

# VISUAL IMPACT ASSESSMENT

## STATE ROUTE 68/CORRAL DE TIERRA ROAD INTERSECTION IMPROVEMENT PROJECT

05-MON-68- PM 12.8/13.2  
EA#05-OH8230

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# STATE ROUTE 68/CORRAL DE TIERRA ROAD VISUAL IMPACT ASSESSMENT

## 1.0 INTRODUCTION

### **Purpose of Study**

The purpose of this Visual Impact Assessment (VIA) is to determine the visual and aesthetic compatibility of the State Route 68 (SR-68)/Corral de Tierra Road intersection improvement project in Monterey County with the surrounding development and natural areas. The “study area” refers to the project’s ultimate right-of-way (see Engineering Concept Plans provided in Attachment A) and surrounding sensitive viewer areas.

### **Project Description**

The Monterey County Department of Public Works, in cooperation with State of California Transportation District 5 (Caltrans) proposes to improve the intersection of SR-68 and Corral de Tierra Road, SR-68 post mile (PM) 12.8 to 13.2. The project objective is to improve the operation of the signalized SR-68 intersection with Corral de Tierra Road. The proposed project consists of roadway improvements that would widen the approaches to the SR-68/Corral de Tierra Road intersection to accommodate the construction of a second left-turn lane from westbound SR-68 to southbound Corral de Tierra Road. In addition, a second southbound receiving lane would be constructed on Corral de Tierra Road. The paved shoulders of Corral de Tierra Road within the project area would be widened to 8 feet (ft) to better accommodate pedestrians and facilitate the future addition of Class II bicycle lanes to Corral de Tierra Road. The specific proposed improvements are described further below.

SR-68 runs east/west through the project area, and Corral de Tierra Road runs south from SR-68. The project limits extend on SR-68 from 1,435 ft east to 925 ft west of the Corral de Tierra Road centerline (C/L), and 1,050 ft south of SR-68 C/L. The regional location of the proposed project and the project vicinity are shown in Figure 1. Concept Plans are provided in Attachment A.

In 2006, State Transportation Improvement Program-Regional Improvement Program funds were allocated by the Transportation Agency for Monterey County and the state. The project would be funded through a combination of State Transportation Improvement Program funds and local funds. The proposed project is consistent with the Association of Monterey Bay Area Government’s Metropolitan Transportation Plan 2002 Update and the route concept LOS shown in Caltrans’ Route Concept Report (RCR) for SR-68. Construction is anticipated to be completed in a single season.

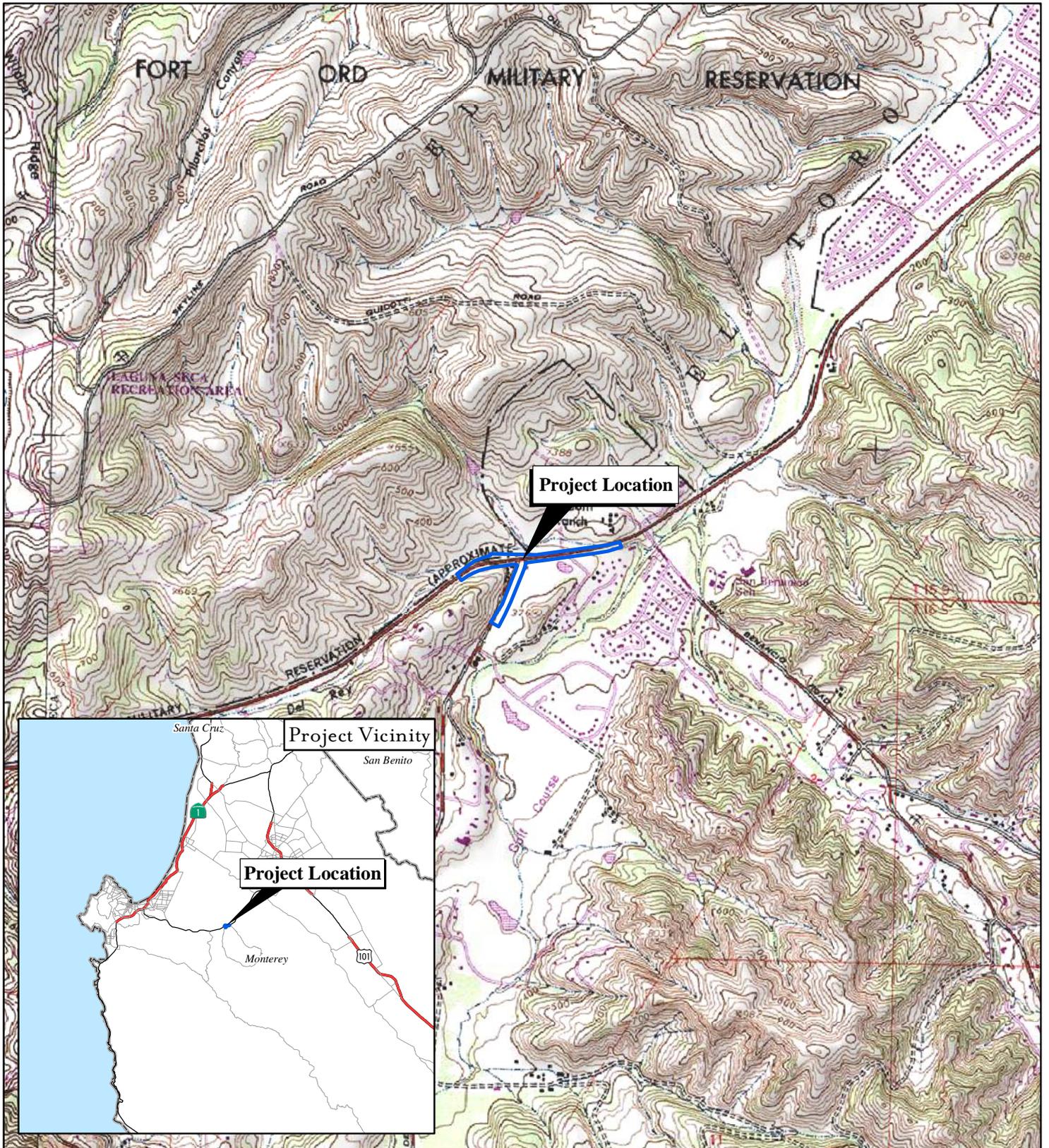


FIGURE 1

SR 68 / Corral de Tierra Road  
 Intersection Improvement Project  
 Project Location Map

## **Build Alternative**

The proposed project would widen the SR-68/Corral de Tierra intersection to the north of the existing alignment to accommodate the construction of a second (additional) left turn lane from westbound SR-68 onto southbound Corral de Tierra Road. Both of the left turn lanes (in the median of SR-68) would have sufficient length to accommodate deceleration from 53 miles per hour. An additional receiving lane would also be constructed on southbound Corral de Tierra Road. The paved shoulders of Corral de Tierra Road within the project area would be widened to 8 feet to better accommodate pedestrians and facilitate the future addition of Class II bicycle lanes to Corral de Tierra Road.

About 520 ft of Steel Crib retaining wall (or equivalent) would be constructed west of Corral de Tierra Road along the north embankment of SR-68. The retaining wall would lie below the existing road grade and therefore would not be visible from SR-68. The retaining wall would minimize the footprint of the embankment needed to accommodate the widened road section.

A left turn lane would also be constructed from westbound SR-68 into the Corral de Tierra Country Club driveway. The Corral de Tierra Country Club driveway is located east of Corral de Tierra Road on the south side of SR-68.

No provisions for left turns to or from the residential driveway on the north side of SR-68 would be made. As part of the proposed project, a painted median island would be created in front of the residential driveway restricting drivers to right-in, right-out access. Drivers needing to make left-in, left-out movements would need to make a U-turn at the traffic signal at either San Benancio Road or at Corral de Tierra Road. U-turn movements at these signalized intersections are both legal and safe.

As part of the proposed project native vegetation would be planted within the project limits. As an additional feature of the proposed project, if new or relocated guardrails are erected with metal posts, the posts would be darkened to reduce glare and reflectivity.

All of the work would be constructed within existing State and County rights-of-way, except for a small area of new State right-of-way that would be acquired on the north side of SR-68 just east of the intersection to accommodate relocation of a bus stop, widening and grading. Also, a temporary construction easements would be acquired along the east side of Corral de Tierra Road to accommodate grading near the edge of the County right-of-way (refer to Figure 1-3: Build Alternative Design Plan). Temporary staging areas for construction equipment and materials would be located in those areas of the existing State and County rights-of-way that are not designated as environmentally sensitive areas. Construction is expected to be completed in a single season.

## **2.0 PURPOSE AND NEED**

The purpose of the project is to improve the operation of the SR-68 signalized intersection with Corral de Tierra Road. The SR-68/Corral de Tierra intersection currently operates at a level of service (LOS) D during p.m. peak travel period. The objective for driving conditions for County roads and intersections defined by the 2010 Monterey County General Plan is LOS D; therefore, the SR-68/Corral de Tierra intersection is not currently operating at a deficient LOS. However, without implementation of the proposed project, the SR-68/Corral de Tierra intersection LOS is predicted to deteriorate due to increased traffic. Forecast traffic operations for the year 2024 predict that the SR-68/Corral de Tierra intersection would have a LOS E in the morning peak hour and a LOS F in the evening peak hour (refer to Traffic Operations Technical Memorandum).

SR-68 serves as a commuter route between Salinas and the Monterey Peninsula, Monterey County's two principal urbanized areas, and provides access to low-density residential developments, schools, and business parks adjacent to the SR-68 corridor. The SR-68 corridor also serves as the main connector between the Monterey Peninsula and destination such as Carmel Valley, the former Fort Ord area, and Southern California via US 101.

### **Construction Staging Area and Construction Program**

Construction staging would take place within Monterey County and Caltrans right-of-way. A phased construction program would be designed and implemented by the County in cooperation with Caltrans to allow for the continuation of circulation through the project area during the construction of the project.

## **3.0 ENVIRONMENTAL CONSIDERATIONS**

In that SR-68 is a state highway, under the requirements of the California Environmental Quality Act (CEQA), Caltrans is the Lead Agency for environmental review of the proposed project.

At this time, funding for the proposed project would come from state and local sources. However, in the event that federal funds are necessary, compliance with the National Environmental Policy Act (NEPA) would be required.

### **Applicable Environmental Planning Laws and Policies**

The following laws and regulations pertain to visual environmental studies of highway projects. The guidelines under these laws are used to determine potential effects of a project on the visual and aesthetic environment. The proposed project falls within two jurisdictions – the County of Monterey and the State of California Department of Transportation. Although the State is not specifically subject to County General Plan and Zoning Ordinance policy, the local regulations are a valid indicator of viewer sensitivity.

**CEQA.** Appendix G of the State CEQA Guidelines (2012) presents the following questions to assist in determining potential adverse visual impacts of a project:

- Would the project have a substantial adverse effect on a scenic vista?
- Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- Would the project substantially degrade the existing visual character or quality of the site and its surroundings?
- Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The relationship between the severity of impacts related to specific visual characteristics, the location of the visual impacts relative to sensitive land uses, and the length of time these visual impacts are visible are the criteria for evaluating the significance of project impacts on visual resources in a

particular area. The permanent removal and conversion of a natural area to an urban land use (i.e., commercial) or the modification of an existing urban facility (i.e., state highway) could have a significant visual impact when these areas are in the foreground of sensitive viewer groups.

**State Scenic Highway Program.** A State Scenic Highway is any freeway, highway, road, or other public right-of-way designated through legislation that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on three visual concepts – vividness, intactness, and unity (source: Caltrans Guidelines for Official Designation of Scenic Highways 1995). Suitability for designation as a State Scenic Highway is also based on the extent of the corridor’s natural setting. SR-68 is an officially designated State Scenic Highway from SR-1 to the Salinas River, which includes SR-68 in the project study area ([www.dot.ca.gov/hq/LandArch/scenic/schwy3.html](http://www.dot.ca.gov/hq/LandArch/scenic/schwy3.html)).

**County of Monterey.** The County of Monterey General Plan (adopted by County Board of Supervisors on September 30, 1982, and updated in 2010) acknowledges portions of SR-68 as an officially designated State Scenic Highway. The General Plan contains the following State Scenic Highway objectives and policies that are relevant to the SR-68/Corral de Tierra Road project:

**Objective.** Employ a cooperative planning effort among all public and private interests to implement appropriate land use techniques and controls for maintaining the scenic beauty and atmosphere of the scenic corridor.

**Policies.** Additional sensitive treatment provisions shall be employed within the scenic corridor, including placement of utilities underground, where feasible; architectural and landscape controls; outdoor advertising restrictions; encouragement of area native plants, especially on public lands and dedicated open spaces; and cooperative landscape programs with adjoining public and private open space lands.

Land use controls shall be applied or retained to protect the scenic corridor and to encourage sensitive selection of sites and open space preservation. Where land is designated for development at a density which, should maximum permissible development occur, would diminish scenic quality, the landowner shall be encouraged to voluntarily dedicate a scenic easement to protect the scenic corridor.

**Objective.** Ensure that the location, design and construction of the scenic road or highway itself blends into and compliments the accepted scenic corridor.

**Policies.** The agencies involved in establishing the scenic highway or route, whether they have jurisdiction over the corridor or the right-of-way, shall coordinate their efforts for the integrated design and implementation of the project; this same “team” approach shall also be required for new or relocated roads and highways within all scenic corridors.

The County shall promote special scenic treatment and design within the right-of-way, to include highway directional signs, guardrails and fences, lighting and illumination, provision of scenic outlooks, road lanes, frontage roads, vegetation, grading and highway structures.

**County of Monterey Zoning Ordinance.** County Ordinance 21.64.260—Preservation of Oak and Other Protected Trees, has an exemption in Section F for tree removal activities as follows:

“2. Tree removal pursuant to Public Utilities Commission General Order 95 or by governmental agencies within public rights of way.”

The proposed project is a government project the majority of which would take place within public right-of-ways. Any tree removal activities within the existing or new public right-of-way would be exempt from the requirements of the County’s tree ordinance.

#### **4.0 VISUAL ASSESSMENT METHODOLOGY**

For this visual impact assessment, the “study area” refers to the project limits described in Section 1.0 and the surrounding sensitive viewer areas.

Project impacts to visual resources were determined by utilizing the CEQA guidelines referenced in Section 3.0, and following the steps provided in the publication “Visual Impact Assessment for Highway Projects,” Federal Highway Administration (FHWA), March 1981. Six principal steps required to assess visual impacts were carried out: (1) define the existing visual resources; (2) identify key views for visual assessment; (3) analyze existing visual resources and viewer response; (4) assess the visual impacts of project alternatives based on the environmental considerations; and (5) propose methods to mitigate adverse visual impacts.

Views of the road and views from the road shape the overall visual image of an urban or rural area and often form the first impression of a particular viewer. Therefore, FHWA guidelines include analyzing changes to views of and from the road. The points of view of the roadway traveler (from the road) and of those people with a view toward the road are the same in this particular study, because the key view points are all located on the road.

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the viewshed. The FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for mitigating specific adverse impacts that may occur as a result of a project.

#### **5.0 EXISTING VISUAL RESOURCES, KEY VIEWS, AND VIEWER RESPONSE**

Visual character definitions establish an existing condition that can be discussed in general terms and then can be compared to the post project development visual character so that any differences can be identified.

The predominate existing visual character of the study area and surrounding landscape is semirural. The study area is distinguished by large open natural areas, rolling hills, the Cypress Community Church, and low-density residential, including the Corral de Tierra Country Club. There is also minor commercial development (some of it is proposed for redevelopment) at the intersection of SR-68 and Corral de Tierra Road.

### **Sensitive View Groups/Viewer Response**

Sensitive viewers in the project study area include motorists, bicyclists, and pedestrians traveling east and west along SR-68 and north and south along Corral de Tierra Road. The Cypress Community Church, located on a hill to the north of the project site, can be seen from limited vantage points along SR-68 and has a middleground view of the project study area. A residential subdivision located on the south side of SR-68 and east of the Corral de Tierra Road intersection has a limited view of the project study area because trees separate the residential land uses from the road. A former gas station located on the southeast quadrant of the intersection is currently used as a real estate office and a motel and an active gas station operate at the southwest quadrant of the intersection of SR-68 and Corral de Tierra Road and dominate the foreground view at that location. Houses scattered along the hillsides above Corral de Tierra Road would also have a middleground and background view of the improvements proposed for Corral de Tierra Road.

### **Vegetation and Topography**

The project site is characterized by rolling hills on the north and south sides of SR-68. Corral de Tierra Road runs north – south through the hills to the west, ending at SR-68. The project intersection slopes gently to the east and becomes flat at the intersection of the two roadways. Five vegetation communities exist within the project site: ruderal California grassland, arroyo willow riparian, coyote brush scrub, oak woodland, and eucalyptus woodland. There are oak trees on the west side of Corral de Tierra Road and eucalyptus trees line a portion of the north side of SR-68 to the east of the Corral de Tierra Road intersection. The understory of each of these communities consists of grassland and nonnative ruderal species. A culvert under SR-68 conveys flow towards the northeast into a small drainage within and adjacent to the project site. Riparian habitat is localized along the banks of the drainage, with coyote brush scrub and grassland occurring in the upland areas.

### **Roadside Features**

The project study area includes an existing guardrail along the north side of SR-68 west of the Corral de Tierra Road intersection. A portion of the existing guardrail is supported by wood posts and a portion is supported by metal posts.

### **Key Views**

Key views of the project site from three vantage points were selected that display the visual effects of the proposed project. No visual simulations were prepared for the project in part because the post project visual changes would not be substantially different from the existing conditions. Photographs of three key views are shown in Figures 2, 3, and 4. These photographs provide the perspective of a pedestrian traveling along the project site from eastbound and westbound SR-68, and from Corral de Tierra Road heading north towards the Corral de Tierra Road/SR-68 intersection. These three views were selected because they represent the visual quality of typical existing viewsheds in the SR-68/Corral de Tierra Road study area that would be modified by the proposed project.



Looking west at the Corral de Tierra Road intersection from south shoulder of State Route 68.

FIGURE 2

*SR-68/Corral de Tierra Road  
Intersection Improvement Project  
Visual Impact Assessment  
Monterey County, California*

View from SR-68 Looking West



Looking east at the Corral de Tierra Road intersection from north shoulder of State Route 68.

FIGURE 3

*SR-68/Corral de Tierra Road  
Intersection Improvement Project  
Visual Impact Assessment  
Monterey County, California*

View from SR-68 Looking East



Looking north toward the Corral de Tierra Road/SR-68 intersection from Corral de Tierra Road.

FIGURE 4

*SR-68/Corral de Tierra Road  
Intersection Improvement Project  
Visual Impact Assessment  
Monterey County, California*

Looking North toward the Corral de Tierra Road/SR-68 Intersection

**Key View 1.** Figure 2 shows the existing view looking west along SR-68 from the south shoulder of SR-68. The foreground view includes mature trees, and the middleground and background views are of the SR-68/Corral de Tierra Road intersection, mature trees, and hills with trees. The middle and background view also includes the existing guardrail on the north side of SR-68 to the west of the Corral de Tierra Road intersection. Key View 1 is a typical foreground, middleground, and background view for an observer (pedestrian, motorist, or bicyclist) on SR-68.

**Key View 2.** Figure 3 shows the existing view looking east along SR-68 from the north shoulder of SR-68. The foreground view includes the existing gas station and corner store on the southwest corner of the SR-68/Corral de Tierra Road intersection. The foreground view also includes the existing guardrail on the north side of SR-68. The middleground and background views are of the SR-68/Corral de Tierra Road intersection, mature trees, and hills with trees. Key View 2 is also a typical foreground, middleground, and background view for an observer (pedestrian, motorist, or bicyclist) on SR-68.

**Key View 3.** Figure 4 shows the existing view looking north toward the Corral de Tierra Road/SR-68 intersection. The foreground view includes Corral de Tierra Road and the east side of the road that is proposed for widening under the proposed project. The middleground and background views include hills with mature trees.

## 6.0 PROJECT VISUAL IMPACTS

This visual impact analysis is based on the ultimate right-of-way of the proposed project as shown on the concept plans (Attachment A).

### Visual Quality Ratings

Table A, Visual Quality, provides visual quality ratings of the key views. The overall visual quality rating (from 1 to 7 or very low to very high) is an average of the three criteria ratings (vividness, intactness, and unity), as defined below:

**Table A: Visual Quality**

Key View	Existing Visual Quality				Visual Quality with the Proposed Project				Difference from Existing (P-E)
	Vividness (V)	Intactness (I)	Unity (U)	Existing (E) Overall $([V+I+U]/3)$	Vividness (V)	Intactness (I)	Unity (U)	Proposed (P) Overall $([V+I+U]/3)$	
1	2.0	5.0	6.0	4.3	2.0	5.0	5.8	4.27	0.03
2	2.0	5.0	4.0	3.7	2.0	5.0	3.8	3.6	0.1
3	2.0	5.0	5.0	4.0	2.0	5.0	4.8	3.9	0.1

Rating Scale: 1.0–7.0 (1 = very low; 2 = low; 3 = moderately low; 4 = moderate; 5 = moderately high; 6 = high; 7 = very high)

**Vividness.** The extent to which the landscape is memorable. This is associated with distinctiveness, diversity and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer

**Intactness.** The integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions.

**Unity.** The extent to which intrusions are sensitive to and in visual harmony with the environment.

A viewshed containing many pleasing features will typically have a higher vividness rating (6 or 7). Encroachment refers to elements in the viewshed that encroach upon the intactness of the view, such as utility lines, excessive traffic, and graffiti. A view that contains a high number of encroachments will typically have a lower intactness rating (1 or 2). Unity refers to the visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape. If the components of a view are few, defined, and complimentary to one another (balanced), the view will be given a higher unity rating.

The use of this evaluative criterion helps to establish a baseline for effects on visual quality. “Very low” visual quality is a view lacking pleasing features, and “very high” is the opposite—an aesthetically pleasing view.

The *proposed* visual quality ratings are based on a conceptual idea of what the views will look like with implementation of the project. Potential visual impacts of the project are expressed in the final column of the Table A “Difference from Existing”. The change in overall visual character at project build out is the difference between the existing visual quality rating and the “Proposed Overall” rating. For example, if the overall existing visual quality *view of* rating was 4.0 and the proposed *view of* rating is 3.0, then the difference from existing would be -1.0. A negative number indicates potential visual impact to the existing viewshed. The greater the negative number, the more significant the visual impact. For example, -3.1 would have more visual impact than -0.4. A positive number represents a potential improvement in the visual setting with implementation of the project.

**Key View 1.** In Key View 1 (Figure 2), SR-68 would be widened on the north side to provide room for an additional left turn lane at the intersection and new left turn lane to the residences and golf course east of the intersection behind where the photo was taken. The increase in the amount of pavement/roadway would have a slight impact on the road’s visual quality. Therefore, with implementation of the proposed project, Key View 1 would decrease slightly in visual quality, due to the widening of SR-68. However, there would be minimal changes in the overall visual character and experience for the sensitive viewer groups from the existing setting. Therefore, adverse visual impacts to this key view are not anticipated with implementation of the proposed project.

**Key View 2.** In Key View 2 (Figure 3), the road would be widened shifting the existing pavement to the north (left side of the photograph). A guardrail along the north side of SR-68, as can be seen in Key View 2, would be relocated or replaced to accommodate the wider road in that location. The increase in the amount of pavement/roadway is minimal and while it would have a slight impact on the road’s visual quality, it would not change the existing overall visual character and experience for observers. Therefore, implementation of the proposed project is not anticipated to result in adverse visual impacts from this key view.

**Key View 3.** In Key View 3 (Figure 4), the road would be widened on the east side (right side of photo) to provide room for an additional southbound receiving lane. Although there would be a slight increase in pavement with the addition of another southbound receiving lane, the increase would be minimal and no additional permanent right-of-way would be acquired to construct this stretch of roadway. Observers would experience a slight impact associated with the road's visual quality but would not experience any change in the overall visual character of the existing setting. Therefore, implementation of the proposed project is not anticipated to result in adverse visual impacts from this key view.

**CEQA.** Under CEQA criteria, implementation of the proposed project would not result in adverse visual impacts relating to scenic vistas and other sensitive resources. The following impact discussion provides answers to the CEQA checklist questions provided in Section 3.0, Environmental Considerations.

**Scenic Vista.** Scenic vistas surround the project area and SR-68, which is a designated State Scenic Highway. No structures would be built with the proposed intersection improvements that would obstruct a scenic vista. Therefore, the project would not have a substantial adverse effect on a scenic vista.

**Scenic Resources.** The project would not result in the removal of any scenic resources. Therefore, implementing the proposed project would not result in substantial damage to any scenic resources.

**Visual Character.** The proposed project would add a nominal amount of additional roadway/pavement within the study area. The additional roadway would result in only minimal changes to the overall visual character of the project area and to the visual experience for observers. Therefore, implementing the proposed project is not anticipated to result in adverse visual impacts.

**Light and Glare.** The proposed project would add no new lighting. Therefore, no new light and glare impacts are anticipated to result from implementation of the proposed project.

### **Summary of Project Specific Impacts**

**Guardrails.** The guardrail along the north side of SR-68, west of the intersection, would be relocated or replaced to accommodate the wider road in this location. The relocated or new guardrail would be erected with metal posts. The posts will be darkened to reduce glare and reflectivity. Darkening any new guardrail posts will also make them consistent with other programmed projects in the area.

**Vegetation and Tree Removal.** The proposed project would prune 0.001 acre of riparian vegetation in the coast live oak community at the west end of the project study area. Additionally, construction of the retaining wall would require removal of landscape vegetation present (including one young oak tree) along the north embankment of SR-68. The landscape vegetation is not visible to motorists traveling along SR-68.

## **Cumulative Visual Impacts to the State Route 68 Corridor**

Cumulative impacts are those that result from present and reasonably foreseeable future actions combined with the potential impacts of the proposed SR-68/Corral de Tierra Road Intersection Improvement project. A cumulative effects assessment evaluates the collective impacts posed by individual projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

The visual effects of the proposed SR-68/Corral de Tierra Road project are being considered in conjunction with the potential visual effects of a proposed gas station and mixed-use development at the southeast corner of the SR-68/Corral de Tierra Road intersection in order to determine the potential combined visual effects from all the projects.

The proposed gas station and mixed-use development would expand the commercial uses in the immediate area, generating a more developed look and feel to the intersection vicinity, and adding to the visibility of mostly low residential density development already existing along the highway corridor. However, the environmental impact report prepared for this project (May 21, 2010) concluded that the visual effects of the proposed gas station and mixed-use development would not be considerable given the relatively narrow visibility corridors, the short time of visibility of the intersection for road travelers, road topography, the short view depth of the visual study area as defined by the State highway, as well as the fact that there is already commercial development at the SR-68/Corral de Tierra Road Intersection.

Considered by itself, the proposed SR-68/Corral de Tierra Road project would not substantially reduce the visual quality and character of the project area. The proposed gas station and retail development would also not substantially alter the existing character of the SR68/Corral de Tierra Road intersection. Therefore, when the proposed project is considered in conjunction with the proposed gas station and retail development, the proposed project would not substantially change the cumulative visual environment in the immediate project area .

## **7.0 CONCLUSION**

The post project visual character of the study area would remain semirural. There would be no significant visual impacts associated with road widening, tree removal or guardrails. Implementation of project elements such as guardrail post darkening and native vegetation planting (that will be visible to motorists traveling along SR 68) would soften the slight decrease in visual quality from the additional asphalt used to widen the short stretches of roadway within the proposed project area. In summary, the modifications proposed for the SR-68/Corral de Tierra Road Intersection would result in little overall visual change to the existing site; the project area would remain semirural with views of the surrounding hills dominating an observer's visual experience. Therefore, there are no mitigation measures being proposed. In addition, the proposed project would be consistent with community aesthetic goals as well as State Scenic Highway policy and no mitigation is required.

## **8.0 REFERENCES**

Appendix G, California Environmental Quality Act

Caltrans Guidelines for Official Designation of Scenic Highways, March 1996.

Corral de Tierra Neighborhood Retail Village Draft Environmental Impact Report, LSA Associates, Inc., May 21, 2010.

Engineering Concept Plans, Wood Rodgers Engineering (Attachment A), 2006.

Natural Environmental Study Report, LSA Associates, Inc., 2013.

Monterey County General Plan, Adopted September 30, 1982, amended on January 9, 1996 and October 26, 2010.

The National Environmental Policy Act (NEPA) (1969, as amended).

Traffic Operations Technical Memorandum for the SR-68/Corral de Tierra Improvement Project, Wood Rodgers Engineering, March 2011.

“Visual Impact Assessment for Highway Projects,” Federal Highway Administration, March 1981.

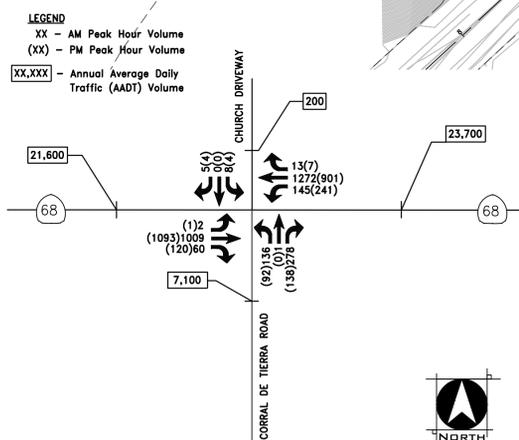
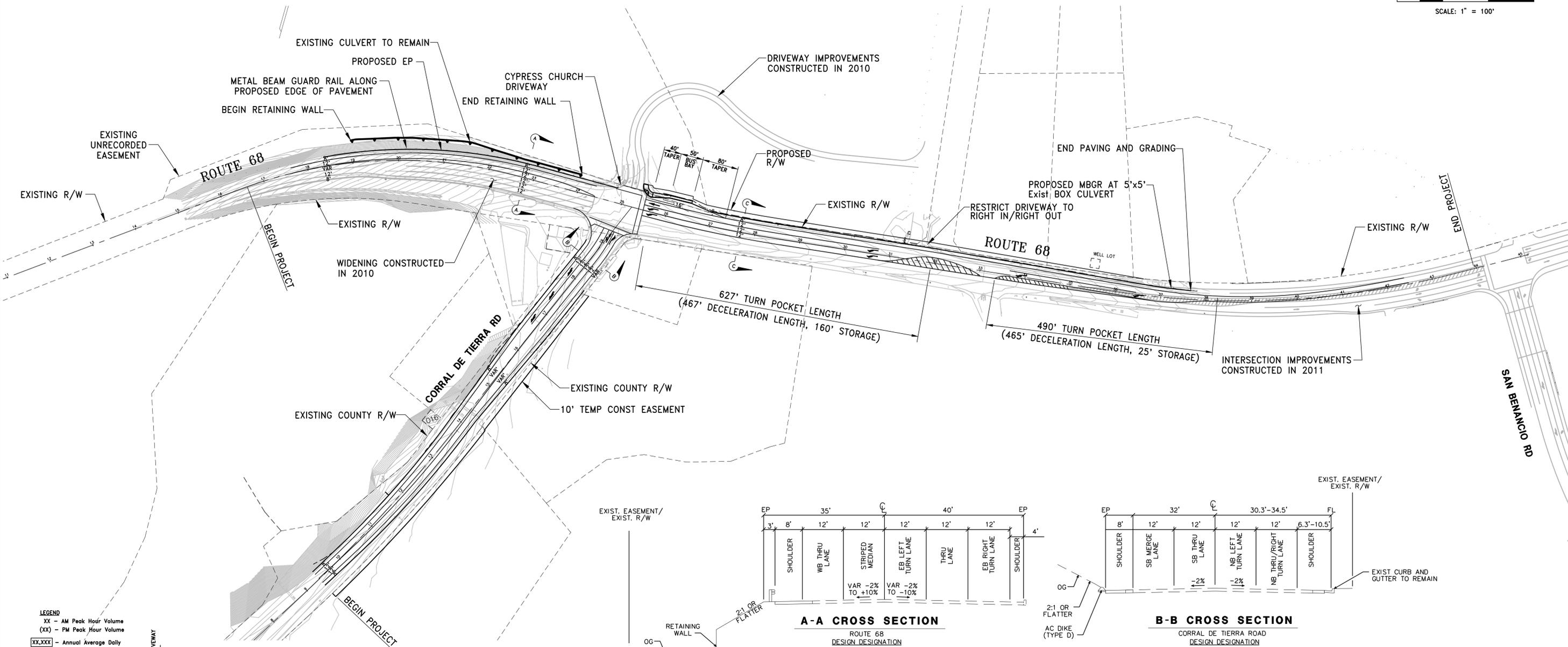
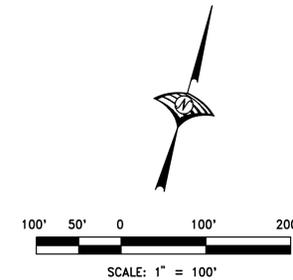
## APPENDIX A: Concept Plans

# ROUTE 68/CORRAL DE TIERRA ROAD INTERSECTION IMPROVEMENTS

## BUILD ALTERNATIVE

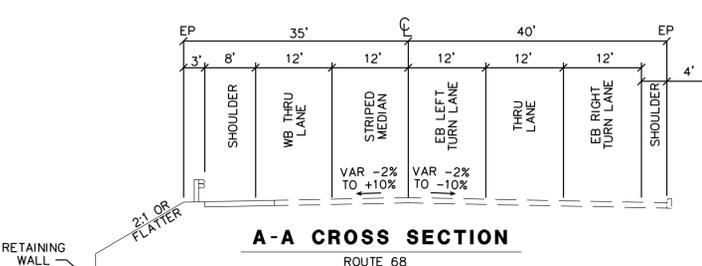
COUNTY OF MONTEREY CALIFORNIA

JANUARY, 2013



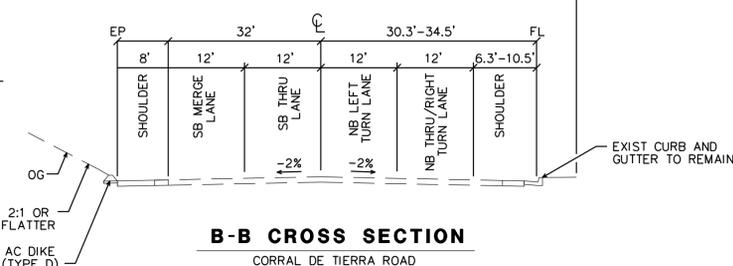
\*NOTE: This volume scenario does not include traffic volumes from the proposed Shopping Center on the south-east quadrant of the project intersection.

**TRAFFIC DESIGN VOLUME YEAR 2014**



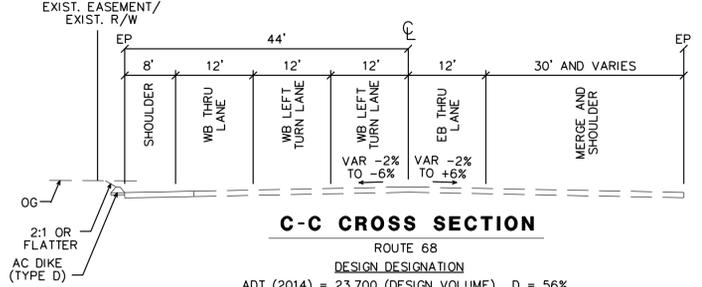
**A-A CROSS SECTION**  
ROUTE 68  
DESIGN DESIGNATION

ADT (2014) = 21,600 (DESIGN VOLUME) D = 57%  
 ADT (20 YEAR) = 38,500 T = 4.0%  
 DHV = 2,484 V = 55 MPH  
 ESAL = 5,775,045 T<sub>20</sub> = 11.0



**B-B CROSS SECTION**  
CORRAL DE TIERRA ROAD  
DESIGN DESIGNATION

ADT (2014) = 7,100 (DESIGN VOLUME) D = 67%  
 ADT (20 YEAR) = 8,900 T = 2.0%  
 DHV = 619 V = 55 MPH  
 ESAL = 735,017 T<sub>20</sub> = 8.5



**C-C CROSS SECTION**  
ROUTE 68  
DESIGN DESIGNATION

ADT (2014) = 23,700 (DESIGN VOLUME) D = 56%  
 ADT (20 YEAR) = 40,500 T = 4.0%  
 DHV = 2,725 V = 55 MPH  
 ESAL = 6,060,788 T<sub>20</sub> = 11.0