

L/F Section:

L/F Province:

	Visual Information (Perception)		Visual Chracter (Cognition)			
	Resource Supply		Pattern Elements		Pattern Character	
	3	High Prominence	3	High Prominence	3	High Prominence
	2	Moderate Prominence	2	Moderate Prominence	2	Moderate Prominence
	1	Present	1	Present	1	Present
	0	Absent	0	Absent	0	Absent
Landform	2	Mountains	2	Form	2	Dominance of Landform
	0	Steep Hills/Ridges	2	Line	2	Scale of Landforms
	0	Rolling Hills	1	Color	1	Diversity of Landforms
	0	Undulating Land	2	Texture	1	Continuity of Land Pattern
	0	Plateaus/Plains				
	0	Valleys				
	0	Cliffs, Bluffs				
	0	Points				
	0	Beaches				
Land Cover Water	0	Bays/Inlets	0	Form	0	Dominace of Water Forms
	0	Rivers	0	Line	0	Scale of Waterforms
	0	Streams	0	Color	0	Diversity of Waterforms
	0	Lakes	0	Texture	0	Continuity of Waterform Pattern
	0	Ponds				
	0	Marshes				
	0	Waterfalls/Rapids				
Land Cover Vegetation	1	Coniferous Woods	1	Form	1	Dominance of Vegetation
	0	Deciduous Woods	0	Line	1	Scale of Vegetation
	0	Scrubland	0	Color	0	Diversity of Vegetation
	0	Grassland	0	Texture	0	Continuity of Vegtative Pattern
	0	Pasture/Croplands				
	1	Parks/Lawns				
	2	Street Trees				
	0	Agriculture				
Land Cover Manmade Development	3	Urban Centers	3	Form	3	Dominace of Development
	0	Suburban Areas	2	Line	3	Scale of Development
	0	Industrial Areas	2	Color	2	Diversity of Development
	3	Commercial Areas	1	Texture	2	Continuity of Development Pattern
	0	Institutional Areas				
	0	Residential Areas				
	0	Historic Features				
	3	Highways				
	0	Railroads				
	0	Utility Lines				
	3	Towers/Structures				
	0	Docks/Piers/Boats				
	0	Bridges/Dams				
	0	Parking/Storage Yard				
	0	Embankments/Cuts/Pits				
	0	Billboards/Signs				

Appendix B FHWA VISUAL QUALITY EVALUATION WORKSHEETS

VISUAL QUALITY EVALUATION - VIEW FROM THE ROAD VIEWPOINTS - EXISTING CONDITIONS

Project Name U.S. 50/South Shore Revitalization
S.R. No. U.S. 50
Assessment Unit N/A

Evaluator Graham
Date 3/20/2014
Weather Clear to Partly Cloudy

Evaluation Scale: 1-7
1 = Very Low
4 = Moderate
7 = Very High

Observer Viewpoint	VIEW		General Visual Quality	VISUAL QUALITY											(V+U)/3		
	ZONE			VIVIDNESS					FEATURES	INTACTNESS			ENCROACHMENT	UNITY			
				CRITERIA			Vividness (1-7)	Absence of Encroachment		Overall Intactness	Intactness (Av. 1-7)	CRITERIA		Unity (Av. 1-7)			
				Landform	Vegetation	Manmade Develop.						Mean/Natural				Overall Unity	
																	Water
2	On Lake Parkway East looking southwest	Moderate	3	N/A	6	1	3.33	The foreground and middleground of this view features forest vegetation along both sides of a roadway. The background offers views of the sky, coniferous trees and distant mountains.	4	5	4.50	The absence of encroachment is very low.	6	6	6.00	4.61	
3	U.S. 50 adjacent to MontBleu looking northeast.	Moderately Low	1	N/A	1	7	3.00	The foreground and middle ground of this area is fully urbanized with casinos and commercial uses as well as U.S. 50. Some street trees are present. The background provides a view of mountains.	1	4	2.50	The absence of encroachment is very low.	2	3	2.50	2.67	
4	Intersection of Pioneer Trail and U.S. 50 looking northeast.	Moderately Low	1	N/A	1	6	2.67	The foreground and middleground at this location offers views of a predominately urbanized area. Roadway, signs, buildings, parking lots, utility poles/lines are dominant features. Coniferous trees are intermingled within the urbanized area. Background at this location offers views of urbanized landscape, distant mountains and the skyline	1	3	2.00	The absence of encroachment is very low.	1	2	1.50	2.06	
5	U.S. 50 between Kingsbury Grade and Lake Parkway looking southwest.	Moderately Low	2	N/A	2	5	3.00	The foreground of this viewpoint shows the existing U.S. 50, sidewalks, and utility poles, with some vegetation. Middleground views show the urbanized area of the Casino Core with midrise buildings, parking structures, and some vegetation (street trees and coniferous trees. The background provides views of the mountains and skyline.	1	3	2.00	The absence of encroachment is very low.	2	3	2.50	2.50	
6	U.S. 50 Casino Core looking northeast	Moderate	2	N/A	1	6	3.00	The foreground and middleground of this view shows a fully urbanized area with a roadway and commercial uses and mid-rise buildings. Background features include distant views of the mountains	1	5	3.00	The absence of encroachment is very low.	3	3	3.00	3.00	
7	Along Lake Parkway looking northeast	Moderate	5	N/A	5	2	4.00	The foreground and midground of this view shows an established roadway bisecting through a natural area. Vegetative covered embankments parallel the roadway and coniferous trees are visible. The background offers views of coniferous trees, the skyline, and a small portion of distant mountains through the roadway corridor.	6	4	5.00	The absence of encroachment is high	4	4	4.00	4.33	

8	Along Lake Parkway looking southwest	Moderate	4	N/A	5	2	3.67	The foreground at this location offers views of the roadway while the middleground offers views of the roadway paralleled by vegetation and coniferous trees. The background provides views of coniferous trees, distant mountains, and the skyline.	5	4	4.50	The absence of encroachment is very low.	4	4	4.00	4.06
9	Along U.S. 50 south of Midway Road looking northeast.	Moderate	2	N/A	2	5	3.00	The foreground at this location offers views of the roadway in an urbanized setting. Middleground at this location offers views of buildings associated with lodging uses and coniferous trees behind the structures. The background at this location offers views of the mountains and skyline.	1	5	3.00	The absence of encroachment is very low.	3	3	3.00	3.00
10	Intersection of Pioneer Trail and U.S. 50 looking east.	Moderately Low	1	N/A	2	1	1.33	The foreground and middleground of this view shows urbanized uses including roadways, buildings (associated with lodging), and utility poles/lines. The background provides views of coniferous trees mingled amount the built environment and minimal views of the skyline and mountains.	4	2	3.00	The absence of encroachment is moderate.	2	2	2.00	2.11
12	U.S. 50 between Cedar and Midway Roads looking northeast	Moderate	3	N/A	2	6	3.67	The foreground and middle ground features and urbanized landscape with sporadic vegetation. The background features mountains covered in vegetation.	1	4	2.50	The absence of encroachment is very low.	4	3	3.50	3.22
14	On Fern Road looking northwest	Moderate	2	N/A	4	4	3.33	This area is an urbanized area with residential units tucked between coniferous trees. A street provides access to the residential uses.	1	3	2.00	The absence of encroachment is very low.	4	6	5.00	3.44
15	U.S. 50 at Transit Way in Casino Corridor looking northeast	Moderately Low	1	N/A	1	4	2.00	This viewpoint shows the urbanized area of the Casino Core. Foreground and middleground views show urbanized uses including U.S. 50, commercial/retail uses, and hotel and casino establishments. There are a few street trees. The towers of the casinos are the dominant feature at this viewpoint. Distant mountains can be seen in the background from this viewpoint.	2	3	2.50	The absence of encroachment is low.	2	2	2.00	2.17
16	Stateline Avenue looking east	Moderately Low	2	N/A	2	4	2.67	The area of this viewpoint is characterized by an urban setting. The foreground and middleground views at this viewpoint show typical urbanized uses such as streets, buildings, sidewalks, and some street trees. The dominant feature are the mountains (Heavenly) in the background of this view point.	2	3	2.50	The absence of encroachment is low.	3	3	3.00	2.72

VISUAL QUALITY EVALUATION - VIEW FROM THE ROAD VIEWPOINTS - SIMULATED CONDITIONS

Project Name U.S. 50/South Shore Revitalization
 S.R. No. U.S. 50
 Assessment Unit N/A

Evaluator Graham
 Date 3/20/2014
 Weather Clear to Partly Cloudy

Evaluation Scale: 1-7
 1 = Very Low
 4 = Moderate
 7 = Very High

VIEW	ZONE	General Visual Quality	VISUAL QUALITY										(V+H)/3	Applied to Alternatives				
			VIVIDNESS					FEATURES	INTACTNESS			ENCROACHMENT			UNITY			
			CRITERIA						CRITERIA						CRITERIA			
			Landform	Water	Vegetation	Manmade Develop.	Vividness (1-7)		Absence of Encroachment	Overall Intactness	Intactness (Av. 1-7)				Man/Nature	Overall Unity	Unity (Av. 1-7)	
Observer Viewpoint	2	On Lake Parkway East looking southwest	Moderate	3	N/A	5	2	3.33	This simulation shows that the roadway would be widened and an embankment would be added along the shoulder to reduce hillside erosion. Foreground and middleground views would be similar to existing conditions; however, more urbanized uses would be visible due to the increased roadway width. Distant coniferous trees and mountains would be more visible with the Project due to widening of the roadway corridor.	1	5	3.00	The absence of encroachment is very low.	4	5	4.50	3.61	B, C, D
	3	U.S. 50 adjacent to MontBleu looking northeast.	Moderate	2	N/A	4	3	3.00	This simulation shows that the roadway corridor would be narrowed and wider sidewalks would be added for a pedestrian friendly area. Street trees and vegetated islands would be added paralleling the street to amplify the corridor affect. The mountains in the background would still be visible.	4	4	4.00	The absence of encroachment is very low.	4	4	4.00	3.67	B,C, D
	4	Intersection of Pioneer Trail and U.S. 50 looking northeast.	Moderate	2	N/A	5	5	4.00	Project implementation would incorporate design features that would change the view at this viewpoint. Modern street design with vegetated medians and visible sidewalks would be incorporated. Some of the existing buildings would be removed or concealed with street trees to reduce the vision of a cluttered urbanized area. Street trees would transition to taller coniferous trees. Views of the mountains would still be visible in the background at this viewpoint.	1	5	3.00	The absence of encroachment is very low.	3	4	3.50	3.50	B, C
	5	U.S. 50 between Kingsbury Grade and Lake Parkway looking southwest.	Moderately Low	2	N/A	5	2	3.00	Project implementation would incorporate a new street design along U.S. 50. U.S. 50 would be widened to its Right-of-Way (ROW) limit. New light fixtures and street trees would be incorporated into the design of the project as well. Foreground, middleground, and background views at this viewpoint would be similar as to those under existing conditions.	1	5	3.00	The absence of encroachment is very low.	2	3	2.50	2.83	C
	5	U.S. 50 between Kingsbury Grade and Lake Parkway looking southwest.	Moderately Low	2.0	N/A	2.0	5.5	3.17	The proposed project would include design features in the viewpoint that would be modern compared to existing conditions. Street trees would be present in the round-about island. Middleground and background views would be similar as under existing conditions.	1	3	2.00	The absence of encroachment is very low.	2	3	2.50	2.56	B, D
	6	U.S. 50 Casino Core looking northeast	Moderate	2.0	N/A	1.5	6.0	3.17	The view at this location with the Project would be similar to existing conditions. The street would be narrowed to one lane in each direction with turn pockets in the middle. Sidewalks would be wide and pedestrian friendly. More street trees would be visible. Background views of the mountains would still be available.	1	5	3.00	The absence of encroachment is very low.	3	3	3.00	3.06	B, D
	7	Along Lake Parkway looking northeast	Moderate	3	N/A	3	5	3.67	Implementation of the proposed Project at this viewpoint would change the existing visual features. The roadway would be widened and pedestrian friendly sidewalks would be installed. Retaining walls would be installed to reduce erosion of the natural environment paralleling the roadway. A new pedestrian bridge spanning the roadway would be the dominant feature thus potentially obscuring distant views of mountains, the skyline and coniferous woods.	4	4	4.00	The absence of encroachment is moderate.	2	2	2.00	3.22	B, D

8	Along Lake Parkway looking southwest	Moderate	3	N/A	4	3	3.33	Implementation of the proposed Project at this viewpoint would change the existing visual features. The roadway would be widened and pedestrian friendly sidewalks would be installed. Retaining walls would be installed to reduce erosion of the natural environment and some vegetation would be removed. View of the middleground shows the installation of a pedestrian footbridge which would obstruct existing views of background skyline. Views of the mountains in the background would still be visible.	4	3	3.50	The absence of encroachment is moderate.	3	3	3.00	3.28	B, D
9	Along U.S. 50 south of Midway Road looking northeast.	Moderate	2	N/A	2	5	3.00	Implementation of the proposed Project at this viewpoint would offer similar features and views compared to existing conditions. Foreground and middleground at this viewpoint would offer views of the improved roadway with the addition of some street trees. Some existing buildings have been removed. Views of the mountains and coniferous trees would remain the same as under existing conditions.	1	5	3.00	The absence of encroachment is very low.	3	3	3.00	3.00	B, C, D
10	Intersection of Pioneer Trail and U.S. 50 looking east.	Moderate	4	N/A	4	5	4.33	Project implementation would include new features at this viewpoint. The foreground shows that the proposed Project would incorporate a modern street scene with vegetated medians, sidewalks and crosswalks. Commercial uses would be removed to develop the new roadway as shown in the middleground of this view. Street trees would be added and the removal of existing coniferous trees would open up views to the mountains and skyline in the background of this viewpoint.	1	6	3.50	The absence of encroachment is very low.	5	5	5.00	4.28	B, C
12	U.S. 50 between Cedar and Midway Roads looking northeast	Moderate	3	N/A	3	6	4.00	The simulation of the Project in this area shows a wider U.S. 50. Foreground and middleground show heavily urbanized uses. Background provides views of the coniferous trees, mountains and skyline.	1	4	2.50	The absence of encroachment is very low.	4	3	3.50	3.33	D
14	On Fern Road looking northwest	Moderate	2	N/A	3	6	3.67	This simulation of the Project shows that the street would be widened compared to existing conditions. The vegetation view would change as many of the coniferous trees would be removed to make room for widening of the road. Foreground and middleground views show an increase in urbanization. The background provides views of coniferous woods and distant mountains.	2	3	2.50	The absence of encroachment is very low.	6	5	5.25	3.81	D
15	U.S. 50 at Transit Way in Casino Corridor looking northeast	Low	1	N/A	1	4	2.00	This viewpoint shows the urbanized area with the proposed Project implemented. The proposed project would obscure all views of the distant mountains at this viewpoint. A skywalk would be added above the existing roadway to allow pedestrians to walk from one side of the Casino Corridor to the other without being impacted by roadway traffic.	1	3	2.00	The absence of encroachment is very low.	1	2	1.50	1.83	E
16	Stateline Avenue looking east	Moderately Low	2	N/A	2	5	3.00	This viewpoint shows the location of the proposed project. Implementation of the proposed project would partially obscure views of the mountains. Only the top 1/3 of the mountains would be visible in the background at this viewpoint.	1	3	2.00	The absence of encroachment is very low.	2	2	2.00	2.33	E

VISUAL QUALITY EVALUATION - VIEW OF THE ROAD VIEWPOINTS - EXISTING CONDITIONS

Project Name U.S. 50/South Shore Revitalization
 S.R. No. U.S. 50
 Assessment Unit N/A

Evaluator Graham
 Date 3/20/2014
 Weather Clear to Partly Cloudy

Evaluation Scale: 1-7

1 = Very Low
 4 = Moderate
 7 = Very High

Observer Viewpoint	VIEW		General Visual Quality	VISUAL QUALITY										(V+I+U)/3			
	ZONE	VIVIDNESS						FEATURES	INTACTNESS			ENCROACHMENT	UNITY				
		CRITERIA				Vividness (1-7)	CRITERIA		Intactness (Av. 1-7)	CRITERIA			Unity (Av. 1-7)				
		Landform		Water	Vegetation		Manmade Develop.			Absence of Encroachment	Overall Intactness				Man/Natural	Overall Unity	
1	Parking lot looking toward the intersection of Heavenly Village Way and Montreal Road/Lake Parkway	Moderate	2	N/A	4	2	2.67	The foreground of this viewpoint shows a parking lot with decorative vegetated island and decorative rocks. The middleground features the intersection of Heavenly Village Way and Montreal Road/Lake Parkway as well utility poles and natural space. The background offers views of the coniferous woods.	3	4	3.50	Absences of encroachment is moderately low.	3	3	3.00	3.06	
11	On the Montbleu Hotel Parking Structure looking northwest	Moderately High	6	1	6	3	4.00	The foreground at this viewpoint provides views of a surface parking lot and the U.S. 50/Lake Parkway intersection. Middleground provides views of the Edgewood golf course and coniferous trees with some water features (golf course ponds). The background at this viewpoint offer views of the coniferous forest, mountains and the skyline.	6	5	5.50	The absence of encroachment is high. There is a distinct line between manmade urbnized areas and natural settings.	5	6	5.50	5.00	
13	Looking east toward U.S. 50 north of Lodge Road	Moderate	3	N/A	2	3	2.67	The foreground of this viewpoint shows a vacant lot with grass and decorative rocks. The middleground features U.S. 50 backdropped by commercial uses. Background at this viewpoint offers views of the coniferous forest and mountains.	4	5	4.50	Absence of encroachment is medium.	3	4	3.50	3.56	

VISUAL QUALITY EVALUATION - VIEW FROM THE ROAD VIEWPOINTS - SIMULATED CONDITIONS

Project Name U.S. 50/South Shore Revitalization
S.R. No. U.S. 50
Assessment Unit N/A

Evaluator Graham
Date 3/20/2014
Weather Clear to Partly Cloudy

Evaluation Scale: 1-7

1 = Very Low

4 = Moderate

7 = Very High

Observer Viewpoint	VIEW		General Visual Quality	VISUAL QUALITY											(V+I+U)/3	Applied to Alternatives		
	ZONE			VIVIDNESS				FEATURES	INTACTNESS			ENCROACHMENT	UNITY					
				CRITERIA			Vividness (1-7)		CRITERIA		Intactness (Av. 1-7)		CRITERIA				Unity (Av. 1-7)	
				Landform	Water	Vegetation			Manmade Develop.	Absence of Encroachment			Overall Intactness	Man/Natural				Overall Unity
1	Parking lot looking toward the intersection of Heavenly Village Way and Montreal Road/Lake Parkway		Moderate	2	N/A	4	3	3.00	The foreground of this viewpoint would look the same with implementation of the proposed project. The middleground would include a larger surface area of roadway with views of utility poles and lines as well as street design features. Background views with project implementation would provide a distinct line between street trees and coniferous forest. Coniferous trees would be removed due to project implementation.	4	4	4.00	Absence of encroachment is medium. This is an increase compared to existing conditions because the proposed project would require the removal of coniferous woods thus encroaching into the natural area in the background.	4	4	4.00	3.67	B, C, D
11	On the Montbleu Hotel Parking Structure looking northwest toward the proposed Project		Moderately High	6	1	6	3	4.00	The foreground at this viewpoint provides views of a surface parking lot and the new U.S. 50/Lake Parkway intersection associated with the proposed project. Middleground provides views of the Edgewood golf course and coniferous trees with some water features (golf course ponds). The background at this viewpoint offer views of the coniferous forest, mountains and the skyline.	6	5	5.50	The absence of encroachment is high. There is a distinct line between manmade urabnized areas and natural settings.	5	6	5.50	5.00	B, D
13	Looking east toward U.S. 50 north of Lodge Road		Moderate	3	N/A	4	4	3.67	Features in the foreground and middleground will remain similar to that under existing conditions. More street trees would be added and vegatative medians would be added with project implementation. Views of the existing coniferous trees in the background would be reduce due to the planting of street trees and removal of some coniferous trees. Some commercial uses would be removed. Views of the mounatians in the background would still be available.	4	5	4.50	Absence of encroachment is medium.	4	4	4.00	4.06	D

Appendix C TRPA SCENIC RESOURCES THRESHOLD EVALUATION WORKSHEETS

Table G: Scenic Quality Ratings for Roadway Units with Implementation of Alternative A

	Roadway Travel Unit 32		Roadway Travel Unit 33	
	Scenic Resource Number: 32.2		Scenic Resource Number: 33.2	
	Existing	Change	Existing	Change
Unity	1	1	2	2
Vividness	1	1	2	2
Variety	1	1	3	3
Intactness	1	1	2	2
Score	4	4	9	9
Status	Attainment	Attainment	Attainment	Attainment

Source: TRPA 2011 Threshold Evaluation Report, Chapter 9 Scenic Resources, Appendix 2

Table I: Scenic Quality Rating of Scenic Resources in Roadway Travel Units 32 and 33

	Unity	Vividness	Variety	Intactness	Score	Status
Roadway Travel Unit 32						
Existing Conditions	1	1	1	1	4.0	Attainment
Alternative B	1.8	1.8	2.0	1.8	7.4	Attainment
Alternative C	1.8	1.8	2.0	1.8	7.4	Attainment
Alternative D	1.8	1.8	2.0	1.8	7.4	Attainment
Roadway Travel Unit 33						
Existing Conditions	2	2	3	2	9	Attainment
Alternative B	2.2	2.2	3.2	2.2	9.8	Attainment
Alternative C	2.2	2.2	3.2	2.2	9.8	Attainment
Alternative D	2.2	2.2	3.2	2.2	9.8	Attainment

Source: Tahoe Regional Planning Agency, 2011 Threshold Evaluation, Chapter 9 Scenic Resources, April 2012.

Table K: Scenic Quality Ratings for Roadway Unit 32 with Implementation of Alternative E

	Roadway Travel Unit 32 (Scenic Resource Number 32.2)	
	Existing	Change
Unity	1	1
Vividness	1	1.2
Variety	1	1.5
Intactness	1	1
Score	1	4.7
Status	Attainment	Attainment

Source: TRPA 2011 Threshold Evaluation Report, Chapter 9 Scenic Resources, Appendix 2

Table F: Roadway Travel Units 32, 33, and 45 Ratings with Implementation of Alternative A

	Roadway Travel Unit 32		Roadway Travel Unit 33		Roadway Travel Unit 45	
	Existing Rating	Change	Existing Rating	Change	Existing Rating	Change
Manmade Features	3.5	3.5	4	4	2	2
Roadway Distractions	2	2	4	4	1	1
Road Structure	2	2	1	1	3	3
Lake Views	2	2	1.5	1.5	2.5	2.5
Landscape Views	1	1	2.5	2.5	2	2
Variety	3	3	1	1	1	1
Threshold Composite	13.5	13.5	14	14	11.5	11.5
Status	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment

Source: TRPA 2011 Threshold Evaluation Report, Chapter 9 Scenic Resources, Appendix 1.

Table H: Roadway Travel Units 32, 33, and 45 Ratings with Implementation of Alternative B, C and D

	Roadway Travel Unit 32		Roadway Travel Unit 33		Roadway Travel Unit 45	
	Existing Rating	Change	Existing Rating	Change	Existing Rating	Change
Manmade Features	3.5	3.5	4	4	2	2
Roadway Distractions	2	2.5	4	4	1	2
Road Structure	2	2.5	1	1	3	3.5
Lake Views	2	2	1.5	1.5	2.5	2.5
Landscape Views	1	1	2.5	2.5	2	2
Variety	3	3	1	1	1	1
Threshold Composite	13.5	14.5	14	14	11.5	13
Status	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment

Source: TRPA 2011 Threshold Evaluation Report, Chapter 9 Scenic Resources, Appendix 1

Table J: Roadway Travel Unit 32 Rating with Implementation of Alternative E

	Roadway Travel Unit 32	
	Existing Rating	Change
Manmade Features	3.5	2.5
Roadway Distractions	2	1.5
Road Structure	2	1
Lake Views	2	2
Landscape Views	1	1
Variety	3	2
Threshold Composite	13.5	10
Status	Non-attainment	Non-attainment

Source: TRPA 2011 Threshold Evaluation Report, Chapter 9 Scenic Resources, Appendix 1

Recreation Area Number 37: Heavenly Valley Ski Area								
Description of Changes (Contribute or Detract from)								
On-Site	In 2001 the Main Lodge was refaced with cedar shakes. Accessory log structures were added.							
Off-Site	None.							
Scenic Quality Changes								
View from Recreation Area			No changes have occurred since the 2006 Threshold Evaluation Report.					
Natural Features			No changes have occurred since the 2006 Threshold Evaluation Report.					
Man-Made Features			Changes to Main Lodge have Occurred.					
	Year	Coherence	Condition	Compatibility	Design Quality	Score	Status	
	1993	2	3	2	2	9	Attainment	
	2011 Existing	2	4	2	2	10	Attainment	
	2017 Alternative A	2	4	2	2	10	Attainment	
	2017 Alternative B	2	4	2	2	10	Attainment	
	2017 Alternative C	2	4	2	2	10	Attainment	
	2017 Alternative D	2	4	2	2	10	Attainment	
	2017 Alternative E	2	4	2	2	10	Attainment	