



Appendix D: Visual Impact Analysis

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Visual Impact Analysis

South Veterans Parkway Projects

NH 0100(110)405, PCN 01V9, I-29 to Western Ave
P 1359(00), PCN 08DA, CIP 11111
P 1391(00), PCN 08DC, CIP 11112

NH 0100(108)407, PCN 01V6, Western Ave to Cliff Ave
P 1353(00), PCN 08DD, CIP 11113
NH 2115(00), PCN 08DE, CIP 11114
P 1261(00), PCN 08DF, CIP 11115

NH 0100(106)409, PCN 01V7, Cliff Ave to Sycamore Ave
P 8042(00), PCN 08DG, CIP 11116
P 8042(00), PCN 08DH, CIP 11117

NH 0100(107)411, PCN 01VA, Sycamore Ave to 57th St
P 1440(00), PCN 08DJ, CIP 11118
P 1432(00) PCN 08DK, CIP 11119

Sioux Falls, South Dakota
August, 2022



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Appendices

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Appendix C: Neighborhood Engagement

Appendix D: Preliminary Landscape Plan



Acronyms and Abbreviations

AVE	Area of Visual Effect
EA	Environmental Assessment
City	City of Sioux Falls, South Dakota
FONSI	Finding of No Significant Impact
Guidelines	FHWA Visual Impact Assessment Guidelines
HOA	Homeowner's Association
FHWA	Federal Highway Administration
NEPA	National Environmental Policy Act
ROW	right-of-way
SDDOT	South Dakota Department of Transportation
VIA	Visual Impact Analysis



1.0 Introduction and Background

Veterans Parkway is a limited-access regional arterial roadway constructed to address future transportation system needs. Upon full construction, it would consist of a 17-mile-long, paved roadway between I-29 and I-90 (Figure 1). Planning for this arterial roadway began in 1995 (Sioux Falls MPO 1995). The northern segment of the corridor (I-90 to 57th Street) has been constructed. Construction for the remaining nine miles of Veterans Parkway from I-29 (Exit 73) to 57th Street (herein referred to as South Veterans Parkway), is proposed to be completed in phases by late fall 2026 (the Project) (Figure 1).

The Project includes construction of South Veterans Parkway which would accommodate six lanes of traffic and involve improvements at the intersections of nine City arterials to optimize traffic operations of South Veterans Parkway. Posted speed limits on South Veterans Parkway would range from 45 to 55 miles per hour (mph) and be determined by speed studies performed following the opening. The horizontal and vertical alignments are based on a design speed of 60 mph. The Project would be located within the City's exterior limits and within its growth area to the south and east of the current City limits. This report documents the visual impact analysis for the Project in accordance with the FHWA Guidelines for the Visual Impact Assessment of Highway Projects (FHWA 2015) (from now on referred to as the Guidelines).

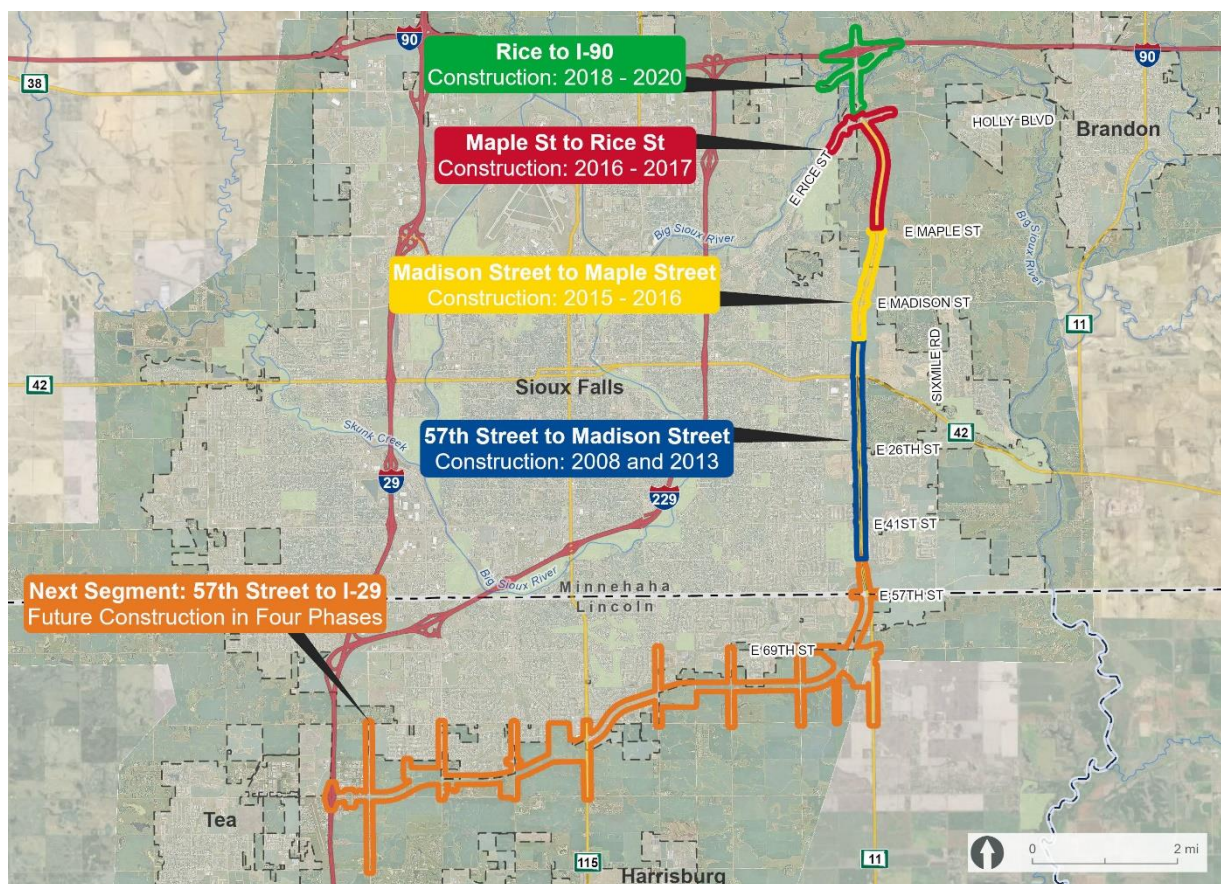


Figure 1. Veterans Parkway completed and planned segments overview map



2.0 Methodology

2.1 Regulatory Overview

The following summarizes the regulatory context for conducting a VIA – including NEPA and other Federal laws, State laws, and local ordinances. A review of the regulatory context specific to this project is summarized later in Section 3.1, Establishment.

National Environmental Policy Act

Section 109(h) in Title 23 of the U.S. Code governing the implementation of NEPA for FHWA states that the “costs of minimizing or eliminating” the “destruction or disruption of man-made and natural resources” to include “aesthetic values” be considered on “all proposed projects.” The Guidelines provide a process for analyzing the aesthetic effects and changes to the visual quality of the landscape from development of transportation projects. Figure 2 represents the process outlined in the Guidelines. The process is based on the idea that visual quality is a “result of an interaction between the viewer and the environment” and “described as a relationship” between the two (FHWA 2015). The ovals in the middle of the diagram represents the relationship between people and their environment through each stage of the process.

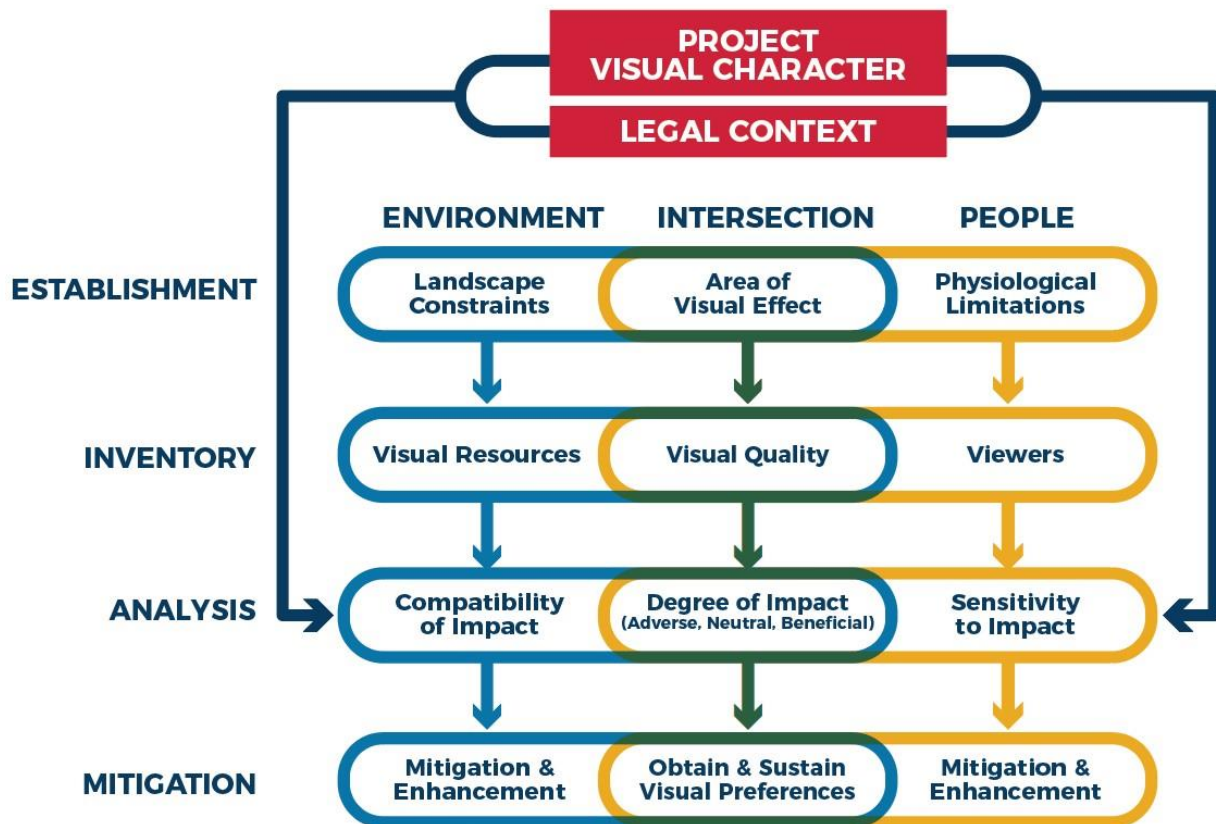


Figure 2. Visual Impact Analysis Process Flow Diagram per FHWA Guidelines



Other Federal Laws

Various Federal laws and programs address areas throughout the country that have been recognized for their scenic value. These include the National Scenic Byways Program, National Scenic Areas, Wild and Scenic Rivers Act, National Trails System Act, National Monuments, National Historic Preservation Act, Section 4(f) of the Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act.

State and Local Laws

State, local, and regional plans and policies pertaining to visual resources are also considered when addressing the requirements of NEPA. The state of South Dakota has their own environmental impact assessment laws outlined in [SDCL 34A - Environmental Protection](#)). The City of Sioux Falls has local ordinances.

Interagency Coordination

As the lead agency, FHWA has coordinated with other Federal agencies with interest or legal responsibilities related to the Project. These federal agencies include the U.S. Army Corps of Engineers, Federal Emergency Management Agency, and Western Area Power Associates.

2.2 Determining Level of VIA

A decision tree showing the steps of determining whether a VIA is needed and what level of VIA is appropriate is shown in Figure 3. NEPA regulations prescribe the need to evaluate visual impacts. Thus, FHWA has established their own Guidelines. When visible change to visual resources, viewers, or visual quality (such as roadway resurfacing or restriping) are unnoticeable, a VIA would not be needed per the Guidelines.

When a VIA is needed, the Guidelines provide four distinct levels of documentation based on the scope, complexity, and controversy associated with a project as shown in Figure 3. When impacts are inconsequential, a VIA memorandum is appropriate. Routine or minor impacts are assessed using an Abbreviated VIA. A Standard VIA is often associated with projects involving new construction or substantial reconstruction that warrant a more thorough examination. Complex controversial projects may require an Expanded VIA.

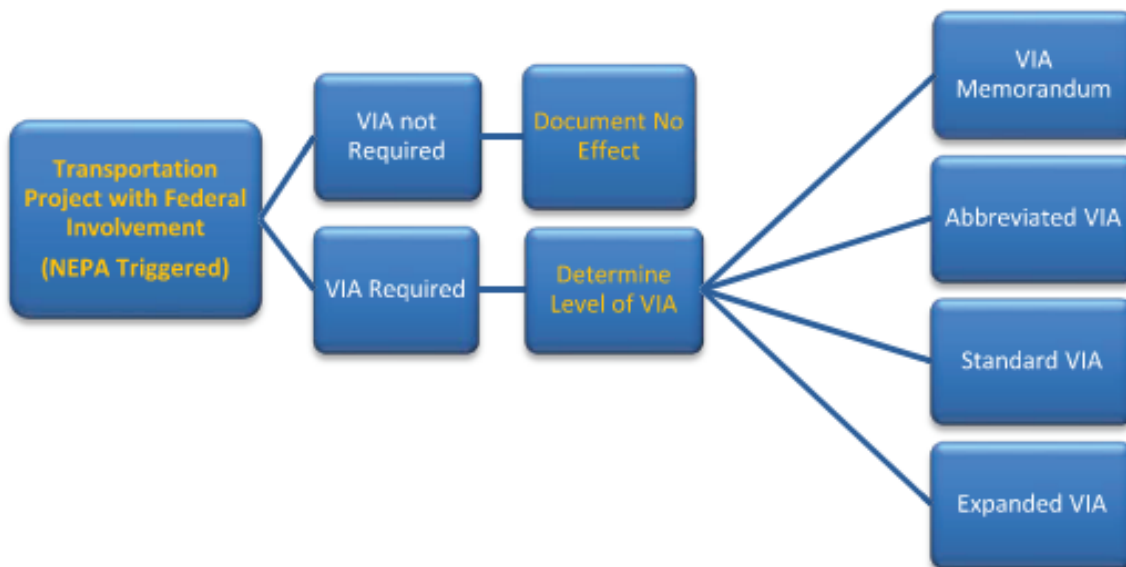


Figure 3. FHWA VIA Decision Tree.

The Guidelines offer two approaches to determining the level of VIA — the scoping questionnaire or the comparative matrix method.

For this VIA, the Questionnaire Method was used to determine the level of VIA. The questionnaire is considered a helpful tool, but it is not definitive—it is comprised of 10 questions and the answers to the questions are scored from 0-4. The composite score for based on answers to the questions is used to determine the suggested level of VIA as follows:

- Score 25-30 = Expanded VIA
- Score 20-24 = Standard VIA
- Score 15-19 = Abbreviated VIA
- Score 10-14 = VIA Memorandum
- Score 6-9 = No VIA

The VIA scoping questionnaire is provided in Appendix A.

The results of the questionnaire pointed towards completing a Standard VIA for the Project (Score = 20). According to the Guidelines, a Standard VIA is likely to receive extensive local, perhaps state-wide, public review and would typically include several visual renderings to facilitate meaningful engagement with public. Public input received validated there was localized controversy in the area between 85th Street and Cliff Avenue. Concern regarding visual impacts were not brought forward throughout the remainder of the project. Since the suggested level of VIA as informed by the Guidelines is not uniform throughout the entire Project's corridor, the focus of the Standard VIA is where concerns have been expressed. **Thus, the remainder of this visual impact analysis technical memorandum will be focused on the segment of South Veterans Parkway located between 85th Street and Cliff Avenue (see Figure 4).**

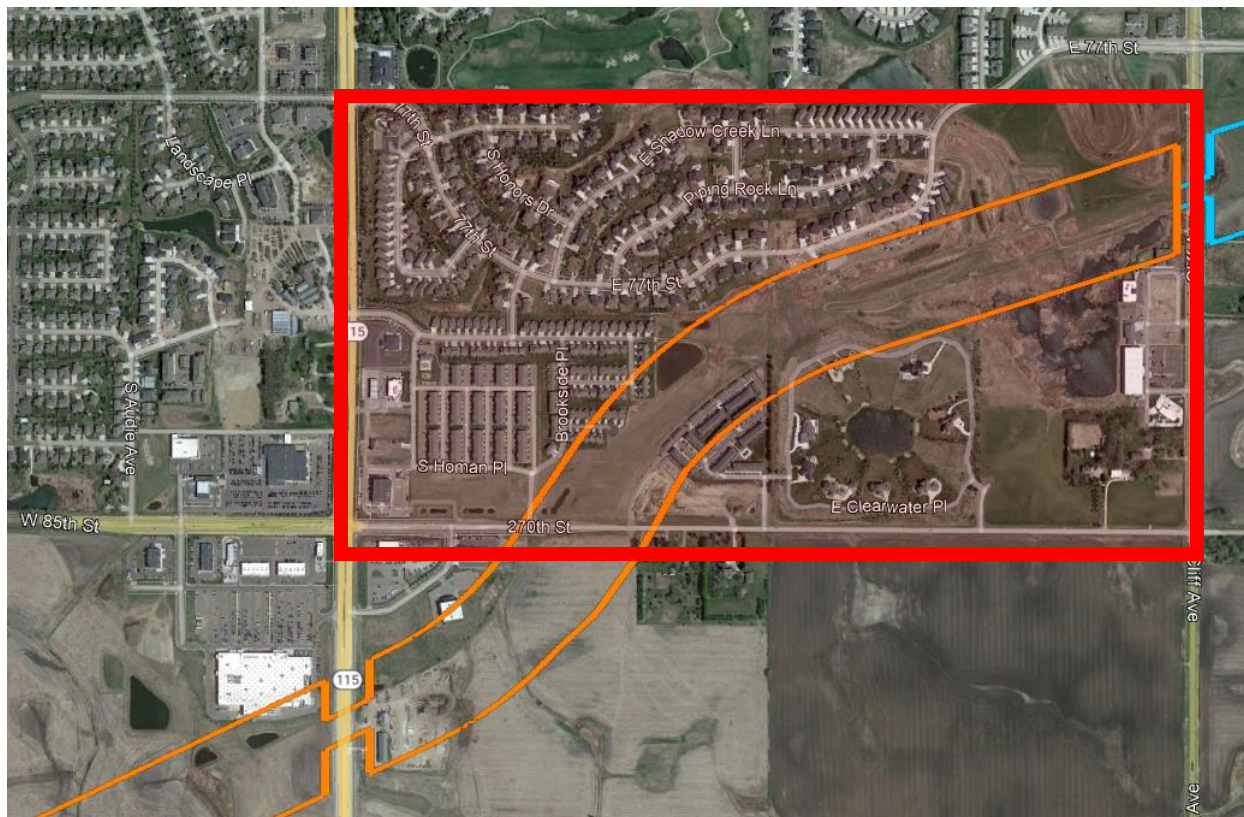


Figure 4. Focus Area of Visual Impact Analysis Technical Memorandum.

3.0 Visual Impact Analysis

The Guidelines outline the VIA process in four phases: Establishment, Inventory, Analysis, and Mitigation as previously shown in Figure 2. The VIA process is based on the relationship between the viewer and the environment. The following sections describe the VIA process that was taken for the project.

3.1 Establishment Phase

Establishment was the first phase of the FHWA VIA process and its purpose was to answer three basic questions as follows:

- 1) What is the visual character of the proposed project?
- 2) Are there any legal directives or social constraints that dictate the visual quality of what can be constructed?
- 3) To what extent is the proposed project visible?

Project's Visual Character

The Project involves constructing a 6-lane divided parkway with a 32-foot-wide raised median and a 10-foot-wide path fitting within a 200-foot-wide right-of-way (ROW). As a result of public input, the 32-foot-wide median would be narrower between Minnesota Avenue and Cliff Avenue where it would consist of a 56-inch-high concrete barrier (i.e., glare screen) with inside shoulders (total



width ~10 foot). The glare screen would function to reduce headlight pollution. A 30-foot-wide clear zone would consist of a flat 15-foot-wide bench from back-of-curb and then a 4:1 inslope or back slope for the remainder of the clear zone followed by a 3:1 slope until tying to existing grade (Figure 5). Lighting would be on 50-foot high light poles staggered on either side of the road to illuminate the road, but light would not trespass onto adjacent residential properties.

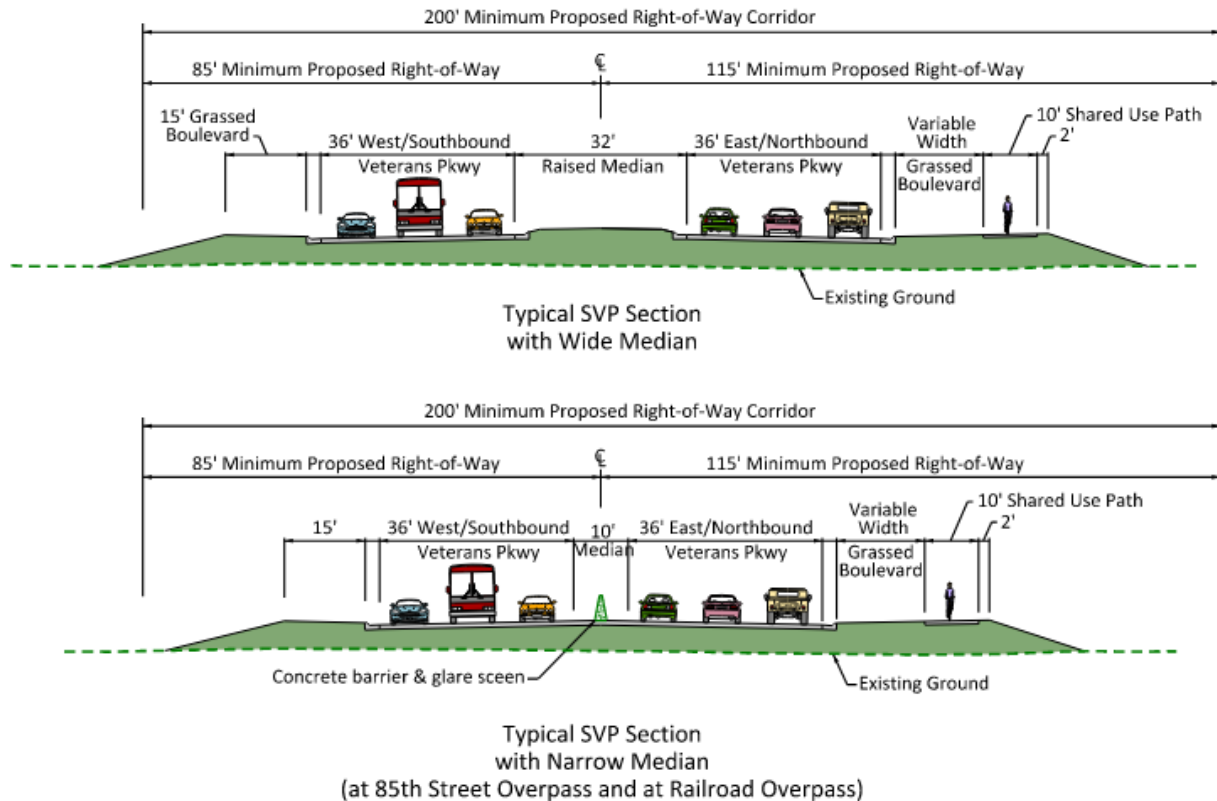


Figure 5. Typical section for the Preferred Alternative

Form: The Project would generally be elevated slightly above existing grade in areas other than where pedestrian underpasses would be located (one per mile segment) and at the 85th Street and BNSF overpasses. The plan view of the corridor can be characterized as generally curvilinear as it spans 7.5 miles east and west and 3 miles north and south. However, between curved segments of the road there are 7 linear segments ranging between 0.5 and 1.5 miles in length (Figure 6).

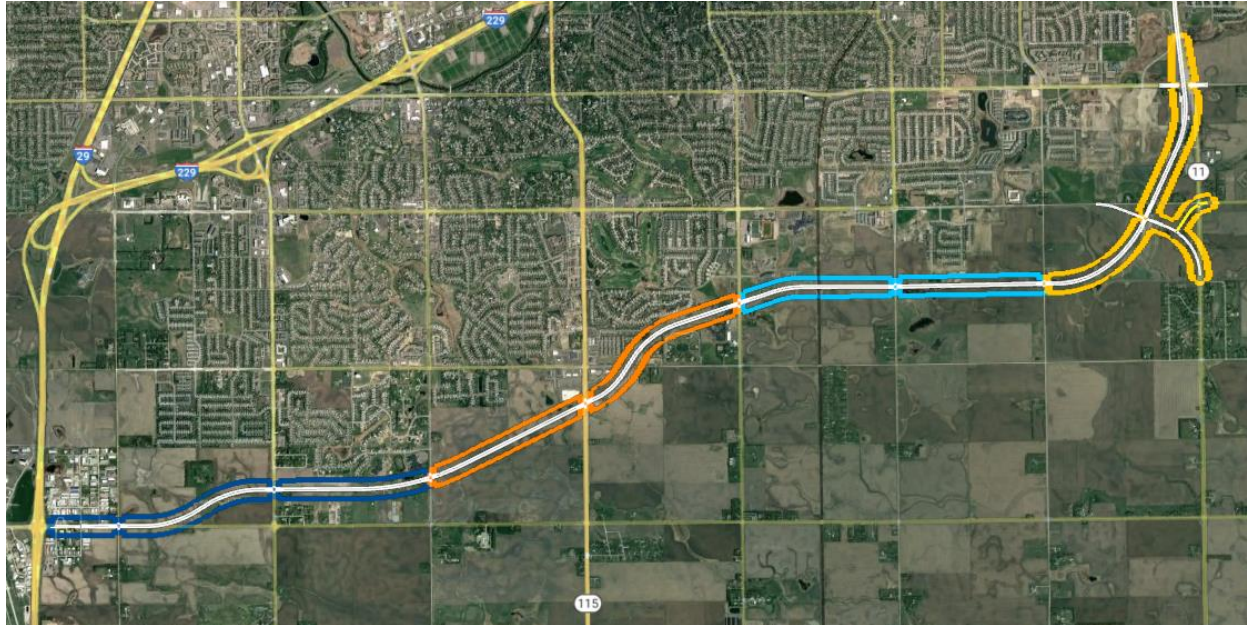


Figure 6. Curvilinear form of South Veterans Parkway.

Materials: The materials would be similar to that of the north section as shown in Figure 7. Road surfacing would consist of Portland cement concrete with curb and gutter. Colored concrete is anticipated to be used for a few feet behind the curb within the median prior to converting to a mowed grass median with various landscape features including grasses and flowers to add a softer texture for the traveling viewers. As earlier mentioned, the landscaped median would be narrowed and replaced with a concrete glare screen between 85th Street and Cliff Avenue as well as the BNSF overpass. A narrow strip of mowed grass would be adjacent to the road and path; however, the remainder of the ROW would be maintained as a “no mow” zone and offer the texture that native grasses provide.



Figure 7. Street view of North Veterans Parkway offers example of what South Veterans Parkway would look like from the road.



Regulatory Context

The approach to conducting a VIA is informed by the regulatory context; thus, the analysis will be focused on requirements of these regulations. Overarching regulations were previously listed in Section 2.1. A cursory overview of the entities that have regulatory jurisdiction in the project area was conducted using online resources. The review was not exhaustive nor was it intended to ascertain actual legal requirements or dictate what will or will not be permissible in the project corridor, but merely to provide evidence of a community's visual preferences that may be either stated or inferred. Specific legal requirements or guidance for highway projects to maintain or enhance existing visual quality or for projects to mitigate adverse impacts are not established as part of this VIA.

- The National Environmental Policy Act requires FHWA to complete an environmental assessment of the project due to their involvement as the funding agency. FHWA completed an environmental assessment for the project in 2003 and a supplemental environmental assessment in 2012 (FHWA 2003, FHWA 2012). These environmental assessments resulted in a Finding of No Significant Impact (FONSI) which set forth the basis that the Project could be constructed. Due to the time that has passed since the previous supplemental environmental assessment, a new supplemental environmental assessment is being completed to address changes in resource conditions or regulations in accordance with the National Environmental Policy Act. Analysis of visual impacts is being conducted as new the Guidelines were released in 2015.
- The National Historic Preservation Act has been addressed through Section 106 consultation as part of earlier and recent environmental assessments and no adverse visual impacts to historic properties were identified (FHWA 2003, FHWA 2012, SHPO 2021).
- Section 4(f) and 6(f) have been addressed as part of earlier and recent environmental assessments and no visual impacts to Section 4(f) and 6(f) properties were identified (FHWA 2003, FHWA 2012, SHPO 2021, GFP 2021).
- Other federal agencies that were coordinated with during the Project's development do not have plans and policies for protecting visual resources in this area.
- Go Sioux Falls Metropolitan Planning Organization 2045 Long-Range Transportation Plan (Sioux Falls MPO 2020) does not include measures to consider when conducting a VIA as it relates to transportation projects.
- SDCL 34A does not have measures to consider regarding visual resources to be protect when conducting a VIA.
- South Dakota Administrative Rule (ARSD) 70:09:02:01 states that coordinated access planning, when conducted under § 70:09:02:03, takes precedence over general access spacing. The SDDOT and City prepared the SD100 Access and Noise Plan which was approved by the Transportation Commission on 1/24/2008 (SDDOT and Sioux Falls 2007) in accordance with South Dakota Administrative Rule (ARSD) 70:09:02:01. The SD100 Access and Noise Plan assisted in informing possible land use that is permissible based on the need to meet noise requirements. Through this plan, the City of Sioux Falls has been prudent in designating land uses adjacent to the corridor and approving developments with setbacks in accordance with the plan.
- The City of Sioux Falls local ordinances inform what is compatible development as opposed to protection of specific resources. These ordinances do not include specific measures that must considered when conducting a VIA for transportation projects. However, the local ordinances were reviewed to understand visual character preferences for the area. The City's charter refers to visual resources in the context of visual art, large



parking lots, telecommunication towers, utility pedestals, the downtown district, and billboards/signage. Ordinance § 160.591 – General Regulations state the importance of maintaining aesthetic qualities along the I-229 corridor to provide a unique visual image and character to the City consistent with the rolling topography, parks, and Big Sioux River greenway adjacent to I-229. The environment adjacent to the proposed Project does not have this character.

- The City of Sioux Falls Ordinance § 160.488 requires bufferyards (setback areas) when designated nonresidential and residential properties are adjacent to each other (see Appendix B).
- The City of Sioux Falls Shape Sioux Falls 2040 Comprehensive Plan (Sioux Falls 2019) offers the following visual resource considerations:
 - Chapter 6 states the overall intent is to develop attractive street corridors that enhance and reinforce adjacent development. Map 6.A. of this document identifies South Veterans Parkway as a future highway.
 - Chapter 9, Shape Foundations lists key visual landmarks/icons such as the Old Courthouse Clocktower, Veterans' Administration Hospital, the spires of Saint Joseph Cathedral, the pioneer monument above North Cliff Avenue, Falls Park, the Japanese Gardens at Terrace Park, and the various buildings and improvements constructed with cut blocks of quartzite stone. None of these are visible from the proposed Project.
 - Chapter 9, Shape Resources mentions that a visual listening survey found citizens highly value street trees and other green landscaping.

Area of Visual Effect

To fully assess impacts to visual resources, an Area of Visual Effect (AVE) was identified consistent with the Guidelines. The AVE is defined by the Project viewshed and identifies the areas travelers can see from the roadway and views toward the Project from surrounding areas. The limits of the AVE begin at I-29 / Exit 73 and end at the northern limits of South Veterans Parkway at 57th Street.

The AVE is determined by the physical constraints of the environment and the physiological limits of human site. A field visit was conducted to determine the AVE. Features that limit the extent of the AVE included residential structures and a man-made berm surrounding the Grand Prairie Estates addition accessed by East Clear Water Place. Figure 8 identifies the limits of the AVE of the Project between 85th Street and Cliff Avenue.

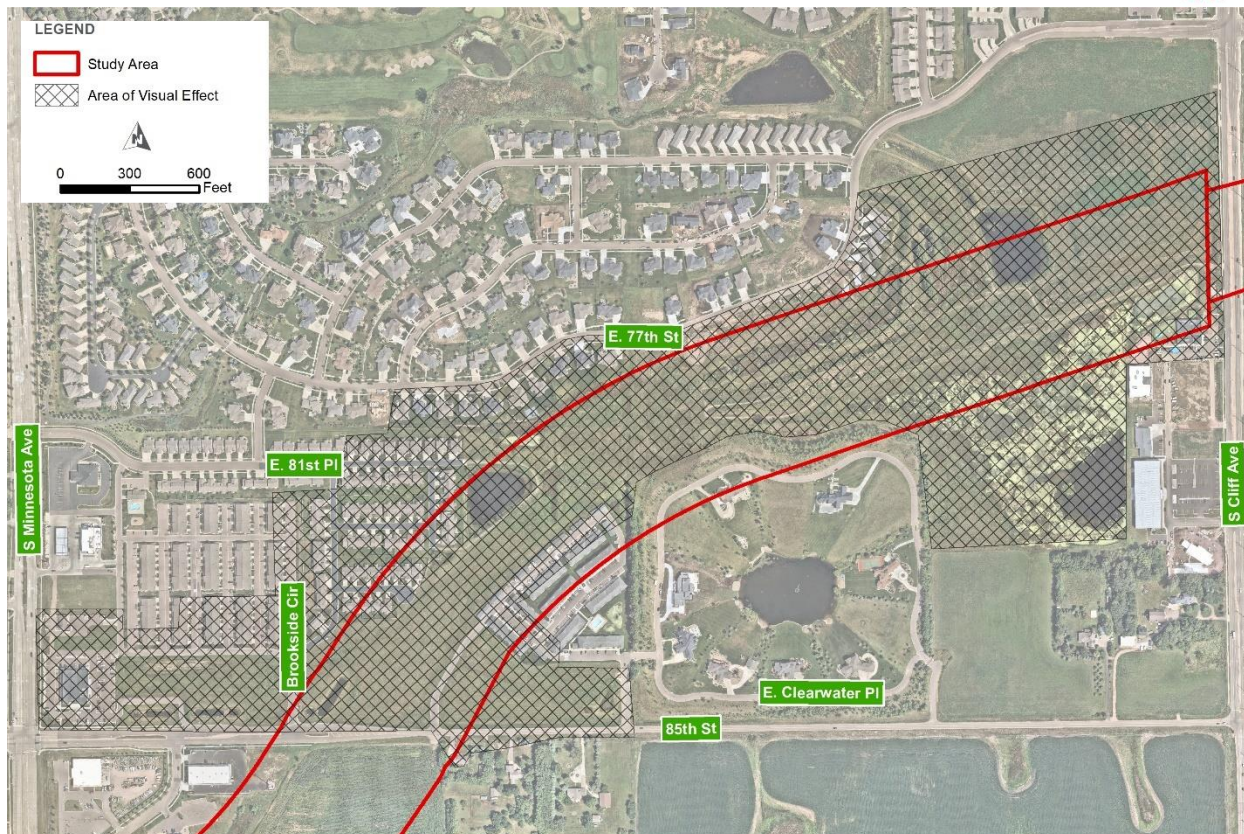


Figure 8. Area of Visual Effect

3.2 Inventory Phase

The first task of the inventory phase is to define the existing status of the affected environment. The second task of the inventory phase is to identify whose views in the AVE does the proposed project affect. The third task of the inventory phase is to document the visual preferences of the affected population.

Describe Visual Character of Environments (Natural, Cultural, Project)

The area is in transition from rural uses to urban uses and now resembles a cultural environment. The cultural environment includes a range of residential forms from single family homes to lower density multifamily residences to high density apartment buildings. A pond located immediately adjacent to the Project corridor was constructed as part of a residential development for the purpose of wetland mitigation and has a conservation easement. The pond has a private walking trail around it for use by the neighboring residents that have formed a homeowner's association (HOA). Within the cultural landscape is the Project environment that currently consists of a corridor that was preserved for South Veterans Parkway. The project environment in its current state retains some attributes of its former natural environment; however, much of the area has undergone previous disturbance / grading at some point and now consists of idle grassland and an open channel which conveys stormwater runoff. If the corridor were not preserved, the natural environment would have been converted to a cultural environment, likely consisting of residential forms. Project renderings that document the visual character of the project environment from key observation points in neighboring properties are included later in this VIA document.



Determine Affected Population

Commuting travelers – This viewer group has repeated exposure to the landscape. Motorists regularly commute to, from, and through the area for work. Views of the scenery are routine for this group. They are generally moving through the area at a faster rate, which decreases their sensitivity to visual changes. This would be a future viewer group.

Rural Neighbors – This viewer group includes rural residents that will be able to see South Veterans Parkway from their respective domains. This viewer group is located on the outskirts of Sioux Falls and have been accustomed the visual changes associated with urban expansion.

Business Owners and Customers (also known as Commercial Neighbors) – This viewer group would frequently travel the area and is aware of the changes in the visual landscape. Business owners are located primarily at intersections with City arterial streets such as Cliff Avenue; however, their frontage would not be along South Veterans Parkway and thus did not express visual concerns.

Residential Neighbors – This viewer group includes residential neighbors adjacent to South Veterans Parkway, notably between 85th Street and Cliff Avenue. Through the public outreach, this was the only viewer group that expressed concern with impacts the project would have on the visual quality they have been accustomed to — thus is considered the affected population for which the remainder of the analysis will focus on.

Define Visual Quality

As part of the Supplemental EA being prepared, an extensive public outreach effort was undertaken. The public was engaged through the Project website and through public meetings. One viewer group (residential neighbors) expressed concern about aesthetic impacts the Project would have on the open space beyond their back yards. A series of four neighborhood meetings from August 30 – September 9 as depicted in Figure 9 was held to better understand the viewer group concerns. At least one resident was in attendance that represented 31 residential units from Harmony Estates, and at least one resident was in attendance that represented 15 residential units within the Grand Prairie Addition. No residents from either Prairie's Edge or Edgewater Villas participated in the neighborhood meetings. One individual representing a homeowner of the Grand Prairie Estates participated, although was interested in learning information about the Project and had not expressed concern regarding aesthetic impacts of the project. The neighborhood meeting materials are included in Appendix C. Residents from Grand Prairie expressed their preference for dark skies and open space beyond their back yards which they felt would be diminished with construction of the roadway, roadway lighting and the lights of passing cars. Residents of Harmony Estates expressed their preference of the existing cultural environment which offers a feeling a seclusion given the separation from major roadways and quiet neighborhoods and narrow streets with only local traffic. One feature that the Harmony Estates residents noted that provides a sense of seclusion is a private pond with a walking path that is accessible to the Harmony Estates HOA participants. It is located just east of the Harmony Estates homes and to the north of the Project corridor. As previously mentioned, the pond was created by the developer for the purpose of wetland mitigation; however, the pond now offers the residents a pleasing perceptual experience given the surrounding environment. The residential neighbors' concerns generally implied that the new roadway would degrade the experience that the pond and walking trail provide.

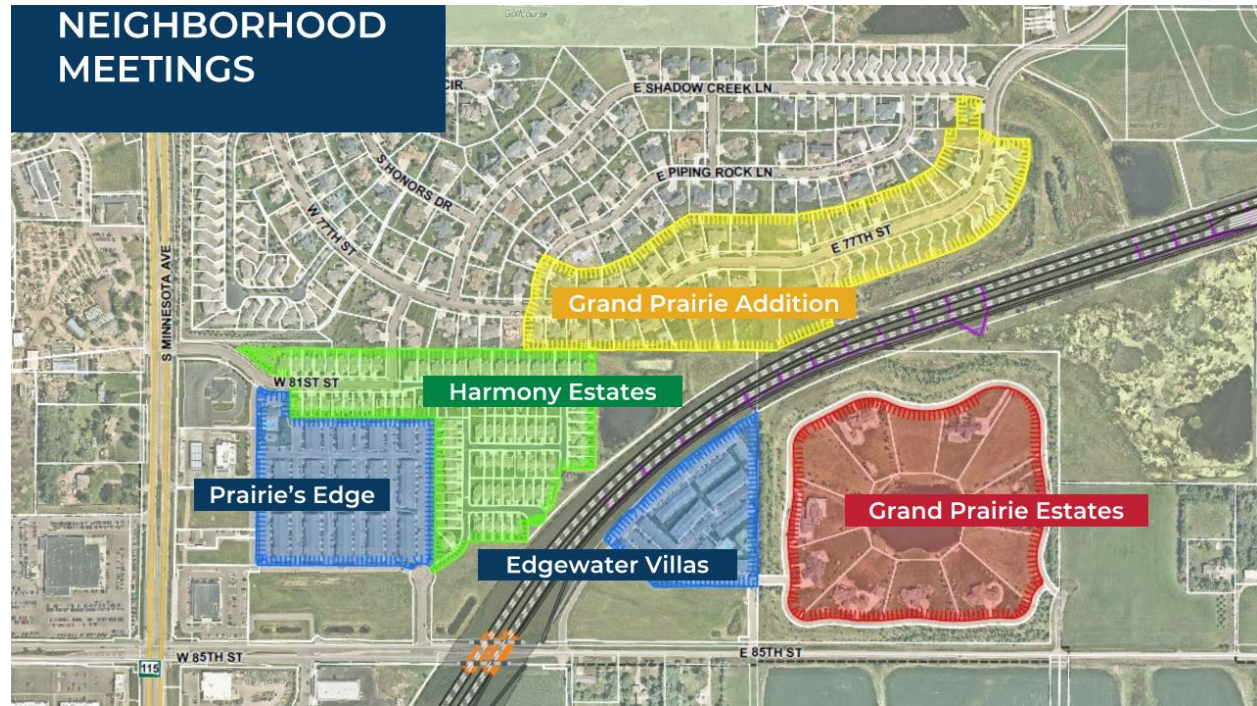


Figure 9. Neighborhoods engaged as part of the visual impact assessment.

Key Views / Baseline Visual Quality

Key views (or key observation points) were established to reflect the affected population's range of views that would change following construction of the proposed project. These key views were used to depict and characterize the baseline visual quality in terms of natural harmony, cultural order, and project coherence which would then be the basis for analyzing the aesthetic impacts of the proposed Project.

Photo 1 – Photo 4 provide representative views of the visual elements of the landscape unit. Overall, the existing composition of cultural and project environment meets the visual preferences and expectations of the neighboring residents — particularly because the project environment in its current state (preserved roadway corridor) retains some attributes of its former natural environment. The project environment has offered neighboring residents a larger buffer space between their homes and adjacent development that the residents value. For example, the project corridor has provided greater separation between Harmony Estates and Edgewater Villas than had the roadway corridor not been preserved.



Photo 1. Existing view to the northeast from cul-de-sac in Harmony Estates includes open space of the project environment along with the Edgewater Villas apartments in the foreground.

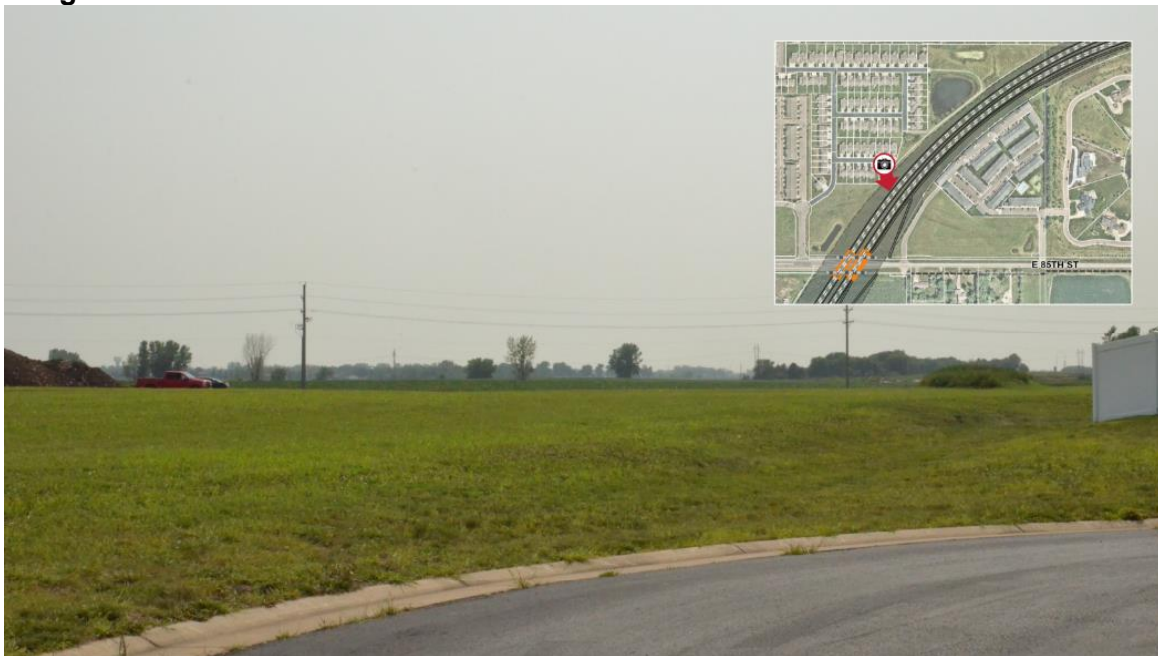


Photo 2. Existing view to the northeast from cul-de-sac in Harmony Estates includes open space of the project environment along with the 85th Street/traffic, a power line, and scattered trees in the foreground.



Photo 3. Existing view to the south from the ground level of a residential backyard in the Grand Prairie Addition that lies adjacent to the project environment. A designated drainage way the conveys storm water lies between the private property and the project environment. The project environment provides open space along with sights of the Edgewater Villa apartments (left) and Harmony Estates townhomes (right) in the foreground.



Photo 4. Existing view to the west from the back of the Edgewater Villa garages. The view is comprised of the open space of the current project environment along with Harmony Estates in the foreground.



3.3 Analysis Phase

Visual impacts are changes to the environment that are measured by the visual compatibility of the impact or viewer sensitivity to the impact, which together result in the overall degree of the impact. The purpose of this phase is to provide information to the decision makers regarding the visual impact. As noted earlier, there are local ordinances that inform the expected land use and visual elements of the land use and the contrast of these of elements against the cultural character.

Visual Compatibility

Assessing visual compatibility was conducted by reviewing the visual character of the proposed Project and the visual character of the AVE described earlier in the establishment and inventory phases. The proposed Project's scale, form, and materials have not changed with what has been previously approved by FHWA in the 2012 FONSI¹. Planning for the proposed Project initiated in 1995 and since that time has been included in transportation studies and integrated master planning documents such as the MPO long range transportation plans and Shape Sioux Falls comprehensive plans, which included several public meetings. As a result of these planning efforts, the proposed roadway has been included on plats of all adjacent developments and the local planning ordinances applied to the developments within the AVE.

The Project would alter the Project environment by introducing of strong, definitive gray and black lines created by the concrete roadway is a change from the colors and textures of the green and brown grasses in the preserved roadway corridor. However, there would not be a difference to the lines and urban forms of the residential and commercial development that comprise the cultural environment. As distance between the cultural and project environments increases, the contrasts in these forms and materials lessens, making the Project more compatible.

While there are no specific visual regulations to make a compatibility determination for the City of Sioux Falls, City ordinances contain requirements for setbacks or bufferyards and landscaping requirements for when development occurs adjacent to access controlled arterials which further lessen the contrast in form and color. The scale of the arterial road will be greater than residential collector streets, but the arterial is not an unexpected visual element in scale in a transitioning urban area. The planning documents have helped to create a planned urban environment with expected visually compatible roadway and residential elements.

Shape Sioux Falls 2040 Chapter 6 – Shape Corridors notes that access controlled arterials are compatible in residential areas so long as the residential areas have backyards oriented to the road. Residential forms within the AVE are compatible adjacent to the Project since their backyards are oriented to the proposed roadway. City ordinance §160.488 Bufferyards was reviewed for the proposed Project's compatibility with adjacent land use forms. Applicable paragraphs of that ordinance as well as information regarding City of Sioux Falls Interactive Zoning Interface and Applicable Bufferyards are included in Appendix B.

The proposed Project is determined to be compatible with the visual character of the existing cultural environment on the basis of City planning and zoning requirements. However, if the Project was built prior to the adjacent residential development, elements of the Level A bufferyard between residential forms and highways only partially meets City requirements in the current state. Although the arterial ROW satisfies the entire bufferyard requirement according to City ordinance, it currently does not provide a 2-foot berm and 4-foot fence (and/or hedge) with the

¹ Excent the median has now been narrowed throughout the AVE



landscaping as shown in Table 1. The reason these elements were not incorporated within adjacent development is because ROW had not yet been officially purchased/designated when the development plans were reviewed, despite the corridor being preserved (i.e., platted) at that time. This does not make the adjacent forms (highway & residential) incompatible; however, does contribute to consideration and informing mitigation.

Table 1. Criteria for various plants and their plant units in accordance with City ordinance § 160.488.

Type	Size	Plant Units
Deciduous	2" min. caliper	7.5
Ornamental	1.5" min. caliper	5.0
Conifer/Evergreen	6' min. height	7.5
Upright Evergreen (i.e., juniper or arborvitae)	4' min. height	2.5
Shrub	18" to 24" spread	1.0
Perennial/Ornamental	1 gallon	1.0

Assessment of Viewer Sensitivity

Viewer sensitivity is a composite between viewer exposure and viewer awareness. Viewer exposure is described by evaluating viewer proximity, extent, and duration while viewer awareness is understood by viewer attention (viewers with routine vs unique views), focus (key focal points), and protection (protected visual resources). **Photo 5. The viewshed to the northeast from Harmody Estates would be affected by the road fill. The project environment would transition from open space of a preserved roadway corridor to a constructed roadway. The embankment consists of prairie grasses and would obstruct views of the Edgewater Villa apartments aside from their rooftops. Traffic would be noticeable on the roadway.** Photo 5 - Photo 8 are renderings of the proposed Project (absent of visual mitigation) from the key views. These renderings were presented at neighborhood meetings held August 30–September 9th to assist in gathering information of viewer sensitivity. The photo captions include a narrative description that explains changes to the visual resources of the cultural and project environments.

As mentioned earlier, the interplay between existing cultural and project environment (open space remaining due to the preservation of the Project corridor) has become the visual preference/expectation of the neighboring residents. As noted above, the Project corridor has been preserved for a major arterial roadway and its inclusion in residential development plats as “SD100”. However, residents have stated their preference to keeping the corridor as open space and have expressed their concern for changes in the views from their properties that were purchased after the road location was approved in 2003 and affirmed in 2012. This is a viewer sensitivity that was not brought forward during the public input for the earlier EAs or preparation of local land use plans or subdivision plats.



Viewer Exposure

Harmony Estates is comprised of townhomes while the Grand Prairie Addition is comprised of single-family residences on larger lots. Thus, the extent of viewer exposure is deemed greater among Harmony Estates due to the number of viewers, the directness of their views, and the duration of being exposed to the changes. This is reflected in neighborhood meeting attendance as discussed in the Area of Visual Effect subsection of Section 3.1.

The duration of viewer exposure would be permanent for those residences whose back yards are within the direct line of sight of the project. Neighboring residents expressed that the enjoyment of the walking trail around the private pond would permanently alter the visual experience for Harmony Estate's residents that enjoy the use of the walking trail. As previously mentioned, the pond was developed for the purposes of wetland mitigation and is legally dedicated as a wetland protection area.

Grand Prairie Addition residents would be separated from the proposed roadway by a City drainage channel that is situated between their backyards and the proposed Project. For this reason, the Project would not draw as much attention to Grand Prairie Addition residents as it would to those in Harmony Estates; however, the traffic on the roadway would be noticeable by both. Since the road embankment would be comprised of native grasses and managed as a no mow zone, some resemblance of existing visual character would remain as the view of pavement would be reduced and thus reduce visual contrast.

Viewer Awareness

Three dimensions are used to measure and describe viewer awareness: attention, focus, and protection. Attention correlates with routine. The view of the proposed roadway would become routine to those adjacent to it from the vantage point of looking from or out beyond their backyards. Attention would be greatest where more dramatic changes in the view occur. For example, residents adjacent to the proposed roadway in Harmony Estates would see a higher roadway embankment as it approaches the proposed 85th Street overpass. Neighboring residents south of East 77th Street in Grand Prairie Addition would be in the direct line of site of the 85th Street overpass; however, it would be further away than those in Harmony Estates. Traffic volumes would also vary temporally throughout the day. From the evening into the night, traffic volumes will be relatively low, and the road / traffic would draw less attention. Traffic volumes would peak during the morning and late afternoon commute period and for short periods of time during the day and the perceived result is an increase in viewer attention.

Focus refers to apprehending details. The residential neighbors did not identify a particular visual resource as an iconic focal point; rather it was apparent those abutting the corridor just preferred the open space from their backyards. The primary concern expressed regarding viewer focus was that vehicles on the roadway would take away from the current view of open space and add more light pollution.

Protection is provided by restrictions that authorities and the community place on changes to a particular view or object being viewed and can be legal or simply social. There are no legal protections on any particular view or object within the AVE; however, the private pond created for the purposes of wetland mitigation during construction of Harmony Estates does have a conservation easement which protects it as a wetland. Although the original reason for the protection of the pond was not aesthetics, it became apparent during neighborhood meetings that aesthetics now matters, and viewers would be sensitive to changes in aesthetics surrounding the protected resource. For this reason, the pond can be considered a focus area with a social protection.



Photo 5. The viewshed to the northeast from Harmody Estates would be affected by the road fill. The project environment would transition from open space of a preserved roadway corridor to a constructed roadway. The embankment consists of prairie grasses and would obstruct views of the Edgewater Villa apartments aside from their rooftops. Traffic would be noticeable on the roadway.



Photo 6. The southern viewshed distance from Harmody Estates would be reduced by the road fill required to construct the 85th Street overpass. The embankment consists of prairie grasses. 85th Street and power lines would no longer be visible off in the distance. Traffic would be noticeable, particularly in the outer lane nearest to the cul-de-sac. Much of the traffic within the inner westbound lanes and eastbound lanes would be shielded as a result of the embankment.



Photo 7. The viewshed from Grand Prairie Addition neighboring residents would be similar in terms of the area that can be seen; however, a noticeable transition would occur to the project environment from open space of a preserved roadway corridor to a constructed roadway. Most notable would be the 85th Street overpass in the foreground. View of traffic would be noticeable on the roadway.



Photo 8. The viewshed from the property edge of the Edgewater Villas would be affected by the road fill and concrete barrier within the median. The project environment would transition from open space of a preserved roadway corridor to a constructed roadway. The embankment consists of prairie grasses and would obstruct views of the Harmony Estates townhomes aside from a few rooftops. Traffic would be noticeable on the roadway.



Overall, there is variation in viewer sensitivity among neighboring residents within the AVE. Discussions and feedback received during neighborhood meetings revealed that viewer sensitivity was correlated with the visual changes that would occur within the direct line of site which is correlated to proximity to the road.

Residential neighbors expressed sensitivity to the visual impact and perceived that the Project would result in a negative impact due to the proximity of where they live relative to the Project. The nearest home would be 118 feet from the roadway pavement. Based on comments received, viewer sensitivity was concentrated among residents that live north of the corridor within Harmony Estates and Grand Prairie Addition (see Figure 9). Residents expressed concern with the visual impacts of streetlights, headlights, traffic, and the roadway in general.

Degree of Impact

The degree of visual impact is based on the combination of visual compatibility of the impact and viewer sensitivity to the impact.

As discussed above, the Project is visually compatible with the adjacent forms that comprise the cultural environment according to City planning and zoning ordinances and under the umbrella of regulatory context. Those adjacent to the project will see strong lines and gray and black colors associated with road pavement and/or concrete median as well as smooth textures associated with the road embankment comprised of un-mowed vegetation. The form will be consistent with urbanization (cultural character).

As described above, viewer sensitivity was primarily correlated with proximity to the Project. Neighboring residents who indicated they were unaware of the Project and/or were told that the Project would never be built at the time they purchased their home were more expressive in speaking about how visual impacts of the Project would negatively affect their quality of life and property values in comparison to those that were aware of the Project. However, those that were aware of the Project also expressed concern and general curiosity regarding the visual changes that the Project would bring, albeit were less vocal. Although aesthetic changes were anticipated by those that were aware of the Project, aesthetic concerns brought forth remained and were general in nature — encompassing a range of topics from street lighting, car headlights, and traffic itself.

Appendix C includes boards that were available at a 2nd meeting with the neighborhoods on November 30, 2021. These boards included project renderings at key viewpoints as well as light trespass analysis which demonstrated that streetlights would not trespass onto private property. The boards allowed neighboring residents to better understand visual implications of the Project and to provide feedback regarding how they perceived design changes such as median design adjustments and incorporation of trees that were intended to alleviate concerns. A total of 17 comment cards were received that offers responses to design changes that occurred between August 30 – September 9 neighborhood meetings and what was presented at the November 30, 2021 meeting. The comments are representative of other verbal feedback received from the neighboring residents (see Appendix C).

The assessment of viewer sensitivity indicates that viewers perceive the change to the project environment as a negative impact. Although the adverse visual impacts were determined on the basis of viewer sensitivity, these perceived adverse visual impacts would not rise to the level of being “significant” when taking the following into consideration:

- 1) The Project is visually compatible with adjacent land use forms when taking into consideration the regulatory context and urban cultural visual character.



- 2) A key element contributing to viewer sensitivity seemingly is the expectation of neighboring residents that the Project would not be constructed when and where planned.

Although the degree of impact may not be significantly adverse, the analysis phase has uncovered those adjacent residential developments were not constructed with all the components of bufferyards that would have been a requirement if the ROW had been officially established within the preserved corridor at the time of development.

3.4 Mitigation Phase

The last phase of the VIA is mitigation. As described under NEPA (40 CFR 1508.20), mitigation includes:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

In some cases, mitigation can help create beneficial impacts. Conversely, mitigation may not fully rectify adverse impacts but may serve to lessen the overall effect of a project.

The Guidelines define effective mitigation as measures that are technically possible and practical. They should be acceptable to the community and regulatory agencies as actually mitigating the adverse impacts identified and finally should be politically and financially feasible to the community and organizations that will need to pay for their construction and maintenance. For this VIA, consideration of mitigation options received input from the SDDOT technical feasibility, cost, and safety; the City who would be responsible for the long-term maintenance; and the neighboring residents who offered input on their perception of what is visually acceptable.

The first mitigation option considered included narrowing the median from 32 feet to 10 feet and installing a 56 inch-high concrete barrier & glare screen between directions of traffic in the area between 85th Street and Cliff Avenue (Figure 10). This adjustment results in three improvements to concerns raised by the public. First, it distanced the roadway from adjacent properties which then provided additional space to evaluate further mitigative actions that would otherwise be space-limited such as constructing a berm and adding trees. Second, it would reduce some headlight glare. Third, it would reduce traffic noise.

Further mitigative actions considered included construction of a berm, a wall, or adding trees/shrubs to obstruct the views of traffic and/or to minimize visual impacts by enhancing the aesthetics of the Project. As discussed earlier, City ordinance requires Level A bufferyards between residential forms and highways which must have either a 2-foot berm or a 4-foot fence. If these Level A bufferyard elements were incorporated at the time of the adjacent residential development, a short berm or low fence at the base of a 25-foot high fill slope at the nearest house would not have obstructed the view of the road or traffic. To provide a barrier that would obstruct the views of most vehicles from adjacent property owners, a berm would have to be added to the top of the proposed road fill slope and be at least 5-foot high as shown in Figure 10. This mitigation strategy increased the extent of the fill slope to the point that it would encroach into the wetland area and closer to residences yards. The Guidelines instruct to take care that visual mitigation

measures do not cause additional negative environmental impacts. Also, this strategy would increase the magnitude of the fill slope which then could draw further attention to the Project as it would further contrast with the topography of the surrounding cultural environment. For these reasons, the addition of a berm was removed from consideration.

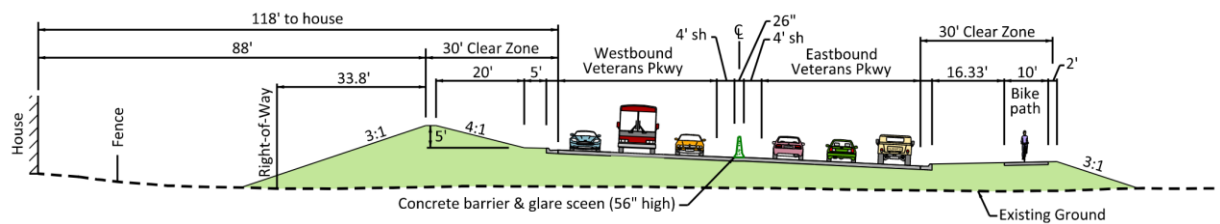


Figure 10. Typical section with a narrowed median and addition of a north side berm.

A wall was considered as shown in Figure 11. To be effective at blocking the view of traffic from neighboring residents, the wall would have to be placed on top of the fill slope which would be within the 30-foot clear zone. The initial drawbacks expressed by SDDOT were costs and safety to the traveling public. The SDDOT indicated that since the wall was determined not warranted for mitigating noise, its cost was prohibitive relative to other measures. A wall would be an element of focus and would increase visual contrast which is often perceived negatively. Public feedback validated this concern as many indicated they did not want to see a wall. For these reasons, a wall was removed from consideration.

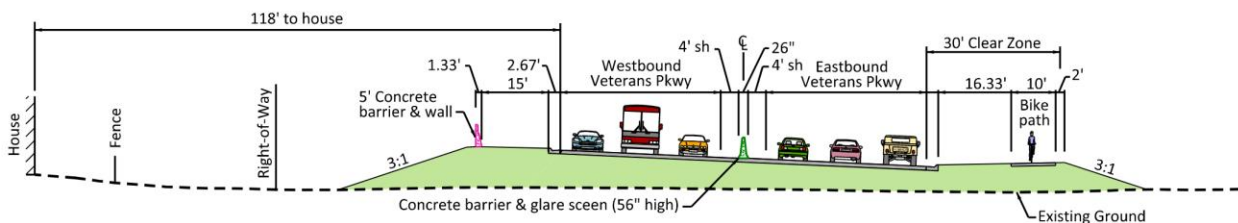


Figure 11. Typical section with a narrowed median and addition of a north side wall.

Tree plantings were another alternative considered for visual mitigation. The SDDOT prefers no trees to be planted within the ROW due to safety concerns should a vehicle leave the roadway; however, the only requirement is for trees to be located outside the clear zone which extends 30 feet from the edge of the road pavement. The City considered tree (and shrub) plantings to be technically possible and practical and would also be politically and financially feasible to the community. Tree plantings would not provide immediate benefits of screening undesirable views neighboring residents would have of the roadway and traffic since they would not be of sufficient height initially; however, they would offer complementary visual resources to the project environment and enhance the aesthetics by providing natural views that the viewer groups noted a preference for during the public input.

Renderings of the Project from key observation points were presented during a neighborhood meeting held on November 30, 2021. The renderings including narrowing of median to farther distance road from homes, installing a concrete barrier within the median to reduce glare of headlights, and tree plantings along the toe of the roadway fill slope (see Photo 9–Photo 11). The tree planting strategy comprised of a single row of coniferous trees at the toe of the road was included in the renderings.

There was no opposition to narrowing the median and installing the glare screen. Although some neighboring residents were underwhelmed with the strategy based on the initial effectiveness that tree plantings would provide in screening the view of the roadway, feedback received from the



neighboring residents regarding tree plantings was positive. Several commentors suggested the tree plantings be more diverse, include a mixture of trees and shrubs, and include more than a single row (Appendix C). Since the tree plantings are technically possible, practical, and acceptable by the public, it would be considered effective mitigation as defined in the Guidelines.



Photo 9. Facing northeast from Harmony Estates cul-de-sac demonstrating the lack of effectiveness tree plantings would have on obstructing the view of the roadway immediately following construction.



Photo 10. Facing northeast from Harmony Estates cul-de-sac demonstrating the anticipated effectiveness tree plantings would begin to have at obstructing the view of the road at traffic between 5-10 years following construction.

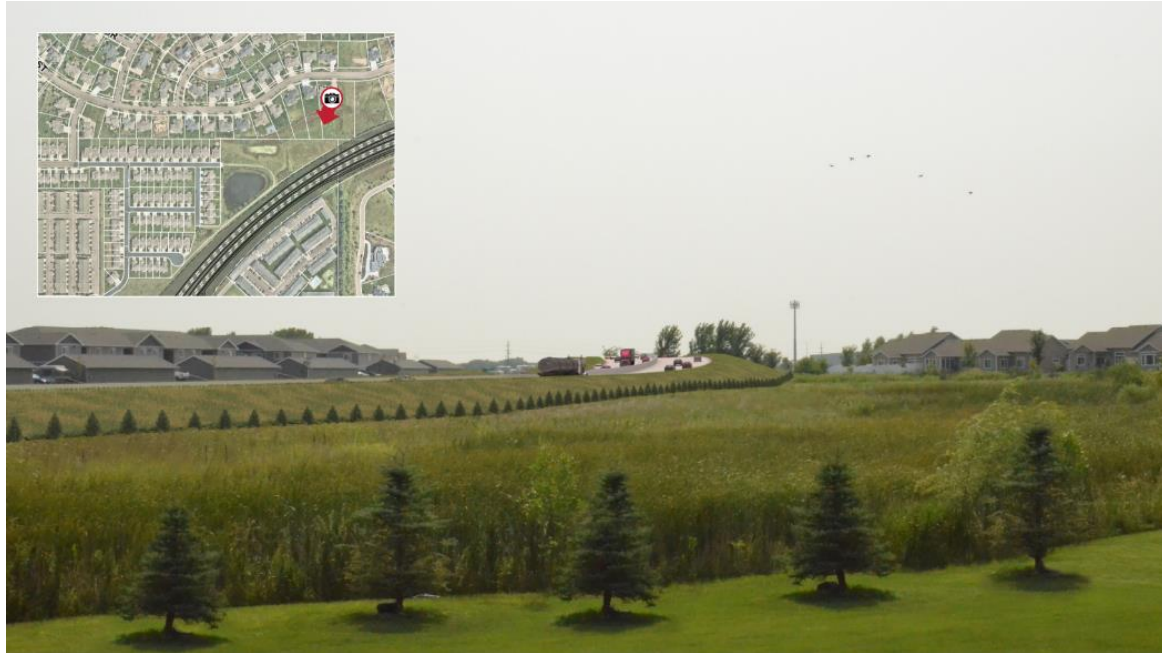


Photo 11. Facing south from the ground level of a residential backyard in the Grand Prairie Addition that lies adjacent to the project environment demonstrating the lack of effectiveness tree plantings would have on obstructing the view of the roadway immediately following construction. Tree plantings are anticipated to begin to obstruct the view of the road and traffic between 5-10 years following construction.

City ordinance § 160.485 provides landscape standards and will be used to inform the appropriate tree/shrub species and diversity as well as the mix between deciduous (shade and ornamental) and evergreen trees to include along the north side of South Veterans Parkway between 85th Street and Cliff Avenue either within the ROW or within City-owned property. The City and SDDOT have committed to would work together to develop a landscaping plan that is informed by the principles of City landscaping standards. In doing so, the neighboring residents that expressed the need for a greater diversity of woody vegetation would be accommodated. Appendix D shows a preliminary landscape plan that is being developed in coordination with the City who would be responsible for maintaining the ROW after the project completion.

In addition to incorporating trees/shrubs along this segment into the project design, the City also has a Neighborhood Project Grant Program which is available to neighborhood associations and those that work in partnership with a neighborhood association. The City has committed to offering this grant program to the residential neighbors to fund additional vegetative plantings on private property owned by individual residents or the respective HOA. The City has provided the HOA information regarding how to obtain these funds.

4.0 Visual Impact Finding

The Project is consistent with long range plans that were available to the affected population prior to development of their residential properties. Based on the Guidance and when taking into consideration the regulatory context, the proposed project will create adverse impacts on visual quality by adversely affecting the sensitivity of neighbors between 85th Street and Cliff Avenue.



Adverse impacts on viewer awareness include drawing attention and focus to streetlights, headlights, traffic, and the roadway in general.

The proposed project will compensate for adverse impacts on the awareness of viewers. It will narrow the median from 32 feet to 10 feet and install a 56 inch-high concrete barrier & glare screen between directions of traffic in the area between 85th Street and Cliff Avenue. Additionally, it will involve planting woody vegetation between the residences and the road in the area between 85th Street and Cliff Avenue. In doing so, the project will retrospectively include components of bufferyards that would have been a requirement by City ordinance if the ROW had been officially established within the preserved corridor at the time of development.



5.0 References

- FHWA. 2003. Finding of No Significant Impact for Sioux Falls East Side Corridor, Minnehaha and Lincoln Counties, South Dakota, I-29 (Exit 106) east and north 17 miles to I-90 (Exit 402). July 16.
- FHWA. 2012. Finding of No Significant Impact for East Side Corridor (SD 100), 1-29/County Road 106 (Exit 73) to South of 26th Street, Sioux Falls, South Dakota, Minnehaha and Lincoln Counties. April 26.
- FHWA. 2015. Guidelines for the Visual Impact Assessment of Highway Projects.
- SDDOT and Sioux Falls 2007. SD 100 Access and Noise Plan. February.
- SHPO. 2021. Concurrence with determination of “No Adverse Effect”. October 4.
- Sioux Falls. 2019. Shape Sioux Falls 2040 Comprehensive Plan Update.
- Sioux Falls MPO. 1995. 1995 Sioux Falls Regional Transportation Study.
- Sioux Falls MPO. 2020. Go Sioux Falls Metropolitan Planning Organization 2045 Long-Range Transportation Plan.



Appendix A: Visual Impact Assessment Scoping Questionnaire



Questions related to Environmental Compatibility

Q1) Will the project result in a noticeable change in the physical characteristics of the existing environment?

A1) A moderate level of permanent change would occur due to the dimension of the road with respect to other rural section roads or urban arterials. An elevated level of permanent change was not considered warranted as there would be minor change with regards to altering the general landform at a broader scale. Score = 2.

Q2) Will the project complement or contrast with the visual character desired by the community?

A2) The Project will include a 6-lane roadway with a divided median. This is slightly larger than 4-lane divided median arterial roadways that are common for major arterials in Sioux Falls. The Project may initially contrast with the surrounding rural undeveloped landscape, but this contrast will decrease as urban growth continues to the south. Previous environmental assessments (2002 and 2012) identified the location and scale of the project and no concerns with visual character of the project were expressed during those times. Since then, publicly available transportation plans and the City's planning documents for nearly 20 years have identified the location of the Project [previously referred to as SD100] where it is today. It was anticipated that residential neighbors between 85th Street and Cliff Avenue may express concerns with the Project having a negative visual change and for this reason, rather than scoring the project as highly compatible, a score was given that indicated it is moderately compatible (Score = 2).

Q3) What level of local concern is there for the types of project features and construction impacts are proposed? Are there particular concerns related to bridge structures, large excavations, sound barriers, vegetation removal, or other features of the proposed project that will raise concerns?

A3) Neither commuters nor businesses expressed visual impact concerns. Only neighboring residents between 85th Street and Cliff Avenue expressed concern related to noise and visual impacts resulting from the Project constructed adjacent to their property. Concerns were highest among those who were unaware of the planned roadway. However, many residents that were aware of the project expressed interest in knowing what the Project would look like upon being constructed and how visual impacts could be minimized. Of particular concern was the 85th Street bridge which would be a highly visible element for many residences as well as street lighting and vehicle headlights. Because the area of concern was highly focused on one area of the project and one user group (neighboring residents), a score was given that reflected moderate concern (Score = 2).

Q4) Will the project changes likely be mitigated by normal means such as landscaping and architectural enhancements, or will avoidance or more extensive compensation measures be necessary to minimize adverse change?



- A4) It is expected that if visual mitigation is determined warranted, conventional means of mitigation in the form of landscaping or architectural treatments would be adequate (Score = 1).
- Q5) Will this project, when seen collectively with other projects, result in cumulative adverse impacts to visual resources or their visual character?
- A5) Cumulative impacts in overall visual quality are expected to occur at some point and likely within the next 6-10 years. However, cumulative impacts are expected to be localized in nature and likely result from rezoning processes decisions. These decisions may be influenced by the project to some degree; however, are further down the causal chain from this project (Score = 2).

Questions related to Viewer Sensitivity

- Q1) What is the potential that the project proposal may be controversial within the community, or opposed by any organized group?
- A1) Based on initial public comments received on the project website, it was determined that there was a high probability of opposition from neighboring residents in a localized area of the project between 85th Street and Cliff Avenue, one of the neighborhoods having an organized homeowner's association (HOA) (Score = 3).
- Q2) How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?
- A2) The expected viewer sensitivity level was based on professional judgement and was thought to be of high sensitivity, but to only one viewer group (neighboring residents). In particular, it was expected that the sensitivity level would be higher for those who were unaware of the planned project prior to buying a home (Score = 3).
- Q3) To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies, or standards regarding visual preferences?
- A3) The Project's aesthetic approach appears to be highly compatible, particularly as the project has been planned for nearly 20 years. This has allowed the City to develop comprehensive land use plans that would be compatible with the Project.

Land use planning decisions that occurred over the past few decades in south and east Sioux Falls have been influenced by the limited access corridor identified as the preferred alternative in the 2003 FONSI and 2012 FONSI. These land use planning decisions have informed developments that have already been built as well as other development plans that are in various stages. Land use planning included developing and conforming to the SD100 Access and Noise Plan that was developed by the SDDOT in conjunction with the City of Sioux Falls to certify noise-compatible land uses and keep residences beyond where traffic would contribute to outdoor noise levels of 66 decibels or more (SDDOT and Sioux Falls 2007). Future land uses for the growth area adjacent to the Project is primarily residential, with nodes of commercial property at intersecting City arterials.



Applicable laws, ordinances, regulations, policies, or standards specifically related to aesthetics are limited as it relates to this project. The City has plans, policies, and ordinances. The Sioux Falls, Complete Streets Policy (Resolution 53-15) which became effective on 7/31/2015 does have guidance as it relates to aesthetics of transportation systems which is to incorporate streetscaping along newly constructed or reconstructed roadways. Streetscaping would be incorporated into the design of the Project (Score = 1).

Q4) Are any permits going to be required by outside regulatory agencies (i.e., Federal, State, or local) that will necessitate a particular level of Visual Impact Assessment?

A4) No. (Score = 1)

Q5) Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?

A5) Yes. A more detailed visual analysis that includes renderings of post-project conditions is expected to help facilitate meaningful engagement with neighboring residents adjacent to the project in a localized area between 85th Street and Cliff Avenue (Score = 3).



Appendix B: City of Sioux Falls Interactive Zoning Interface and Applicable Bufferyards

CONTACT US

Interactive Zoning Interface

Zoning Interface: Districts and Forms for Sioux Falls Zoning Ordinance

For more information about each form, click on the associated link.

Primary Forms

Other Allowable Forms

Single-Family Residential Districts

RR Single-Family Residential—Rural	DD1
RS Single-Family Residential—Suburban	DD2
RT-1 Single-Family Residential—Traditional	DD3
RCD Residential Cluster Development PUD	DD7
RHP Single-Family Residential—Historic Preservation	DD4
MH Manufactured Residential Housing	DD6

Twin and Townhome Residential Districts

RD-1 Twin Home/Duplex Residential—Suburban	AD1
RD-2 Townhome Residential—Suburban	AD3
RT-2 Townhome Residential—Traditional	AD4

Apartment Residential Districts

RA-1 Apartment Residential—Low Density	MD1
RA-2 Apartment Residential—Moderate Density	MD2
RA-3 Apartment Residential—High Density	MD3

Office/Institutional Districts

O Office	BCF1
S-1 General Institutional	BCF2 BCF3
S-2 Institutional Campus PUD	BCF3
LW Live-Work	BCF1 MD2

Commercial Districts

C-1 Commercial—Pedestrian-Oriented	RE1
C-2 Commercial—Neighborhood and Streetcar	RE2 RE3
C-3 Commercial—Community	RE4
C-4 Commercial—Regional	RE5

Industrial Districts

I-1 Light Industrial	WM1
I-2 Heavy Industrial	WM2 WM3
AP Airport	WMA

UT1	UT2
NF1	UT1
NF1	UT1
NF1	UT1

DD2	DD5	NF1	UT1
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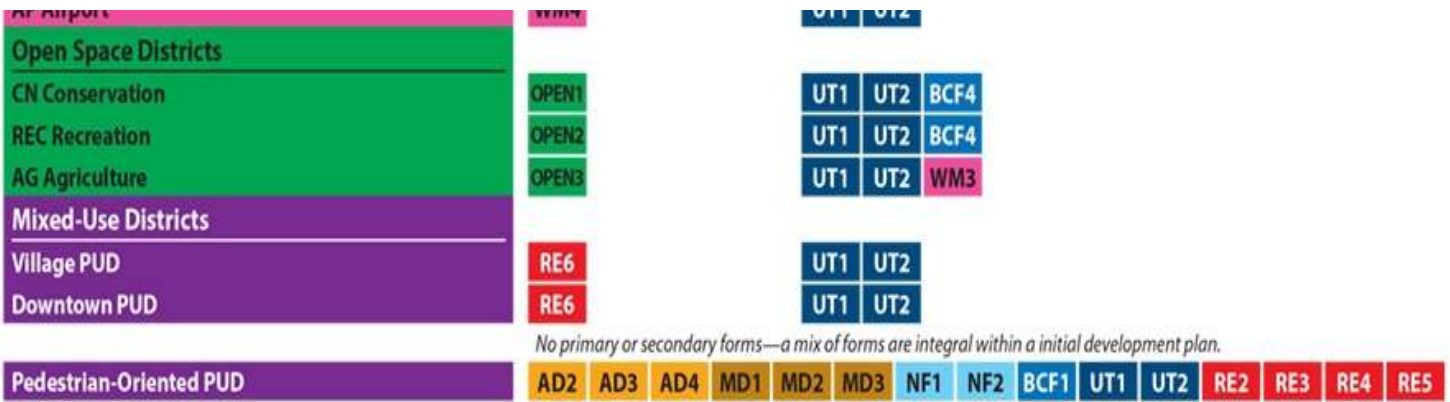
DD2	AD2	NF1	UT1		
DD2	AD1	AD2	NF1	NF2	UT1
DD3	NF1	NF2	UT1		

DD2	AD1	AD2	AD3	AD4	NF1	NF2	UT1	UT2
AD1	AD2	AD3	MD1	NF1	NF2	UT1	UT2	
MD1	MD2	NF1	NF2	UT1	UT2			

NF1	NF2	UT1	UT2	RE1					
NF1	NF2	UT1	UT2	BCF1	RE1				
AD1	AD2	AD3	AD4	MD1	MD2	NF1	NF2	UT1	UT2
BCF1	BCF2	RE1	RE2	RE3					
AD1	AD2	AD3	MD1	NF1	NF2	UT1	UT2	RE1	BCF3

UT1	UT2		
UT1	UT2		
UT1	UT2	RE3	
UT1	UT2	RE3	RE4

UT1	UT2	BCF1	BCF2	BCF3	RE3	
UT1	UT2	BCF1	BCF2	BCF3	RE1	WM1
UT1	UT2					



No primary or secondary forms—a mix of forms are integral within a initial development plan.

Type of Forms

Detached Dwellings	DD	Primary form in Single-Family Districts
Attached Dwellings	AD	Primary form in Twin and Townhome Districts
Multiple Dwellings	MD	Primary form in Apartment Residential Districts
Neighborhood Facilities	NF	Found in Residential, Commercial, Office/Institutional Districts
Business and Community Facilities	BCF	Primary form in Office/Institutional Districts—also Industrial Districts
Retail Employment	RE	Primary form in Commercial Districts
Warehousing and Manufacturing	WM	Primary form in Industrial Districts
Open Space	OPEN	Primary form in Open Space Districts
Utilities	UT	UT1 found in all districts; UT2 found in all districts except single-family, twin/townhome, and Airport

For additional information see below.

Form Descriptions

Zoning Interface: Uses and Forms

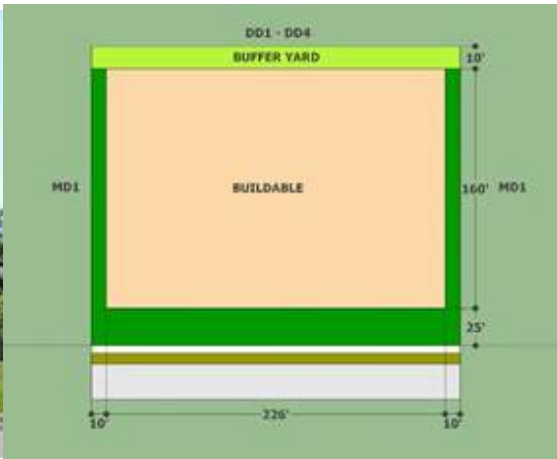
CONTACT US

Bufferyards

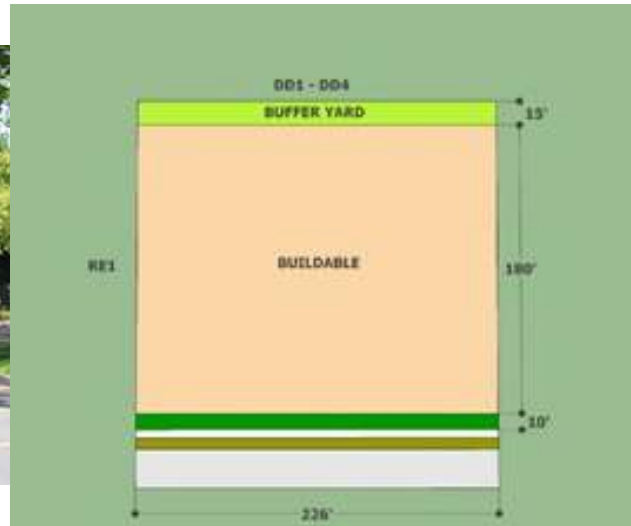
1. (1) **Bufferyards (160.488)** – An open space and landscaped areas including fences, walls, berms, or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other items that are incompatible.

When do I need to add a bufferyard to my project? Bufferyards are required when two adjacent forms are not compatible. For example, a new office building adjacent to an existing residence will require a bufferyard. There are four different levels of bufferyards. See below.

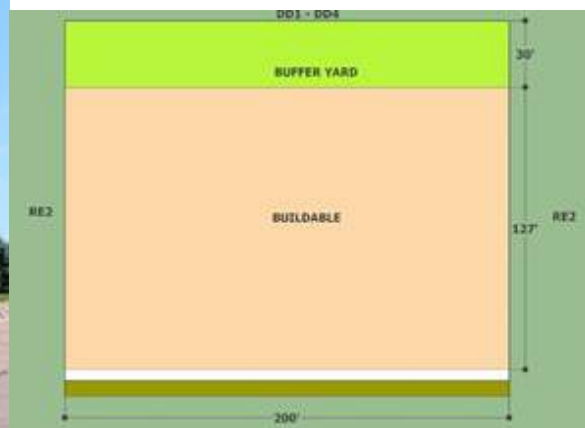
Level A – 10 foot setback with a 2-foot berm or a 4-foot fence – including 20 units of landscaping for each 100 lineal feet.



Level B – 15 feet total setback with a 2-foot berm or 4-foot fence and 30 units of landscaping for each 100 lineal feet.



Level C – 30-foot setback with a 4-foot berm or 6-foot fence required and 40-units of landscaping for each 100 lineal feet.



Level D – 45-foot total setback with a 6-foot berm and 50 units of landscaping for each 100 lineal feet.



What are Plant Units?

The landscaping that is required within each of the buffer yards is based on a plant unit basis. Existing trees above ten-inch caliper may count towards double the plant units if the existing tree can be used as part of the buffer yard. Below is the criteria for various plants and their plant units.

<i>Type</i>	<i>Size</i>	<i>Plant Units</i>
<i>Deciduous</i>	<i>2"</i>	<i>7.5</i>
<i>Ornamental</i>	<i>1.5cc</i>	<i>5</i>
<i>Conifer/Evergreen</i>	<i>6' min height</i>	<i>7.5</i>
<i>Upright Evergreen</i>	<i>4' min height</i>	<i>2.5</i>

<i>Shrub</i>	<i>18" to 24" spread</i>	<i>1</i>
<i>Perennial/Ornamental</i>	<i>1 gallon</i>	<i>1</i>

What determines the size of my bufferyard?

Buffer yards are determined by the level of compatibility of each form. Buffer yards are listed in the chart below. The developing form is responsible for constructing and maintaining the buffer yard area.

Types of Bufferyards									
Form of Adjacent Land	Form of Developing Land								
	Level A Bufferyard	Level B Bufferyard			Level C Bufferyard		Level D Bufferyard		
DD1 DD2 DD3 DD4	AD3 DD7 AD4 MD1	NF1 NF2 RE1 BCF1	MD2	UT1 UT2 BCF2 BCF4	DD5 DD6 MD3 BCF2 BCF4	RE2 RE3 RE4 RE5	WM1	WM2 WM3	RE6*
Greenway DD5, DD6 DD7 AD1, AD2, AD3 AD4	NF2** BCF1 MD2**	MD3** RE2 RE3	UT1 UT2	BCF2 BCF4	BCF3 RE4 RE5 RE6*			WM2 WM3	
MD1, MD2	BCF1 BCF2 BCF4	BCF3			WM2 WM3	RE2 RE3 RE4 RE5 RE6*	WM1		
Highways	All DD Forms All AD Forms All MD Forms								

* can be mitigated through other methods during PUD master plan
 ** Fence or berm is not required adjacent to Greenway

Go to the [Zoning Interface](#) to check all applicable bufferyards for each form.

To see the complete bufferyard zoning regulations go to – [160.488](#). We encourage you to work through your questions with the Zoning Enforcement Team – call 367-8254.



Paragraphs from City ordinance §160.488 Bufferyards that are applicable to this VIA are summarized as follows:

- Paragraph (a) notes that a setback area, landscaping, and barrier shall be provided when designated nonresidential and multifamily planned property are adjacent to single family, twin, and townhome residential forms.
- Paragraph (c) states that bufferyards are also required when residential forms are adjacent to greenways and highways.
- Paragraph (e) sets the landscaping requirement for bufferyards based on a plant unit basis and provides criteria for various plants and their plant units (see Table 1).
- Paragraph (f) outlines the criteria for each type of bufferyard (Level A – Level D) and indicates that a local or collector street ROW may count as 50% of the bufferyard while an arterial ROW satisfies the entire bufferyard requirement; however, there must still be enough of a bufferyard to provide the required units of landscaping and a fence or hedge at the same height as required by each level of bufferyard.
- Paragraph (h) lists the type of bufferyard to be located between land uses (i.e., forms). A Level A bufferyard between highways and all residential landforms is expected to be included in development plans and consists of a 10-foot total setback with either a 2-foot berm or a 4-foot fence within the bufferyard, but not on the property line, and with 20 units of landscaping for each 100 lineal feet.



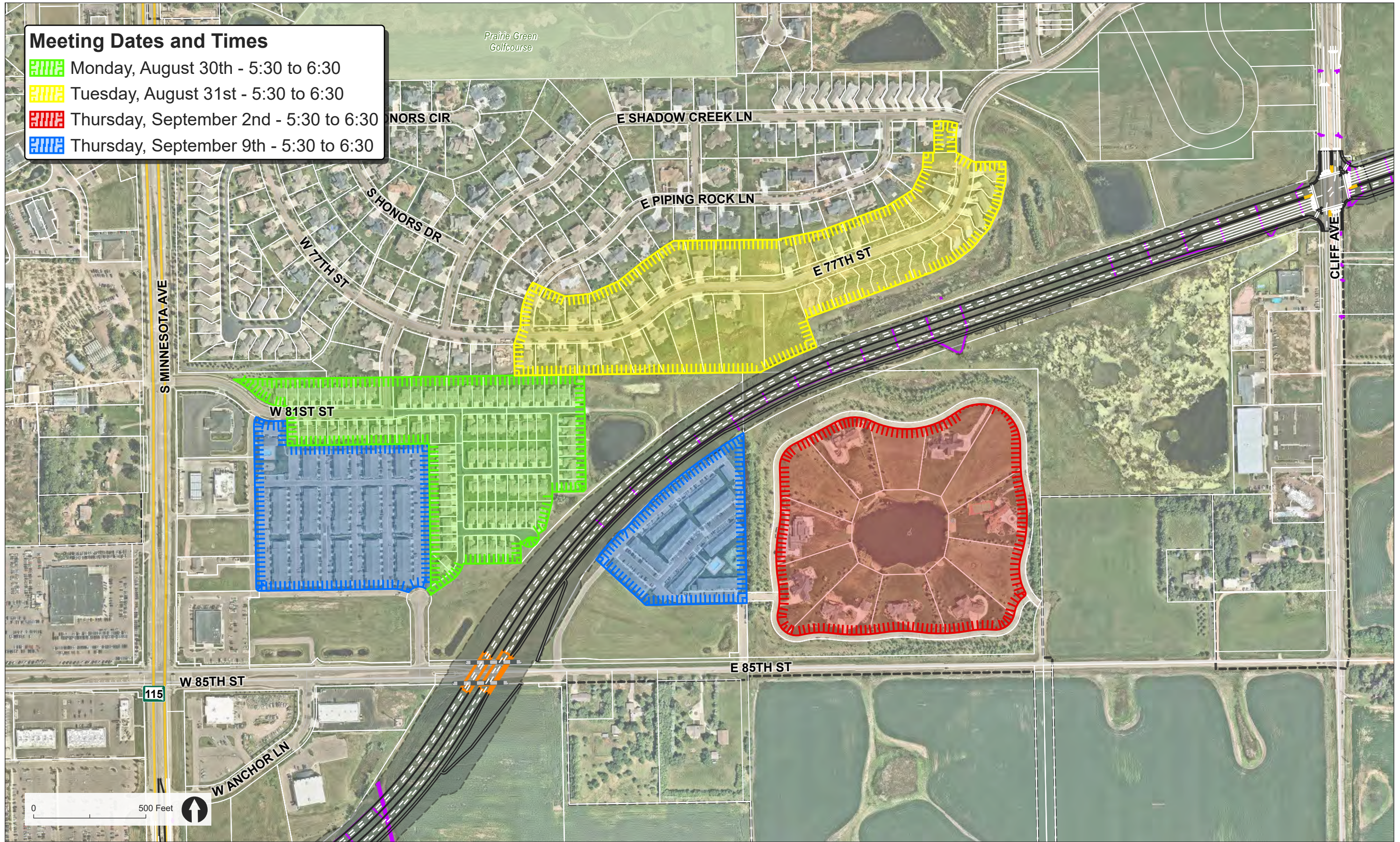
Appendix C: Neighborhood Engagement

August 30 – September 9 Neighborhood Meeting Materials
November 30, 2021 Neighborhood Meeting Boards
November 30, 2021 Neighborhood Meeting Comment Cards

**August 30 - September 9, 2021
Neighborhood Meeting
Materials**

Meeting Dates and Times

-  Monday, August 30th - 5:30 to 6:30
-  Tuesday, August 31st - 5:30 to 6:30
-  Thursday, September 2nd - 5:30 to 6:30
-  Thursday, September 9th - 5:30 to 6:30





SOUTH VETERANS PARKWAY PROJECT OVERVIEW

In 1995, the City of Sioux Falls and the South Dakota Department of Transportation started planning for the construction of Veterans Parkway and protecting the future corridor location from development. The northern portion of Veterans Parkway is complete and an environmental study, permitting and design are underway for the 8.5 miles that make up the southern section of Veterans Parkway from I-29 to 57th Street. Construction of South Veterans Parkway will be phased from 2023 through 2026.

NORTHERN SEGMENT
(CONSTRUCTION COMPLETE)

SOUTHERN SEGMENT
(ENVIRONMENTAL,
PLANNING & DESIGN)

CONNECTING THE REGION

Veterans Parkway will be an important regional connector to jobs, education, health care, and people. It will prepare the greater Sioux Falls community for continued growth and development.

South Veterans Parkway will be a six-lane limited access, regional arterial with a raised median separating traffic in both directions. Locals, commuters, visitors, and freight will access the parkway at signalized intersections approximately every mile. A shared use path will be constructed along the south and east side of South Veterans Parkway for people walking and biking, with crossing options along the route.

CONSTRUCTION SCHEDULE



CONNECT

Get project information, sign up to receive email updates, and contact the project team.

✉ Connect@southveteransparkway.com
🌐 www.southveteransparkway.com

FREQUENTLY ASKED QUESTIONS

What is the South Veterans Parkway Project?

In 2020, the State of South Dakota Transportation Commission approved the plans to complete construction on the remaining 8.5 miles that make up the southern section of Veterans Parkway. The South Veterans Parkway is the final stage in connecting I-29 and I-90. The additional connecting roadway will disperse traffic and reduce congestion.

Who will be responsible for this project?

This project is a partnership of the South Dakota Department of Transportation, City of Sioux Falls, Sioux Falls Metropolitan Planning Organization, and Federal Highway Administration.

Why is this project needed?

The purpose and need for South Veterans Parkway was identified in the 2003 Environmental Assessment and Supplemental Environmental Assessment. South Veterans Parkway helps meet future area transportation needs by:

- Preparing the City of Sioux Falls to accommodate future planning and construction of other public and private infrastructure investments.
- Preventing area transportation deficiencies that will occur if nothing is done. Potential deficiencies include gaps in the southeast region transportation system, inadequate street design, and safety, capacity, and access issues.
- Accommodating expected traffic growth in the region.

How much will this project cost?

The project will cost approximately \$208.9 million.

How will this project impact me?

This four-year construction project is anticipated to begin in 2023. Separating construction into segments reduces the overall impact on the project area. Updates on potential impacts will be shared via social media, email, and this website, when available. Once complete, the improvements will increase traffic flow, provide more community connections, and encourage regional economic development.

What is the schedule for this project?

Planning, designing and permitting for this project is underway. Construction of the first road segment is anticipated to be completed in 2023 and the project is anticipated to be fully completed in 2026.

Is the South Veterans Parkway alignment set?

The City of Sioux Falls and SDDOT followed a detailed environmental planning and public engagement process in 2003 and 2012 to determine a location, or alignment, for South Veterans Parkway. This included public meetings, website postings, mailings, newsletters, etc. Since 2012, project information has been posted on the SDDOT's website and is included in the City's planning documents including its Long-Range Plan and Planning and Zoning documents. Developers were aware of the location of the future South Veterans Parkway and it was identified in any information submitted to the City for zoning approvals. The location of South Veterans Parkway is based on the project purpose and need identified in the approved environmental documents. The current environmental evaluation is focused on identifying regulatory changes or new environmental impacts that may have occurred since 2012.

How can I get involved with this project?

Comments and questions can be emailed or submitted through our comment form on the project website.

SCHEDULE

2021

Environmental,
Planning &
Design

We are here!

2022

Design & Real
Estate Acquisition

2023

SEGMENT 1
Construction
Western Avenue
to Cliff Avenue

2024

SEGMENT 2
Construction
Interstate 29 to
Western Avenue

2025

SEGMENT 3
Construction
Cliff Avenue to
Sycamore Avenue

2026

SEGMENT 4
Construction
Sycamore Avenue
to 57th Street



WELCOME Neighborhood Meetings



SAFETY MOMENT

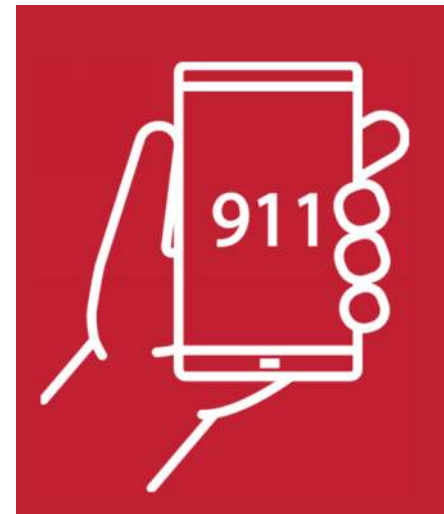
IN CASE OF FIRE



**EMERGENCY
EXITS**



**FIRE
EXTINGUISHER**



DIAL 911

TO BE PRESENTED



Project Background & Status



Environmental Study



Project Schedule



Question & Answer

TO BE PRESENTED



Project Background & Status



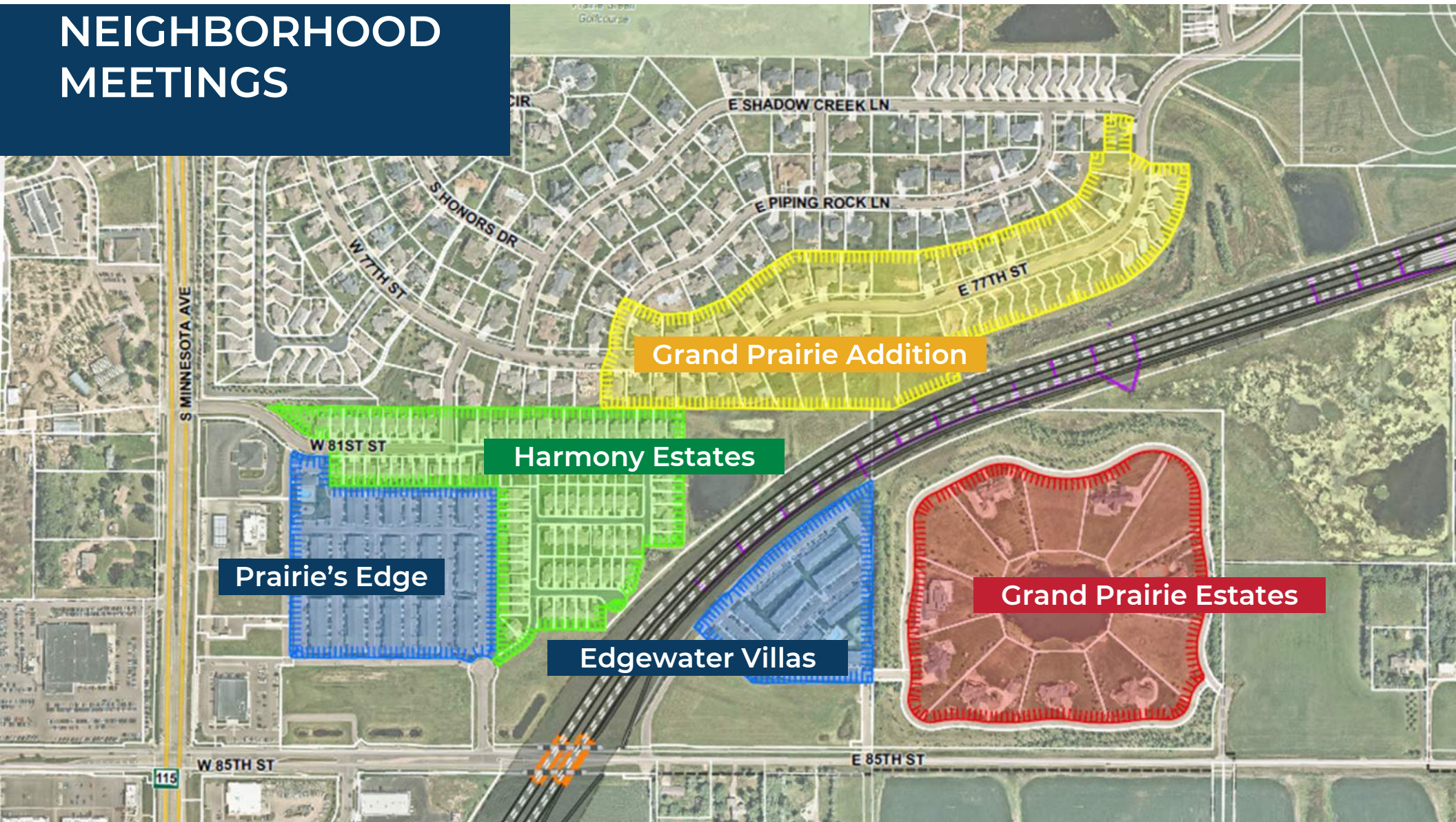
Environmental Study



Project Schedule



NEIGHBORHOOD MEETINGS



Grand Prairie Addition

Harmony Estates

Prairie's Edge

Edgewater Villas

Grand Prairie Estates

Why is the location of the parkway where it is?

What will I see and hear from my home?

Will there be any barriers like berms, walls or trees?

Is there even enough room for a roadway?

WHAT WE HAVE HEARD :

How is safety and drainage being addressed?

What will the posted speed limit be?



PURPOSE & NEED

PURPOSE

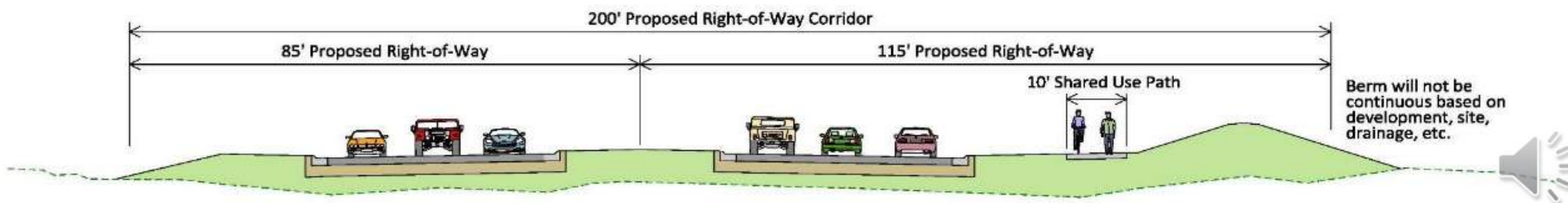
The Purpose of Veterans Parkway is to adequately prepare the City for future transportation system needs consistent with planning decisions and future construction of other public and private infrastructure improvements. The Project would prevent roadway capacity and continuity issues that would occur by 2050 if nothing is done.

NEED

An updated traffic analysis completed for the year 2050 reaffirms the need for the project. Updated transportation and land use plans have been reviewed as part of the analysis.

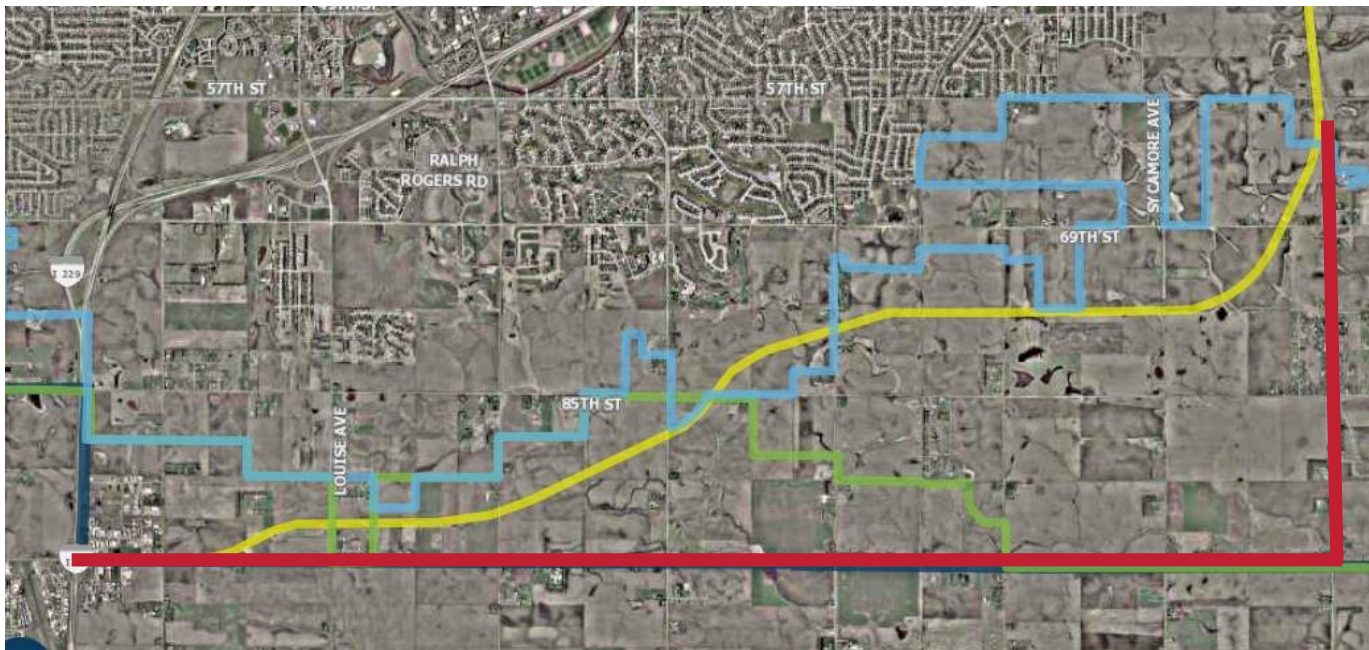
PROPOSED ROADWAY CROSS-SECTION

South Veterans will be a limited access six-lane roadway with a grass median plus turn lanes at intersections which are spaced about one per mile. The roadway will also have a shared use path.



2003/2012 ALTERNATIVE ALIGNMENT

2002



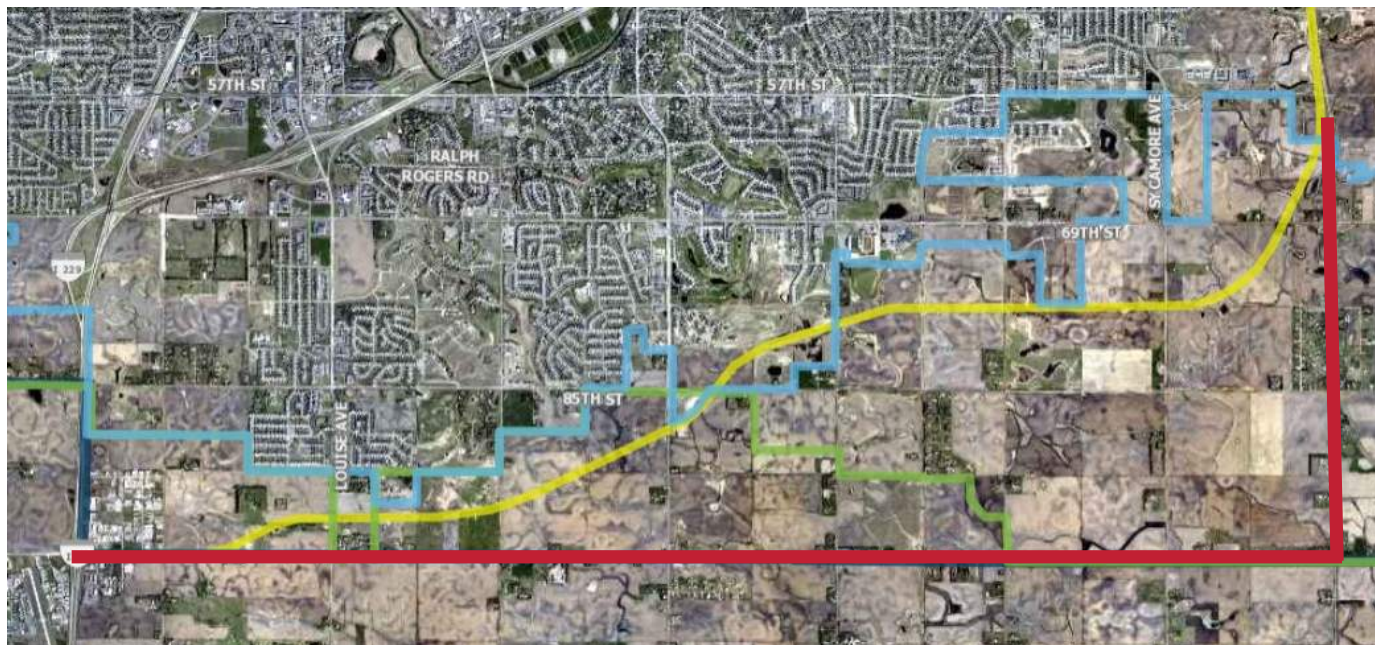
An alternative farther south (Co. Road 106) was eliminated for three reasons:

1. Too many access points existed
2. Would eliminate an east-west arterial highway and limit development
3. Alignment is at the limits of the city's growth area



2003/2012 ALTERNATIVE ALIGNMENT

2012



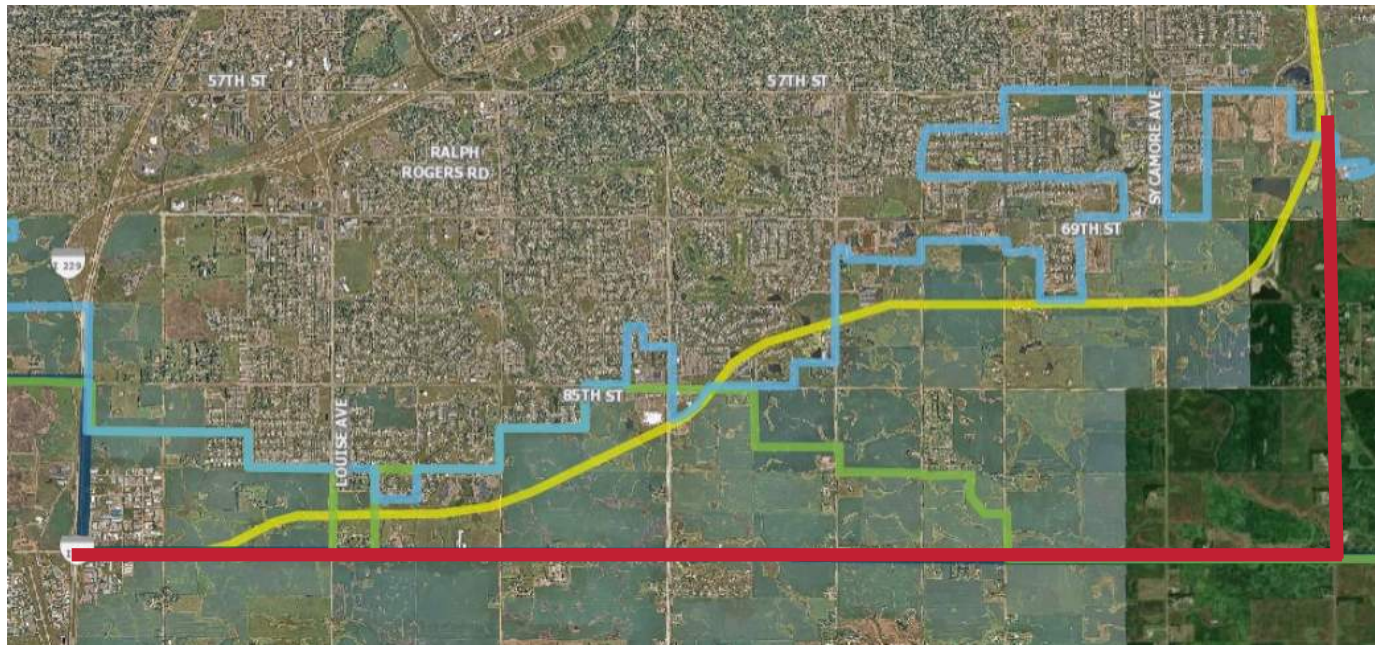
An alternative farther south (Co. Road 106) was eliminated for three reasons:

1. Too many access points existed
2. Would eliminate an east-west arterial highway and limit development
3. Alignment is at the limits of the city's growth area



2003/2012 ALTERNATIVE ALIGNMENT

2019

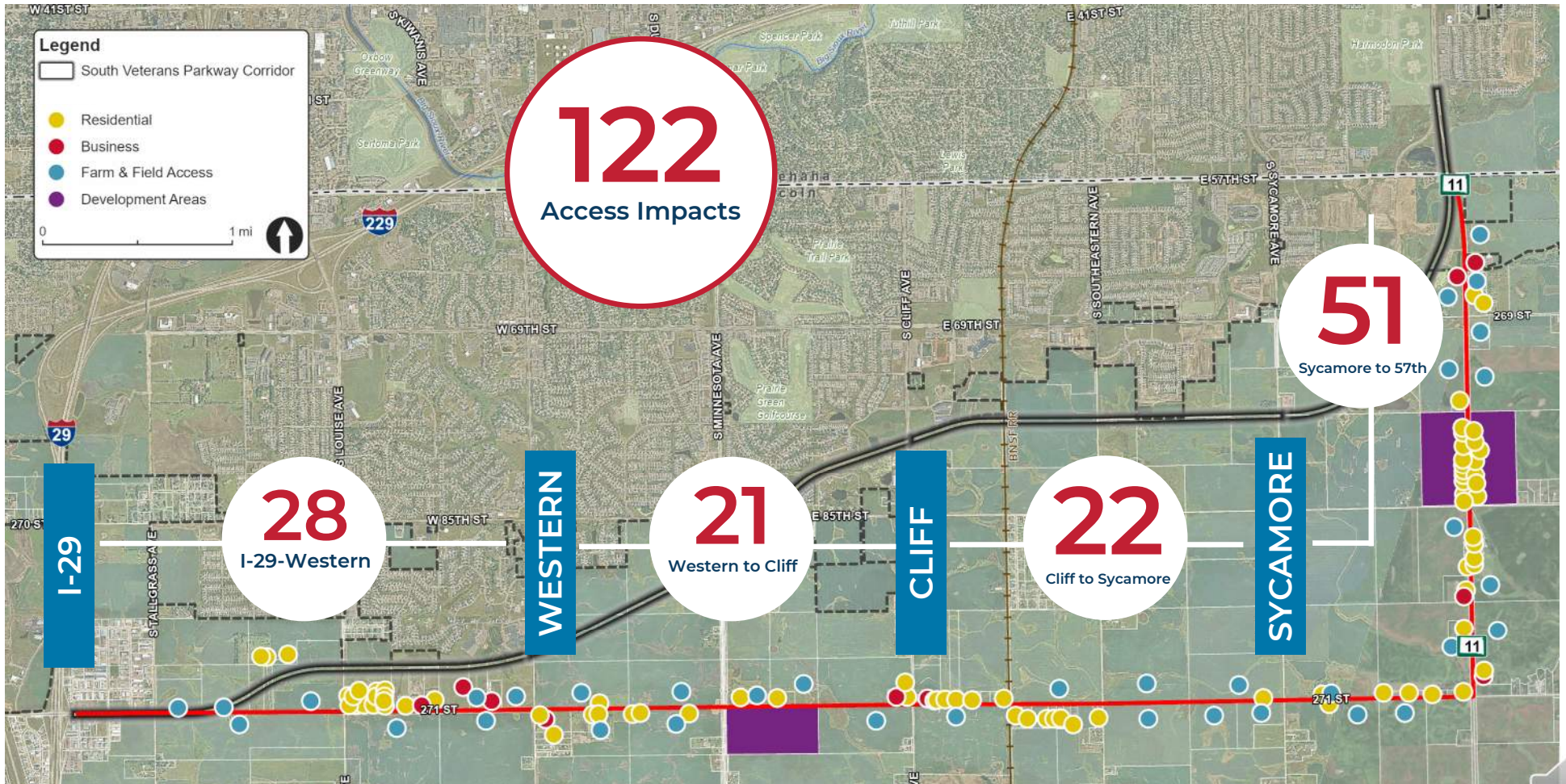


An alternative farther south (Co. Road 106) was eliminated for three reasons:

1. Too many access points existed
2. Would eliminate an east-west arterial highway and limit development
3. Alignment is at the limits of the city's growth area



CO. ROAD 106 ALIGNMENT ACCESS IMPACTS



VETERANS PARKWAY

Northern Segment

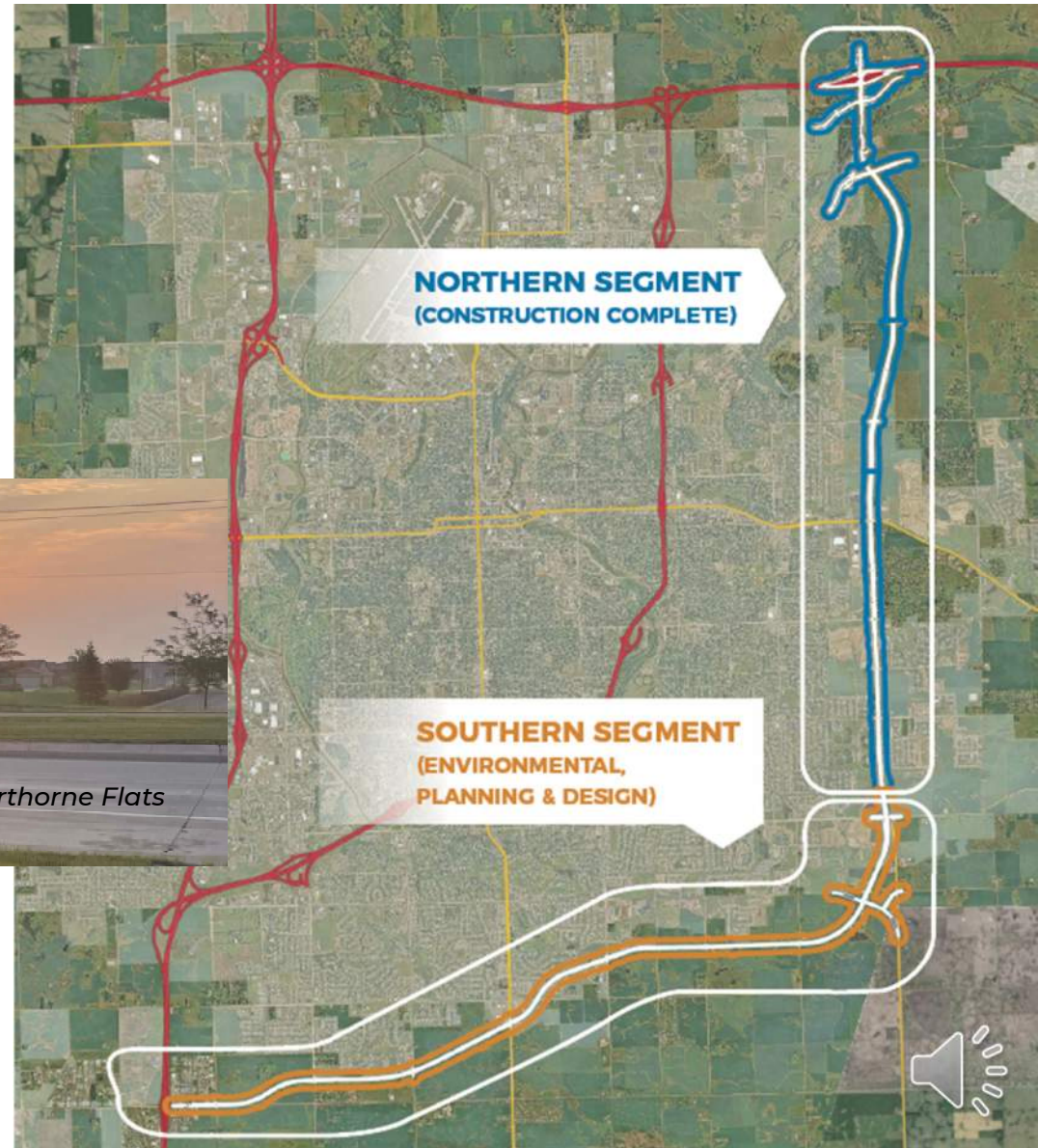
construction completed in February 2021

Southern Segment

to begin construction in 2023



North Veterans Parkway – Silverthorne Flats



ENVIRONMENTAL ASSESSMENTS



CURRENTLY CONDUCTING THE FOLLOWING REVIEWS

- land use, noise, wetlands, floodplains, cultural resources, threatened and endangered species, visual resources

After the revaluation and supplemental environmental assessment is completed, the document will be made available to the public for review and comment.

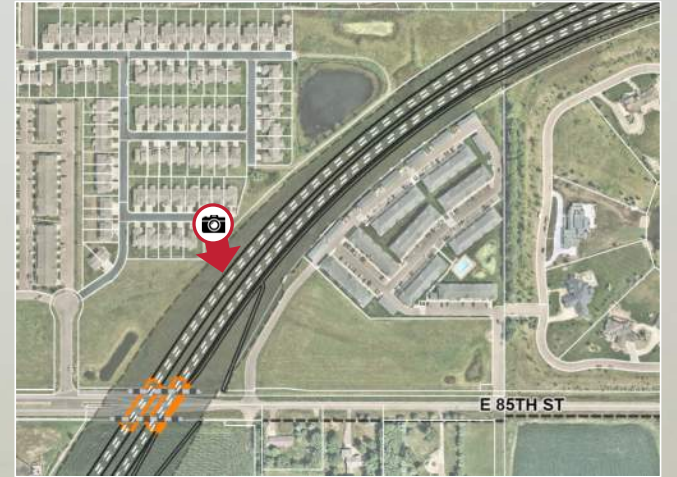


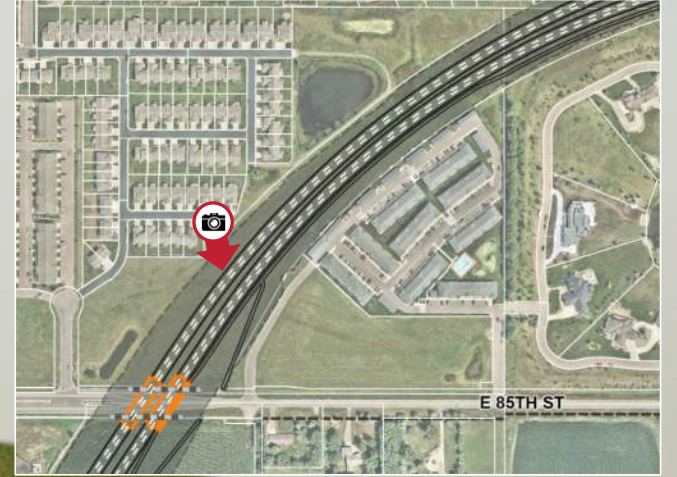
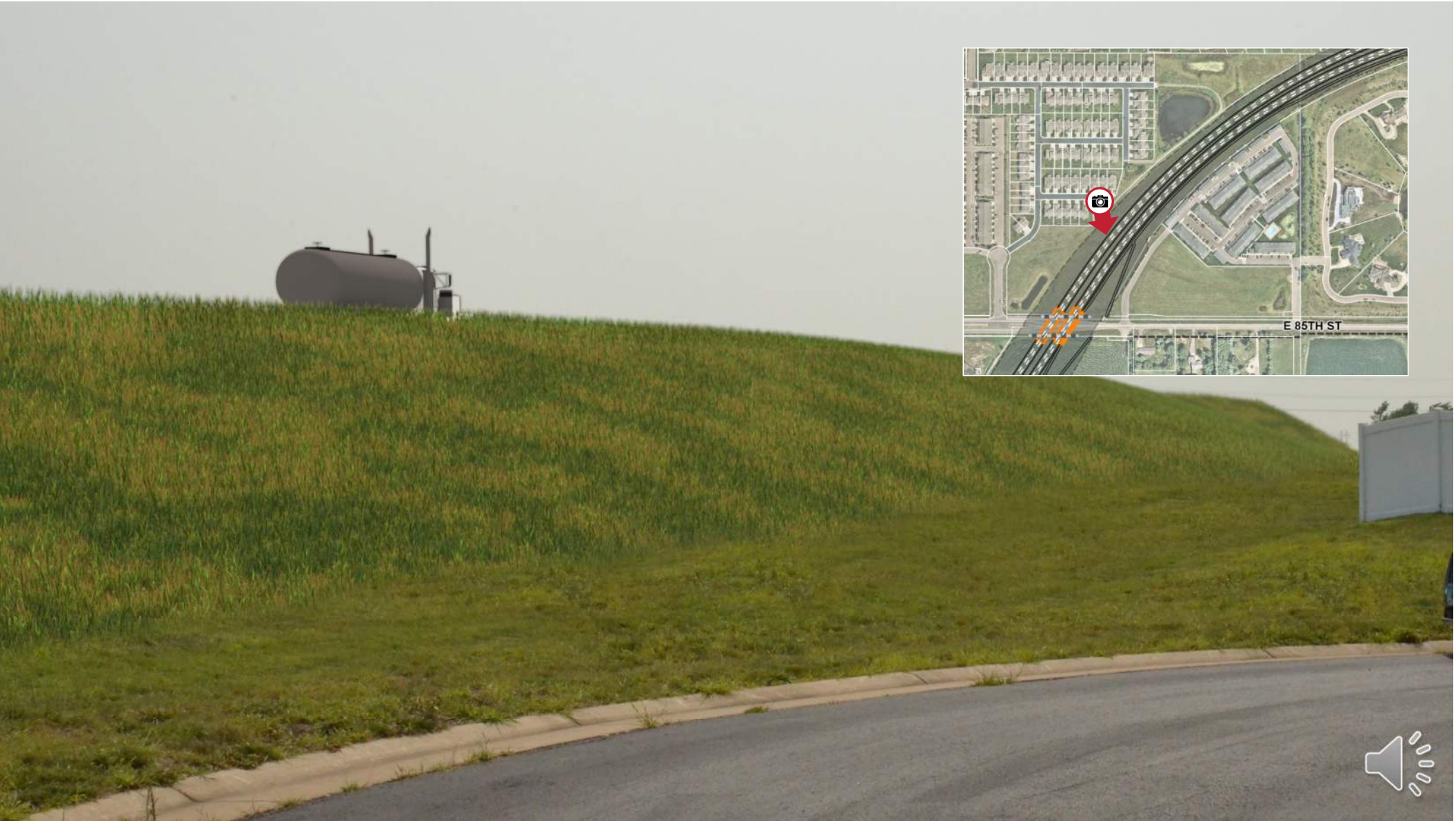
2023 SEGMENT 1 CONSTRUCTION DETAIL

















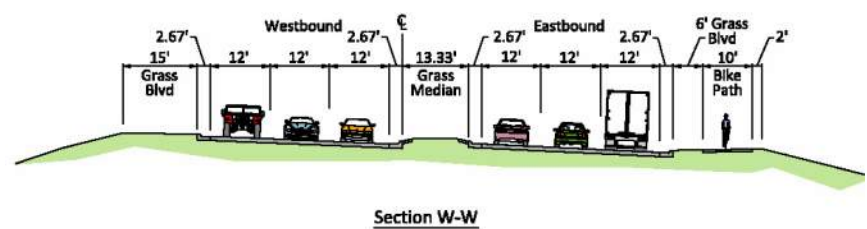
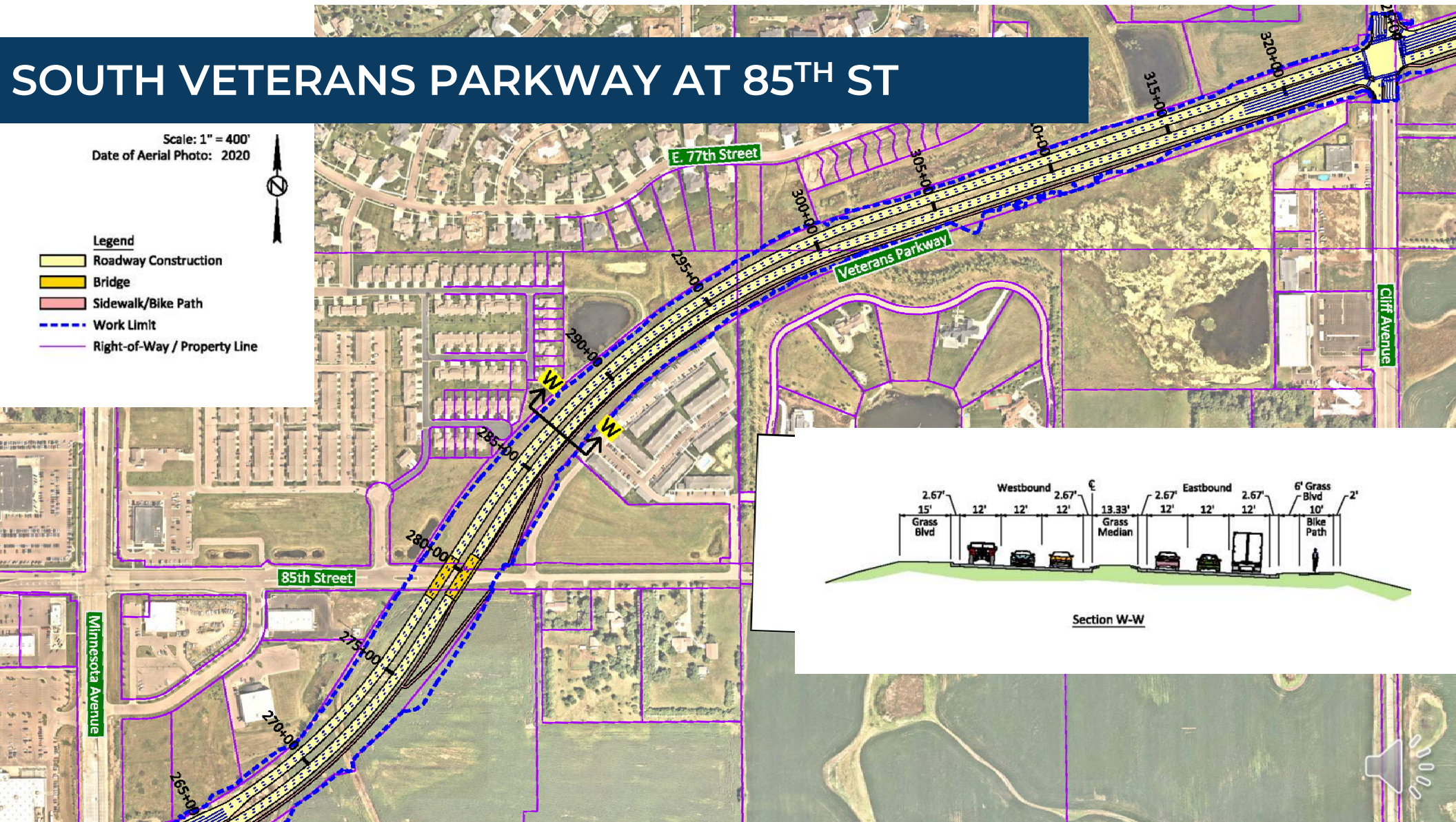


SOUTH VETERANS PARKWAY AT 85TH ST

Scale: 1" = 400'
Date of Aerial Photo: 2020




- Legend**
- Roadway Construction
 - Bridge
 - Sidewalk/Bike Path
 - Work Limit
 - Right-of-Way / Property Line



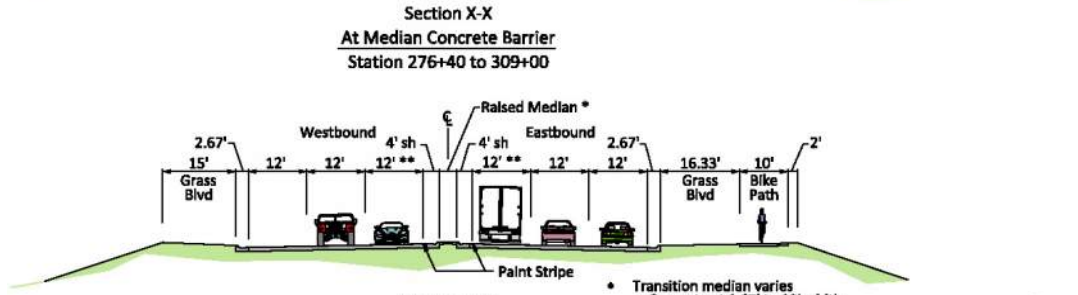
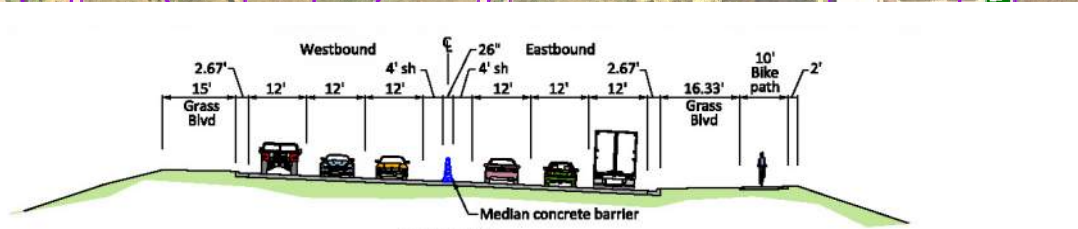
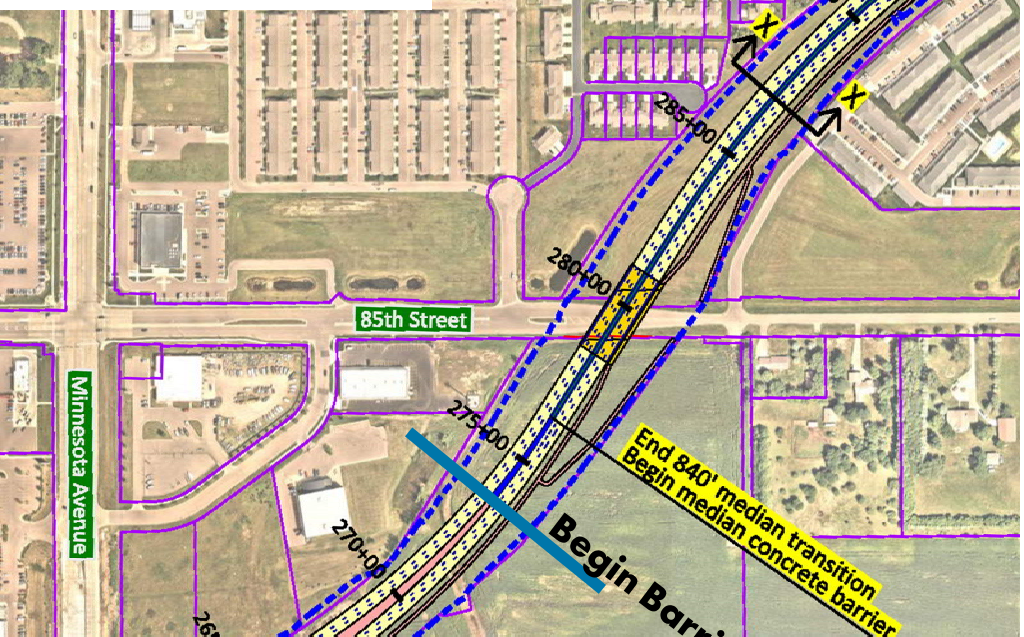
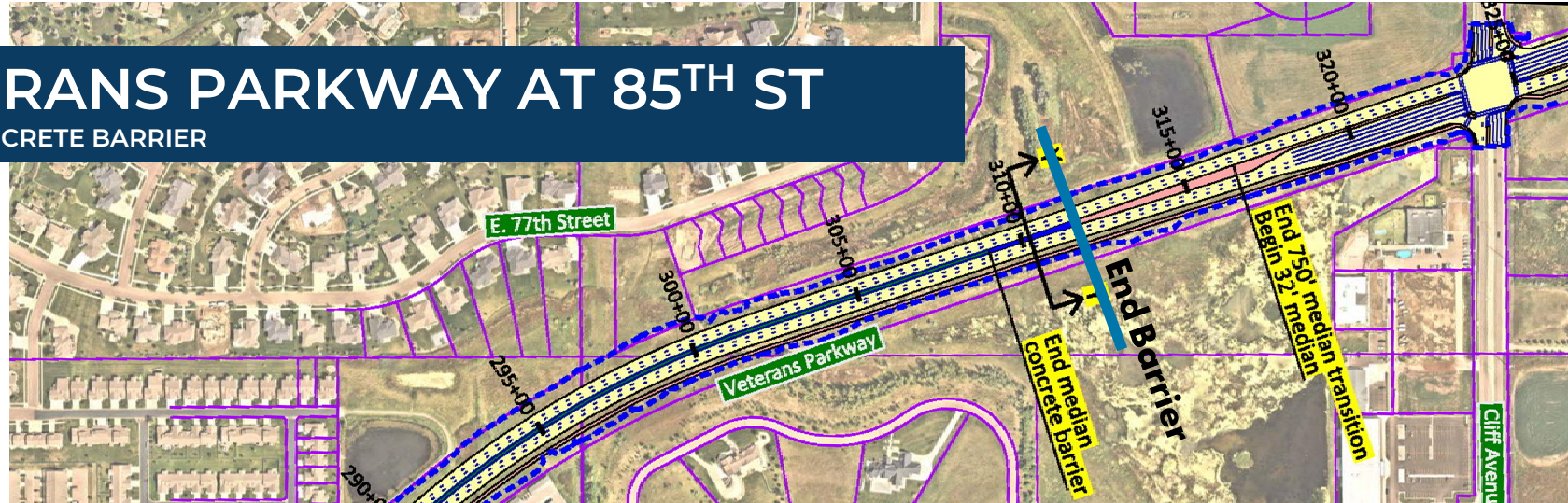
SOUTH VETERANS PARKWAY AT 85TH ST

NARROW MEDIAN WITH CONCRETE BARRIER

Scale: 1" = 400'
Date of Aerial Photo: 2020



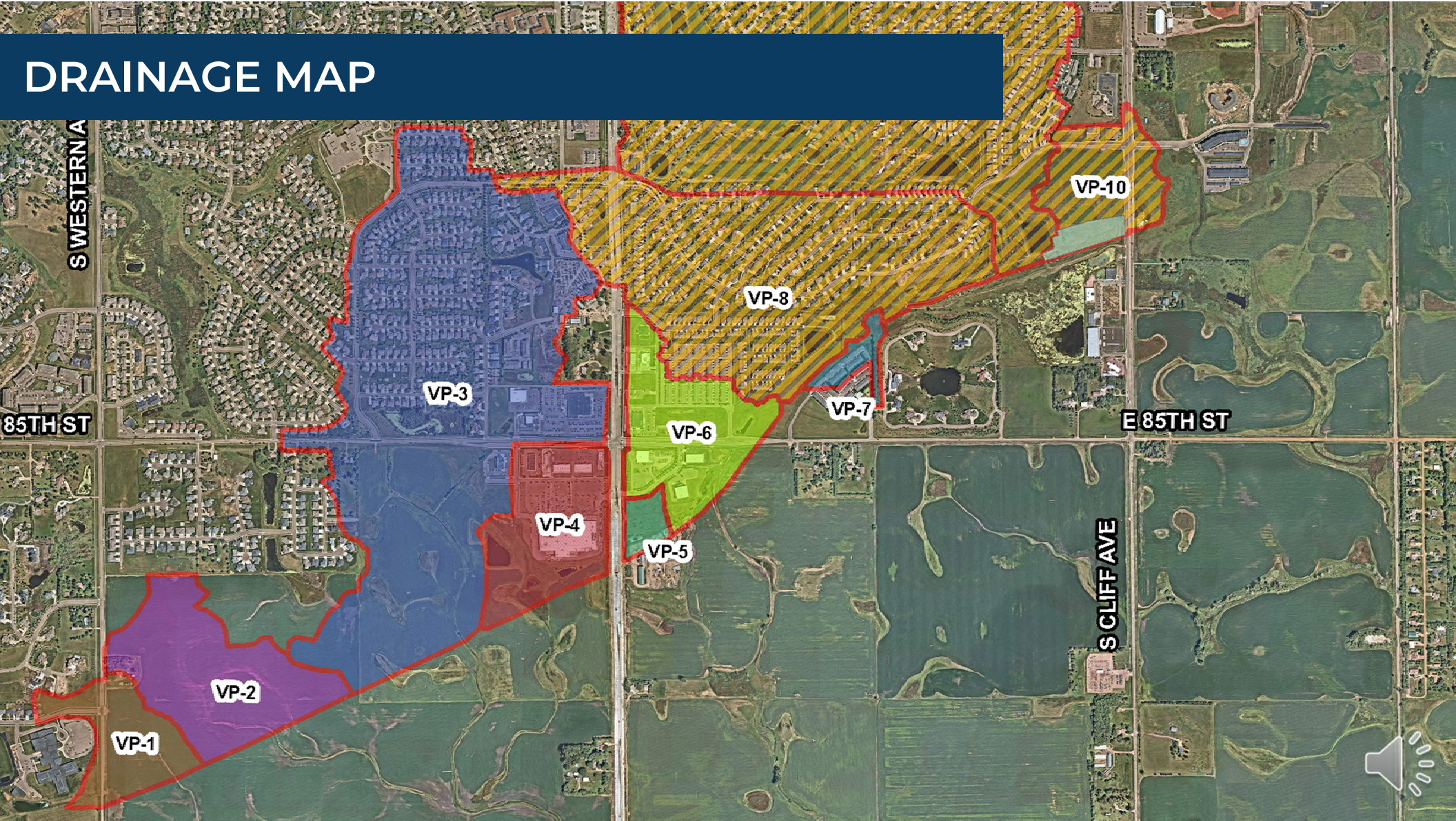
- Legend**
-  Roadway Construction
 -  Bridge
 -  Sidewalk/Bike Path
 -  Median Concrete Barrier
 -  Work Limit
 -  Right-of-Way / Property Line



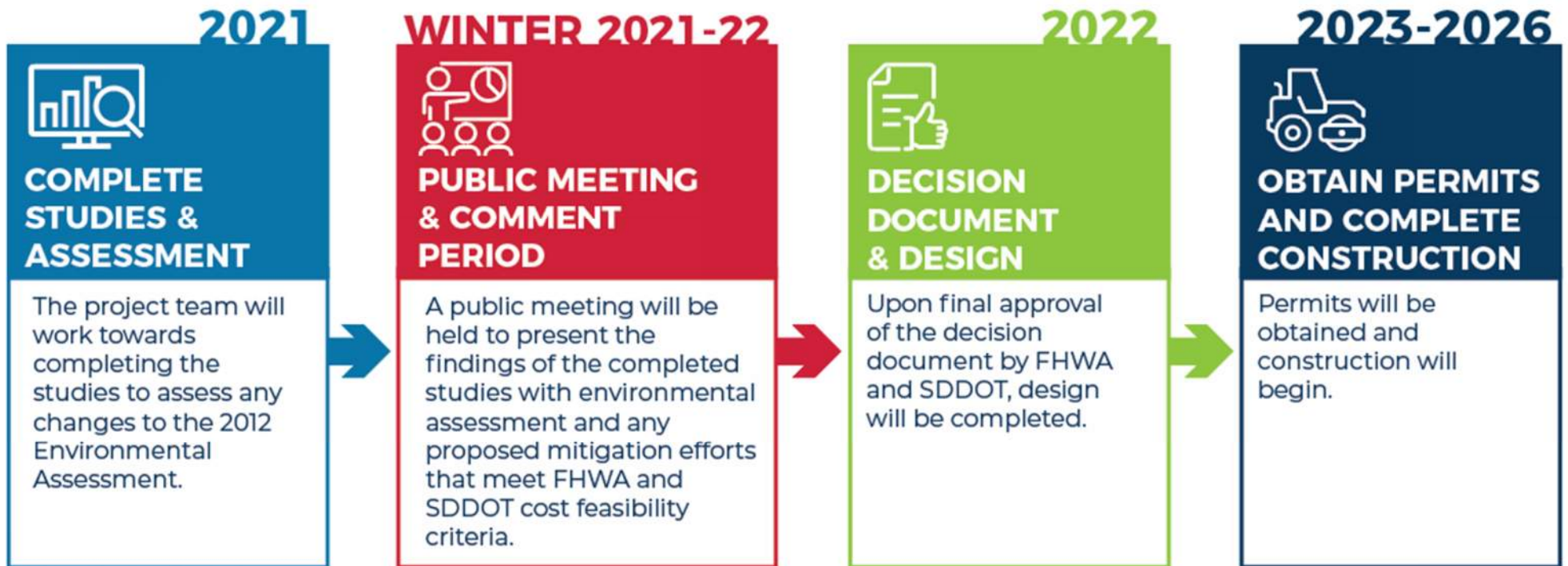
- * Transition median varies
- Concrete at 1.67' to 10' width
- Grass at 10' to 26.67' width
- ** Transition concrete pavement
width varies 13.57' to 12'



DRAINAGE MAP



WHAT HAPPENS NEXT?



CONSTRUCTION SCHEDULE



CONSTRUCTION

2023

2024

2025

2026



STAY CONNECTED

SouthVeteransParkway.com

The screenshot displays the website's header and main content area. The header features a blue bar with the text "PROJECT PHASE: Planning" and a red bar with social media icons for email, Twitter, and Facebook. Below these are navigation links: "ABOUT", "SCHEDULE", "MAP", "FAQS", "RESOURCES", and "CONTACT". A circular logo for "SOUTH VETERANS PARKWAY" is centered, containing icons for a car, bicycle, pedestrian, and bus. The main content area shows an aerial view of a parkway with a quote box overlaid on the left.

PROJECT PHASE: Planning

ABOUT SCHEDULE MAP

FAQS RESOURCES CONTACT

SOUTH VETERANS PARKWAY

“ We are grateful to the Governor’s Office and the South Dakota Department of Transportation for making this critical investment in roadway infrastructure... - *Sioux Falls Mayor Paul TenHaken* ”

SIoux FALLS SOUTH DAKOTA





Q&A

Webex Instructions

Welcome! If you are new to Webex, please take note of some of the functions below. Also, please call **701-557-9626** if you are having audio issues.



Your line is currently muted and can be unmuted during comments or discussion.



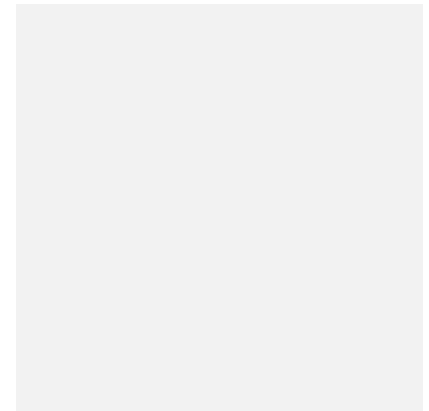
Questions/ comments can be submitted via the chat box function at any time throughout the webinar.

Submit questions through the chat

southveteransparkway.com



ADDITIONAL RESOURCES



connect@southveteransparkway.com

PLANNING, DESIGN & PERMITTING —

Project Schedule

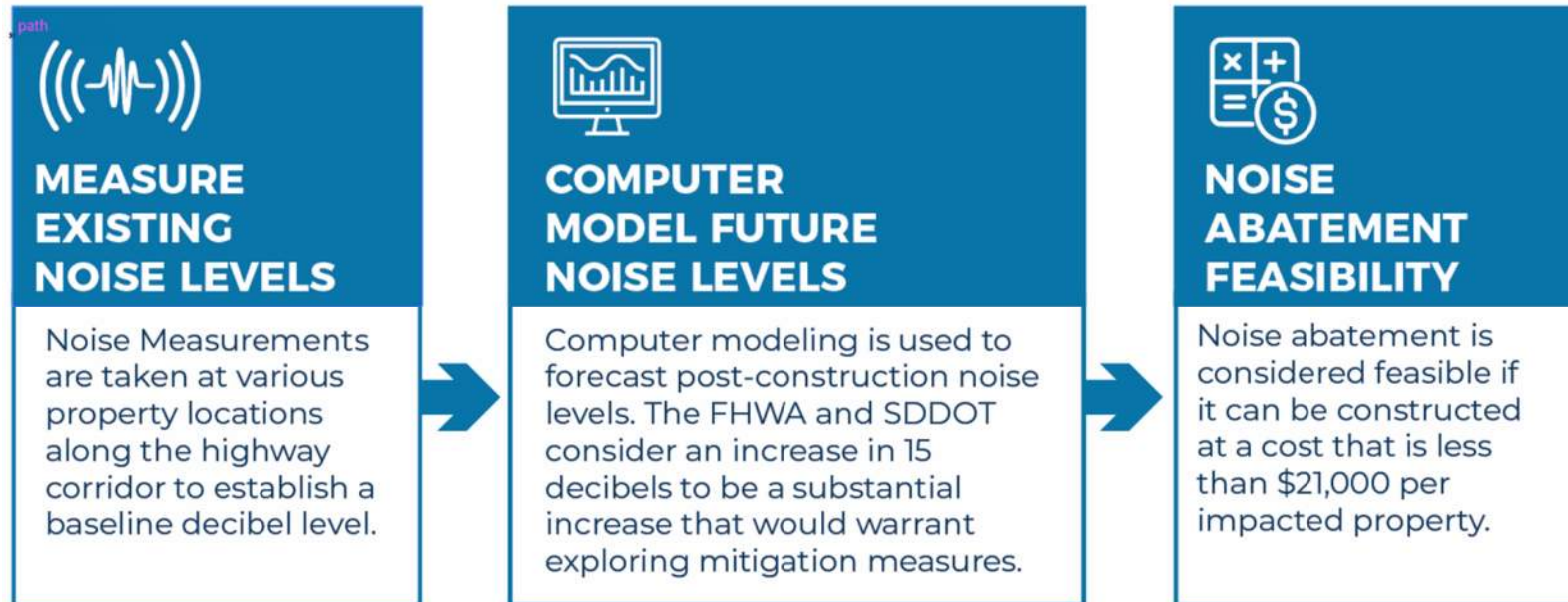


NOISE STUDY

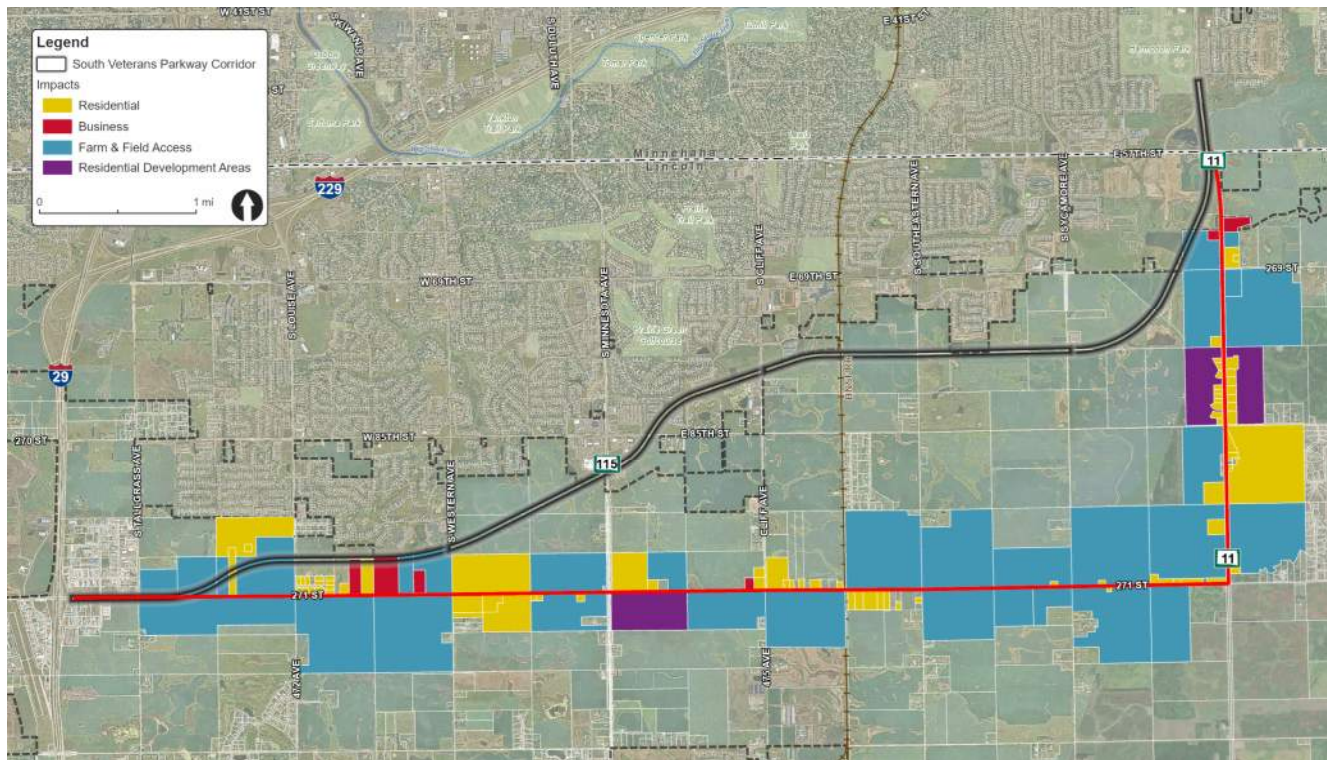


DID YOU KNOW?

Traffic noise analyses follow federal and state guidelines and methodology. These guidelines verify that noise requirements are applied uniformly and consistently to provide equitable treatment of people impacted by traffic noise. The guidelines have criteria for what constitutes noise impacts and noise abatement.



ALTERNATIVE ALIGNMENT IMPACTS



Directly impacted properties with a County Road 106 alignment

VISUAL IMPACT ANALYSIS



DID YOU KNOW?

During the previous EAs, there was a visual impact analysis completed. It considered that urbanization that was occurring and projected to occur. Residential areas had not yet been built up to the corridor at that time and public input received on the EA did not specially address visual concerns. Since that time, growth has continued south next to the corridor.

2015

FHWA VISUAL IMPACT ASSESSMENT

FHWA released new guidelines for visual impact assessment. The new guidelines recommend engaging the public to better understand how people define visual quality and how they view changes to visual quality. Unlike the quantitative noise analysis criteria, visual impact assessment guidelines are rather flexible in the level of documentation and provide a set of recommendations for conducting a visual impact assessment and also provide general recommendations/options for what mitigation might look like for visual impacts.



2021



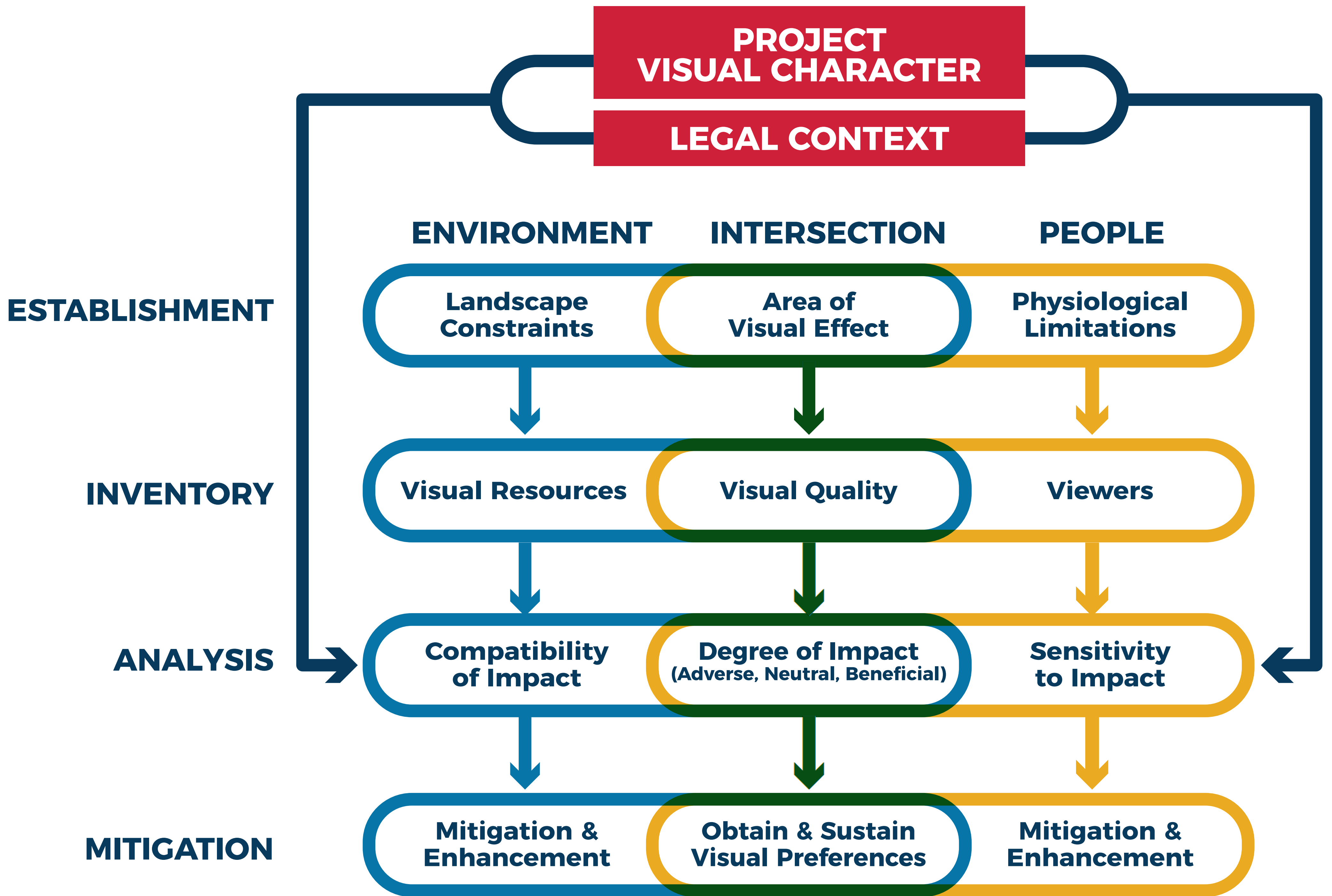
PUBLIC INPUT ON VISUAL QUALITY

As part of the supplemental environmental assessment, we are evaluating visual impacts to incorporate additional elements from the FHWA guidelines including incorporating the new input related to visual impact concerns. We have developed a set of renderings in representative locations where impacts to visual quality has been brought up during the public engagement process. Comments and discussion will be documented in order to provide decision makers the information they need to understand impacts to visual quality as perceived by the public. Measures for mitigating these impacts would then be considered.

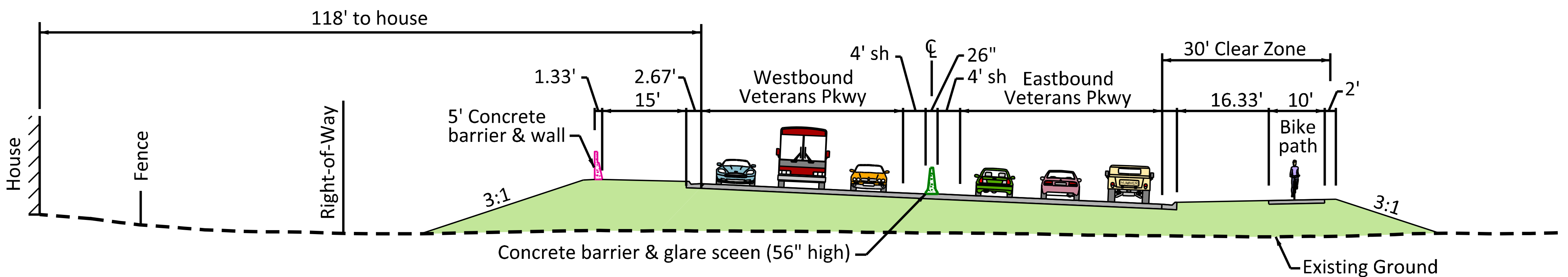
November 30, 2021 Neighborhood Meeting Boards



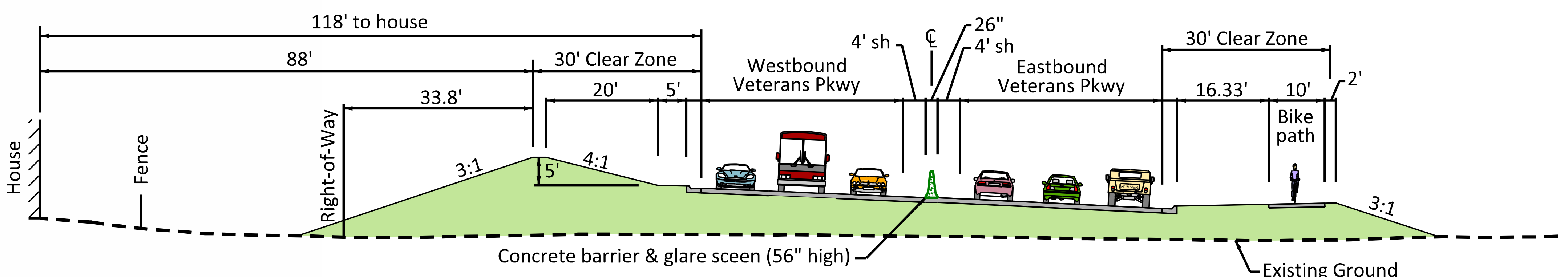
VISUAL IMPACT ASSESSMENT PROCESS



OPTIONS EVALUATED AND ELIMINATED



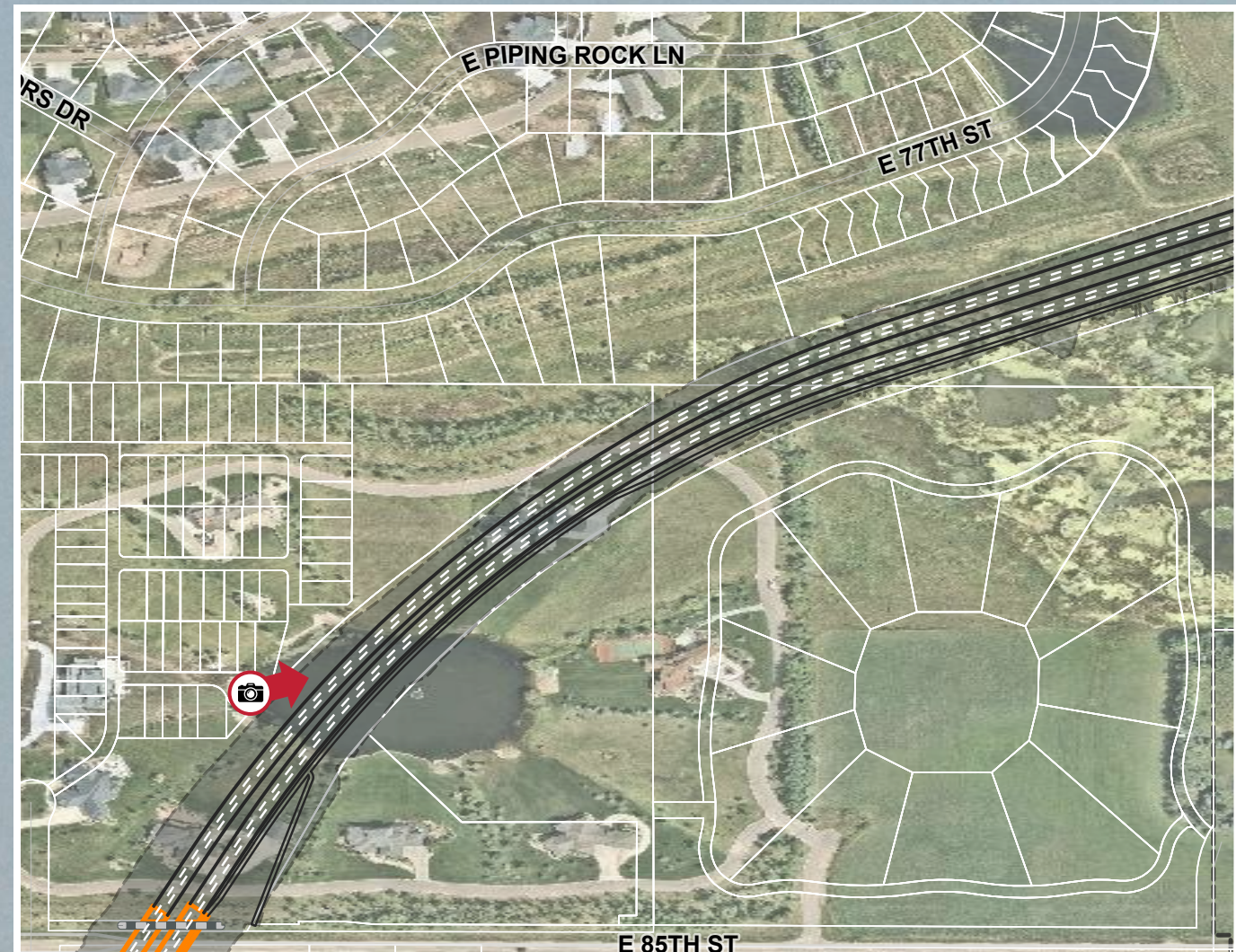
Section X-X
Visual Option 1 (eliminated)
North Side 5' Concrete Barrier & Wall



Section X-X
Visual Option 2 (eliminated)
North Side Berm



HARMONY ESTATES 83RD LOOKING EAST



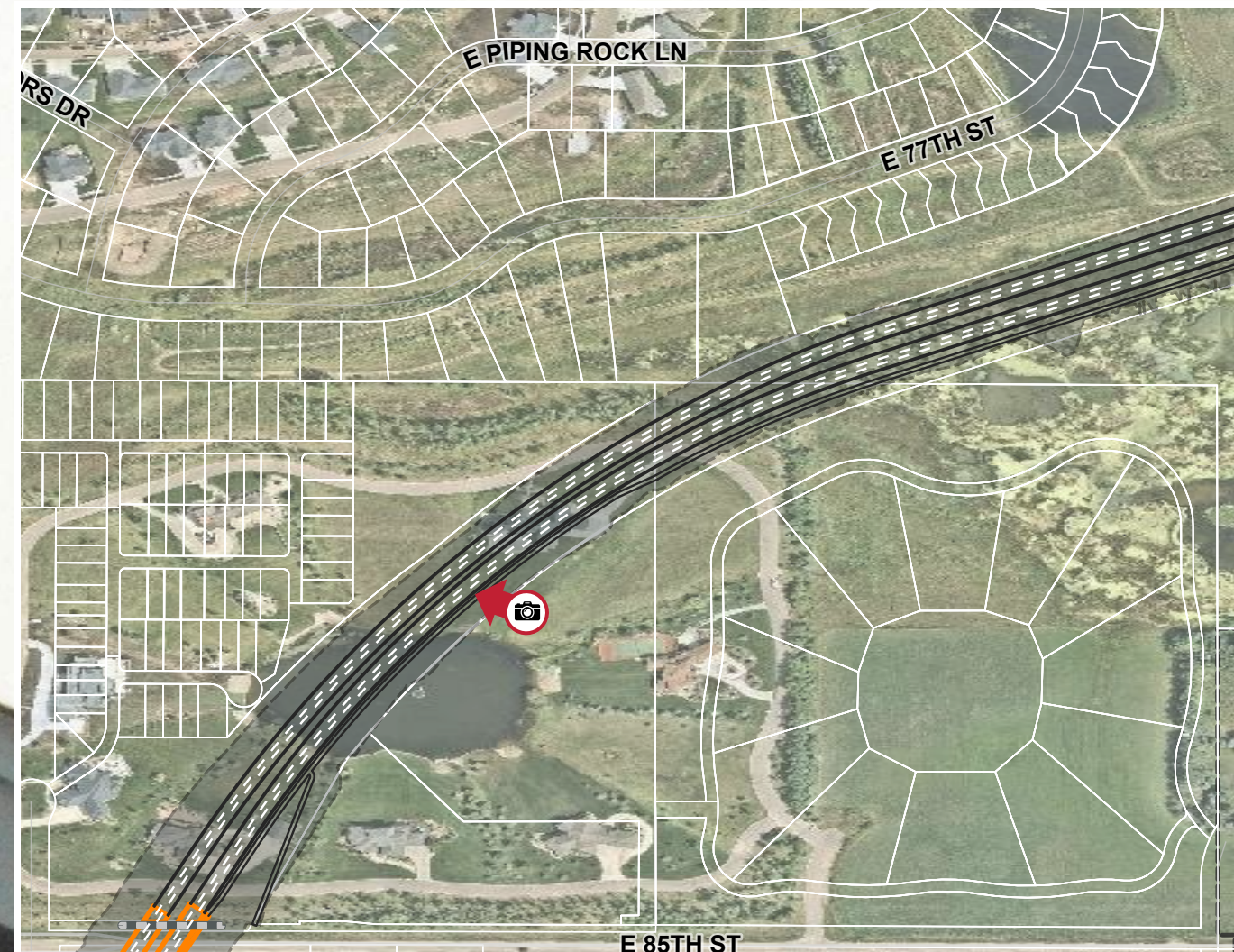


HARMONY ESTATES 83RD LOOKING SOUTH



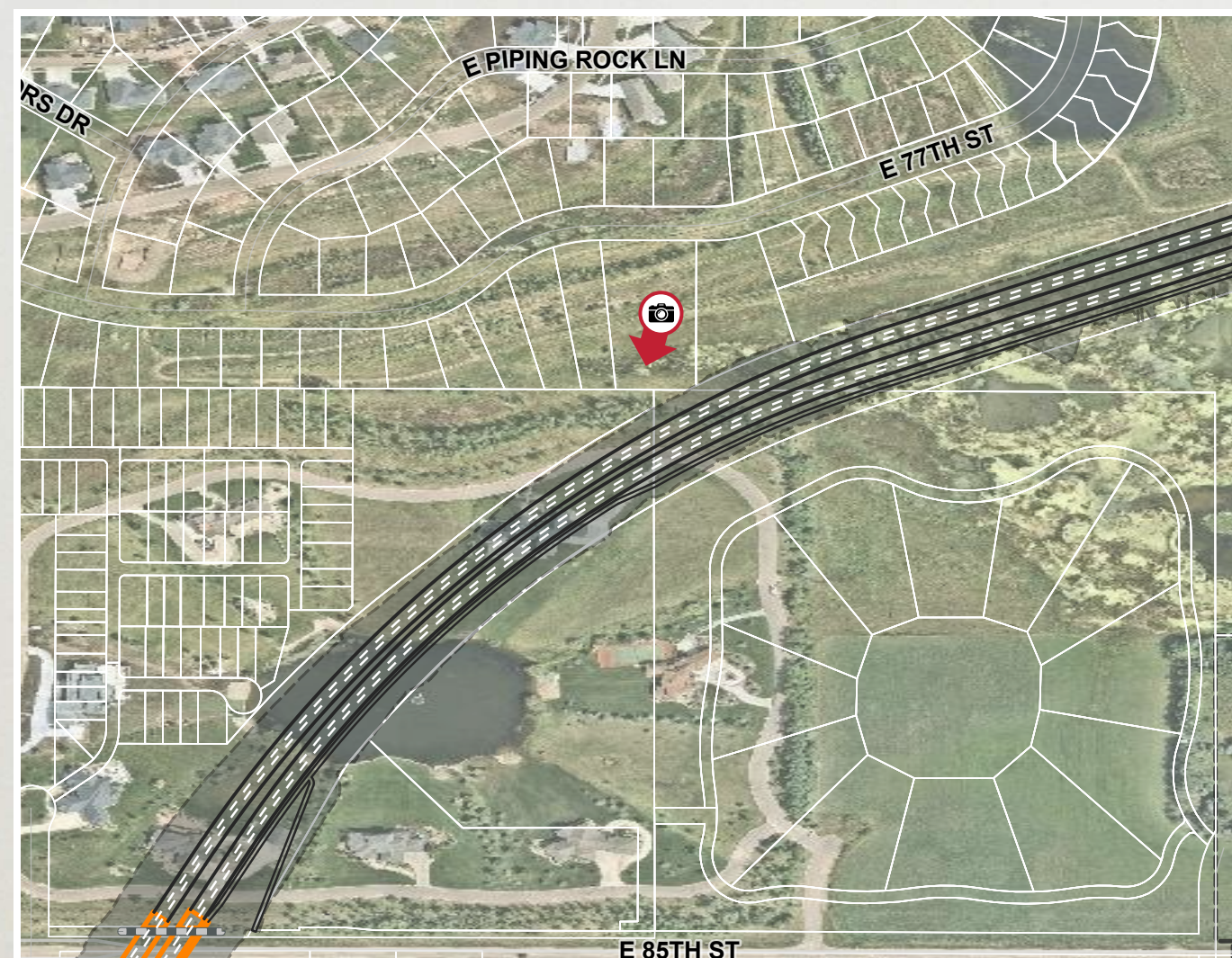


EDGEWATER VILLAS LOOKING WEST



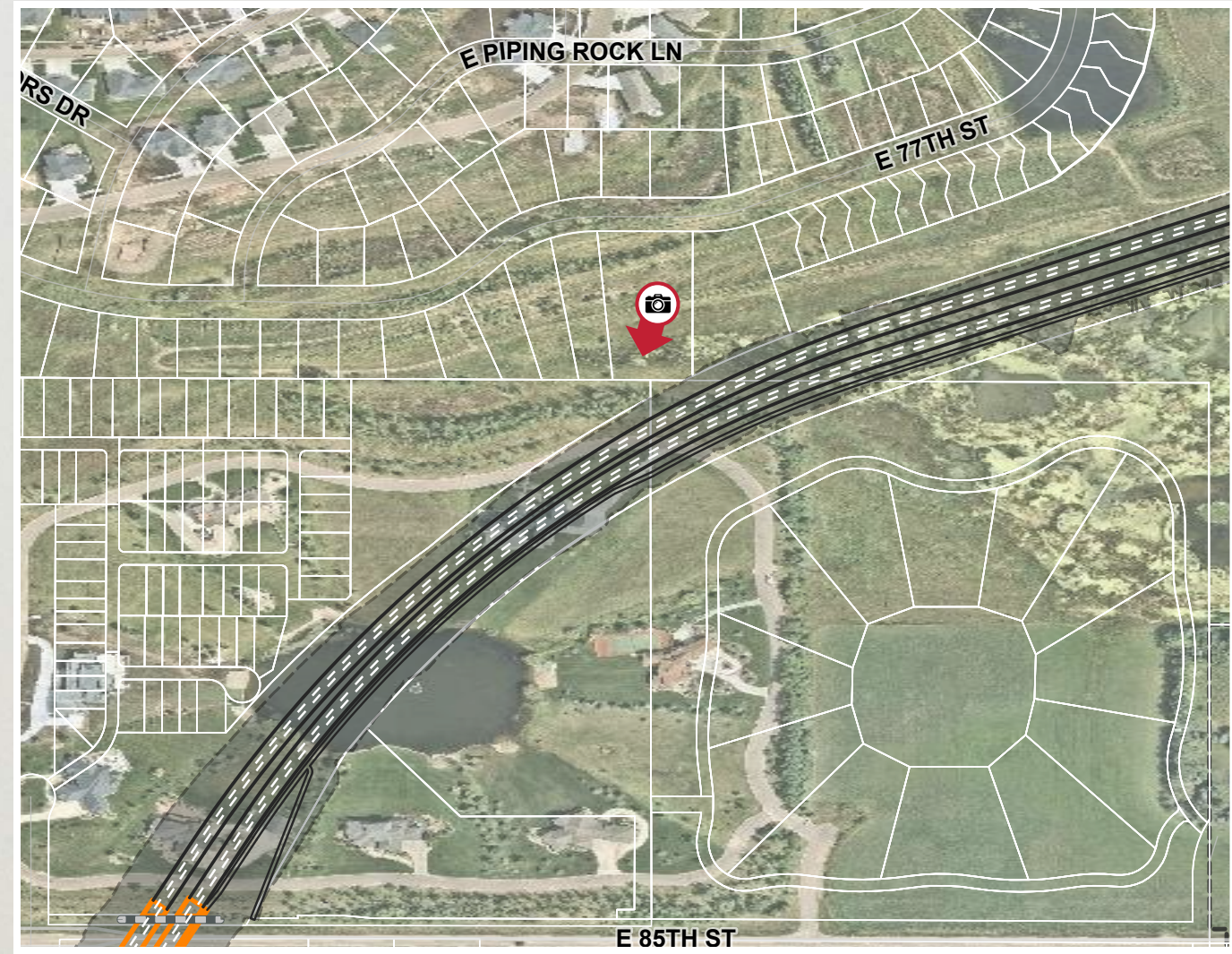


GRAND PRAIRIE ADDITION LOOKING SOUTH



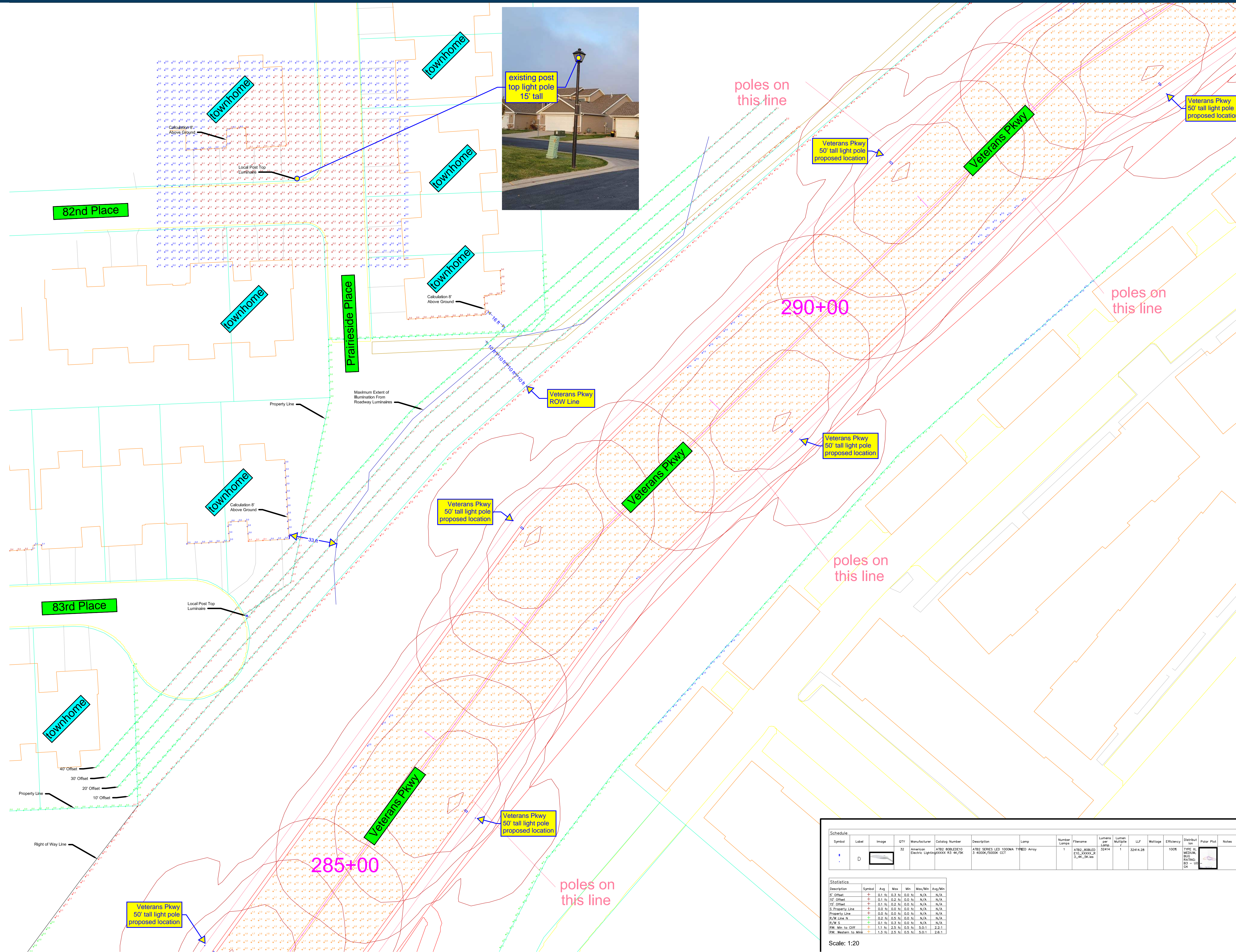


GRAND PRAIRIE ADDITION LOOKING SOUTH





ADJACENT PROPERTY LIGHTING



Symbol	Label	Image	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Fixture	Lumens per Lamp	Luminaire Multiplier	LF	Wattage	Efficiency	Distrib. Co.	Part #	Notes
D			32	Amerson Electric Lighting	80RLEDE0 R3 40/5K	AT82 SERIES LED 1000MA THREE Array 3 4000K/5000K CCT	THIRD Array	1	AT82_80RLEDE0 [10_XXXX_0_1_40_5000K]	3244	1	3244x28	100W	100%	TYPE III MEDIAN BEAM R3 = US 04		

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
5' Offset		0.1 f.c.	0.3 f.c.	0.0 f.c.	N/A	N/A
10' Offset		0.1 f.c.	0.2 f.c.	0.0 f.c.	N/A	N/A
15' Offset		0.1 f.c.	0.2 f.c.	0.0 f.c.	N/A	N/A
5' Property Line		0.0 f.c.	0.0 f.c.	0.0 f.c.	N/A	N/A
Property Line		0.0 f.c.	0.0 f.c.	0.0 f.c.	N/A	N/A
R/W Line		0.2 f.c.	0.8 f.c.	0.0 f.c.	N/A	N/A
R/W S.		0.1 f.c.	0.3 f.c.	0.0 f.c.	N/A	N/A
Off. Min. to Off.		1.1 f.c.	2.5 f.c.	0.5 f.c.	5.0:1	2.0:1
Off. Max. to Min.		1.5 f.c.	2.5 f.c.	0.5 f.c.	5.0:1	2.0:1

Scale: 1:20

November 30, 2021 Neighborhood Meeting Comment Cards

ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

Name: ILA Kool

Address: 108 E 81st PL

Phone: _____

Email: ila.kool@gmail.com

AFTER



BEFORE

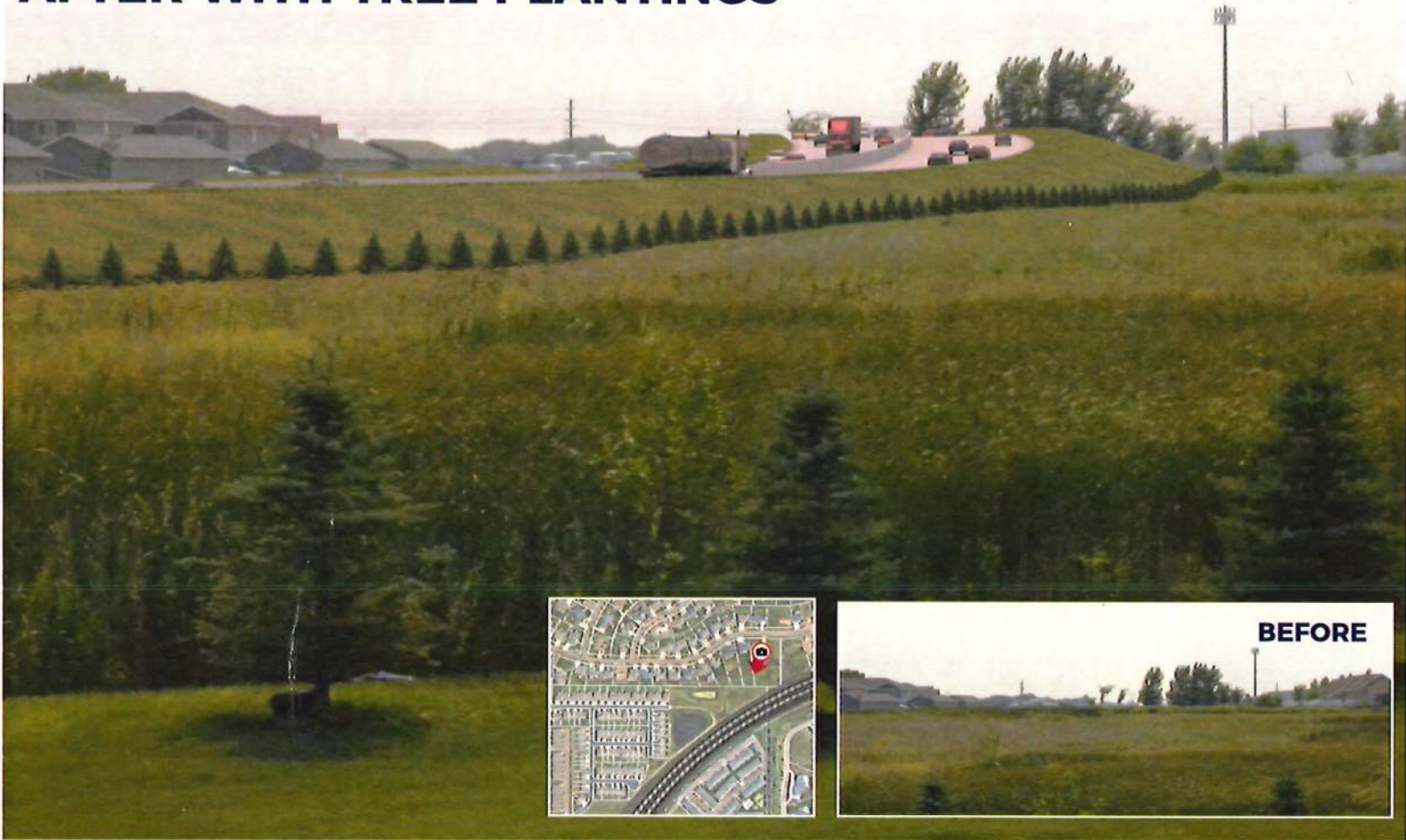
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

→ Still a little concerned about potential for vehicular accidents & debris leaving the roadway on the west side of the HWY (MVA @ 60mph, how far could a vehicle travel once it leaves the road surface)

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:

*Much appreciated! Is there a replacement plan for end-of-lifespan for the plantings or is it to be ~~left~~ potential re-seeding from cones?
• who is responsible for maintenance during life of planting.*



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

I like to see the plantings more in depth instead of a single ~~row~~ row of trees.

ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

Name: Dale & Cherlyne Stuehler

Address: 200 E. First Place, SF, 5057148

Phone: 605-376-8105

Email: dstuehler@svi.mdc.com

AFTER



BEFORE

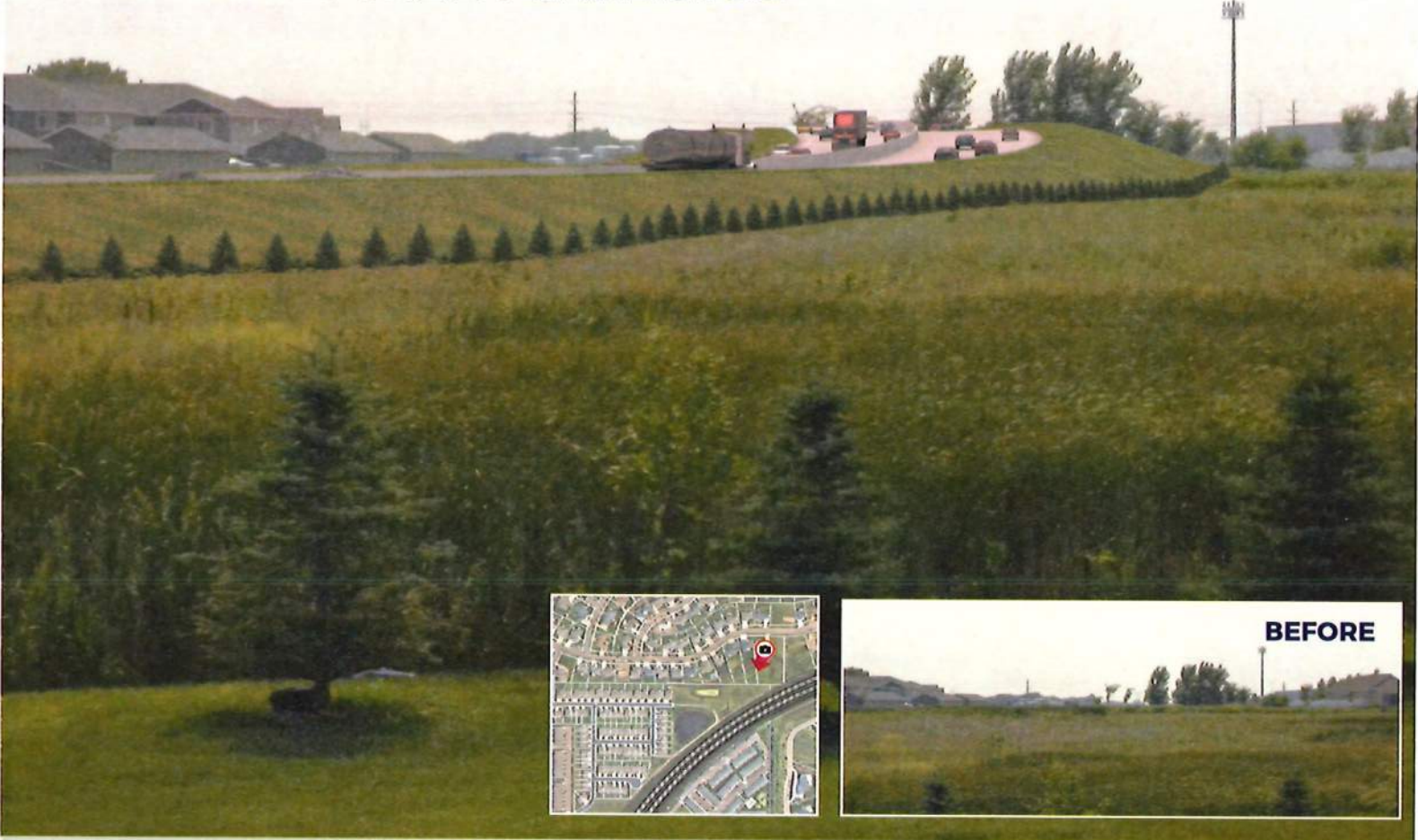
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and has a positive effect on noise.

Comment:

It is still too large to fit into this space with a comfortable buffer for the homes. The only satisfactory solution is to move this segment of the road.

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:

sure, trees are nice, but need berms to elevate trees to have any noticeable improvement -



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

It would help to provide ~~the~~ visuals of what the light coverage will look like at night. While I prefer no lighting if possible,



ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

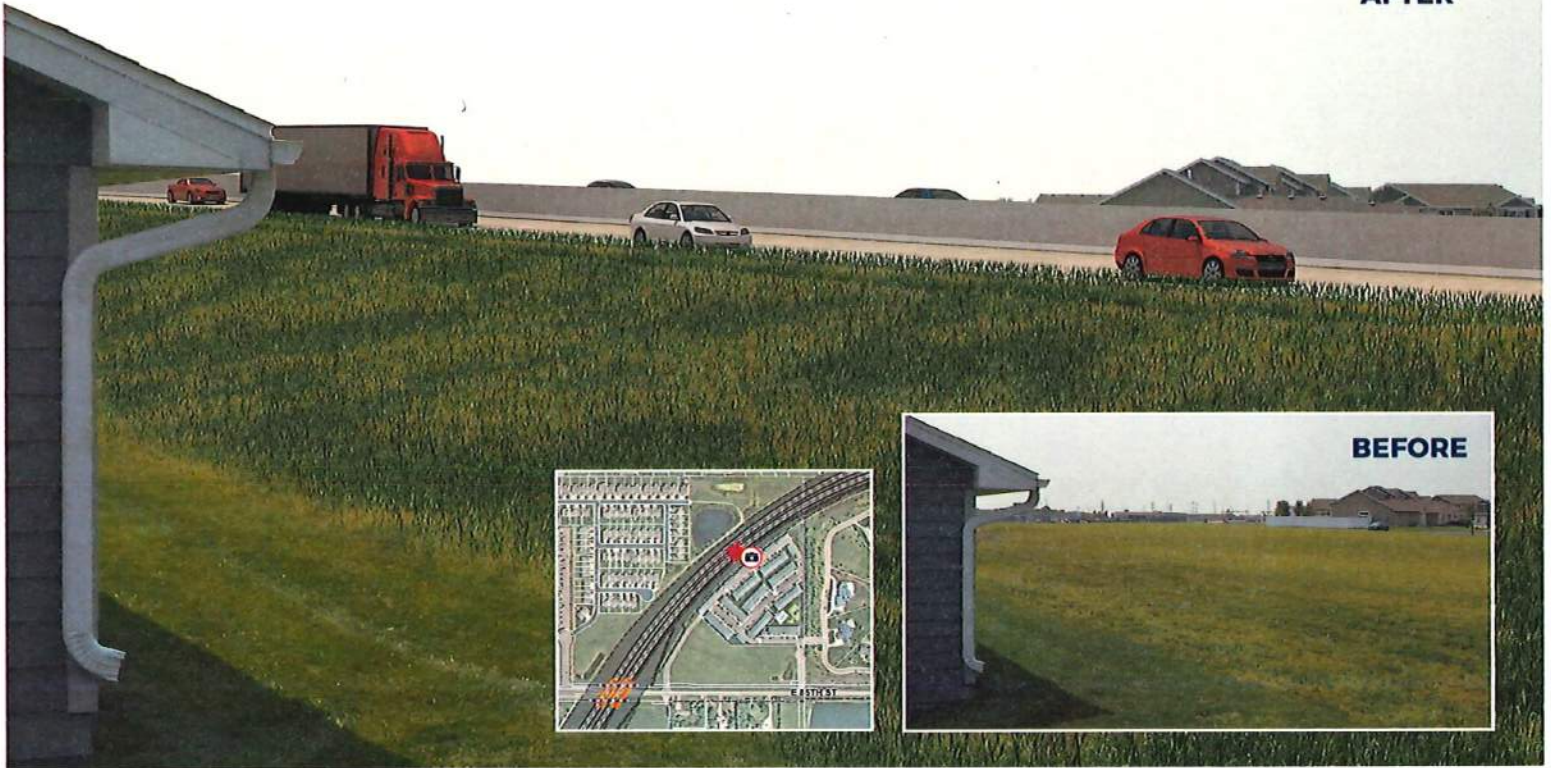
Name: Karla Smith

Address: 512 E 77th St

Phone: 612-768-0145

Email: Karla.K.Smith@comcast.net

AFTER



BEFORE



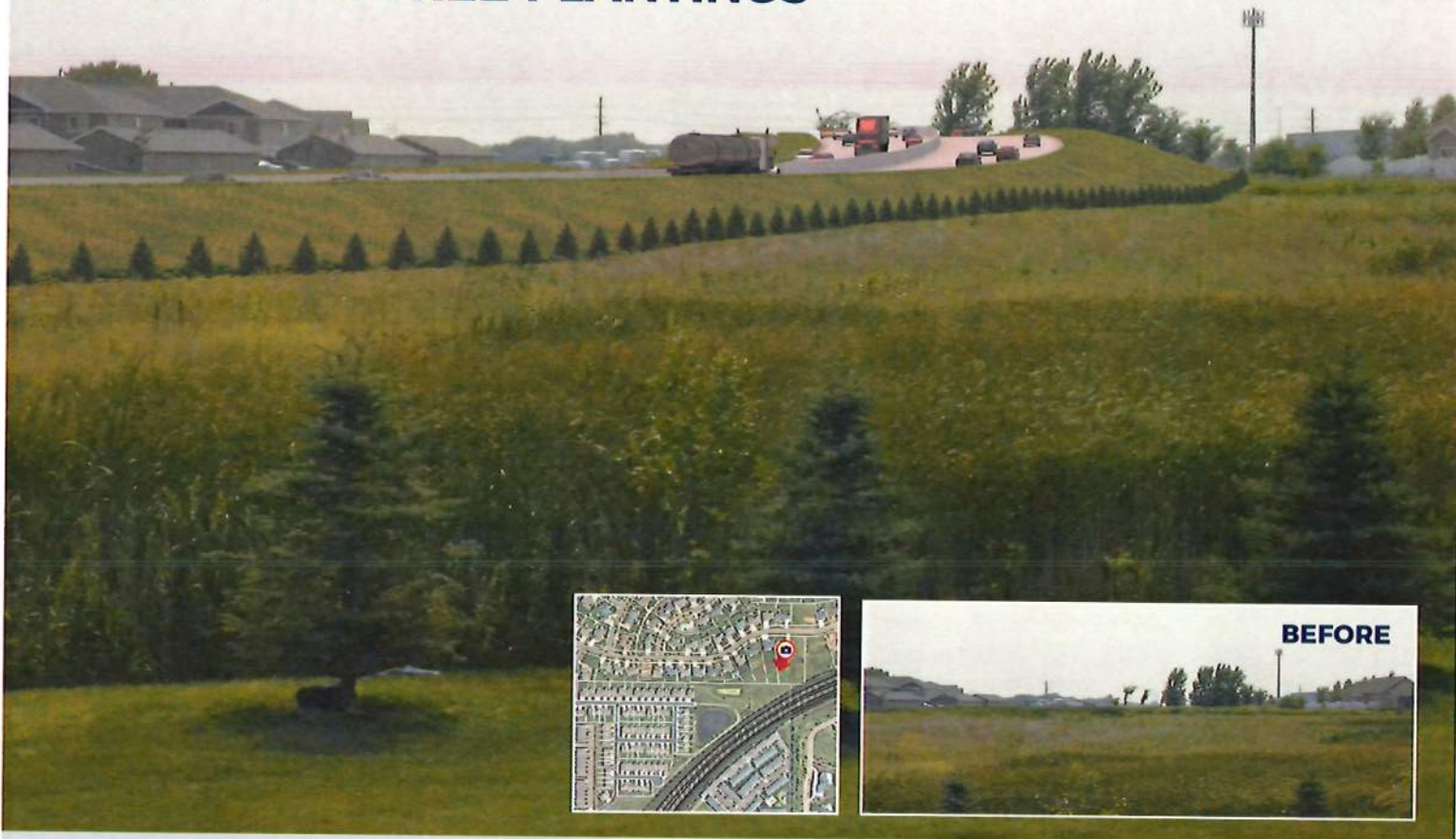
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment: Why is 6 lane? 229 is not 6 lane.

2012/08/01 change from median

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment: We live along the the large gap on either of the pipeline that crossed thru street. These trees will not provide much of a noise buffer in that gap. Could a wall or multiple trees be planted in that gap.



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

Name: Linn + Patricia Bishop

Address: 201 E. 81ST PL SE

Phone: 605-484-4332

Email: jp.bishop64@gmail.com

AFTER



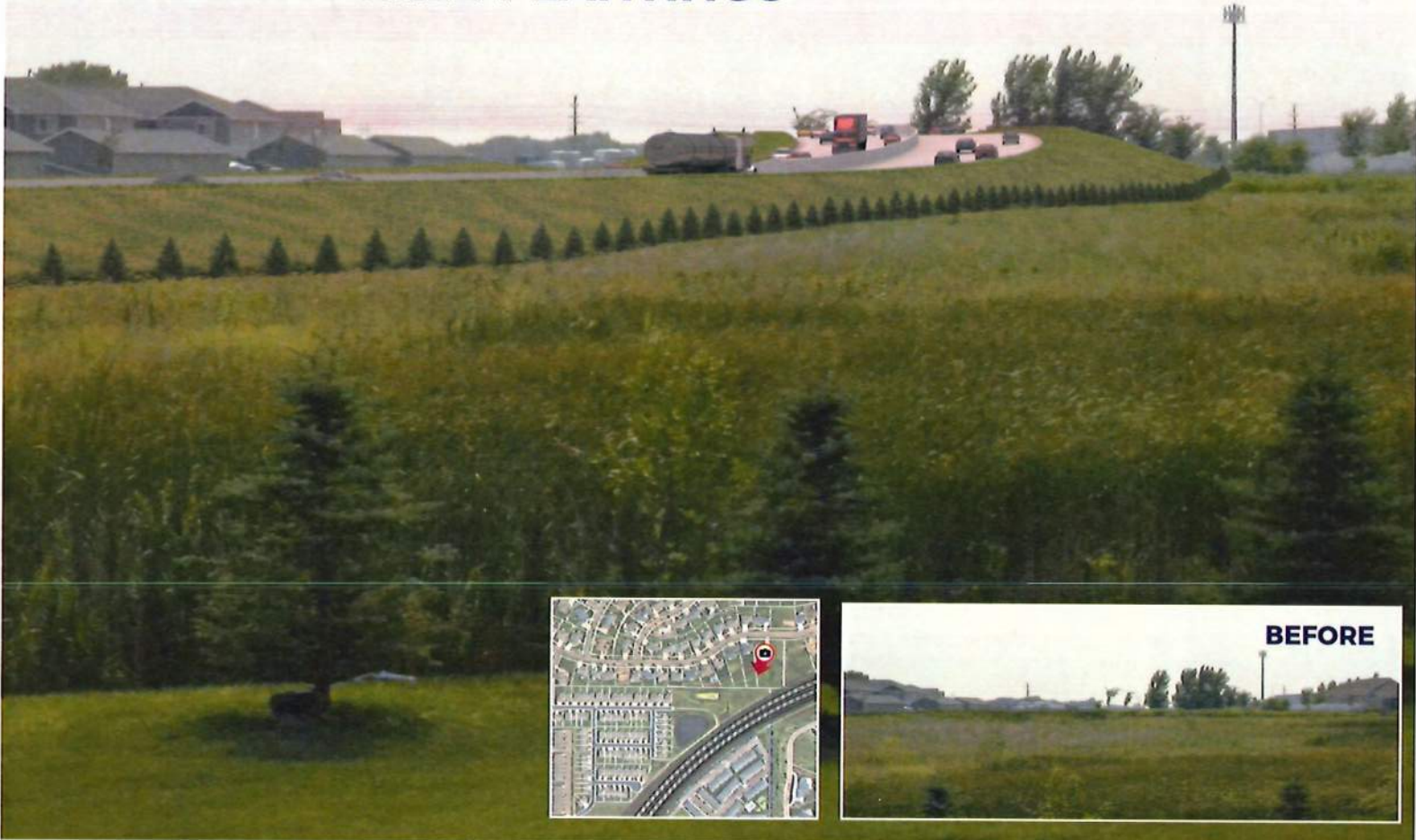
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

The decrease in the width of the median is a good start — but, I don't see how the noise level will be greatly impacted.

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Kendall

Comment: *We need more than just one row of trees evergreen, Add some Ash, some lilacs, sumac like a WIND BREAK. Definitely would help block headlights - perhaps even decrease noise.*



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment: *It's hard to assess this. No doubt the light issue is real. A building a berm on the north side feasible? Tree ~~plant~~ belt.*



ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

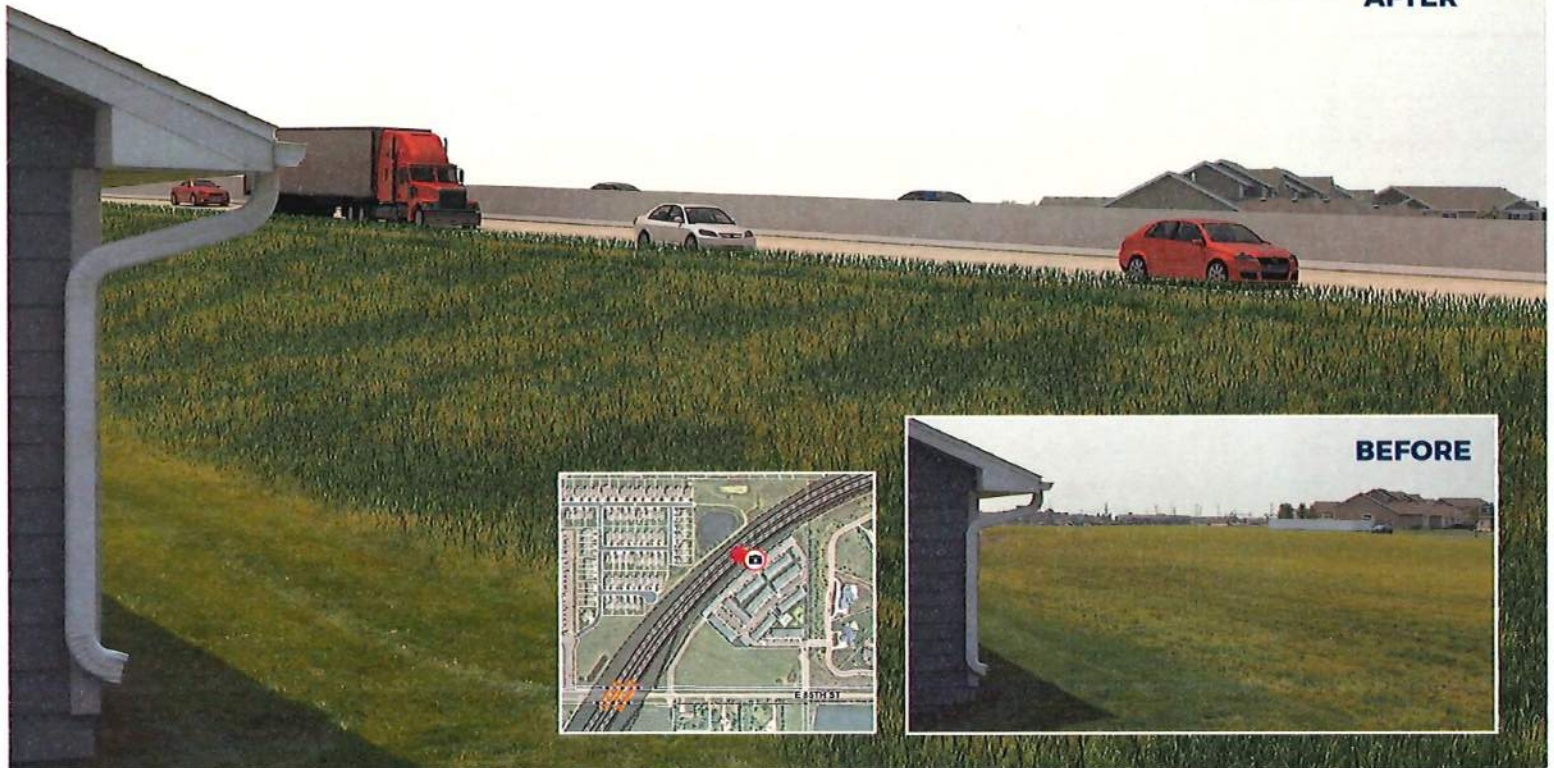
Name: Wendy Kay

Address: 500 E 77th St.

Phone: (760) 888-7396

Email: Kay.wendy@yahoo.com

AFTER



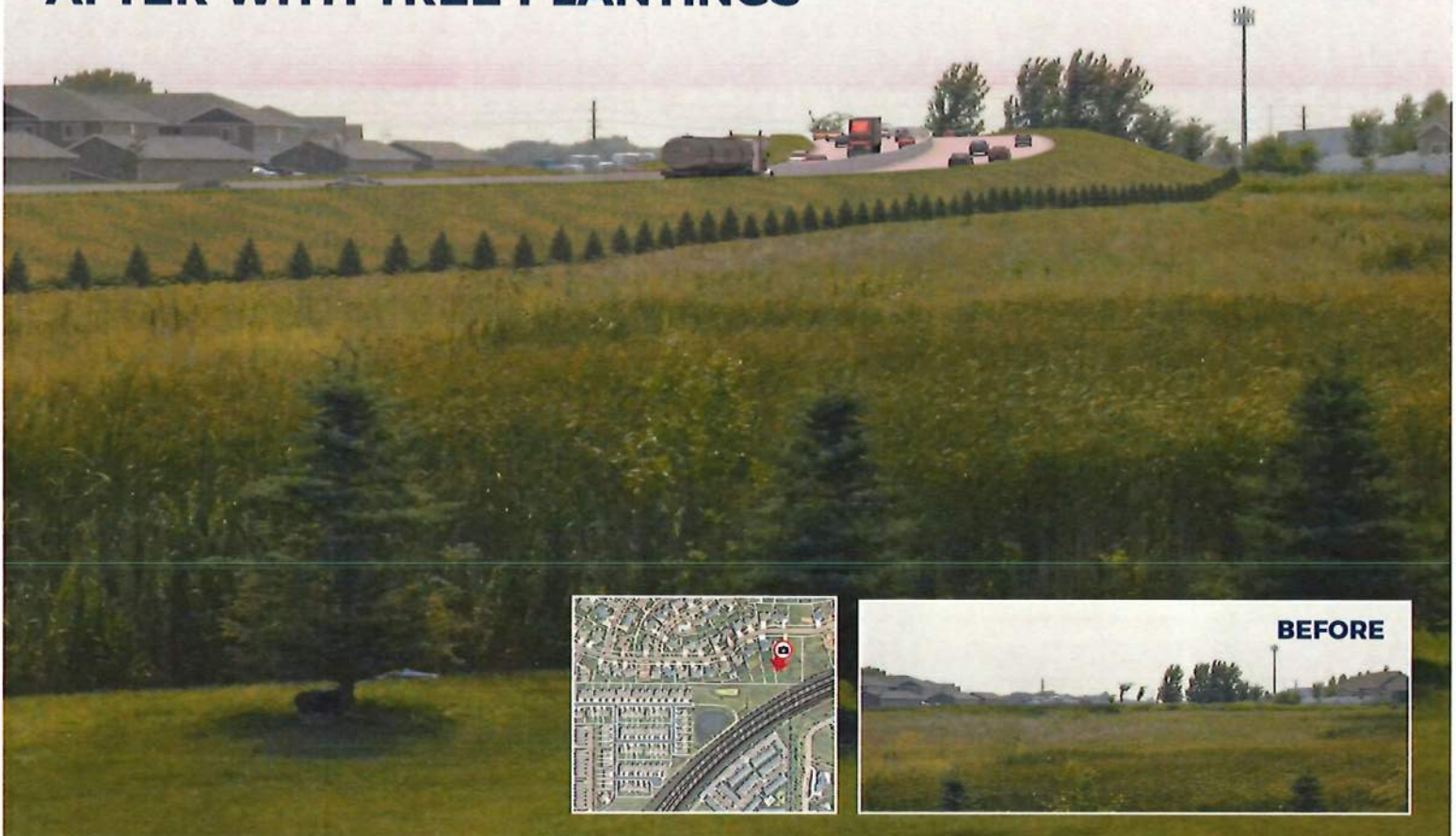
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

I think this is a good improvement. This road is going into such a narrow corridor of many residences.

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:

I think addition of trees along the road would be great. I also like that will work with homeowners if want additional trees.



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

I appreciate the narrowing of roadway and light study to as not to impact views of nearby residents.



ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

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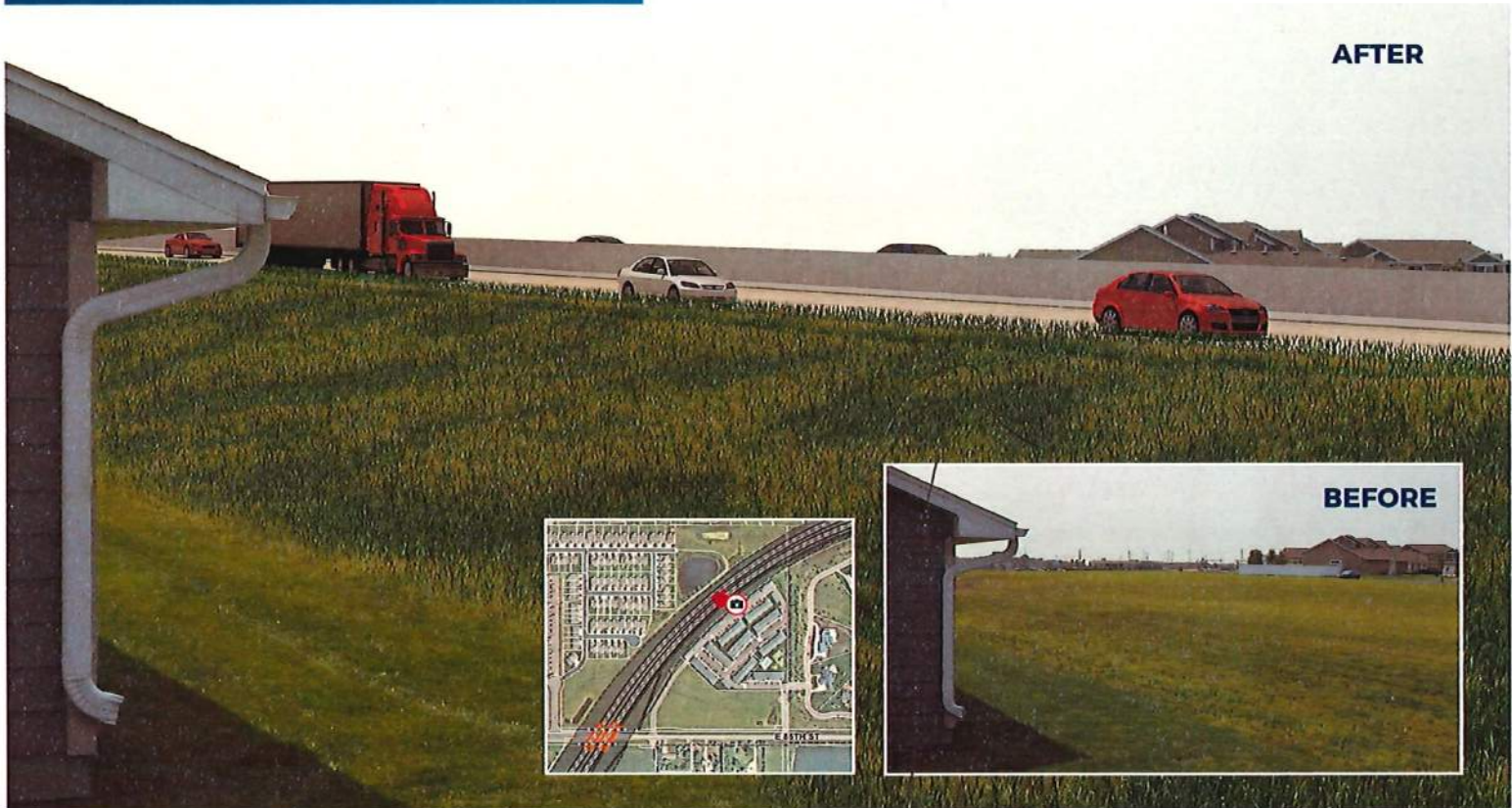
Name: _____

Address: _____

Phone: _____

Email: _____

AFTER



BEFORE



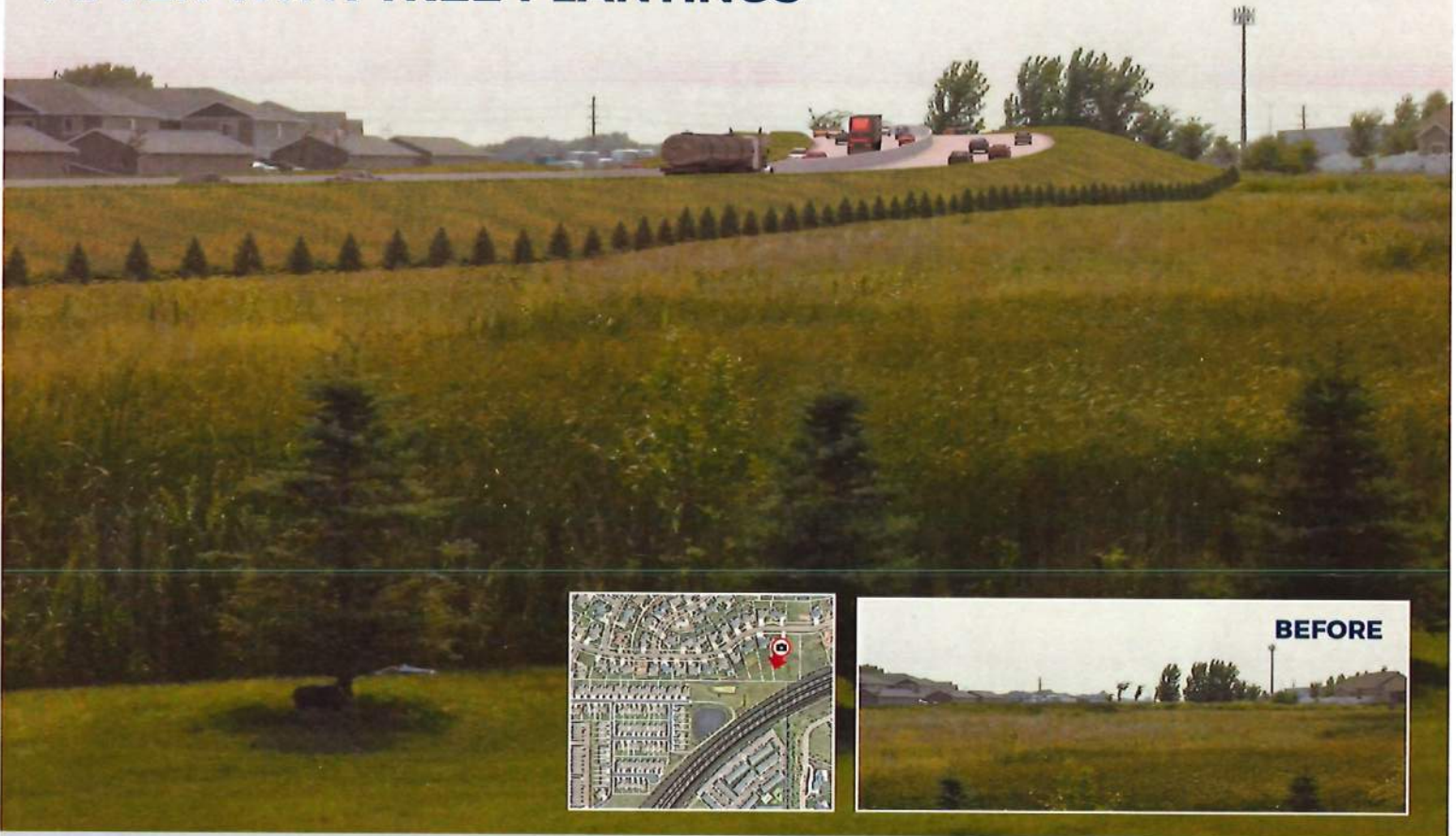
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

Meeting total waste - I don't want to see graphs. Make pictures the same size - taking advantage of illusion

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:



ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

Name: _____

Address: _____

Phone: _____

Email: _____

AFTER



BEFORE

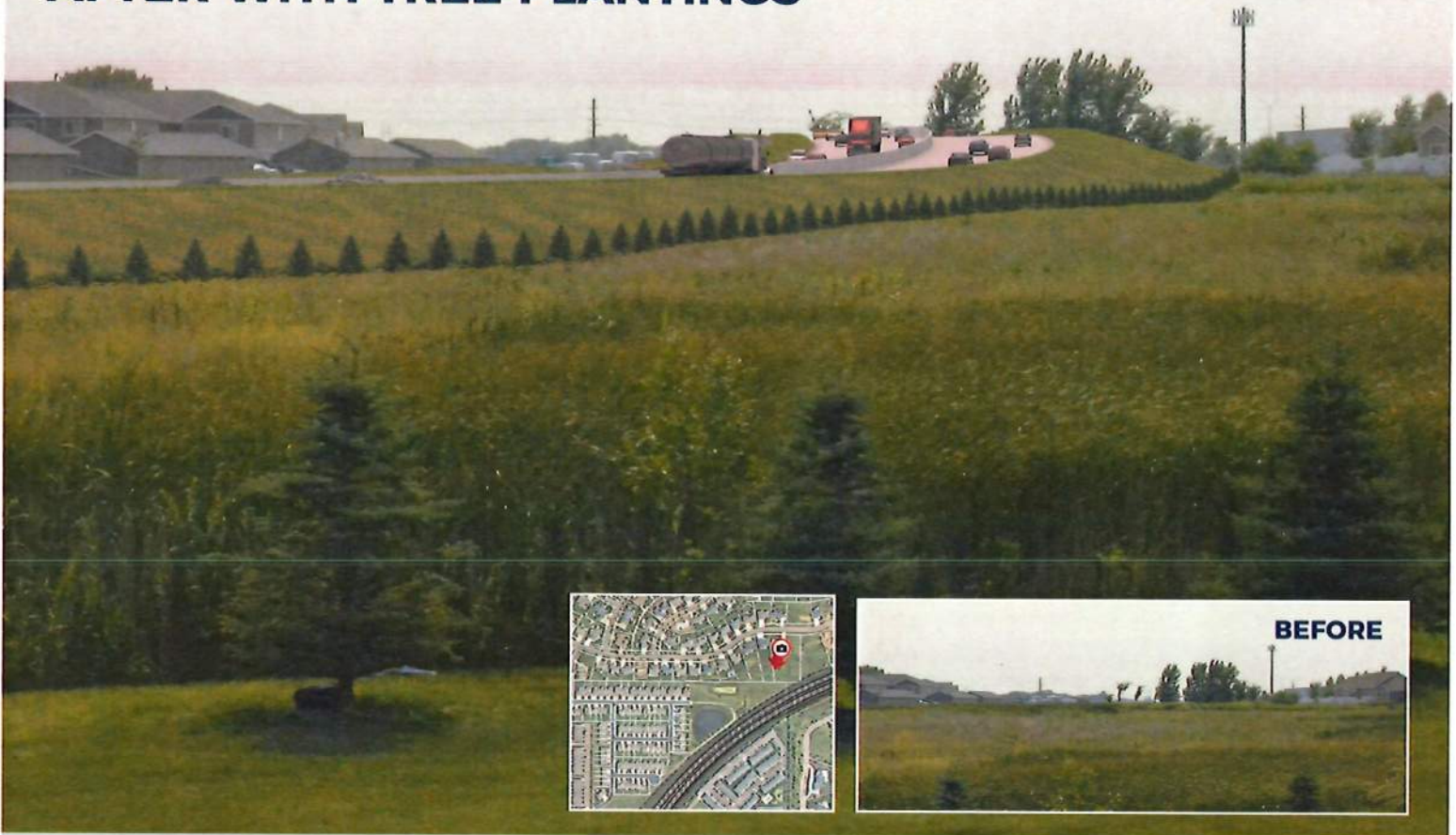
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and has a positive effect on noise.

Comment:

Empty text box for providing comments.

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:

The more trees the better!
All the way through the project.



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

Name: _____

Address: _____

Phone: _____

Email: _____

AFTER



BEFORE

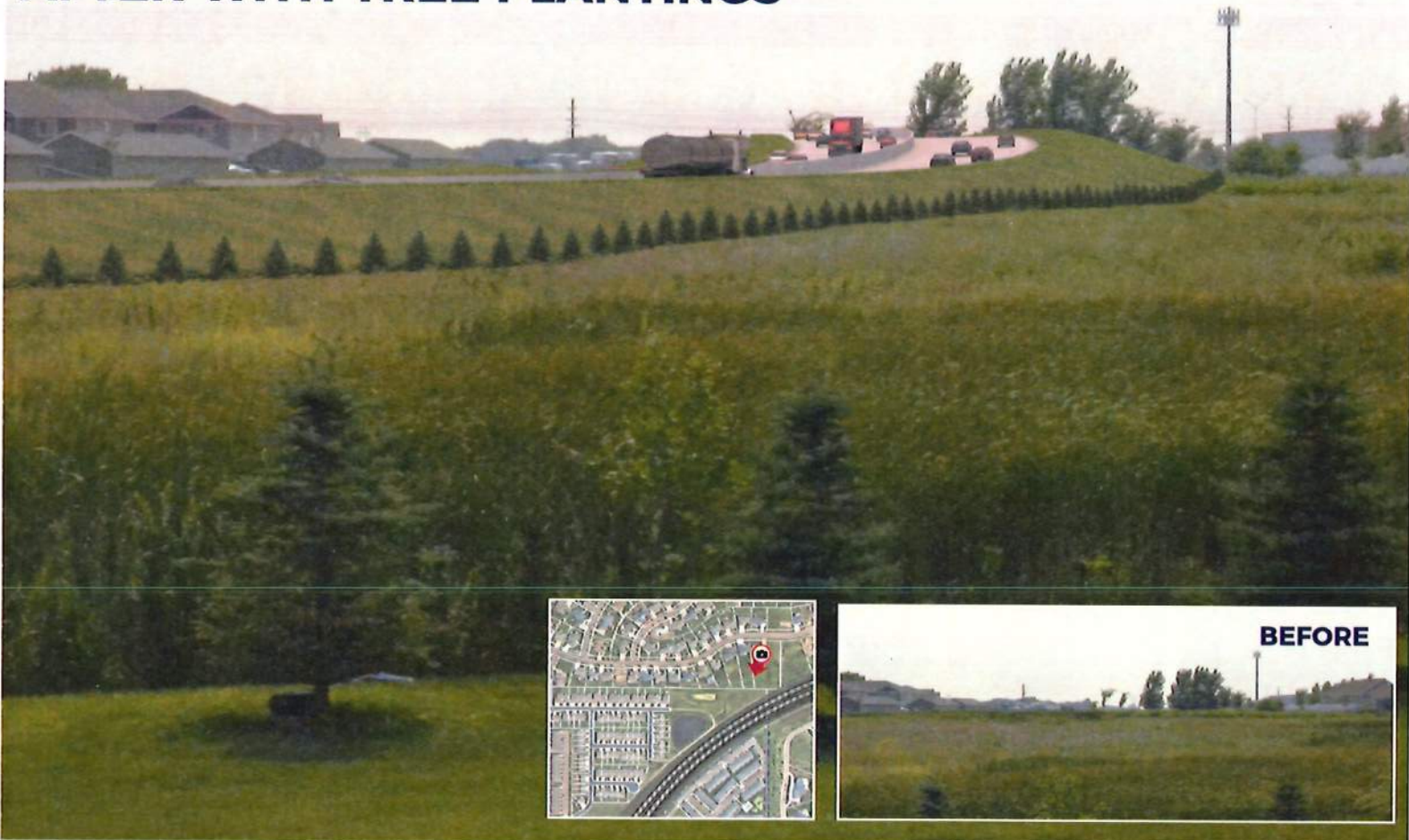


MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment: _____

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:

TREES WILL NOT MAKE ANY DIFFERENCE
MOVING THE HIGHWAY TO 85TH AND BEYOND
MAKES MORE SENSE THAN SQUEEZING IT IN
A RESIDENTIAL AREA.
WHY NOT CONSIDER THAT ALTERNATIVE?



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:



ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

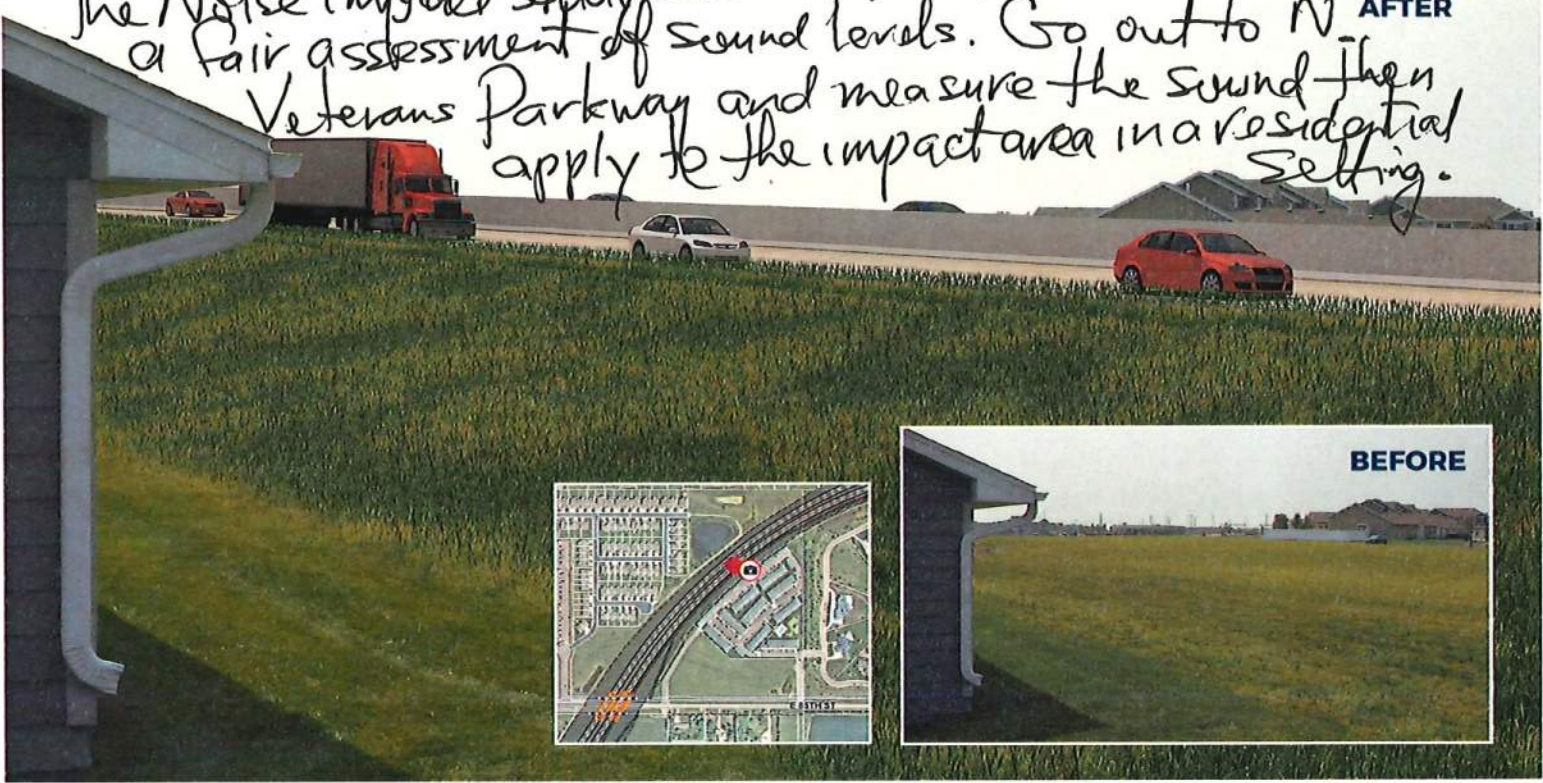
Name: Reed Scott

Address: 203 G. 8th Place

Phone: 605-359-0230

Email: _____

The Noise impact study seems flawed because it's not a fair assessment of sound levels. Go out to N. Veterans Parkway and measure the sound then apply to the impact area in a residential setting.

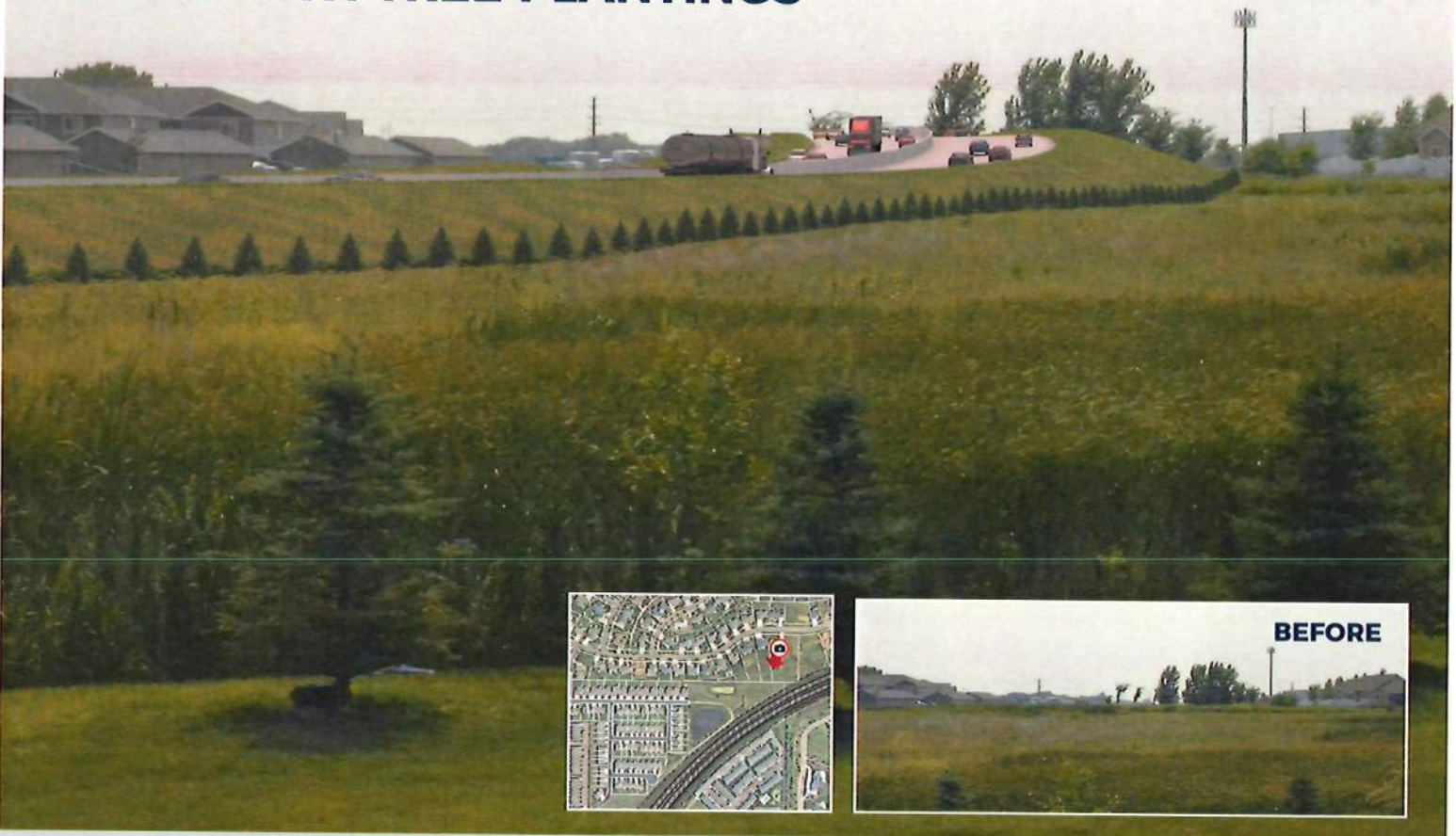


MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

Name: Darin Hansen

Address: 716 E Piping Rock Ln

Phone: 605-201-5608

Email: darinhansen@gmail.com

AFTER



BEFORE

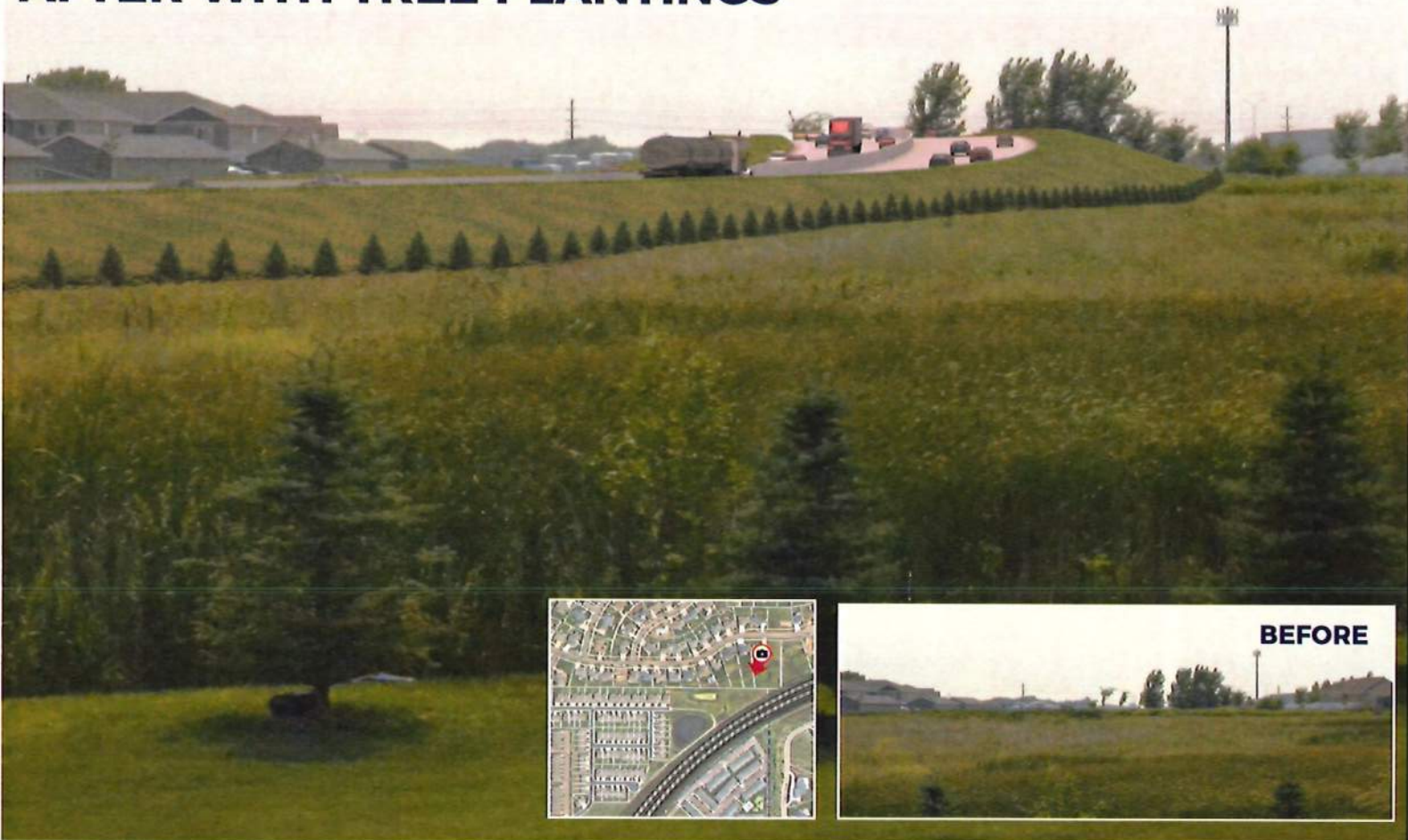
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

Why can't you do berms with trees on top? Wouldn't it knock down sound and view?

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:



ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

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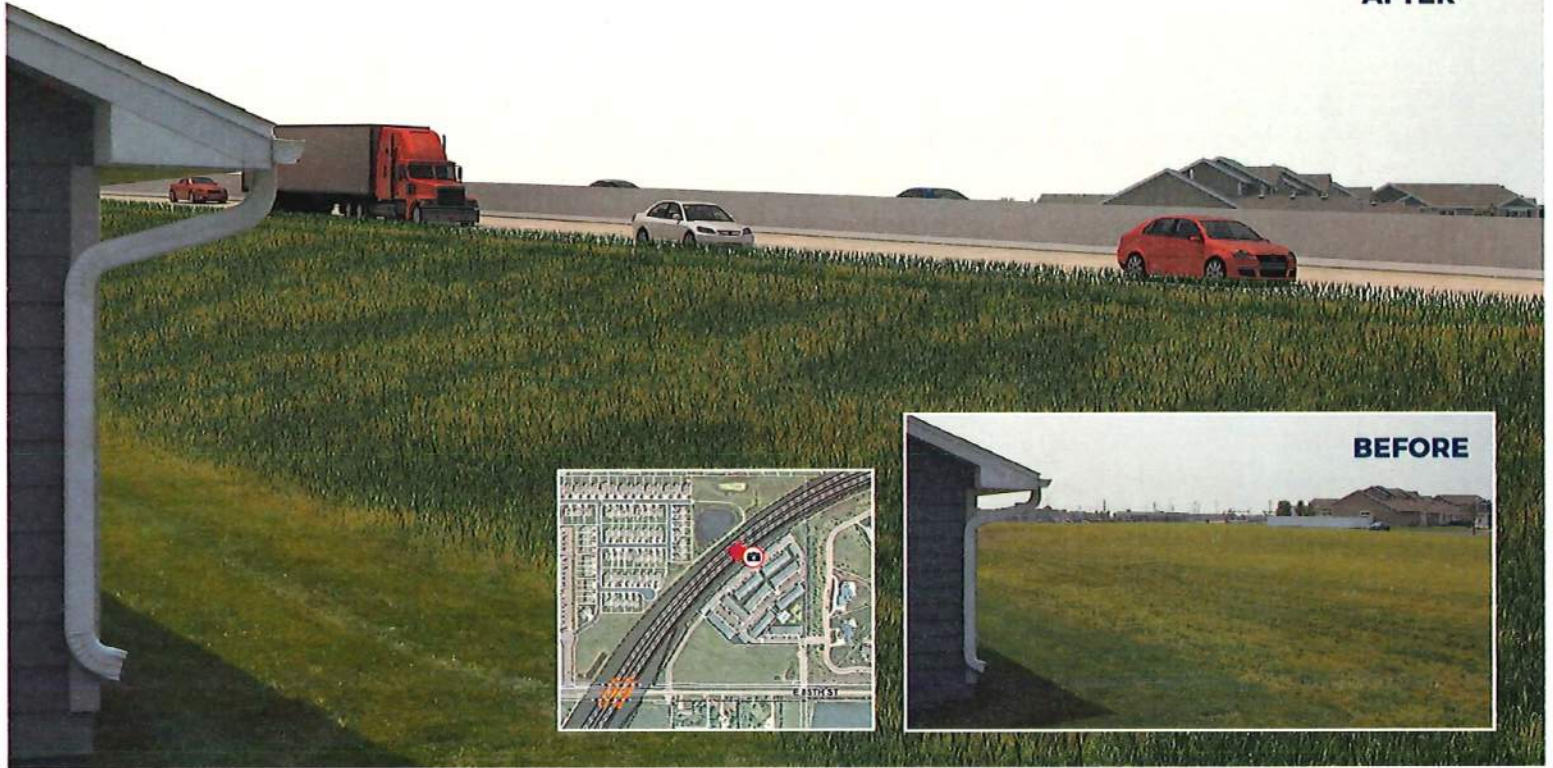
Your name and address will allow us to map specific concerns.

Name: Mike & Paula Werner

Address: 701 E. 77th Street

Phone: 253-310-4968

Email: dwernermw@gmail.com



AFTER



BEFORE

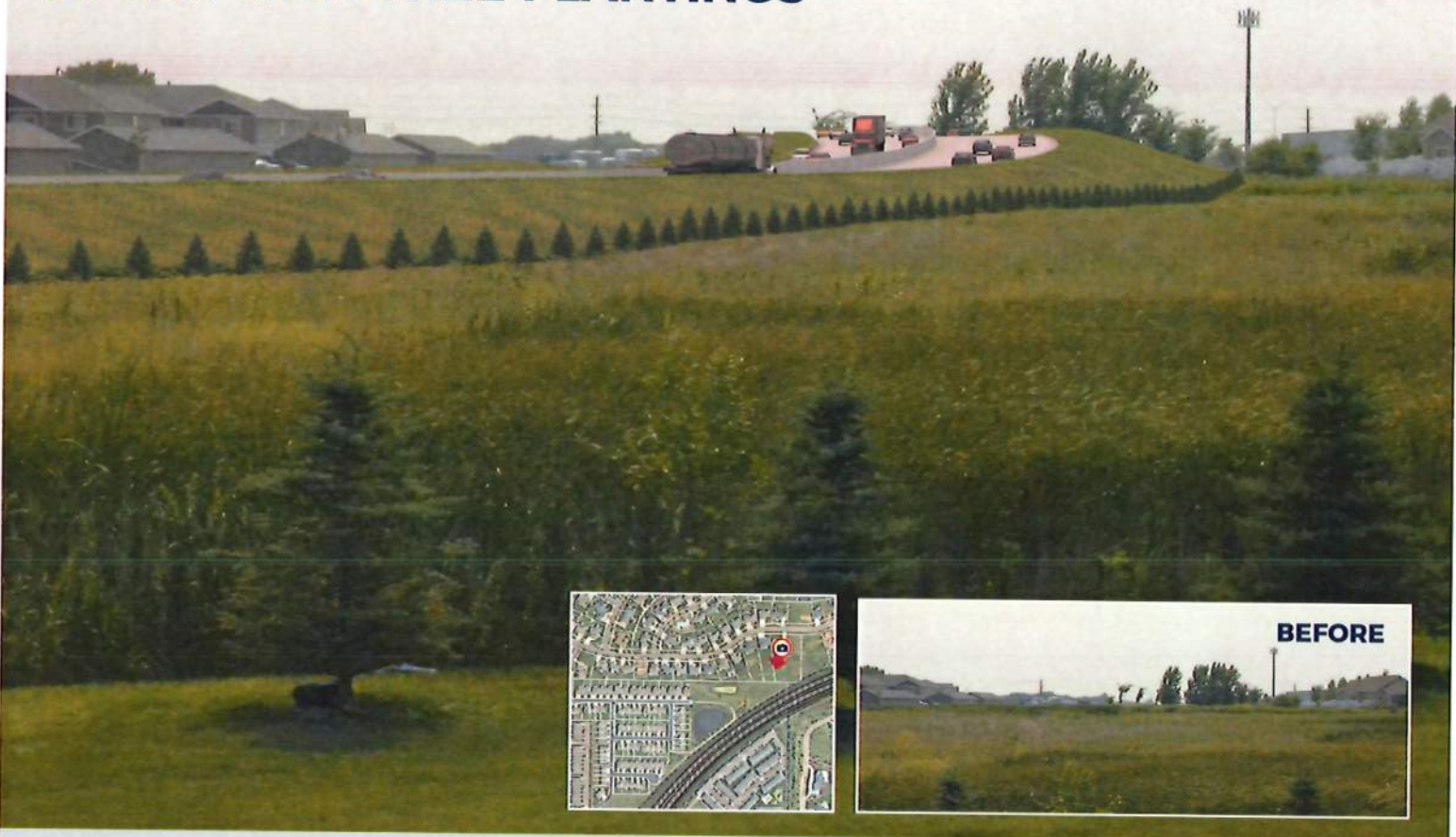
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

Thank you for designing in the median wall. We feel that is a big plus, at least for us.

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:

Yes! So happy to see that trees will be an option. We will be anxious to work with the state / city on the planting.



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

I think I'm good w/ the ^{cut} lights on the highway. I'm also very happy about the wall in the median. It will cut down the car/truck lights.



ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

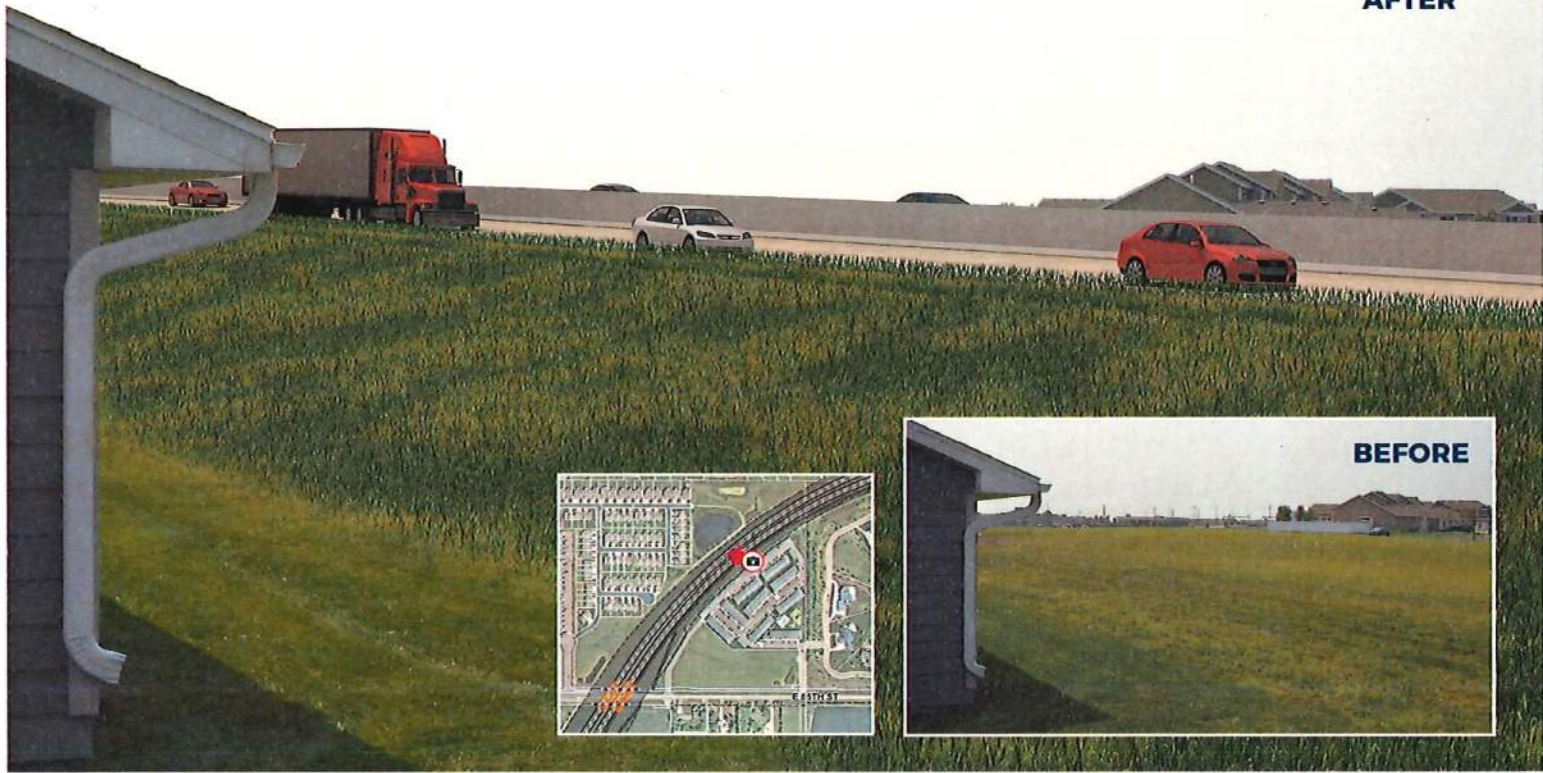
Name: Rachel Hotvet

Address: 600 E 77th St

Phone: 605-323-7290

Email: rachel.rydell@gmail.com

AFTER



BEFORE

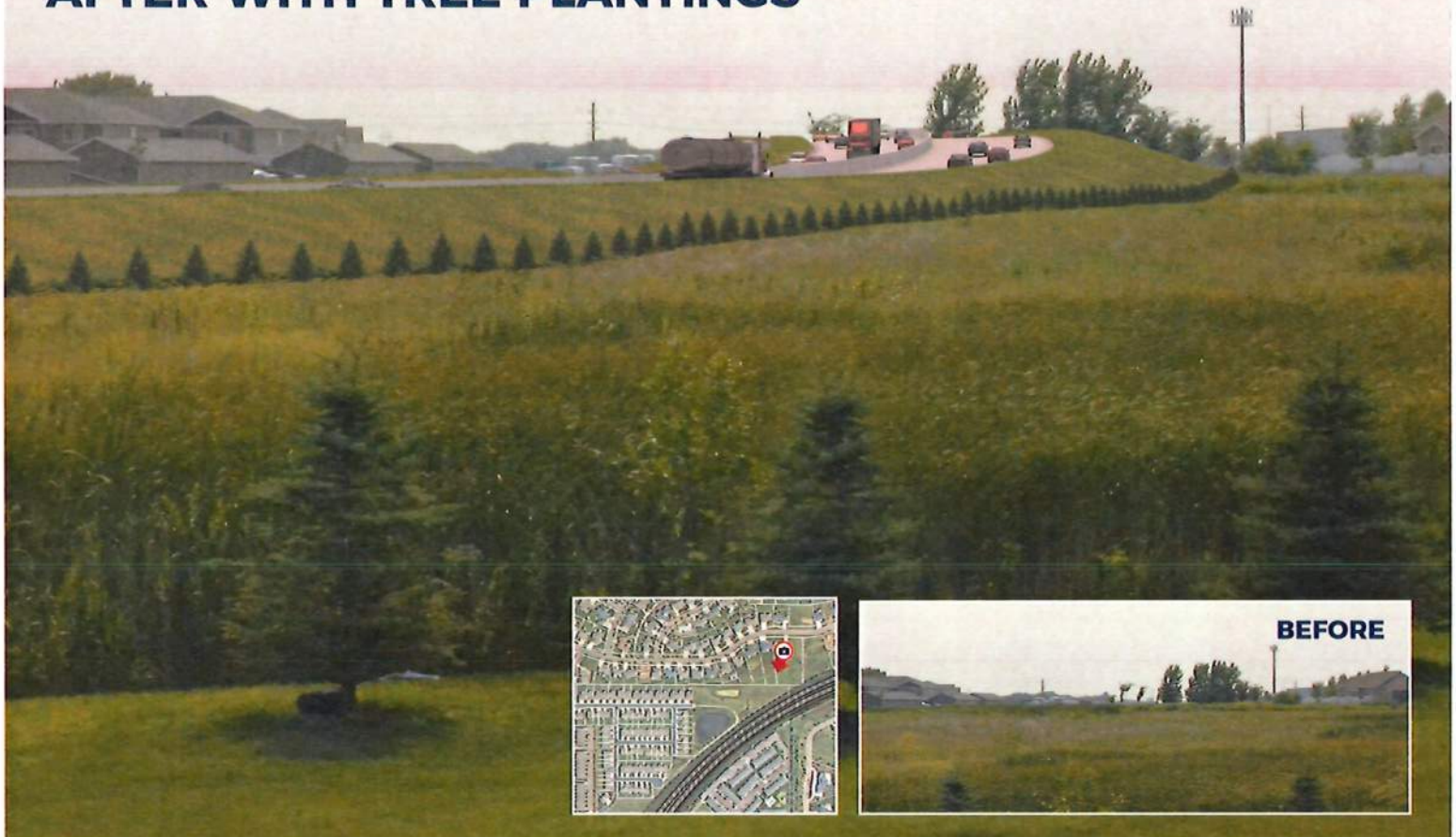
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

Empty text box for providing a comment.

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:

- 1) Money for homeowners to plant trees in the next year
- 2) Planting of trees ASAP prior to construction to allow for growth and to block construction noise.
- 3) layers of trees and shrubs to provide more protection



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment: the Noise Study should be repeated every 3 years to reevaluate impact and mitigation efforts.
~ Rachel Hotvet 605-323-7290

rachel.vrdell@gmail.com



ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

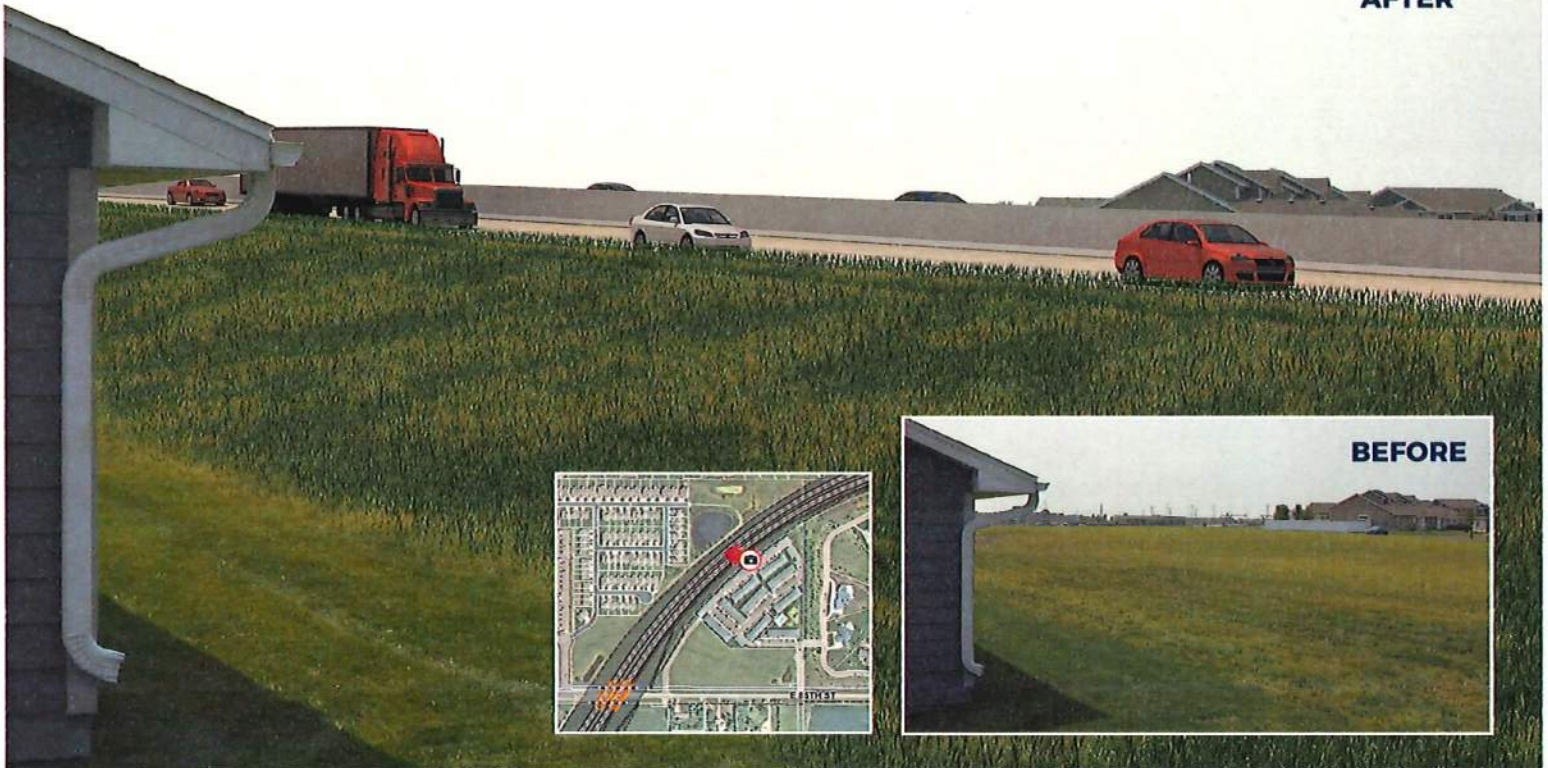
Name: Winston Forred

Address: 214 E 83rd PL

Phone: 605 216 5244

Email: wforred@abe.midea.net

AFTER



BEFORE



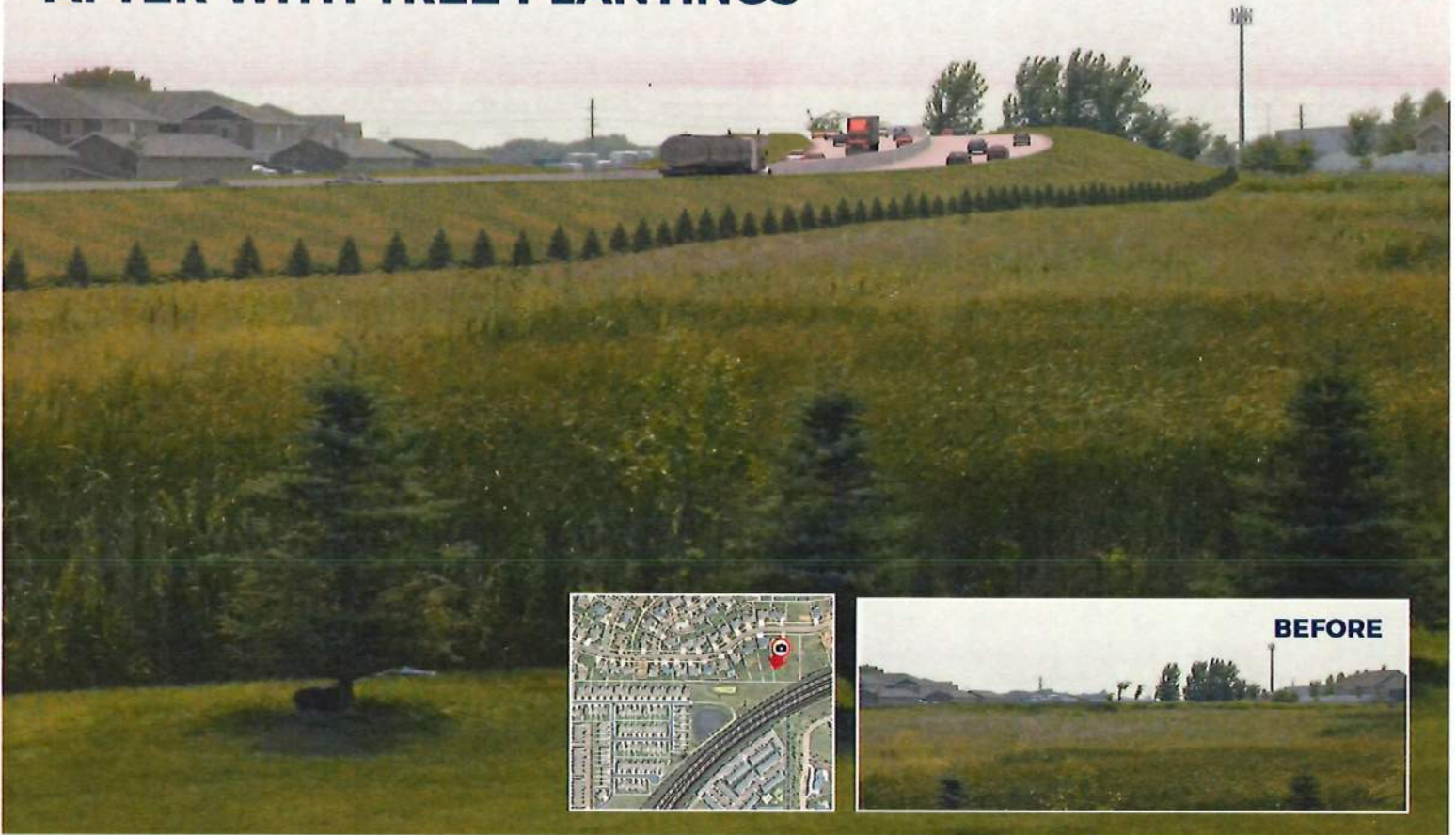
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

Empty text box for providing a comment.

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:

Yes, the more trees the better and we want some on our property.



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

Name: John + Barbara Lockwood

Address: 805 E. 77th St. SFSD 57108

Phone: 605-941-2981

Email: lockwoodjs1@gmail.com

AFTER



BEFORE

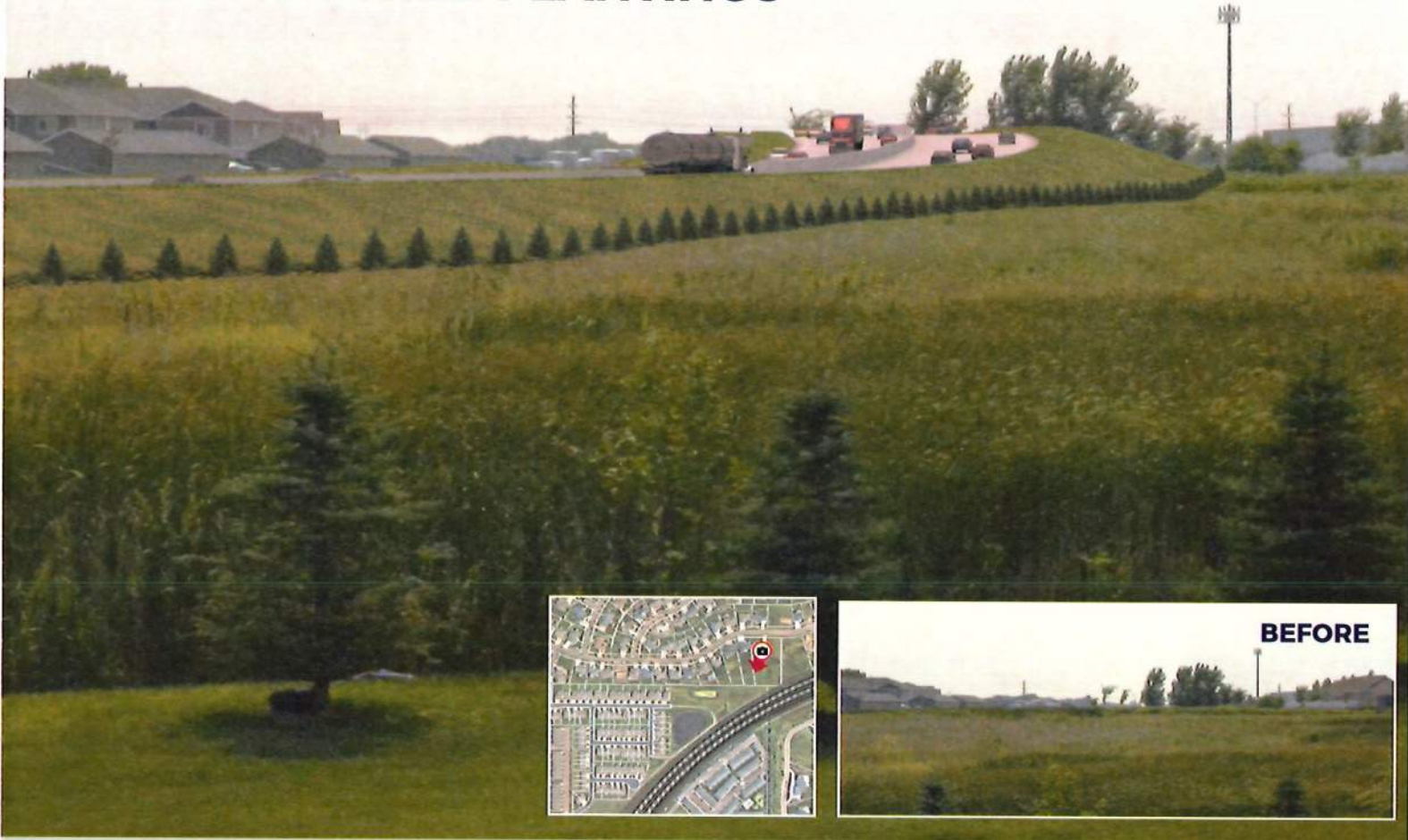
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

- Is barrier for entire length 85th - Cliff
 - What material is the barrier? -
 Safety + aesthetics are both important
 Decorative concrete? Landscaping?
 When + where is the public hearing??

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:

YES! Evergreen trees as pictured along entire section 85th to Cliff Ave. as well as landowner tree plantings through neighborhood grant project.



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

Name: Luke Hotvet

Address: 600 E 77th St

Phone: 605-35-1060

Email: Lhotvet@gmail.com

AFTER



BEFORE



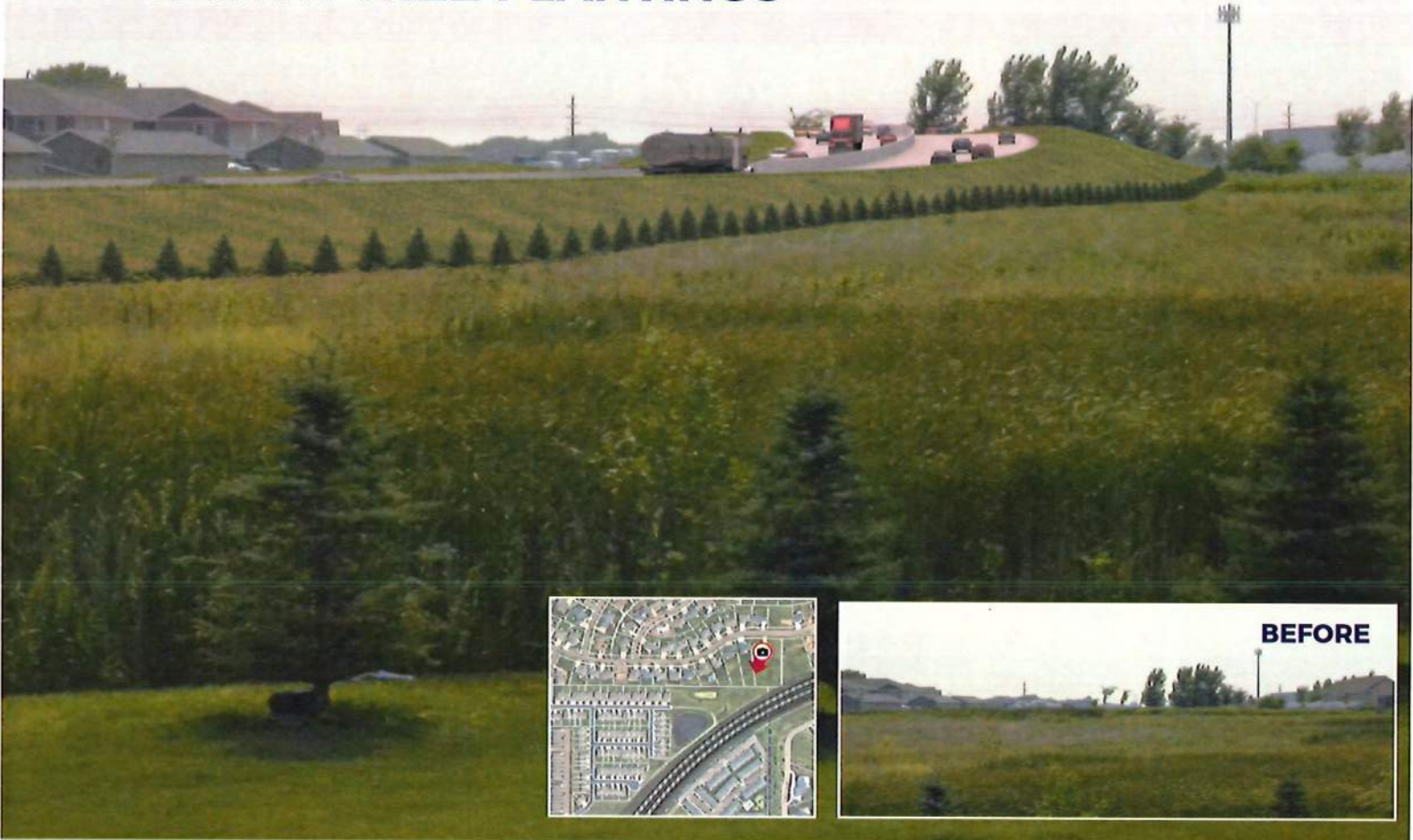
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and a positive effect on noise.

Comment:

Along with trees, fast growing bushes such as sumac would help. Also, burn the trees to add height.

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

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Your name and address will allow us to map specific concerns.

Name: _____

Address: _____

Phone: _____

Email: _____

AFTER



BEFORE

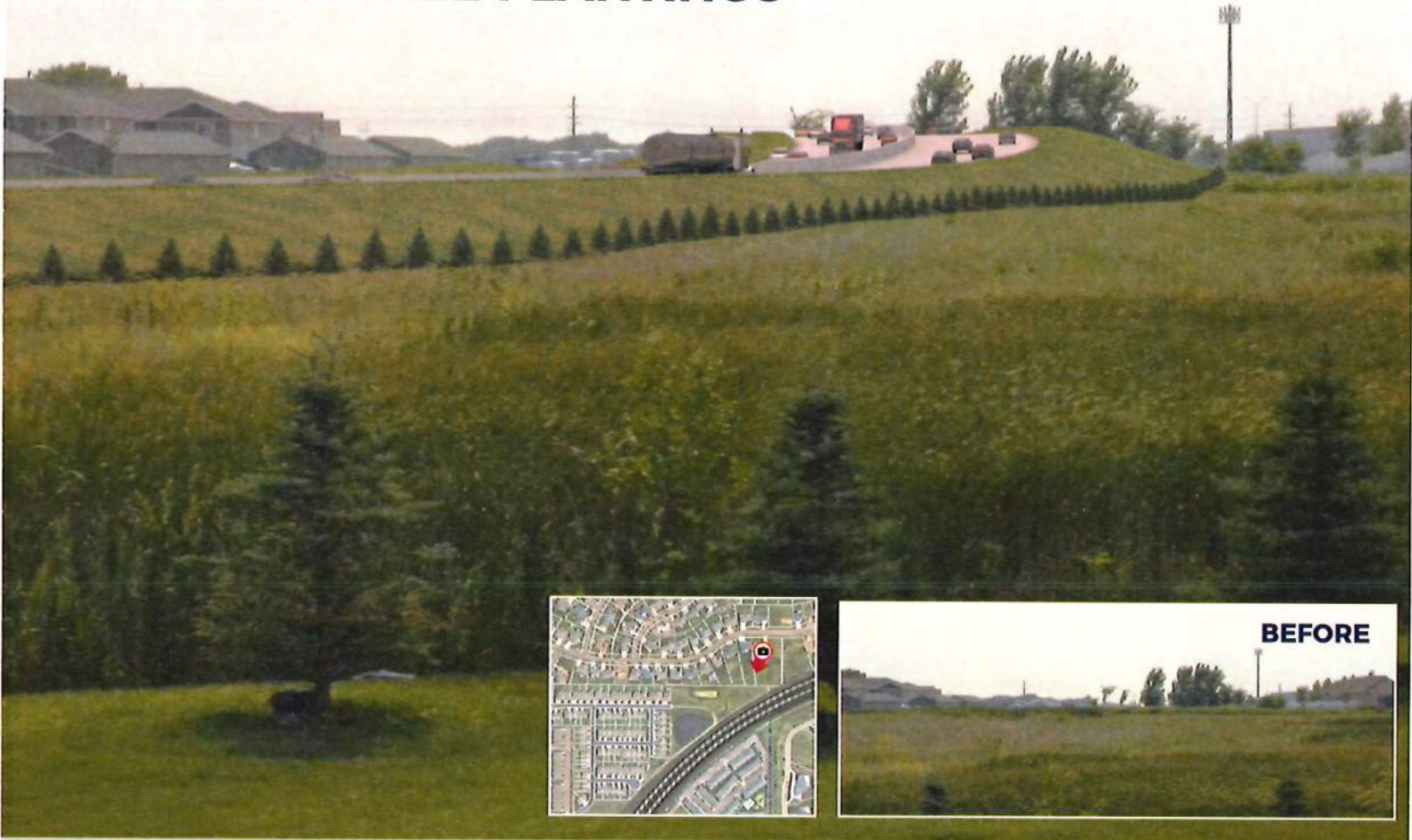
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and has a positive effect on noise.

Comment:

Majority of concern has been related to visual and noise. To my knowledge, no other major highway has six lanes through residential area. Why does this have to be six lanes?

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:

ADJACENT PROPERTY OWNERS INPUT - 85TH TO CLIFF

Property owner feedback is an important part of the Visual Impacts Analysis. Please take a moment and provide feedback for consideration that will be included in the re-evaluation of the Environmental Assessment.

Your name and address will allow us to map specific concerns.

Name: Marcia King

Address: 113 E 81st Pl

Phone: 605-359-0396

Email: mking3021@gmail.com

AFTER



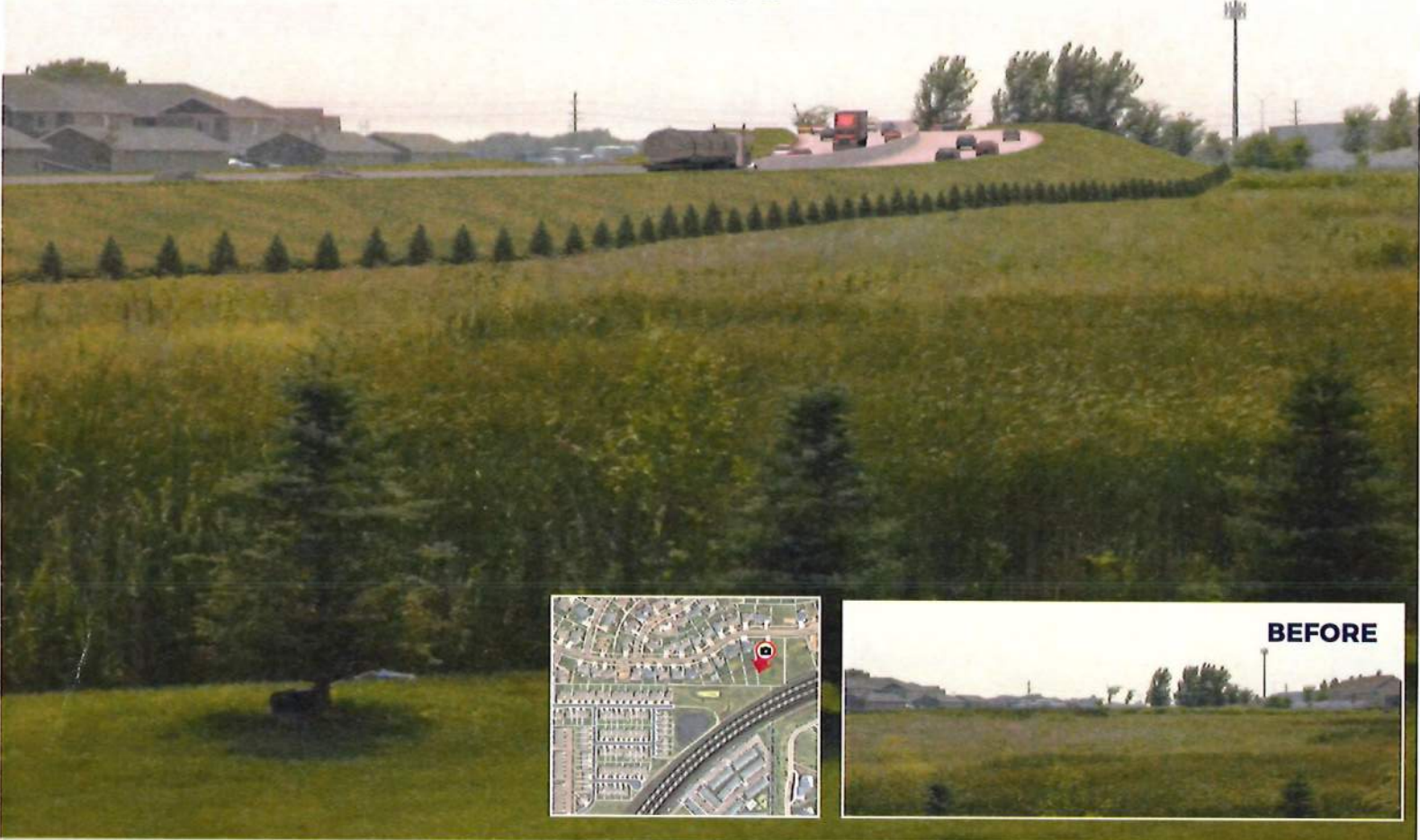
MEDIAN DESIGN ADJUSTMENTS

One of the design modifications made based on public comments was to narrow the median from 32 feet to 10 feet and install a barrier between directions of traffic. This adjustment increases distance between the roadway and homes, reduces some headlight glare and has a positive effect on noise.

Comment:

I am the Harmony Estates Board President and would like info on the neighborhood grant program and landscaping ideas

AFTER WITH TREE PLANTINGS



TREES AS VISUAL BENEFIT

Several options to address visual concerns expressed by the homeowners were considered. Although trees will not completely block the roadway, do you consider planting of trees would provide a benefit?

Comment:



LIGHT EFFECT

Residents expressed a concern that street lights and headlights would shine into homes. Please provide your thoughts based on additional information and options presented.

Comment:



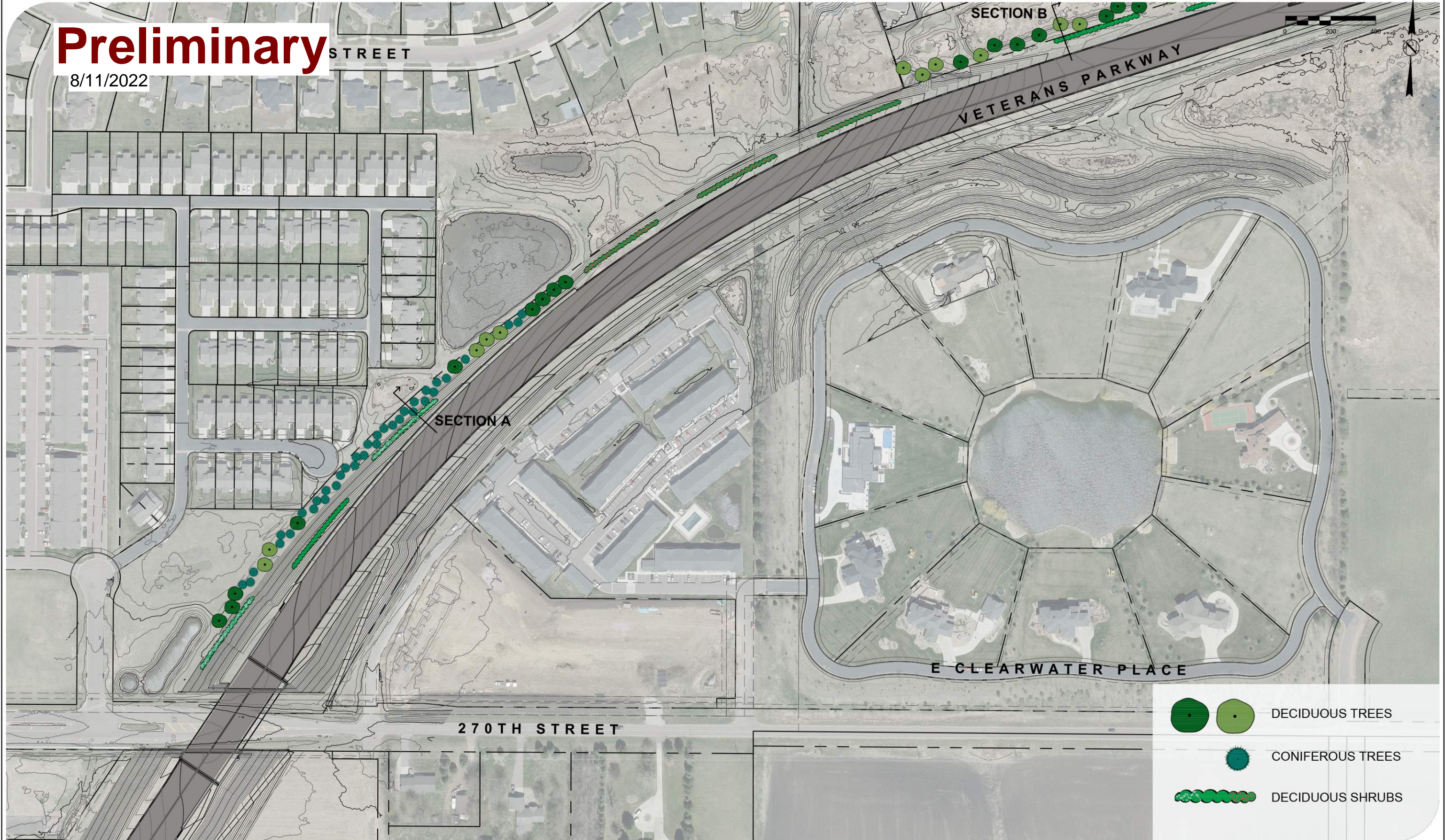
Appendix D: Preliminary Landscape Plan

Landscape Plan

STATE OF SOUTH DAKOTA	PROJECT CIP 11113, 11114, 11115	SHEET NO.	TOTAL SHEETS
-----------------------	------------------------------------	-----------	--------------

Preliminary

8/11/2022

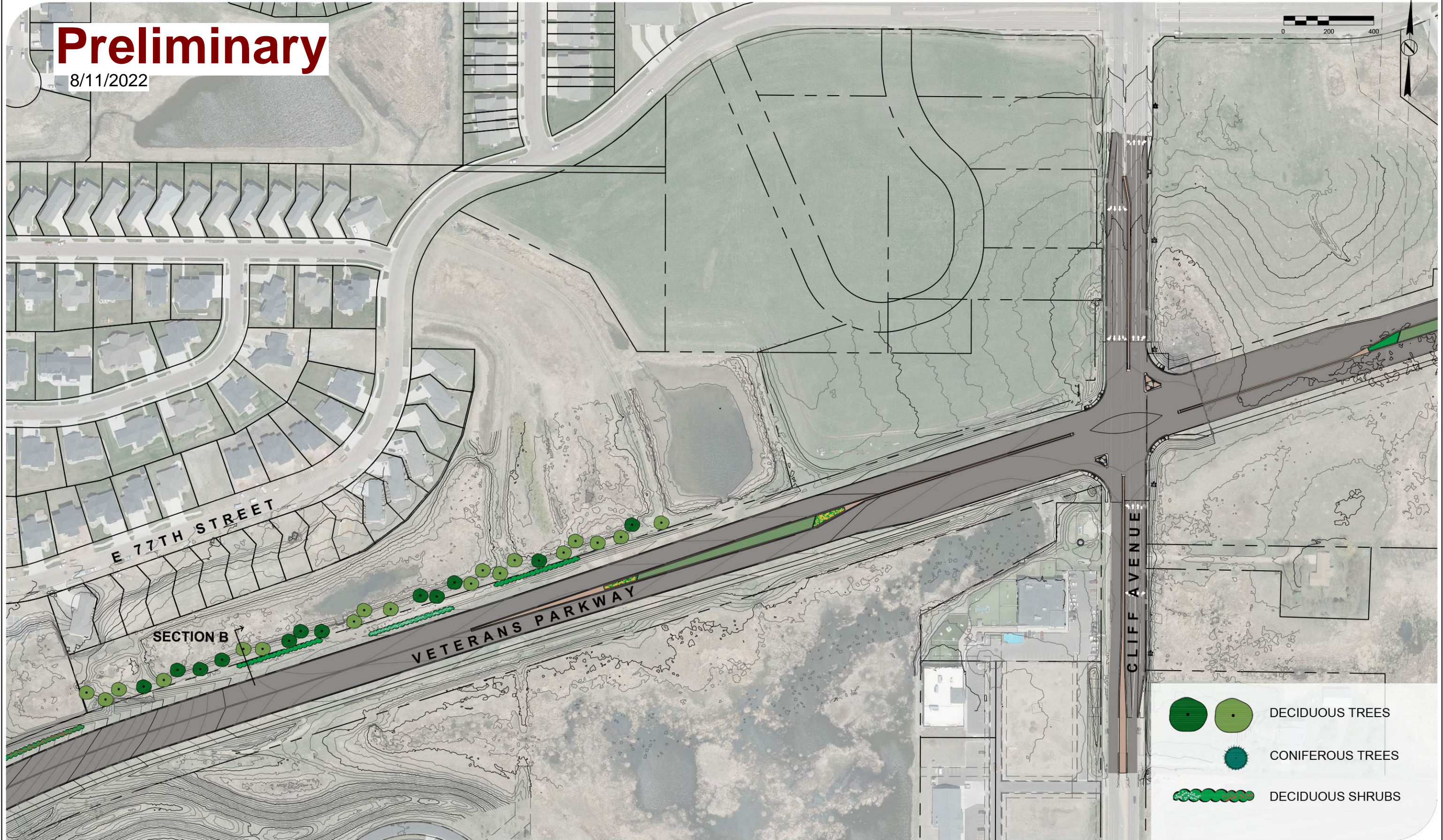


Landscape Plan

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	CIP 11113, 11114, 11115		

Preliminary

8/11/2022



SECTION B

- DECIDUOUS TREES
- CONIFEROUS TREES
- DECIDUOUS SHRUBS

Section A

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	CIP 11113, 11114, 11115		

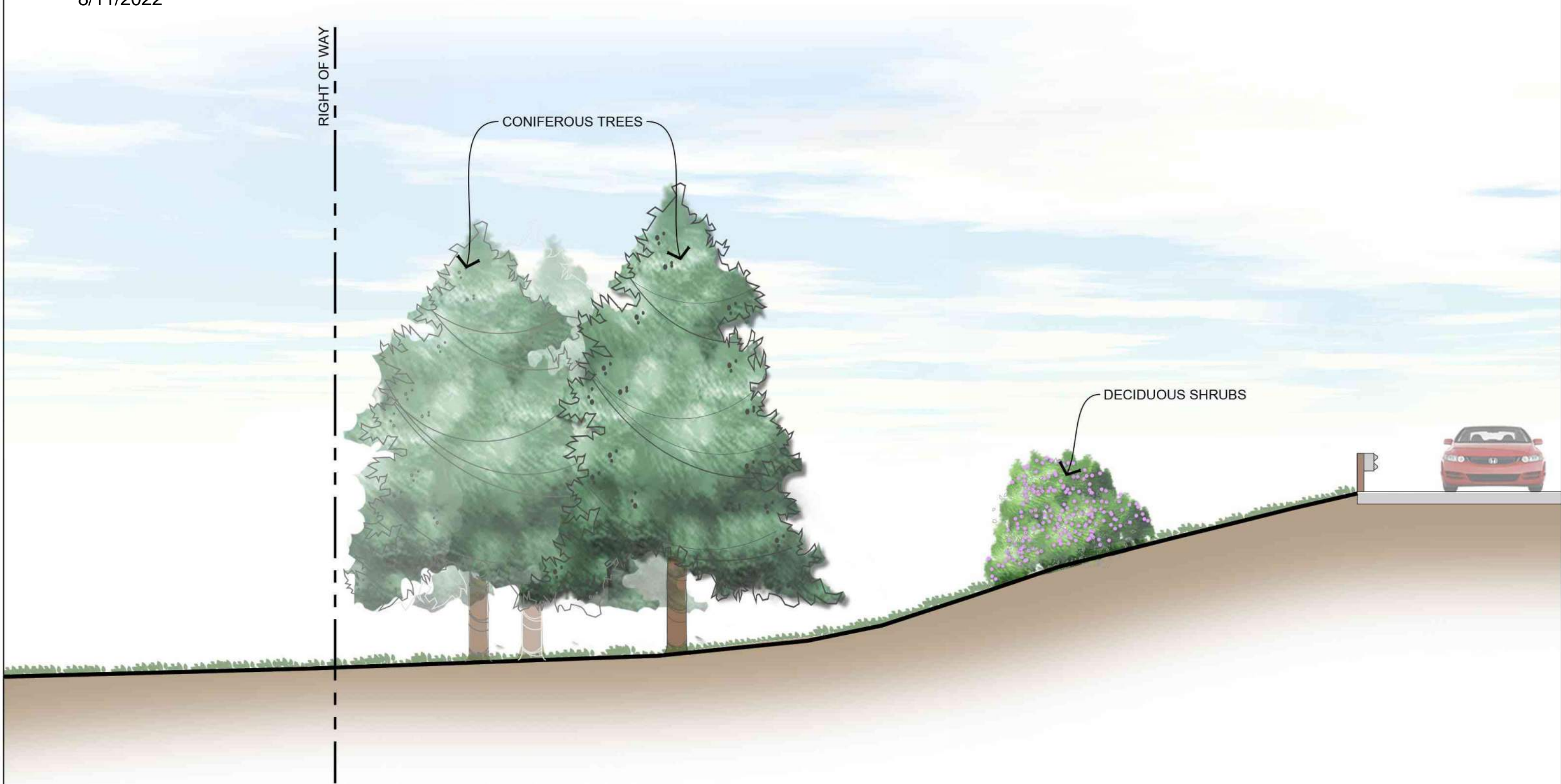
Preliminary

8/11/2022

RIGHT OF WAY

CONIFEROUS TREES

DECIDUOUS SHRUBS



Section B

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	CIP 11113, 11114, 11115		

Preliminary

8/11/2022

