VISUAL IMPACT ASSESSMENT ADDENDUM

HIGHWAY 101 HIGH OCCUPANCY VEHICLE LANE PROJECT

Santa Barbara County, Carpinteria and Santa Barbara

Postmiles 1.4 / 12.3
EA 05-ON7000

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California Department of Transportation
Landscape Architecture
District Five

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VISUAL IMPACT ASSESSMENT ADDENDUM
TABLE of REVISIONS

SECTION/PAGE	REVISION
Section 1.4.2 – Page 11. Project Setting – Carpinteria City Unit	Changed to sufficiently acknowledge views to Pacific Ocean from Bailard Ave.
Section 1.4.2 – Page 11. Project Setting – Carpinteria Salt Marsh Unit	Santa Claus Lane businesses added to the description of existing development.
Section 1.4.2 – Page 11. Project Setting – Carpinteria Salt Marsh Unit	Changed to sufficiently acknowledge views to Pacific Ocean.
Section 1.4.2 – Page 11. Project Setting – Padaro Unit	Eastern Padaro/Highway 101 businesses added to the description of existing development.
Section 1.5.3 – Page15. Viewer Sensitivity – Local Policy Indicators	Toro Canyon added to the list of unincorporated communities.
Section 1.5.3 – Page 19. Viewer Sensitivity – Local Policy Indicators	References added regarding the County View Corridor Overlay Districts.
Section 1.6 – Page 49. Padaro Landscape Unit, Observer Viewpoint 5A Existing Condition.	Discussion of Santa Claus Lane businesses and the Caltrans Stockpile yard added.
Section 1.6 – Pages 49-52. Padaro Landscape Unit, Observer Viewpoint 5A.	Discussion of the views from Padaro Lane to the sound wall added.
Section 1.6 – Pages 57-60. Summerland Landscape Unit, Observer Viewpoint 7.	Discussion of sound wall east of this location along Lillie Avenue near Summerland Cottages added.
Section 1.6 – Pages 78-80. OV-13 Proposed Alternatives 1, 2 and 3. Photo-simulations and text..	Median planting and walls added and discussed. Alternative 1 differentiated from Alternatives 2 and 3.
Section 1.6 – Pages 80-83. OV-14 Proposed Alternatives 1, 2 and 3. Photo-simulations and text..	Median planting and walls added and discussed. Alternative 1 differentiated from Alternatives 2 and 3.
Section 1.6 – Pages 94-96. OV-20 Proposed Alternatives 1,2 and 3. Photo-simulation and text..	Revised to show and describe additional southbound sound wall.
Section 1.6 - Pages 98-102. Figures 6 through 10	Text added to clarify their intended purpose.

SECTION/PAGE	REVISION
Section 1.6 - Pages 98-99. Figure 6 and Figure 7.	Revised to correctly show configurations.
Section 1.6 – Pages 110-112. OV-22 Proposed Condition Cabrillo/Hot Springs Interchanges Configurations F Modified, M and M Modified. Photo-simulation.	Trees added between new ramp and Coast Village Road. Wall shortened in height.
Section 1.6 – Pages 110-112. OV-22 Proposed Condition Cabrillo/Hot Springs Interchanges Configurations F Modified, M and M Modified. Photo-simulation and text.	Text and simulations revised to differentiate between Configuration F Modified and the other Configurations.
Section 1.6 – Pages 116 117, 118, and 120. OV-24 Proposed Conditions Cabrillo/Hot Springs Interchanges Configurations F, F Modified, J, M and M Modified. Photo-simulations.	Simulations revised to remove diamond stencil from lanes.
Section 1.6 – Pages 126. OV-24A Proposed Condition Cabrillo/Hot Springs Interchanges Configurations M and M Modified. Photo-simulation.	Simulation revised to show less median planting in the foreground.
Section 1.6 – Pages 128-129. OV-25 From Highway 101 near Salinas Street looking northbound. Images of existing and proposed conditions.	The photographs from OV-25 revised to show current and proposed conditions.
Section 1.7 – Page 1323-134. Project Impact by Landscape Assessment Unit – Summerland Landscape Assessment Unit.	Revised to identify differences between Alternative 1 and Alternatives 2 & 3 at Sheffield.
Section 1.7 – Page 134. Summerland Landscape Assessment Unit.	Revised to discuss the potential visual impacts related to Evans Avenue bridge expansion.
Section 1.7 – Page 147. Summary-Interchange Configuration F Modified Section	Term “configuration M” changed to “configuration F Modified”.
Section 1.9 – Page 154. Recommended Mitigation and Minimization Measures	Removal of additional sound wall in Summerland added to mitigation recommendations

[Visual Impact Assessment technical report - Page 11 revised as follows:]

1.4.2 Project Setting

Landscape Assessment Units

Carpinteria City Landscape Assessment Unit (Postmile 1.4 to 4.1)
From 0.2 mile east of Bailard Avenue overcrossing to 0.2 mile west of Santa Monica Road.

This unit is defined by its proximity to the community center of Carpinteria. As part of the eastern section of the project corridor, views to the Santa Ynez Mountains and agriculture are important visual elements. The Carpinteria City Unit is also influenced by views of the central business district, as well as residential and visitor-serving commercial development along the Highway. This unit is generally well-landscaped and has limited to no views of the Pacific Ocean from Highway 101, with the exception of a brief segment near Bailard Avenue.

Carpinteria Salt Marsh Landscape Assessment Unit (Postmile 4.1 to 5.6)
From 0.2 mile west of Santa Monica Road to the Arroyo Parida Creek Bridge.

The Carpinteria Salt Marsh Unit is another part of the eastern section of the project corridor, where views to the Santa Ynez Mountains and agriculture are important visual elements. The visual identity of this unit however is also greatly influenced by its proximity to the Carpinteria Salt Marsh. Although partially screened by roadside and median vegetation, views to the Pacific Ocean are available from this unit. As seen from Highway 101, views of the tourist-oriented businesses along Santa Claus Lane are also available. This Landscape Assessment Unit however includes views of some of the lesser-developed areas along the project corridor.

Padaro Landscape Assessment Unit (Postmile 5.6 to 7.1)
From Arroyo Parida Creek Bridge to the North Padaro Lane overcrossing.

This Landscape Assessment Unit includes the unincorporated Toro Canyon area between the City of Carpinteria and unincorporated community of Summerland. The visual environment through this unit is defined to a great extent by mature trees and landscaping along and adjacent to the highway corridor. A group of trees known as the Memorial Oaks are found lining a portion of Highway 101 within the Padaro Assessment Unit. These oaks, planted to honor Santa Barbara County soldiers who died in World War I are not listed as Historic, but are considered of local interest. The oaks contribute to the vegetative character of the Padaro Unit, although their commemorative value is likely not apparent to the casual highway traveler. A low to moderate amount of development is seen in this area, mostly residences, from medium density north of the highway to large estates along the ocean bluff. A limited amount of commercial development is visible at the eastern Padaro

undercrossing. Long distance ocean views exist from the eastern and westernmost portions of this assessment unit.

[Visual Impact Assessment technical report - Page 15 revised as follows:]

1.5.3 VIEWER SENSITIVITY - LOCAL POLICY INDICATORS

Route 101 through coastal Santa Barbara County has long been recognized for its scenic qualities. Local coastal planning policy emphasizes the protection of visual resources along Highway 101 and underscore the concern and sensitivity to aesthetic issues along this route.

Public opinion and policy concerning the established visual character of the regional landscape are important factors in assessing the baseline values ascribed to the setting. These policies and community-based goals serve as an essential tool for predicting the likely reaction that changes resulting from the proposed project would evoke from the viewing public.

The project passes through three local jurisdictions, Santa Barbara County, the City of Carpinteria, and the City of Santa Barbara, as well as the unincorporated communities of Summerland, Montecito and Toro Canyon. The residents and representatives of these local communities have over the years demonstrated a high degree of sensitivity to alteration of the aesthetic quality of this coastal area. Community groups have expressed concerns about changing the visual character of the highway corridor and the potential effects on local and visitor's perception of the area. Review of local policy defines several coastal visual resources which are of high aesthetic value. As a result, This study considers viewer sensitivity related to the any of the following identified visual resources as high:

- Ocean views
- Mountain views
- Salt marsh views
- Rural landscape views
- Open space views
- Small-town beach community views
- Skyline tree views
- Historic landscape views
- Historic structure views

The entire project is located within the Coastal Zone. The project is subject to coastal zone policy and the issuance of a Coastal Development Permit. As such many aspects of the project are regulated by the applicable local coastal plan jurisdiction as well as the California Coastal Commission. Regulatory review of this project and subsequent permit issuance will be based in part on the following partial listing of visual resource standards. Although not an exhaustive list of the standard of review related to the project, the policies, goals and ordinances summarized below inform the level of viewer sensitivity and subsequent findings related to potential visual impacts.

Because of the project's length it crosses multiple jurisdictions, and as a result not all of the policies listed below would apply to the entire length of the project. As applicable, the project would be subject to only the policies of the community or jurisdiction through which it passes at that location.

The following policies are listed by jurisdiction. A notation follows each heading indicating the associated Landscape Assessment Unit(s) to which those particular policies apply. Refer to Section 1.4.2 for an explanation of Landscape Assessment Units.

[Visual Impact Assessment technical report - Page 19 revised as follows:]

Santa Barbara County Comprehensive Plan

(Applies to portions of the Carpinteria Salt Marsh, Padaro, Summerland, and Montecito Landscape Assessment Units)

Policy, Goal or Ordinance	View Corridor Overlay Designation
3.4.4	All areas in the County where there are views from Highway 101 to the ocean are shown on the land use maps with a View Corridor Overlay designation. All development in these areas shall be reviewed by the County Board of Architectural Review. Three View Corridor Overlays extend along the coast south of U.S. 101: • From Via Real on the north to the Pacific Ocean to the south, from just south of Padaro Lane for approximately 2,250 feet to the end of Santa Claus Lane. • South of U.S. 101, beginning at Padaro Lane Interchange and spanning west approximately 3500 feet. • South of U.S.1 01, beginning at the industrial QAD parcel terminating at Fernald Point in Montecito, spanning approximately 4500 feet.

[Visual Impact Assessment technical report - Pages 49-52 revised as follows:]

1.6 Visual Impact Assessment

Observer Viewpoint 5A – From U.S. 101 west of South Padaro lane looking southbound

OV-5A Existing Condition

Similar to Observer Viewpoint 5, the existing view from the southbound lanes of U.S. 101 in this area received a moderately high Visual Quality Evaluation rating mainly because of the well-vegetated median and roadsides and the scarcity of visible development. Roadside vegetation precludes ocean views along this particular section of highway, although the ocean does become visible from the highway approximately 0.3 mile east of this Observer Viewpoint. Along Highway 101 east of this viewpoint the businesses along Santa Claus Lane are easily seen in the mid-ground. In addition, a Caltrans stockpile area is also visible between the highway and Santa Claus Lane. The businesses and the stockpile area partially block views of the beach and ocean beyond, and somewhat reduce the visual quality. However as seen from much of this section of highway, the Santa Ynez Mountains rise up to the northeast, adding to the scene's vividness. The visual intactness received a higher rating because of the minimal encroachment of uncharacteristic elements. Visual unity also was considered somewhat high because of the visual continuity created by the existing vegetation along the corridor.

Viewer Response

The distant view of the Santa Ynez Mountains and the well-vegetated highway corridor are the main sensitive visual resources seen from Observer Viewpoint 5A. Potential viewers at this

location are limited to highway users in vehicles. Although no ocean views are available in this area, the overall potential viewer sensitivity along U.S. 101 in the coastal area is considered above average. The resulting viewer response rating is somewhat above moderate.

OV-5A Proposed Condition – Alternatives 1 and 3

Alternatives 1 and 3 would add lanes toward the highway median. With this alternative, the sound wall would be placed along the southbound edge of pavement and would be continuous for approximately 1700 feet in length, the same as Alternative 2. Because of the widening to the inside however, no planting would be provided in the median with this alternative. With no median planting, views across the highway would be opened-up, increasing the perceived visual scale of the freeway facility. The predominant vegetated character of this segment of the corridor would be diminished, and the overall Visual Quality Evaluation ratings would be substantially lowered. [It should be noted that the placement of the sound wall at this location would have minimal visual effect as seen from Padaro Road, which runs parallel to Highway 101 in this area. A substantial amount of screening vegetation exists between Highway 101and Padaro Road within county right-of-way. This vegetation would not be affected by the project. As a result, the proposed soundwall may be visible to some extent, but would be mostly screened by existing vegetation. In addition, where visible, the soundwall would actually provide a visual benefit to viewers along Padaro Road by blocking existing views of the freeway].

Resource Change (RC) Evaluation				**OV-5A – ALTS 1 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.1	4.4	4.5	4.3
Proposed Alts 1 & 3	3.2	3.3	3.4	3.7
Visual Quality Difference =				**-0.6**

Viewer Response (VR) Rating	**OV-5A – ALTS 1 and 3**
Viewer Response (VR)	**4.1**

Visual Impact Rating	**OV-5A – ALTS 1 and 3**
Resource Change (RC) - from table above	-0.6
Viewer Response (VR) - from table above	4.1
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.***	**-2.3**

OV-5A Proposed Condition – Alternative 2

Alternative 2 would add lanes to the outside of the highway, construct a new sound wall at the pavement edge, and provide concrete barriers with planting in the median. Along this section of the project no planting area would be available on the highway side of the sound wall, so vines would be planted on the far side of the wall and small holes would be provided in the wall to allow vines to creep through and grow on the highway side. The sound wall proposed in this area would be approximately 1700 feet in length. The length of the wall and its close proximity to the highway lanes would be visually imposing and would adversely affect the vegetated character of the corridor

through this area. From along this section of the highway, distant vistas of the Santa Ynez Mountains would not be affected by the project. Although the planted median would help retain some of the landscaped character of the corridor, the overall Visual Quality Evaluation rating would be substantially reduced. [It should be noted that the placement of the soundwall at this location would have minimal visual effect as seen from Padaro Road, which runs parallel to Highway 101 in this area. A substantial amount of screening vegetation exists between Highway 101and Padaro Road within county right-of-way. This vegetation would not be affected by the project. As a result, the proposed soundwall may be visible to some extent, but would be mostly screened by existing vegetation. In addition, where visible, the soundwall would actually provide a visual benefit to viewers along Padaro Road by blocking existing views of the freeway].

Resource Change (RC) Evaluation				**OV-5A – ALT 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.1	4.4	4.5	4.3
Proposed Alt 2	3.4	3.6	3.7	4.0
Visual Quality Difference =				**-0.3**

Viewer Response (VR) Rating	**OV-5A – ALT 2**
Viewer Response (VR)	**4.1**

Visual Impact Rating	**OV-5A – ALT 2**
Resource Change (RC) - from table above	-0.3
Viewer Response (VR) - from table above	4.1
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.2**

[Visual Impact Assessment technical report - Pages 56-60 revised as follows:]

OBSERVER VIEWPOINT 7 - From Lillie Ave. near Greenwell Ave. looking northbound.

OV-7 Existing Condition

The existing view as seen from Observer Viewpoint 7 and other locations along this section of Lillie Avenue include a diverse mix of visual elements including direct views of the ocean and Fernald Point and the coastline in the distance, with highway and frontage roads lanes, utility poles and lines, and chain link fencing and signage in the fore and mid-ground. Filtered views of the Summerland Community can be seen to the north. On balance, the Visual Quality Evaluation rating for this existing view is moderately high. The ocean view enhances the memorability of the view, and in spite of the partially cluttered fore and mid-ground, the existing landscaping along Lillie Avenue and to some extent along the highway provide some degree of visual unity.

Viewer Response

As seen from Observer Viewpoint 7, the most sensitive visual resources are the direct views of the Pacific Ocean, Fernald Point and the coastline. Community views, although limited are also important. Potential viewers from this local roadway would include pedestrians and bicyclists as well as motorists. As a result the expected viewer sensitivity rating from this viewpoint is identified as high.

OV-7 Proposed Condition – Alternatives 1 and 3

Alternatives 1 and 3 would construct a 14-foot tall sound wall at the highway right-of-way line adjacent to Lillie Avenue. No planting area would be available at the base of the wall along the frontage road, however holes would be built into the wall so that vines planted on the highway side of the wall would grow through to the Lillie Avenue side. The construction of the sound wall at this location would completely block views of the Pacific Ocean and the coastline. In addition the proximity and scale of the wall would be visually imposing as seen from Lillie Avenue. Although there would be an element of continuity associated with the wall, the overall visual quality rating from this viewpoint would be substantially diminished. Visual intactness, or memorability would be the most adversely affected. [It should be noted that a new sound wall is also proposed along Lillie Avenue approximately 0.2 mile east of this viewpoint, near the Summerland Cottages development. The visual effect of that wall would also substantially diminish visual quality as seen from Lille Avenue, and would be a similar impact as that described for the wall shown here under OV-7].

Resource Change (RC) Evaluation				**OV-7 – ALTS 1 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.6	4.1	4.0	4.2
Proposed Alts. 1 & 3	3.0	3.0	3.2	3.1
Visual Quality Difference =				**-1.1**

Viewer Response (VR) Rating	**OV-7 – ALTS 1 and 3**
Viewer Response (VR)	**5.2**

Visual Impact Rating	**OV-7 – ALTS 1 and 3**
Resource Change (RC) - from table above	-1.1
Viewer Response (VR) - from table above	5.2
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-3.1**

At this location, eliminating the soundwall would substantially maintain ocean views and minimize potential visual impacts as seen from Lillie Avenue. A recommendation to eliminate the soundwall at this location is identified in the Recommended Minimization and Mitigation Measures section and shown in the image below. Similarly, the soundwall proposed for Lillie Avenue approximately 0.2 mile east of this location near the Summerland Cottages development is also recommended for elimination from the project due to the loss of high quality ocean views.

View of Alternatives 1 and 3 with the soundwall eliminated as mitigation in order to preserve high quality ocean views.

OV-7 Proposed Condition – Alternative 2

All project alternatives would construct a sound wall along Lillie Avenue, blocking views of Highway 101. As a result, the only noticeable difference as seen from this viewpoint and others along this section of Lillie Avenue would be the height of the wall itself. Alternative 2 would construct a 16-foot tall sound wall, compared to 14 feet tall for Alternatives 1 and 3. The overall visual affect of the project would be the same with all alternatives. The Visual Quality Evaluation ratings for Alternative 3 show a substantial reduction in vividness, intactness and unity. The shorter wall height would have a negligible effect on reducing the visual quality ratings. Regardless of the height, the wall would completely block ocean views and would be out-of-scale with the character of the local frontage road. [It should be noted that a new sound wall is also proposed along Lillie Avenue approximately 0.2 mile east of this viewpoint, near the Summerland Cottages development. The visual effect of that wall would also substantially diminish visual quality as seen from Lille Avenue, and would be a similar impact as that described for the wall shown here under OV-7].

Resource Change (RC) Evaluation				**OV-7 – ALT 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.6	4.1	4.0	4.2
Proposed Alt. 2	3.1	3.1	3.3	3.2
Visual Quality Difference =				**-1.0**

Viewer Response (VR) Rating	**OV-7 - ALT 2**
Viewer Response (VR)	**5.2**

Visual Impact Rating	**OV-7 - ALT 2**
Resource Change (RC) - from table above	-1.0
Viewer Response (VR) - from table above	5.2

Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.***	**-3.1**

At this location, eliminating the soundwall would substantially maintain ocean views and minimize potential visual impacts as seen from Lillie Avenue. A recommendation to eliminate the soundwall at this location is identified in the Recommended Minimization and Mitigation Measures section and shown in the image below. Similarly, the soundwall proposed for Lillie Avenue approximately 0.2 mile east of this location near the Summerland Cottages development is also recommended for elimination from the project due to the loss of high quality ocean views.

View of Alternative 2 with the soundwall eliminated as mitigation in order to preserve high quality ocean views.

[Visual Impact Assessment technical report - Pages 77- 80 revised as follows:]

OBSERVER VIEWPOINT 13 – From Highway 101 east of Sheffield Dr. undercrossing looking westbound.

OV-13 Existing Condition

The existing view from Observer Viewpoint 13 received a high visual quality evaluation rating. The Pacific Ocean, Channel Islands, Fernald Point and the beach are all visible to some extent along this segment of Highway northbound 101, increasing the vividness, or memorability of the view. The substantially-vegetated roadsides a contribute to high unity and intactness ratings. The somewhat elevated viewing position and the curvilinear highway alignment create a panoramic viewing opportunity. Light poles and roadside barriers were identified as minor detractions to the quality of the existing view.

Viewer Response

From Observer Viewpoint 13, sensitive visual resources include the views of the Pacific Ocean, Fernald Point and the beach, as well as the mature vegetation along the highway and in the community. Motorists would be the primary viewer group experiencing the view from the highway, however bicyclists and pedestrians using the Ortega Hill bike path may have somewhat similar views. Because of the visual access to the ocean and other high-quality coastal scenic resources, the expected viewer sensitivity rating from this viewpoint is identified as high.

OV-13 Proposed Condition - Alternative 1

Alternative 1 at this location would reconfigure the southbound highway lanes and ramps and would construct a southbound Sheffield Drive Bridge. The project would allow for limited planting in the median. A total of four new retaining walls would be built along the southbound lanes. Two of these walls would be located between the highway and the railroad and would not be visible from the highway. They would be visible from the train and from certain locations on the beach. Two additional retaining walls would be built along the southbound lanes between the highway and the southbound ramps. These two walls would be visible from the southbound ramps as well as from the train and certain locations on the beach.

The Visual Quality Evaluation for Alternative 1 shows a moderate reduction in visual quality from Observer Viewpoint 13. The change would be due mostly to the wider expanse of paving and the loss of vegetation along the southbound roadside. With low height median planting in place, views of Fernald Point and the ocean beyond would remain intact. The visual dominance and high-quality views of the ocean and coast would remain, however the increased scale of the highway, retaining walls visible from the on and off ramps, and loss of vegetation would add a somewhat urbanizing character, which would negatively affect all three visual rating criteria to some degree.

Resource Change (RC) Evaluation				**OV-13 – ALT 1**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.1	4.8	4.9	4.9
Proposed Alt 1	4.9	4.5	4.4	4.6
Visual Quality Difference =				**-0.3**

Viewer Response (VR) Rating	**OV-13 – ALT 1**
Viewer Response (VR)	**5.3**

Visual Impact Rating	**OV-13 – ALT 1**
Resource Change (RC) - from table above	-0.3
Viewer Response (VR) - from table above	5.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.8**

OV-13 Proposed Condition - Alternatives 2 and 3

Along this section of the project, proposed Alternatives 2 and 3 are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 13 would also be the same for both of those alternatives.

Alternatives 2 and 3 at this location would reconfigure the southbound highway lanes and ramps and would widen the existing Sheffield Drive Bridge. The project would add lanes toward the median, eliminating the existing median planting. Two new retaining walls would be built along the southbound lanes between the highway and the railroad. The walls would be downhill from the on- and off-ramps and would not be visible from the highway. They would be visible from the train and from certain locations on the beach.

The Visual Quality Evaluation for the project shows a moderate reduction in visual quality from Observer Viewpoint 13. The change would be due mostly to the wider expanse of paving and the

loss of vegetation in the median and along the southbound roadside. The visual dominance and high-quality views of the ocean and coast would remain, however the increased scale of the highway and loss of vegetation would add a somewhat urbanizing character, which would negatively affect all three visual rating criteria to some degree.

Resource Change (RC) Evaluation			**OV-13 – ALTS 2 and 3**	
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.1	4.8	4.9	4.9
Proposed Alts 2&3	4.9	4.5	4.4	4.6
Visual Quality Difference =				**-0.3**

Viewer Response (VR) Rating	**OV-13 – ALTS 2 and 3**
Viewer Response (VR)	**5.3**

Visual Impact Rating	**OV-13 – ALTS 2 and 3**
Resource Change (RC) - from table above	-0.3
Viewer Response (VR) - from table above	5.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.8**

[Visual Impact Assessment technical report - Pages 80-83 revised as follows:]

OBSERVER VIEWPOINT 14 – From Highway 101 west of Sheffield Dr. undercrossing looking eastbound.

OV-14 Existing Condition

The elevated viewing position of Observer Viewpoint 14 allows for panoramic views of the Pacific Ocean and the coastline. Travelling southbound on Highway 101, this viewpoint represents the first direct ocean views since the Gaviota Coast. The Visual Quality Evaluation rating for this viewpoint is high. The memorability of the view is increased because of the sweeping coastal view, and the unity and intactness are benefited by the topography, skyline trees and the well-vegetated surroundings, both within the highway corridor and throughout surrounding community.

Viewer Response

Sensitive visual resources would include sweeping views of the Pacific Ocean and the coastline, skyline trees and mature vegetation. Motorists would be the primary viewer group associated with Viewpoint 14. Because of the direct visual access and exposure to the ocean and other high-quality coastal scenic resources, the expected viewer sensitivity rating from this viewpoint is identified as high.

OV-14 Proposed Condition – Alternative 1

Alternative 1 would reconfigure the southbound highway lanes and ramps. Alternative 1 at this location would add a new southbound Sheffield Drive bridge. A limited amount of planting would be placed in the median. The project would impact some of the roadside vegetation. High quality views of the ocean and coast would remain, however the vegetated visual character would be adversely affected. Four retaining walls would be added below the main line along the southbound direction. The increased visual scale of the additional lanes and walls, and the standardized on and off ramp configuration would create a more urbanized highway aesthetic. The Visual Quality Evaluation rating of the proposed project would be moderately reduced.

Resource Change (RC) Evaluation				**OV-14 – ALT 1**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.2	5.0	5.1	5.1
Proposed Alt 1	3.9	3.6	3.6	3.7
Visual Quality Difference =				**-1.4**

Viewer Response (VR) Rating	**OV-14 – ALT 1**
Viewer Response (VR)	**5.3**

Visual Impact Rating	**OV-14 – ALT 1**
Resource Change (RC) - from table above	-1.4
Viewer Response (VR) - from table above	5.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-3.3**

OV-14 Proposed Condition – Alternatives 2 and 3

Along this section of the project, Alternatives 2 and 3 are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 14 would also be the same for both of those alternatives.

Alternatives 2 and 3 would reconfigure the southbound highway lanes and ramps. Alternatives 2 and 3 would widen the existing Sheffield Drive bridge and add lanes toward the median. Median planting would be replaced with concrete median barrier. The project would impact some of the roadside vegetation. High quality views of the ocean and coast would remain, however the vegetated visual character would be adversely affected. Two retaining walls would be added below the main line along the southbound direction. The increased visual scale of the additional lanes, walls, and the standardized on and off ramp configuration would create a more urbanized highway aesthetic. The Visual Quality Evaluation rating of the proposed project would be moderately reduced.

Resource Change (RC) Evaluation				**OV-14 – ALTS 2 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.2	5.0	5.1	5.1

Proposed Alts 2&3	3.9	3.6	3.6	3.7
Visual Quality Difference =				**-1.4**

Viewer Response (VR) Rating	**OV-14 – ALTS 2 and 3**
Viewer Response (VR)	**5.3**

Visual Impact Rating	**OV-14 – ALTS 2 and 3**
Resource Change (RC) - from table above	-1.4
Viewer Response (VR) - from table above	5.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-3.3**

[Visual Impact Assessment technical report - Pages 94-96 revised as follows:]

OBSERVER VIEWPOINT 20 – From Olive Mill Rd. overcrossing looking northbound.

OV-20 Existing Condition

The visual quality ratings conducted from the Olive Mill overcrossing describe a mostly well-balanced view which includes both urban and vegetative elements. From this vantage point the somewhat curvilinear alignment of the roadway and the existing median planting help reduce the visual scale of the highway. The highway corridor and community are well-vegetated, which contributes to increased visual intactness and unity ratings. No ocean views are available from this location, and the mountains to the north are mostly blocked from view. This suburban freeway setting received an above-average Visual Quality Evaluation rating.

Viewer Response

The sensitive visual resource as seen from Observer Viewpoint 20 is the well-landscaped highway corridor and community. In addition to motorists, potential viewers from this location would include pedestrians, and bicyclists, which may have longer duration views of the surroundings. As a result the expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-20 Proposed Condition – Alternatives 1, 2 and 3

Along this section of the project, all proposed alternatives are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 20 would also be the same for each of the three alternatives.

The project along this section of Highway 101 would construct new lanes toward the inside, resulting in the loss of median planting. By adding lanes to the median, the roadside landscaping would be preserved. In addition, the project proposes to enhance existing roadside planting where deficient. New sound walls would be proposed at the top of the existing slope and along the southbound side of the highway. Visibility of the proposed sound walls would be minimized by the preservation of the existing landscaping as well as new planting. Vines would be planted to cover the soundwall along the highway mainline. The Visual Quality Evaluation from Observer Viewpoint 20 shows that the all three ratings would be reduced. This reduction would be mostly due to the loss of median planting and the visibility of the southbound sound walls. Some of this visual effect would be offset by the additional landscaping along the roadside. As a result only a minor net change in visual quality would occur as seen from this location.

Resource Change (RC) Evaluation			**OV-20 – ALTS 1, 2 and 3**	
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.2	4.5	4.6	4.4
Proposed Alts 1,2&3	4.0	4.3	4.4	4.2
Visual Quality Difference =				**-0.2**

Viewer Response (VR) Rating	**OV-20 – ALTS 1, 2 and 3**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-20 – ALTS 1, 2 and 3**
Resource Change (RC) - from table above	-0.2
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.***	**-2.2**

[Visual Impact Assessment technical report - Pages 98-102 revised as follows:]

Figure 6. Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration F.

Note: This concept-level illustration shows the comparative differences between roadway configurations. Highway lanes, ramps, local roadway alignments, connections and adjacencies to surrounding land uses are shown. This figure is not intended to depict vegetation removal or potential replanting areas.

Figure 7. Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration F Modified. Note: This concept-level illustration shows the comparative differences between roadway configurations. Highway lanes, ramps, local roadway alignments, connections and adjacencies to surrounding land uses are shown. This figure is not intended to depict vegetation removal or potential replanting areas.

Figure 8. Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration J.
Note: This concept-level illustration shows the comparative differences between roadway configurations. Highway lanes, ramps, local roadway alignments, connections and adjacencies to surrounding land uses are shown. This figure is not intended to depict vegetation removal or potential replanting areas.

Figure 9. Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration M.
Note: This concept-level illustration shows the comparative differences between roadway configurations. Highway lanes, ramps, local roadway alignments, connections and adjacencies to surrounding land uses are shown. This figure is not intended to depict vegetation removal or potential replanting areas.

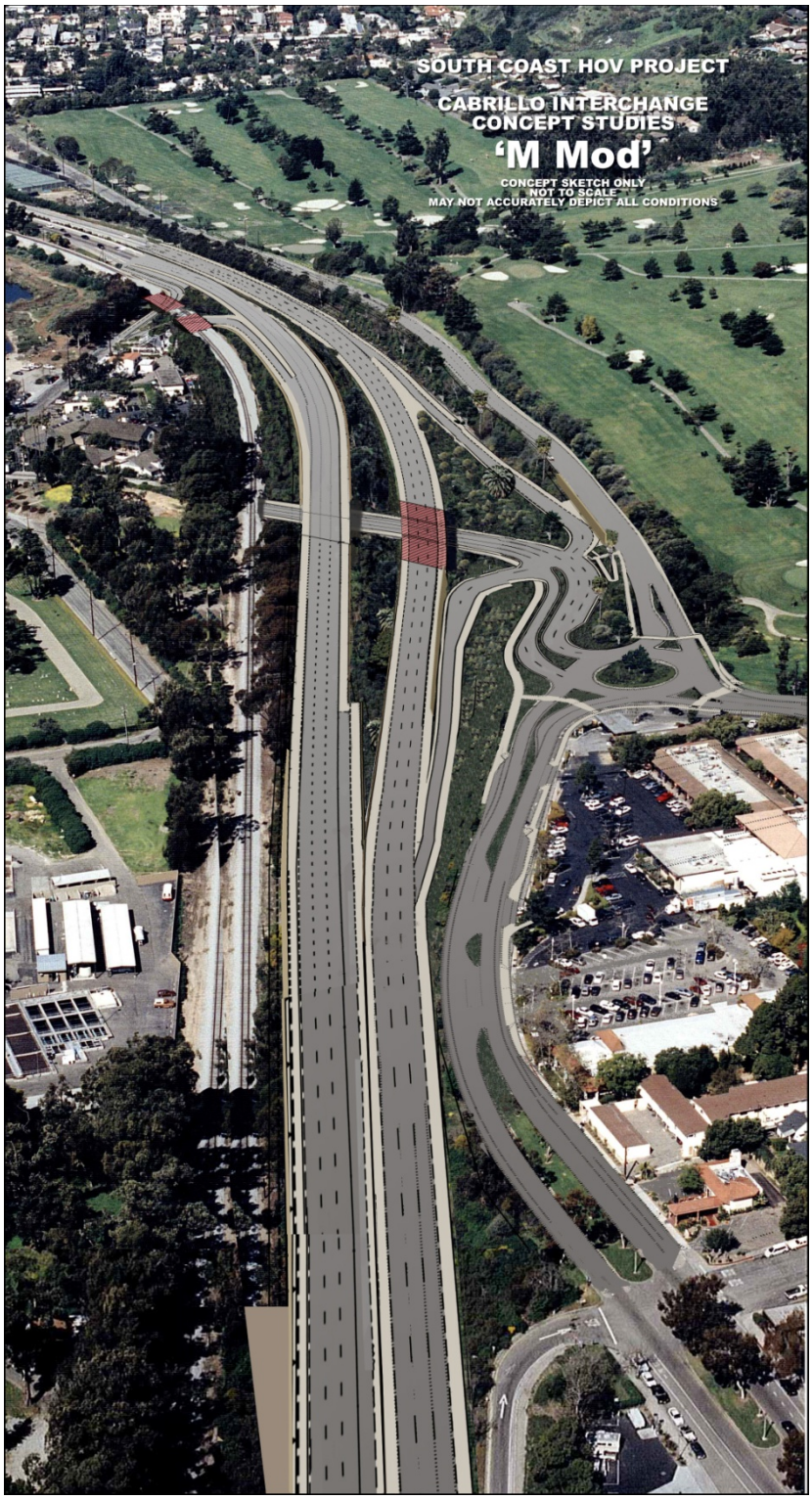

Figure 10. Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration M Modified. Note: This concept-level illustration shows the comparative differences between roadway configurations. Highway lanes, ramps, local roadway alignments, connections and adjacencies to surrounding land uses are shown. This figure is not intended to depict vegetation removal or potential replanting areas.

[Visual Impact Assessment technical report - Pages 110-112 revised as follows:]

OV-22 Proposed Condition – Cabrillo/Hot Springs Interchange Configuration F Modified

Interchange Configuration F Modified proposes a new northbound off-ramp connecting to Hot Springs Blvd. As seen from Observer Viewpoint 22, the construction of the ramp would require a retaining wall along the northbound lanes of the highway, and the removal of the existing vegetation in that area. New vine planting would be included along the retaining wall. The intersection of Hot Springs Blvd. and the highway ramps would likely require traffic signals and additional signage. As seen from OV-22, although a slightly different layout, the overall extent of paved surfaces and landscaping associated with Configuration F Modified would be perceived as generally similar to the other configurations. The Visual Quality Evaluation shows that the vividness, intactness and unity would be reduced with Configuration F Modified. As a result, the visual scale and urban character of the interchange would be substantially increased.

Resource Change (RC) Evaluation OV-22– INTERCHANGE CONFIG. F MOD.				
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.0	5.0	5.0	5.0
ProposedConfigFMod	4.0	3.9	3.9	3.9
Visual Quality Difference =				**-1.1**

Viewer Response (VR) Rating OV-22 – INTERCHANGE CONFIG. F MOD	
Viewer Response (VR)	**5.0**

Visual Impact Rating	**OV-22 – INTERCHANGE CONFIG. F MOD.**
Resource Change (RC) - from table above	-1.1
Viewer Response (VR) - from table above	5.0
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.***	**-3.0**

OV-22 Proposed Condition – Cabrillo/Hot Springs Interchange Configurations M and M Modified

Interchange Configurations M and M Modified propose a new northbound off-ramp connecting to Hot Springs Blvd. As seen from Observer Viewpoint 22, the construction of the ramp would require a retaining wall along the northbound lanes of the highway, and the removal of the existing vegetation in that area. New vine planting would be included along the retaining wall. The intersection of Hot Springs Blvd. and the highway ramps would likely require traffic signals and additional signage. The Visual Quality Evaluation shows that the vividness, intactness and unity would all be reduced with Configurations M and M Modified. As a result, the visual scale and urban character of the interchange would be substantially increased.

Resource Change (RC) Evaluation OV-22– INTERCHANGE CONFIGS. M and M MOD.				
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.0	5.0	5.0	5.0
Proposed M, M Mod.	4.0	3.9	3.9	3.9
Visual Quality Difference =				**-1.1**

Viewer Response (VR) Rating OV-22 – INTERCHANGE CONFIGS. M and M MOD.	
Viewer Response (VR)	**5.0**

Visual Impact Rating OV-22 – INTERCHANGE CONFIG M and M MOD.	
Resource Change (RC) - from table above	-1.1
Viewer Response (VR) - from table above	5.0
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.***	**-3.0**

[Visual Impact Assessment technical report - Page 116 revised as follows:]

OV-24 Proposed Condition – Cabrillo/Hot Springs Interchange Configuration F

[Visual Impact Assessment technical report - Page 117 revised as follows:]

OV-24 Proposed Condition – Cabrillo/Hot Springs Interchange Configuration F Modified

[Visual Impact Assessment technical report - Page 118 revised as follows:]

OV-24 Proposed Condition – Cabrillo/Hot Springs Interchange Configuration J

[Visual Impact Assessment technical report - Page 120 revised as follows:]

OV-24 Proposed Condition – Cabrillo/Hot Springs Interchange Configurations M and M Modified

[Visual Impact Assessment technical report - Page 126 revised as follows:]

OV-24A Proposed Condition – Cabrillo/Hot Springs Interchange Configurations M and M Modified

As seen from Observer Viewpoint 24A, Interchange Configurations M and M Modified would appear generally similar to Configuration J. The existing left-hand off-ramp would be removed and a new on-ramp and retaining wall would be constructed at Los Patos Way. Because of the different

alignment of the northbound highway lanes, the median would be somewhat narrower than that proposed with Configuration J. New landscaping would be provided in the highway median and along the roadsides, although to a lesser degree than what currently exists. The most identifiable visual characteristic of Configurations M and M Modified would be the loss of the left-hand off-ramp, the wider expanse of pavement, the new retaining wall, and the reduction of mature landscaping and skyline trees. Views to the northbound lanes would increase with Configurations M and M Modified, resulting in a more urban visual character as seen from this viewpoint. The Visual Quality Evaluation rating indicates a moderately-substantial reduction in visual quality, although the remaining existing vegetation and the new planting would help the view retain an above-average degree of intactness and unity.

Resource Change (RC) Evaluation OV-24A – INTERCHANGE CONFIGS. M and M MOD.				
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.3	4.7	4.8	4.6
Proposed Config. M	3.8	4.0	4.2	4.0
Visual Quality Difference =				**-0.6**

Viewer Response (VR) Rating OV-24A – INTERCHANGE CONFIGS. M and M MOD.	
Viewer Response (VR)	**4.3**

Visual Impact Rating OV-24A – INTERCHANGE CONFIGS. M and M MOD.	
Resource Change (RC) - from table above	-0.6
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.***	**-2.5**

[Visual Impact Assessment technical report - Pages 120-122 revised as follows:]

OBSERVER VIEWPOINT 25 – From Highway 101 near Salinas Street looking northbound.

OV-25 Existing Condition

The existing view from Observer Viewpoint 25 includes a variety of visual elements, including residential and recreational uses, U.S. 101 with sparse to moderate planted roadsides and median, and a soundwall along the northbound lanes. Mature vegetation can be seen in the surrounding community. Limited views of the Andree Clark Bird Refuge and the Santa Barbara Zoo are toward the southwest, as are a chain-link highway fence and the railroad tracks. The Visual Quality Evaluation ratings for this existing view indicate a generally average visual quality, due mostly to the modest highway landscaping and the soundwall. The median planting adds some degree of unity to the view. The existing view is somewhat intact as a typical suburban freeway context, and glimpses of the Bird Refuge slightly increase the memorability rating.

Viewer Response

The primary sensitive visual resources as seen from Observer Viewpoint 25 are the Andree Clark Bird Refuge and the well-vegetated community beyond the highway corridor. No quality ocean views are available from Observer Viewpoint 25, and viewers at this location are exclusively motorists using the highway. As a result, the expected viewer sensitivity rating from this viewpoint is identified as moderately above-average.

ALTERNATIVES 1 AND 2 AND 3

OV-25 Proposed Condition – Alternatives 1 and 2 and 3

As seen from Observer Viewpoint 25 this viewpoint, the project proposes no alterations to the highway beyond those which will be constructed as part of the Milpas/ Hot Springs project. As a result the proposed condition from this viewpoint would not change from the existing condition. It is important to note that Interchange Configurations J, M and M Modified would result in raising the railroad tracks south of the highway approximately four feet at Los Patos Way. The elevated railroad embankment would transition back to the existing grade through this area, but would have some affect on existing views of the Andree Clark Bird Refuge as seen from the eastbound lanes.

[Visual Impact Assessment technical report - Page 126 revised as follows:]

1.7 PROJECT IMPACT BY LANDSCAPE ASSESSMENT UNIT

Summerland Landscape Assessment Unit (Postmile 7.1 to 9.2)
From the North Padaro Lane overcrossing to 0.2 mile west of the Sheffield undercrossing.

This Landscape Assessment Unit is comprised of the Summerland community and its vicinity. This visually distinctive unit includes dramatic ocean and coastline vistas as well as views of the Summerland commercial area and residential community extending uphill from Highway 101. A moderate amount of landscaping is found along and adjacent to the highway corridor throughout this assessment unit.

Each of the project alternatives would adversely affect the small-town community character of Summerland. The proposed highway lanes, net reduction of highway planting, and sound walls

would all be new urbanizing elements. Of these project elements, the proposed sound walls would have the greatest overall negative effect on visual quality. As seen from Highway 101, the sound walls would have no effect on views to the ocean or coast, but they would block some of the views to the community and adjacent hillside. Recommended measures to eliminate certain soundwalls and place clear panels along the tops of other soundwalls through Summerland would maintain critical ocean views for much of the affected community.

The existing median planting is generally sparse through the Summerland community area, due in part to the concern for maintaining views of the ocean. Alternative 3, which proposes new median planting, would have a greater potential for affecting coastal views from the northbound lanes of Highway 101 and portions of the community.

Alternative 2, which would widen to the outside would require the construction of a retaining wall along the northbound lanes. This new retaining wall would allow for the retention of median planting but would also add another urbanizing element to the corridor. As a result the positive visual benefits of median planting would be mostly off-set by the negative effect of the new retaining wall.

From parts of Lillie Avenue and from portions of the community along the lower elevations of the hillside, the sound walls would be generally hidden because of the existing buildings and mature landscaping.

The Sheffield Drive undercrossing, which is included in this assessment unit would undergo substantial visual change with implementation of the project. All three of the alternatives at this location would reconfigure the southbound highway lanes and ramps and would widen the existing Sheffield Drive bridge. Alternative 1 would add a new southbound Sheffield Drive bridge and would allow for a limited amount of planting in the median. Alternative 1 would add four retaining walls below the main line along the southbound direction. Alternatives 2 and 3 would widen the existing Sheffield Drive bridge and add lanes toward the median, eliminating the median planting. Two retaining walls would be added below the main line along the southbound direction. All alternatives would place a sound wall along the northbound lanes. Visual changes at the Sheffield Drive undercrossing would be due mostly to the new retaining and sound walls, the wider expanse of paving and the loss or reduction of vegetation in the median and along the southbound roadside. Although high-quality views of the ocean and coast would remain, the increased scale of the highway facility and loss of vegetation would add an urbanizing character, which would negatively affect visual quality.

All three project alternatives would require the widening of the Evans Avenue. Although the profile of the structure would not appreciably change, the wider bridge deck would result in a somewhat longer “tunnel-effect” while travelling on Evans Avenue. Views to surrounding coastal

resources would not be greatly affected, however the larger mass of the bridge would contribute to a more urbanized visual character.

Retaining walls would be included at the reconstructed Sheffield undercrossing, between the southbound on and off ramps and the railroad tracks. The retaining walls would not be visible from the highway, however with Alternative 1 the walls would be seen from southbound ramps, the train and from certain locations on the beach. With Alternative 2 the retaining walls would be seen only from the tracks and portions of the beach. Where visible, the retaining walls would create a more urban affect and reduce visual quality.

Throughout all of the Summerland Assessment Unit, each of the project alternatives would result in adverse visual changes. Of the three project alternatives, Alternative 2 would result in impacts over and above the other two alternatives due mostly to the retaining wall proposed along the northbound lanes near postmile 7.8, as seen from Highway 101 only.

[Visual Impact Assessment technical report - Page 131 revised as follows:]

Santa Barbara City Landscape Assessment Unit - Cabrillo Blvd./ Hot Springs Road Interchange

Interchange Configuration F Modified

As seen from the northbound lanes of Highway 101, the greatest visual change associated with Configuration F Modified would be the closure of the existing left-side off-ramp and the construction of a new right-hand off-ramp. The northbound lanes would shift closer to the southbound lanes to accommodate the new northbound off-ramp, resulting in less planting area in the median. The new northbound off-ramp would result in the loss of much of the existing planting between the highway and Coast Village Road. Vines would be planted on the proposed highway fencing in that area, but much of the vegetated character and screening would be lost. The removal of several existing skyline trees from the southbound roadside would be seen, and additional lanes would combine for a more urban appearance and a reduction in visual quality.

As seen from the southbound lanes of Highway 101, Configuration F Modified would remove the existing left-side off-ramp, and construct new southbound on and off-ramps between the highway main lines and the railroad tracks to the south. Because of the different alignment of the northbound highway lanes, the median would be narrower. New landscaping would be provided in portions of the highway median and along the roadsides, although to a lesser degree than what now exists. Views between the northbound and southbound lanes would increase with Configuration F Modified, resulting in a more urban visual character.

With Configuration F Modified, a substantial reduction in visual quality would occur compared to the existing condition, although the remaining existing vegetation and the new planting would help the view keep a slightly above-average degree of intactness and unity.

As seen from the Coast Village Road and Old Coast Highway areas, the construction of a new northbound off-ramp connecting to Hot Springs Boulevard would require a retaining wall along the northbound lanes of the highway and the removal of the existing vegetation in that area. New vine planting would be included along the retaining wall. The intersection of Hot Springs Boulevard and the highway ramps would likely require traffic signals and additional signage. As a result, the visual scale and urban character of the interchange would be substantially increased, and the visual quality would be reduced with Configuration F Modified.

Alternative F Modified would add a new southbound on and off-ramps at Cabrillo Blvd. Two retaining walls would be required in order to fit the new ramps between the highway mainline and the existing railroad tracks. The retaining walls would be visible from the on and off ramps and would increased visual scale and urbanization of the setting. Overall Configuration F Modified would represent a change in character, and as a result the visual quality would decrease.

[Visual Impact Assessment technical report - Page 142 revised as follows:]

1.9 RECOMMENDED MITIGATION AND MINIMIZATION MEASURES

2. Sound walls should not be installed in Summerland at the following locations:

- Along northbound Highway 101, from approximately 200 feet west of Greenwell Road to the Summerland Fire Station (Station 313+00 to Station 332+50).
- Along northbound Highway 101, from approximately 0.2 mile east of Greenwell Road to approximately Greenwell Road (Station 296+50 to Station 310+00).
- Along Highway 101, from the Evans Avenue undercrossing to the Evans Avenue northbound onramp (Station 343+00 to Station350+50).
- Along northbound Highway 101, from the beginning of the Evans Avenue northbound onramp to approximately 50 feet west of the beginning of the Evans Avenue northbound onramp (Station 350+50 to Station 351+00).

VISUAL IMPACT ASSESSMENT

HIGHWAY 101 HIGH OCCUPANCY VEHICLE LANE PROJECT

Santa Barbara County, Carpinteria and Santa Barbara

Postmiles 1.4 / 12.3
EA 05-ON7000

March 2012

California Department of Transportation
Landscape Architecture
District Five

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This technical support document prepared under the direction of:

LICENSED LANDSCAPE ARCHITECT

TABLE OF CONTENTS

Visual Impact Assessment

1.1 EXECUTIVE SUMMARY 1

1.2 INTRODUCTION 3

1.3 PROJECT DESCRIPTION 3
1.3.1 Project Purpose 3
1.3.2 Project Need 4
1.3.3 Project Alternatives 4
1.3.4 Build Alternatives 5
1.3.5 Common Design Features of the Build Alternatives 6
1.3.6 Additional Common Design Features 7
1.3.7 Unique Features of the Build Alternatives 8
1.3.8 Landscaping And Aesthetic Features Proposed As Part Of The Project 9

1.4 EXISTING VISUAL ENVIRONMENT 10
1.4.1 Regional Setting 10
1.4.2 Project Setting 10

1.5 ANALYSIS METHODOLOGY 12
1.5.1 Visual Resource Change 13
1.5.2 Viewer Response 14
1.5.3 Viewer Sensitivity - Local Policy Indicators 15
1.5.4 Observer Viewpoints 22
1.5.5 Photo-Simulations and Project Representations 30

1.6 VISUAL IMPACT ASSESSMENT 30

1.7 PROJECT IMPACT BY LANDSCAPE ASSESSMENT UNIT 122

1.8 SUMMARY OF PROJECT IMPACTS 133

1.9 RECOMMENDED MITIGATION AND MINIMIZATION MEASURES 137

LIST OF TABLES AND FIGURES

Visual Impact Assessment

Tables

Table 1 - Locations where project alternatives correspond with one another 5
Table 2 - Observer Viewpoint (OV) Locations 22
Table 3 - Numerical visual impact ratings for each Observer Viewpoint, excluding the Cabrillo/ Hot Springs interchange 133
Table 4 - Numerical visual impact ratings for each Observer Viewpoint at the Cabrillo/ Hot Springs interchange 134

Figures

Figure 1 – Visual Impact Assessment Process Concept Diagram 13
Figure 2 - Observer Viewpoint Observer Map – Sheets 1 and 2 24
Figure 3 – Observer Viewpoint Observer Map – Sheets 3 and 4 26
Figure 4 - Observer Viewpoint Observer Map – Sheets 5 and 6 28
Figure 5 - Existing Configuration of the Cabrillo Blvd. / Hot Springs Road Interchange. 91
Figure 6 - Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration F 92
Figure 7 - Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration F Modified ... 93
Figure 8 - Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration J 94
Figure 9 - Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration M 95
Figure 10 -Conceptual Image of Cabrillo/Hot Springs Interchange Configuration M Modified . 96

VISUAL IMPACT ASSESSMENT
of the proposed
HIGHWAY 101 HIGH OCCUPANCY VEHICLE LANE PROJECT

Santa Barbara County, the City of Carpinteria and the City of Santa Barbara

PM 1.4 to 12.3 - EA 05-0N7000

1.1 EXECUTIVE SUMMARY

Implementation of the project would result in substantial visual changes throughout much of the highway corridor. The primary overall visual effect of the project, regardless of alternative, would be the increased urban character caused by the additional highway lanes, reduction of highway landscaping, and at several locations the construction of sound walls. New landscaping proposed by the project, along with aesthetic treatments to walls, would reduce the urban appearance to some extent. The inherent visual change associated with an increase in visual scale and additional hardscape would be unavoidable and noticeable. For some casual observers and people travelling through the area, the proposed scale of the facility would not be unexpected in the visual context of this freeway environment. Overall however, viewer sensitivity and response to change is expected to be high, evidenced largely by the many local coastal planning policies regarding visual character and scenic view protection.

Some degree of existing highway median planting is found throughout much of the project's length. At certain locations, particularly through the Padaro and the Monticito Assessment Units, the median planting includes mature and skyline trees and dense shrubs. Along other sections of the highway corridor the median planting is somewhat sparse, and at times has a weedy appearance. In most instances the median planting, even if sparse adds to the vegetative character of the corridor, as well as reduces views of the opposing lanes of the highway. With all alternatives the project would change the appearance of the median. Each of the alternatives would replace most of the existing metal barrier with concrete barrier. Depending on the specific location and alternative, new median planting may be included. Except in a few very wide median areas, new median planting would be limited to small and medium-sized shrubs. In the wider median areas, medium-sized trees would be planted. Even with Alternatives 1 and 3 which retain some of the median planting, the combination of new concrete barrier and reduced planting would result in a more urban appearance. At some of the weedy locations, the proposed barrier and planting would create a more unified look. At areas where the existing median planting is larger and well-established, the new barrier and planting would affect the vegetated character and increase the visual scale of the highway facility.

Proposed sound walls would not only affect the visual character, but some of the walls would also block scenic views. At most proposed sound wall locations the existing landscaping and/or intervening development already blocks scenic views. However in the Summerland area, new sound walls would affect views of the Pacific Ocean. The upper portions of the sound walls proposed for the Summerland area would interrupt partial ocean views from viewpoints at the lower elevations of the hillside neighborhoods to the north. As seen from Highway 101, the proposed sound walls would also limit much of the view to the community, including the commercial area along Lillie Avenue as well as the hillsides to the north. Elimination of certain soundwalls would substantially maintain ocean views and minimize potential visual impacts. A recommendation to eliminate portions of soundwalls is identified in the Recommended Mitigation Measures section.

SUMMARY COMPARISON OF PROJECT ALTERNATIVES

All of the project alternatives would reduce visual quality to some degree. The specific types of impacts would generally depend on the visual value of the existing median planting and roadside landscaping, and the affects the project would have on those elements relative to identified scenic resources seen in the area. At some locations median planting provides more value, and at other locations roadside landscaping provides a greater visual benefit.

As seen from fifteen of the twenty-two selected viewpoints, each of the three build alternatives would result in an equal magnitude of visual impact, though the specific types of impacts may be caused by different factors. Of the seven viewpoints not having equal impact ratings shared by all three alternatives, Alternative 3 resulted in the greatest amount of visual impact for five viewpoints, and Alternative 2 resulted in the most visual impact for two viewpoints. As seen from two viewpoints, Alternative 1 tied Alternate 3 as the receiving greatest amount of visual impact. From one viewpoint, all of the alternatives would result in a beneficial visual impact.

Each of the five Cabrillo Boulevard/Hot Springs Road interchange configurations proposed by the project would reduce visual quality. As viewed from the five selected viewpoints surrounding the interchange, the visual analysis ratings showed that Configuration F Modified caused the greatest visual impact at four of the five viewing locations, Configurations and M Modified M caused the greatest visual impact at three of the five viewing locations, Configuration J caused the greatest visual impact at two of the five viewing locations, and Configuration F caused the greatest visual impact at one of the five viewing locations.

Mitigation measures are identified which would reduce the project’s visual impact as seen from Highway 101 and the surrounding communities. The intent of these measures would be to mitigate the urbanizing affect of the project caused primarily by the additional highway lanes, reduction of highway landscaping, and the construction of sound walls. However, because of the inherent alteration of scale, increase of hard surface, and loss of vegetative character, even with

implementation of the measures extensive visual impacts would remain, regardless of the project alternative.

1.2 INTRODUCTION

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). To further emphasize this point, the Federal Highway Administration in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values. This Visual Impact Assessment was prepared using a process developed by the Federal Highway Administration (FHWA) in conjunction with the American Society of Landscape Architects. This process for assessing visual impacts satisfies the requirements of the National Environmental Policy Act (NEPA).

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities" (CA Public Resources Code Section 21001[b]). This report analyzes and discloses potential project affects consistent with the California Environmental Quality Act (CEQA) definitions and guidelines.

The intent of this visual impact assessment is to substantiate findings presented in the environmental document by acting as a technical support document. This assessment defines the visual environment of the project area, quantifies the visual resources of the project area, and identifies viewer response to those resources. The study assesses the resource change that would be introduced by the project and the corresponding viewer response to that change. This perceived change, along with the project's consistency with national, state and local visual resource policy is used to determine the degree of potential impacts.

1.3 PROJECT DESCRIPTION

1.3.1 Project Purpose

The purpose of this project is to reduce congestion and delay, provide capacity for future projected travel demand, encourage modal shift to transit and carpooling, and improve travel time on U.S. 101 within the project limits. This project is also anticipated to facilitate the flow of goods and services through the corridor and minimize diversion of freeway trips onto the local road system. Within the project limits, in the design year 2040 on typical weekdays, this project is forecast to:

- Reduce corridor delay by at least 7,000 person-hours daily.
- Reduce peak-period travel time on U.S. 101 for carpoolers and express bus riders by at least 30% on average, with travel speeds that are generally faster than single occupancy vehicle travel.

This project was initiated to implement one of the key elements from the 101 in Motion consensus recommended package of projects; namely, an HOV lane on U.S.101 from Milpas south to the county line. This proposed project is one of six elements that are being implemented through *101 In Motion*. Together this package will implement a multi-modal strategy to accommodate future travel demand while facilitating a modal shift to carpooling, transit, and passenger rail.

1.3.2 Project Need

Current demand is overwhelming the existing capacity of the U.S. 101 during weekday and weekend peak periods. In 2007, Average Annual Daily Traffic (AADT) volumes within the project limits ranged from 70,000 to 94,000 vehicles. Route 101 within the project limits typically operates with congested flow (Level of Service F) conditions during weekday and weekend peak periods. These conditions typically occur for one to four hours daily in each direction and result in significant travel delay (SBCAG Congestion Management Program, 2007). Without capacity improvements, LOS F conditions on Route 101 within the project limits are forecast to exceed ten hours a day in each direction by 2030 (SBCAG's 101 in Motion July 2006). Without improvements, congested conditions would continue to cause delay for local traffic, transit, commuters, tourists, commercial trucks, and emergency vehicles. The expected rise in traffic volumes, congestion, and delay is a result of several factors, including increased long distance commuting from Ventura County, internal population growth, which is forecast to expand by ten percent by 2020 in Santa Barbara County (SBCAG Regional Growth Forecast, 2007), and interregional traffic growth, including goods movement.

1.3.3 Project Alternatives

This approximately 10-mile project proposes to improve Route 101 from approximately 0.2 mile east of Bailard Ave (PM 1.4) in the City of Carpinteria to Sycamore Creek (PM 12.3) in the City of Santa Barbara.

Three build alternatives and a no build alternatives are proposed for evaluation in the environmental document. All build alternatives propose to add one HOV lane in each direction, resulting in a six-lane freeway within the project limits. Alternative 1 proposes to add the HOV lane while balancing outside (shoulder) and inside (median) landscaping impacts. Alternative 2 proposes to add the HOV lanes while maximizing the amount of median planting within the project limits. Alternative

3 proposes to add the HOV lanes within the existing median with minor incidental outside widening.

This project proposes to widen U.S. 101 to three lanes in each direction between 0.2 mile east of Bailard Ave (PM 1.4) in the City of Carpinteria to Sycamore Creek (PM 12.3) in the City of Santa Barbara. Three build alternatives and a no-build alternative are proposed for this project. Each build alternative would add a High Occupancy Vehicle (HOV) lane in both the northbound and southbound directions and reconstruct interchanges at Sheffield Drive and Cabrillo Boulevard. Stormwater treatment is proposed at the Bailard Interchange (PM 1.4) in addition to the stormwater treatment facilities within the HOV lane construction limits.

1.3.4 Build Alternatives

Three build alternatives; Alternatives 1, 2, and 3, and a No-Build Alternative are proposed for this project. All of the build alternative improvements would be constructed primarily within the existing public right of way. Alternative 2 proposes to maximize landscaping in the median. Alternative 3 proposes to construct all new paved lanes within the existing available median and maximizes the retention of outside planting. Alternative 1 along its length switches in similarity between Alternative 2 (widening to the outside), and Alternative 3 (widening to the inside) in order to balance preservation of potentially competing resources such as scenic views, wetlands, and median or roadside landscaping. In addition, along an approximately 2.3 mile section of Highway 101 (from postmile 8.5 to postmile 10.8), all three project alternatives are essentially the same.

Table 1 shows the approximate locations where Alternative 1 is the same as Alternative 2, where Alternative 1 is the same as Alternative 3, and where all three project alternatives are the same.

Table 1 – Locations Where Project Alternatives Correspond with One Another

Section of Highway 101	Alts. 1 and 2 are the same	Alts. 1 and 3 are the same	Alts. 1, 2, and 3 are the same.
PM 1.4 to 2.0			X
PM 2.0 to 3.0	X		
PM 3.0 to 4.9		X	
PM 4.9 to 5.5	X		
PM 5.5 to 6.9		X	
PM 6.9 to 7.3	X		
PM 7.3 to 8.5		X	

Table 1 (Continued) – Locations Where Project Alternatives Correspond with One Another

Section of Highway 101	Alts. 1 and 2 are the same	Alts. 1 and 3 are the same	Alts. 1, 2, and 3 are the same.
PM 8.5 to 10.9			X
PM 10.9 to 11.8 (Cabrillo / Hot Springs Interchange)			X
PM 11.8 to 12.3			X

1.3.5 Common Design Features of the Build Alternatives

Alternatives 1, 2 and 3 would include the following:

- Add an additional lane in each direction on U.S. 101 to provide for a part time, continuous access High Occupancy Vehicle (HOV) facility within the project limits.
- Replace bridge structures at: Arroyo Paredon (Parida), Toro Canyon, Romero (Picay), Oak, and San Ysidro Creeks.
- Widen bridge structures at Franklin and Santa Monica creeks.
- Widen traffic undercrossing structures at South Padaro Lane and Evans Avenue.
- Reconstruct the northbound off ramp and on ramp at Salinas Street.
- Convert the existing northbound auxiliary lane to a through lane between the northbound on ramp at Cabrillo Boulevard and Salinas Street off ramp.
- Construct a southbound auxiliary lane between the Sheffield Drive on ramp and the Evans Avenue off ramp.
- Reconstruct the interchanges at Sheffield Drive and Cabrillo Boulevard.
- Construct an interchange at Cabrillo Blvd. The following three interchange configurations are under consideration:

Note: The proposed configuration changes at the Highway 101/ Cabrillo-Hot Springs interchange are each independent of Alternatives 1, 2 and 3 and could be constructed with any of the three project alternatives. Because of this independence and extent of proposed changes, the Cabrillo/ Hot Springs interchange improvements are referred to separately as Interchange Configurations F, F Modified, J, M and M Modified.

F) Existing Northbound Mainlines / Southbound Half - Diamond - Close both median off ramps at Cabrillo Blvd.; improve the northbound Hermosillo Drive off ramp and the northbound Cabrillo Boulevard on ramp. Construct new southbound on and off ramps to intersect at Cabrillo Boulevard immediately adjacent to, and to the right of the mainline lanes.

F Modified) Northbound Half Diamond with Hermosillo Off/Southbound Half Diamond - Close both median off ramps at Cabrillo Boulevard and the Los Patos Way off ramp. Add northbound right side off ramp at Cabrillo Boulevard and improve the northbound Cabrillo Boulevard on ramp. Retain the northbound Hermosillo Drive off ramp. Construct new southbound on and off ramps to intersect at Cabrillo Boulevard immediately adjacent, and to the right of the southbound freeway lanes. Install traffic signals at the Cabrillo Boulevard Northbound and Southbound ramp junction intersections.

J) Existing Northbound Mainlines / Improve Los Patos - Close both median off ramps at Cabrillo Blvd.; improve the northbound Hermosillo Drive off ramp and the northbound Cabrillo Blvd. on ramp. Improve the southbound Los Patos Way off ramp, and add a southbound Los Patos Way on ramp.

M) Northbound Half - Diamond / Improve Los Patos - Close northbound and southbound median off ramps at Cabrillo Blvd. and close the northbound Hermosillo Drive off ramp. Add a southbound Cabrillo Blvd. off ramp. Improve the southbound Los Patos Way off ramp and the northbound Cabrillo Blvd. on ramp. Add a southbound Los Patos Way on ramp.

M Modified) Northbound Half Diamond with Hermosillo Off/Southbound Los Patos Ramps - Close both median off ramps at Cabrillo Boulevard. Add northbound right side off ramp at Cabrillo Boulevard and improve the northbound Cabrillo Boulevard on ramp. Retain the northbound Hermosillo Drive off ramp. Improve the southbound Los Patos Way off ramp and add a new southbound Los Patos Way on ramp. Install a traffic signal at the Cabrillo Boulevard northbound ramp junction intersection.

1.3.6 Additional Common Design Features

- Construct two retaining walls between the Sheffield Drive southbound off and on ramps and the railroad tracks.
- Provide median landscaping in the first 0.2 mile at the southern limits of the project, and the last 0.5 mile of the project.
- Install replacement planting.
- Construct sound walls for noise abatement where appropriate.

- Provide noise attenuating pavement surface on all travel lanes.
- Relocate underground and aboveground utilities as needed.
- Lengthen cross culverts to accommodate additional pavement width.
- Construct maintenance vehicle pullout areas.
- Construct stormwater treatment facilities within the HOV construction limits and on publicly owned property near the Bailard Interchange.

1.3.7 Unique Features of the Build Alternatives

Alternative 1 - Balanced Resources

This alternative proposes to balance competing resource interests such as scenic views, wetlands, and median/outside landscaping.

- Provide median landscaping, where appropriate, at several additional locations: from 0.2 mile from the southern limits of the project to Linden Avenue; the South Padaro Lane Interchange; and at the North Padaro Lane Interchange.
- The freeway outside edge of pavement requires widening in all locations where additional median landscaping is proposed.

Alternative 2 – Maximize Median Planting

This alternative proposes to maximize landscaping in the median, and recognizes that some identified scenic resources may be partially blocked and some wetland areas impacted.

- Provide median landscaping, where appropriate, at several additional locations: from 0.2 mile from the southern limits of the project to Reynolds Avenue; and from Santa Monica Road to the Evans Avenue Interchange.
- The freeway outside edge of pavement requires widening in all locations where additional median landscaping is proposed.
- Construct additional southbound auxiliary lanes between 1) the Santa Claus Lane on ramp and the Carpinteria Avenue off ramp and 2) the Reynolds Avenue on ramp and the Linden Avenue off ramp.
- Construct 3 additional retaining walls. One on the southbound shoulder at the right of way line ending at the Santa Claus Lane southbound on ramp (500 feet in length), one on the northbound

shoulder near Greenwell Creek (700 feet in length) and one on the northbound shoulder near the northbound off-ramp to Summerland (300 feet in length.)

Alternative 3 – Maximize Outside Planting

This alternative proposes to construct all new paved lanes within the existing available median and maximizes the retention of outside planting.

- A single barrier separating the two inside paved shoulders will be provided in the median between Carpinteria Creek and Olive Mill Road, which largely retains the existing outside edge of pavement within these areas.

1.3.8 Landscaping And Aesthetic Features Proposed As Part Of The Project

The project proposes several features designed for the purpose of being visually consistent with the aesthetics of the highway corridor, and for minimizing its potential affect on the visual environment. These elements are included in the photo-simulations where applicable, and are considered part of the base-line project in terms of the visual analysis and rating purposes.

Landscaping

Landscaping will be provided to the greatest extent possible. Landscape planting will include trees, shrubs, groundcover, vines and wildflowers. Where sufficient room exists, median planting will be installed. New roadside landscaping will be provided where safety allows. Sound walls will be planted both on the highway and community sides where possible. Mulch will be used to treat the ground-plane and to suppress weed growth. Landscaping will occur as close to the area of impact (if any) as possible. Most landscaping will include permanent irrigation.

Protection of existing vegetation

Trees and other importation vegetation will be saved as much as possible. Special attention will be given to preserving skyline trees and specimen trees. Where practical, trees will be saved and judicious pruning applied.

Sound walls and retaining walls

All sound walls and retaining walls will include aesthetic treatment. The specific type of sound wall aesthetic treatment will be determined with input from the adjacent community.

Structures

Any new or widened bridge structures will include aesthetic treatment.

1.4 EXISTING VISUAL ENVIRONMENT

1.4.1 Regional Setting

The region is characterized by coastal bluffs and plains rising into the rolling foothills of the Santa Ynez Mountains. The terrain is mostly flat near the coastal edge, with slopes becoming as steep as thirty per cent near the hills. The form and ridgeline of the mountains, at a distance of approximately one to five miles to the northeast, create a dominant element in the landscape, providing a clearly defined visual limit for the region.

The presence of surface water plays an important role in establishing the visual character of the region. The Pacific Ocean is visible from many parts of the study area, and where seen, provides dramatic contrast in terms of color and form to the surrounding landscape components. Several seasonal creeks cross the project area as they flow from the foothills to the sea. Water in these creeks is often not readily visible, and their presence in the landscape is mostly seen as narrow corridors of riparian vegetation. Wetlands are present in the region, the two largest are the 230 acre Carpinteria Marsh and the 29 acre bird refuge in Santa Barbara.

The vegetation throughout most of the region is varied. Much of the area has been greatly influenced by development of some sort. The typical skyline vegetation along the highway and developed areas consists of mature Cypress, Pine, Eucalyptus and Palms. Native vegetation is visible primarily on the hillsides, and consists of coast live oak woodland, coastal sage scrub, chaparral and riparian plant communities. Vegetation in the form of orchards is present at scattered locations, particularly in the foothills near Summerland and Carpinteria.

A wide range of types of development is found throughout the region. Each community has some commercial development, much of which is in the vicinity of Highway 101, with residential areas located mostly on the inland side of the highway. Much of the commercial development is tourism oriented. The westerly end of the study area, in Santa Barbara, is the most densely developed part of the region. Some light industry and greenhouses are found around the east end of the study area, near Carpinteria. Several recreational facilities are located in the region, including tennis courts, a golf course, a county park and beach access areas. From the highway the roadsides are generally well-landscaped which effectively screens much of the built-character of the adjacent community.

1.4.2 Project Setting

Landscape Assessment Units

To provide a framework for understanding and disclosing the potential visual effects of highway project alternatives, the FHWA visual methodology recommends the regional landscape be divided into analysis sub-units. Landscape Assessment Units are not based on jurisdictional boundaries

such as city or county limits, but rather are based on distinct areas or zones which have certain common visual characteristics. Landscape Assessment Units or "Units" divide the project into manageable segments that may share visual attributes, potential project affects, and if necessary, impact reduction strategies. The visual resources of Landscape Assessment Units can be assessed, compared; and assigned priorities for planning, siting, and design decisions.

For the purpose of this study, the project corridor was divided into following six Landscape Assessment Units: The units are defined along the highway corridor from the western end of the project to the east.

Carpinteria City Landscape Assessment Unit (Postmile 1.4 to 4.1)
From 0.2 mile east of Bailard Avenue overcrossing to 0.2 mile west of Santa Monica Road.

This unit is defined by its proximity to the community center of Carpinteria. As part of the eastern section of the project corridor, views to the Santa Ynez Mountains and agriculture are important visual elements. The Carpinteria City Unit is also influenced by views of the central business district, as well as residential and visitor-serving commercial development along the Highway. This unit is generally well-landscaped and has limited to no views of the Pacific Ocean.

Carpinteria Salt Marsh Landscape Assessment Unit (Postmile 4.1 to 5.6)
From 0.2 mile west of Santa Monica Road to the Arroyo Parida Creek Bridge.

The Carpinteria Salt Marsh Unit is another part of the eastern section of the project corridor, where views to the Santa Ynez Mountains and agriculture are important visual elements. The visual identity of this unit however is also greatly influenced by its proximity to the Carpinteria Salt Marsh. This Landscape Assessment Unit includes views of some of the lesser-developed areas along the project corridor.

Padaro Landscape Assessment Unit (Postmile 5.6 to 7.1)
From Arroyo Parida Creek Bridge to the North Padaro Lane overcrossing.

This Landscape Assessment Unit includes the unincorporated area between the communities of Carpinteria and Summerland. The visual environment through this unit is defined to a great extent by mature trees and landscaping along and adjacent to the highway corridor. A group of trees known as the Memorial Oaks are found lining a portion of Highway 101 within the Padaro Assessment Unit. These oaks, planted to honor Santa Barbara County soldiers who died in World War I are not listed as Historic, but are considered of local interest. The oaks contribute to the vegetative character of the Padaro Unit, although their commemorative value is likely not apparent to the casual highway traveler. A low to moderate amount of development is seen in this area, mostly residences, from medium density north of the highway to large estates along the ocean bluff. Long distance ocean views exist from the eastern and westernmost portions of this assessment unit.

Summerland Landscape Assessment Unit (Postmile 7.1 to 9.2)
From the North Padaro Lane overcrossing to 0.2 mile west of the Sheffield undercrossing.

This Landscape Assessment Unit is comprised of the Summerland community and its vicinity. This visually distinctive unit includes dramatic ocean and coastline vistas as well as views of the Summerland commercial area and residential community extending uphill from Highway 101. A moderate amount of landscaping is found along and adjacent to the highway corridor throughout this assessment unit.

Montecito Landscape Assessment Unit (Postmile 9.2 to 11.1)
From 0.2 mile west of the Sheffield Drive undercrossing to Hermosillo Road.

The Montecito Landscape Assessment Unit includes the highway corridor and vicinity from just west of Ortega Hill to the Los Patos Way off-ramp. This unit is characterized to a great degree by its abundance of mature highway and neighborhood landscaping, along with a somewhat more curvilinear highway alignment. Several large median trees are found in this assessment unit. Few if any ocean views are available from the highway through the Montecito unit.

Santa Barbara City Landscape Assessment Unit (Postmile 11.1 to 12.3)
From the Hermosillo Road to Sycamore Creek.

This Landscape Assessment Unit represents the westernmost segment of the project corridor study area. This assessment includes the Cabrillo Blvd./Hot Springs Road Interchange as well as the Andree Clark Bird Refuge. Although mature landscaping is an important component of this unit, it is also partially influenced by the more urban visual character of Santa Barbara City.

1.5 ANALYSIS METHODOLOGY

This study employs an analysis model developed by the Federal Highway Administration (FHWA) in conjunction with the American Society of Landscape Architects. The major components of this process include establishing the visual environment of the project, assessing the visual resources of the project area, and identifying viewer response to those resources. Those components define the existing or baseline conditions. Resource change introduced by the project and the associated viewer response is then assessed, providing a basis for determination of potential visual impacts. Visual impact is a function of assessing the extent of physical change (resource change), and comparing that with the degree of viewer sensitivity (viewer response). A generalized visual impact assessment process is illustrated in the following diagram.

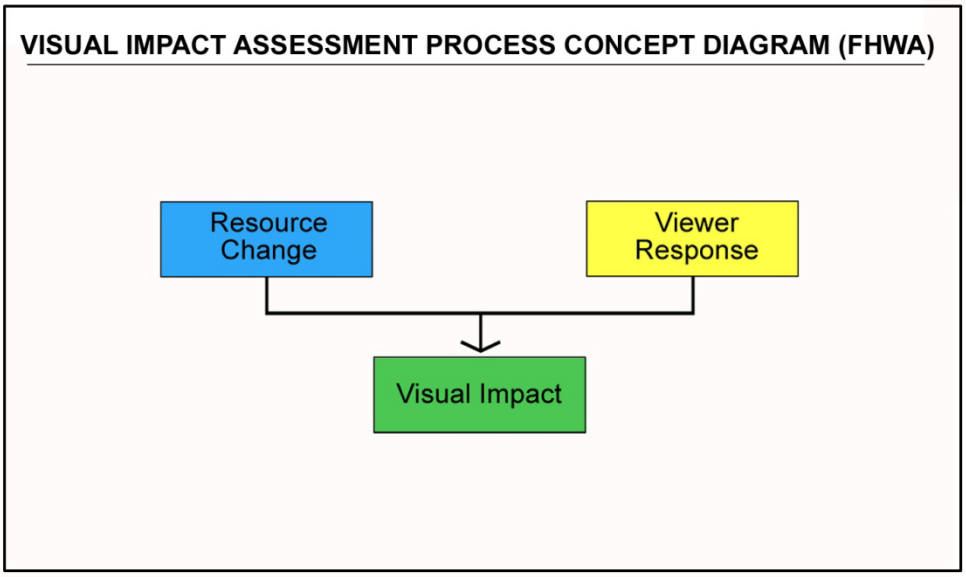


Figure 1. Visual impact assessment process concept diagram.

1.5.1 VISUAL RESOURCE CHANGE

The physical changes caused by the project manifest themselves in mainly terms of form, line, color and texture, as well as the associated relational aspects of scale, dominance, diversity and continuity. These inherent physical attributes are visually experienced as an integrated whole, defining the perceived visual character of the landscape. How these attributes relate to one another and their setting is assessed in part by analyzing what is defined in the FHWA methodology guidance as the view's *vividness, intactness and unity*. These three visual rating criteria are described as follows:

Vividness is the visual power or memorability of the landscape components as they combine in striking and distinctive visual patterns.

Intactness is the visual integrity of the landscape and its freedom from non-typical encroaching elements. If all of the various elements of a landscape seem to "belong" together, there will be a high level of intactness.

Unity is the visual harmony of the landscape considered as a whole. Unity represents the degree to which potentially diverse visual elements maintain a coherent visual pattern.

In order to assess the degree of resource change caused by the project, the FHWA method recommends a numerical rating process which compares the visual quality in terms of vividness, intactness and unity (described above), of both the existing and proposed conditions for each project alternative under consideration. Accordingly, a Visual Quality Evaluation team was convened for the purpose of numerically rating the extent of visual resource change resulting from the proposed project. The Visual Quality Evaluation team included nine participants, and included representatives

from the City of Carpinteria, the City of Santa Barbara, Santa Barbara County, the Santa Barbara Council of Governments, and Caltrans. Ratings were conducted utilizing photographs and photo-simulations as well as site video and project maps.

Separate Resource Change (RC) evaluations were conducted from each of the twenty-seven Observer Viewpoints. A numerical rating between 1 and 7 was assigned for the visual quality of existing conditions from each viewpoint, with 1 having the lowest value and 7 the highest. Photo simulations were then prepared illustrating the likely appearance of each view after project construction. After a combination of field reviews and photo simulation study, numerical ratings were then assigned to each of these "proposed" views. The numerical difference, if any, between the existing and proposed conditions quantifies the degree of resource change which may occur as a result of the proposed project.

The Resource Change (RC) evaluation determines which specific criteria contribute most to the existing quality of each view, and if change would occur to that criteria as a result of the project. If a numerical change in visual criteria was identified, this change was analyzed for its potential affect on the existing visual quality.

Ultimately, the degree of resource change (as determined by the Resource Change evaluation) must be combined with the anticipated viewer response in order to understand and determine potential levels of visual impact.

1.5.2 VIEWER RESPONSE

To understand and predict viewer response to the appearance of a highway project, we must know something about the viewers who may see the project and the aspects of the visual environmental to which they are likely to respond. We can differentiate major viewer groups by physical factors that modify perception. For highway projects, we begin with the basic distinction of the views from the road, and the views of the road, as well as the physical location of each viewer group, the number of people in each group, and the duration of their view. The receptivity of different viewer groups to the visual environment is not equal. This variable receptivity is defined as *viewer sensitivity* and is strongly related to visual preference. It modifies visual experience directly by means of viewer activity and awareness; indirectly, sensitivity modifies experience by means of values, opinions, and preconceptions.

Throughout the project's approximately 10- mile length, the extent and characteristics of potential viewer groups are numerous and varied. Although the number of possible viewing conditions and experiences are innumerable for a project of this size, certain categories of view-types can be defined. Viewer response assumptions include consideration of viewing proximity, duration of views, activity while viewing, and overall viewing context. Local values based on visual

preferences, historical associations, and community aspirations and goals are also important indices of predicting viewer sensitivity and response to change.

Based on the project's proximity to coastal visual resources, as well the importance of the visual environment, highway and community aesthetics as identified in local planning documents, this analysis assumes an overall high level of viewer sensitivity throughout the project's length. At any given viewpoint, this generally high level of viewer sensitivity is modified by the previously mentioned factors such as viewing distance, location and availability. The overall number of viewers and duration of views can also amplify or diminish the high degree of visual sensitivity generally-assumed for a certain viewpoint.

This study considers and identifies these viewer sensitivity modifiers for each selected viewpoint analysis. A numerical viewer response rating between 1 and 7 was assigned for each viewpoint, with 1 being the least sensitive anticipated response and 7 being the most sensitive anticipated response. In determining the potential levels of visual impact, the anticipated viewer response is combined with the degree of resource change (as determined by the Resource Change evaluation).

1.5.3 VIEWER SENSITIVITY - LOCAL POLICY INDICATORS

Route 101 through coastal Santa Barbara County has long been recognized for its scenic qualities. Local coastal planning policy emphasizes the protection of visual resources along Highway 101 and underscore the concern and sensitivity to aesthetic issues along this route.

Public opinion and policy concerning the established visual character of the regional landscape are important factors in assessing the baseline values ascribed to the setting. These policies and community-based goals serve as an essential tool for predicting the likely reaction that changes resulting from the proposed project would evoke from the viewing public.

The project passes through three local jurisdictions, Santa Barbara County, the City of Carpinteria, and the City of Santa Barbara, as well as the unincorporated communities of Summerland and Montecito. The residents and representatives of these local communities have over the years demonstrated a high degree of sensitivity to alteration of the aesthetic quality of this coastal area. Community groups have expressed concerns about changing the visual character of the highway corridor and the potential effects on local and visitor's perception of the area. Review of local policy defines several coastal visual resources which are of high aesthetic value. As a result, This study considers viewer sensitivity related to the any of the following identified visual resources as high:

- Ocean views
- Mountain views

- Salt marsh views
- Rural landscape views
- Open space views
- Small-town beach community views
- Skyline tree views
- Historic landscape views
- Historic structure views

The entire project is located within the Coastal Zone. The project is subject to coastal zone policy and the issuance of a Coastal Development Permit. As such many aspects of the project are regulated by the applicable local coastal plan jurisdiction as well as the California Coastal Commission. Regulatory review of this project and subsequent permit issuance will be based in part on the following partial listing of visual resource standards. Although not an exhaustive list of the standard of review related to the project, the policies, goals and ordinances summarized below inform the level of viewer sensitivity and subsequent findings related to potential visual impacts.

Because of the project's length it crosses multiple jurisdictions, and as a result not all of the policies listed below would apply to the entire length of the project. As applicable, the project would be subject to only the policies of the community or jurisdiction through which it passes at that location.

The following policies are listed by jurisdiction. A notation follows each heading indicating the associated Landscape Assessment Unit(s) to which those particular policies apply. Refer to Section 1.4.2 for an explanation of Landscape Assessment Units.

California Coastal Act

(Applies to the entire project)

Policy, Goal or Ordinance	Visual Resources
30251	The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Carpinteria General Plan

(Applies to the Carpinteria City and Carpinteria Salt Marsh Landscape Assessment Units)

Policy, Goal or Ordinance	**Frontage Design**
CD-10d	Frontages in city-edge neighborhoods should reflect the rural or semi-rural character of those places by the use of narrow roads detailed in a rural manner. Rural detailing could include unpaved verges, and yards bounded by low fences or native stone walls, and irregular rows of trees historically found in the rural California landscape.
CDS3-2	Preserve and enhance the existing residential neighborhood and ensure that new development enhances the neighborhood character.
	U.S. 101, State Routes and Freeway Interchanges
C-1d	The City shall work closely with Caltrans to assure improvements to freeway interchanges and overpasses compliment the small town quality and charm of the city. Conventional methods for improving level of service such as widening of overpasses for independent turning lanes and signalization of intersections should be avoided if possible in favor of improvements consistent with the existing small town character and charm.

Carpinteria Local Coastal Land Use Plan

(Applies to the Carpinteria City and Carpinteria Salt Marsh Landscape Assessment Units)

Policy, Goal or Ordinance	**Visual Resources**
OSC-13a	Preserve broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and Route 101. In addition, design and site new development on or adjacent to bluffs, beaches, streams, or the Salt Marsh to prevent adverse impacts on these visual resources.
OSC-13g	Require new development to protect scenic resources by utilizing natural landforms and native vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resources protection policies.
	Landscaping and Views
CD-3	The design of the community should be consistent with the desire to protect views of the mountains and the sea.
CDS2-1	Preserve and strengthen the visual and physical connections between the downtown, beach, the salt marsh, mountains, and the other neighborhoods and districts in the city.
	Public Spaces
CD-12a	Landscape planning shall be respectful of the natural character of the city and enhance existing native plant communities and environmentally sensitive habitat areas.
CDS3-3	Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's small beach town image.

Santa Barbara County Corridor Design Guidelines

(Applies to portions of the Padaro, Summerland, and Montecito Landscape Assessment Units)

Policy, Goal or Ordinance	General Guidelines for Landscaping
L1	To the maximum extent feasible, all development, including expansion of U.S. Highway 101, shall incorporate provisions for landscaping to preserve the scenic and visual amenities which exist along the affected transportation corridor, or to replace such landscaping with comparable scenic and visual amenities. To the extent feasible, the historic landscaping scheme shall be preserved and restored.
L3	The primary goal of landscaping is to preserve and restore the existing substantially landscaped character of the Highway 101 Corridor and enhance the aesthetic value of unlandscaped and under landscaped areas. Landscaping shall reiterate and reinforce the historic, biological and/or scenic nature of the area. Aesthetic impacts of new "hard" freeway elements shall be mitigated through well planned landscaping.
L5	The role of skyline trees and other vegetation at interchanges is to reduce the visual scale of the interchange and to screen structures as much as possible. With larger structures, larger masses of landscaping should be used to maintain the appropriate scale. Existing skyline trees should be preserved where appropriate and new ones should be planted, especially in conjunction with new or rebuilt freeway structures. Vegetation along interchange ramps should harmoniously transition from the highway corridor to surface streets.
L19	Views of the Pacific Ocean, Santa Ynez Mountains and important views into and from the Carpinteria Valley, the communities of Summerland and Montecito, the City of Santa Barbara, and Goleta shall be preserved, framed and otherwise enhanced with landscaping.
L20	Planting along the highway corridor shall be carefully planned to screen views of freeway structures and unsightly adjacent land uses without obstructing long-range views of the ocean, mountains and community.
	Median Landscaping
L22	Median landscaping shall be considered a fundamental element to preserve the historical character and maintain the existing aesthetic character of the Highway 101 Corridor. Dense landscaping in the existing or proposed median should be encouraged to reduce the overall scale of the highway and to screen the opposite travel lane. Substantial median landscaping should be provided. To the extent feasible, existing median width shall be maintained to preserve adequate area for substantial median landscaping.
	Montecito Specific Landscaping Design Guidelines
L26	Historically successful plant species, even if non-native, should be used in the Montecito corridor. Several species of trees are clearly successful, such as eucalyptus, sycamore, Monterey cypress and coast live oaks. Sycamores have historically been present near the Hot Springs Road/Cabrillo Boulevard interchange and should be maintained in that location.
L28	Special attention should be given to the preservation and maintenance of the Memorial Oaks located between Nidever Road and Toro Canyon Road.

Santa Barbara County Corridor Design Guidelines (continued)

	Structures
S5	Construction materials shall be selected, designed and treated to soften the bulk of freeway structures. For example, concrete, being a highly reflective material, should incorporate texture, linear elements and dark colors to absorb light, reduce glare, create shadows and reduce the appearance of mass. Sandblasting and use of materials that gain patina and improve in appearance over time should also be used.
S9	Aesthetics shall be considered in placement and design of freeway drainage structures.
	Montecito Specific Structures Guidelines
S24	Every effort should be made to preserve existing historic highway structures.
	Sound Walls
S16	Sound barriers and walls should be carefully designed to minimize aesthetic impacts on freeway users as well as on surrounding areas. Barriers should be designed not to disrupt important views and to be compatible with adjacent neighborhoods, especially in terms of light and noise reflection into and through the community.

Summerland Community Plan

(Applies to the Summerland Landscape Assessment Unit)

Policy, Goal or Ordinance	Visual Resources
VIS-S-2.1	Incorporate language into the BAR Guidelines which will promote the following goals: a. Protect the scenic character of Summerland; b. Preserve the architectural, rural and historic qualities of Summerland; c. Promote visual relief throughout the community by preservation of scenic ocean and mountain vista, creation of open space, and variation of styles of architecture, setbacks, and landscaping; d. Promote high standards of architectural design and the construction of aesthetically pleasing structures; e. Encourage the protection of public and private views; f. Encourage the protection of privacy for individual residences; g. Encourage the development of safe and attractive residential areas in a variety of housing styles; h. Encourage the development of attractive and appropriate commercial facilities and the signage therein; and i. Encourage the use of native plants, especially in the open space areas.
VIS-S-3	Public views from Summerland to the ocean and from the Highway to the foothills shall be protected and enhanced. Where practical, private views shall also be protected.
VIS-S-4	New development in Summerland shall be compatible with and shall enhance the community's architectural character.
VIS-S-7	In the rural areas all development shall be designed to minimize visual and aesthetic impacts.

Montecito Community Plan

(Applies to portions of the Summerland, Montecito, and Santa Barbara Landscape Assessment Units)

Policy, Goal or Ordinance	Visual Resources
VIS-M-1.1	Development shall be subordinate to the natural open space characteristics of the mountains.
VIS-M-1.3	Development of property should minimize impacts to open space views as seen from public roads and viewpoints.
	Lighting
LU–M-2.2	Lighting of structures, roads and properties shall be minimized to protect privacy, and to maintain the semi-rural, residential character of the community.

City of Santa Barbara Local Coastal Plan

(Applies to the Santa Barbara Landscape Assessment Unit)

Policy, Goal or Ordinance	Visual Resources
9.1	The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following: (4) Developing a system to evaluate view impairment of new development in the review process.
9.8	The City shall seek to preserve the unique scenic and aesthetic quality of Highway 101.
9.9	The City shall seek to protect views of the mountains and ocean from Highway 101 by minimizing view interruption by highway structures. The City shall also seek to minimize view interruption or blockage by the highway from surrounding public areas including roads, parks, and other open spaces.
	General Guidelines for Structures
4-9	Structures shall be sited and designated to preserve unobstructed broad views of the ocean from Highway 101, and shall be clustered to the maximum extent feasible.
9.16	The use of sound barriers shall be minimized to the extent feasible. Sound barriers shall be placed in a manner which protects views of the ocean and mountains from Highway 101 and frontage streets where feasible. Where critical views may be impacted, alternatives to barriers (such as soundproofing structures or new sound control technologies) should be considered. Where sound barriers are necessary to reduce highway noise impacts to adjacent land uses, the barriers shall be attractively designed in a consistent manner that is compatible with the surrounding neighborhoods. Landscaping sufficient to fully screen the barrier shall be provided in a timely manner along both sides of the barrier where feasible.
	Historic Resources
10.1	Proposed improvements to Highway 101 shall be designed in a manner that is sensitive in design and function to the highway's historic role within the City.
10.3	Any proposed changes to the Cabrillo Blvd./Hot Springs Road/Coast Village Road interchange shall recognize the historical significance of the Cabrillo Boulevard area and shall avoid to the greatest degree possible changes in the appearance, context, or function of Cabrillo Boulevard and the surrounding area.

City of Santa Barbara Local Coastal Plan (continued)

10.4	Any proposed changes to the Cabrillo Blvd./Hot Springs Road/Coast Village Road interchange shall minimize changes to the location, setting or context of the C.C. Park Watering Trough and Fountain.

City of Santa Barbara Coastal Parkway Design Guidelines

(Applies to the Santa Barbara Landscape Assessment Unit)

Policy, Goal or Ordinance	**Landscaping and Views**
N/A	Views of Montecito, the City, the Mesa, the Riviera, the Mission area, the Santa Ynez Mountains and the Pacific Ocean must be considered when developing landscape plans.
	General Guidelines for Landscaping
N/A	Landscaping must reiterate and reinforce the historic nature of the area. It must be very sensitively handled and be in keeping with the human scale of the area.
N/A	An important factor in reducing the scale of structures and the roadway is the use of tall trees. Caltrans should work with the City to preserve existing skyline trees and to plant new ones.
	Median Landscaping
N/A	Median landscaping substantial enough to screen opposing traffic is encouraged, however where long-range views are important, median plantings should be maintained at a height which prevents views of opposing traffic but allows distant features (such as the mountains) to be seen. However, lowering median landscaping should not result in significant loss of vegetation in the area. The goal of any trimming should be to open up long-range vistas, not to create views of on-coming traffic.
	General Guidelines for Structures
N/A	In general, new structures should reflect the historic character of the old structures in terms of materials, color, style, and the existing human scale of the area. Characteristics of human scale include breaking up the mass of structures, the selection of materials and the use of color and texture. Also important is the use of large scale landscaping, wood timber rails and creating continuity between the highway and the vegetation.
	Bridges, Overpasses and Underpasses (Design)
N/A	New bridges in the area of Hot Springs Road and Olive Mill Road should evoke Olmstead's original designs in Montecito and not be contemporary. New structures should create a similar ambiance and, if feasible, could even be exact reproductions. The goal for this area is to maintain its historic character.
	Sound Barriers, Walls, Guardrails, Fences, and Interchanges
N/A	When designing new sound barriers, potential effects on important long range views (such as Montecito, the City, the Mesa, the Riviera, the Mission area, the Santa Ynez Mountains and the Pacific Ocean) should be considered.

1.5.4 OBSERVER VIEWPOINTS

Consistent with the FHWA guidance, representative viewing locations, called Observer Viewpoints (OV), were selected which best disclose the typical visual character of the project, show unique project components or affected resources, and which represent affected viewer groups. Twenty seven Observer Viewpoints were identified which would best reveal the project features and any potential visual character change. The number of potential viewpoints associated with this approximately 10-mile project is infinite and it would not be possible or valuable to attempt to depict every possible viewing scenario. Representative Observer Viewpoints include viewpoints both from the highway facility as well as from the surrounding community. The Observer Viewpoint locations are listed below in Table 2. They are also shown on Figures 2, 3 and 4 for reference.

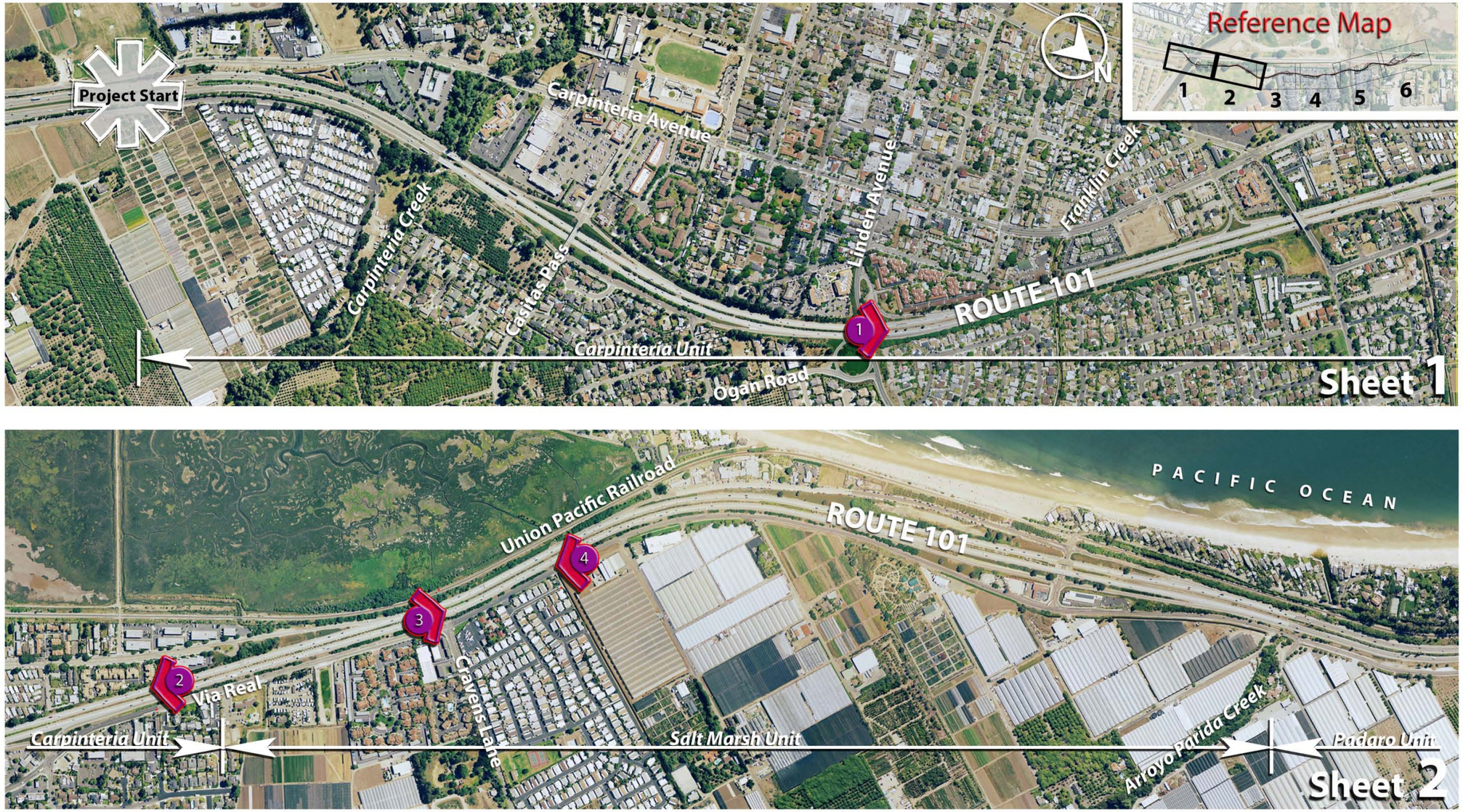
Table 2 – Observer Viewpoint (OV) Locations

OV Number	Landscape Assessment Unit	Location
1	Carpinteria City Unit	From Linden Ave. overcrossing looking northbound.
2	Carpinteria City Unit	From Hwy. 101 near Santa Monica Road looking southbound.
3	Carpinteria Salt Marsh Unit	From Hwy. 101 near Cravens Lane looking northbound.
4	Carpinteria Salt Marsh Unit	From Via Real near Sunset Drive looking southbound.
5	Padaro Unit	From Highway 101 near the Polo Fields looking southbound.
5A	Padaro Unit	From Highway 101 west of South Padaro Lane looking southbound.
6	Padaro Unit	From Highway 101 east of the North Padaro overcrossing looking northbound.
7	Summerland Unit	From Highway 101 west of the North Padaro overcrossing looking northbound.
8	Summerland Unit	From Lillie Ave. near west of Greenwell Ave. looking northbound.
9	Summerland Unit	From Highway 101 near the Evans Ave. undercrossing looking southbound.
10	Summerland Unit	From Ortega Hill Rd. near the bike path looking south toward Highway 101.
11	Summerland Unit	From Colville Street looking south toward Highway 101.
12	Summerland Unit	From Hollister Street looking south toward Highway 101.
13	Montecito Unit	From Highway 101 east of Sheffield Dr. undercrossing looking northbound.

Table 2 (Continued)– Observer Viewpoint (OV) Locations

OV Number	Landscape Assessment Unit	Location
14	Montecito Unit	From Highway 101 west of Sheffield Dr. undercrossing looking southbound.
15	Montecito Unit	From Highway 101 east of Romero Creek looking northbound.
16	Montecito Unit	From Highway 101 near Posilipo Lane looking southbound.
17	Montecito Unit	From North Jameson Lane near Santa Isabel Lane looking southwest.
18	Montecito Unit	From San Ysidro Road overcrossing looking northbound.
19	Montecito Unit	From Highway 101 west of San Ysidro Rd. overcrossing looking northbound.
20	Montecito Unit	From Olive Mill Road overcrossing looking northbound.
21*	Santa Barbara City Unit	From Highway 101 east of the Cabrillo/ Hot Springs Interchange looking northbound.
22*	Santa Barbara City Unit	From the Old Coast Highway north of the Cabrillo/ Hot Springs interchange looking southwest.
23*	Santa Barbara City Unit	From Los Patos Road looking northwest toward Highway 101.
24*	Santa Barbara City Unit	From approximately 1000 ft. west of Cabrillo Blvd. looking southbound.
24A*	Santa Barbara City Unit	From approximately 1500 ft. west of Cabrillo Blvd. looking southbound.
25	Santa Barbara City Unit	From Highway 101 near Salinas Street looking northbound.

** Observer Viewpoints 21 through 24A represent the Cabrillo/Hot Springs interchange.*



NOT TO SCALE

= Observer Viewpoint

South Coast HOV Project

Observer Viewpoint Location Map
Sheet 1-2 of 6

Figure 2

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NOT TO SCALE

Caltrans

= Observer Viewpoint

South Coast HOV Project

Observer Viewpoint Location Map
Sheet 3-4 of 6

Figure 3

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NOT TO SCALE

= Observer Viewpoint

South Coast HOV Project

Observer Viewpoint Location Map
Sheet 5-6 of 6

Figure 4

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1.5.5 Photo-Simulations and Project Representations

Photo-simulations illustrate the visual character from each of the Observer Viewpoints, and provide an overview of the visual setting of the project area. In each case, the "existing" image shows how the view looked at the time of this study, and the "proposed" simulation represents how that location might appear with the particular alternative in place. The known dimensions of existing on-site elements were used as visual scale references to increase accuracy of the photo-simulations. For the purpose of this study, the new landscaping in the photo-simulations shows plant growth at approximately five to seven years after project construction.

This analysis, and the supporting photo-simulations attempt to accurately represent the basic mass, location and scale of the proposed elements. For project features not specifically defined by design or policy, the study assumes a “reasonable worst case” scenario consistent with CEQA Guidelines. Where specifically proposed, landscaping and aesthetic treatments to structures are shown in the photo-simulations. As described in Section 1.3.8 of this report, landscaping, and aesthetic treatment of walls and bridge structures will be included in the project. These elements are included in the photo-simulations where applicable, and are considered part of the base-line project in terms of the visual analysis and rating purposes. The depiction of “typical” aesthetic treatments and plant species consistent with community aesthetic values and Caltrans policy is appropriate and sufficient to assess potential visual impacts. If potential visual impacts would occur, based all or in part on the implementation of typical landscape and aesthetic treatments, those impacts are identified and more specific landscape and/or aesthetic treatment recommendations are made.

1.6 Visual Impact Assessment

The following section contains the numerical ratings assigned to the existing and proposed views as seen from each Observer Viewpoint (OV), along with a brief explanation of the rating numbers. Photographs of the existing conditions along with photo-simulations of the project are included to provide a basis for understanding the visual changes proposed by the project.

Consistent with the process shown in Figure 1, the following section analyzes the project in terms of the numerical difference in physical change (Visual Quality Evaluation rating) combined with the expected sensitivities and responses of potential viewer groups (Viewer Response rating). The Visual Quality Evaluation rating is combined with the Viewer Response rating, with the results providing the basis for understanding and determining the type and extent of potential visual impacts.

The Visual Impact Rating and analysis is conducted for each of the twenty-seven representational Observer Viewpoints and organized according to the previously described Landscape Assessment

Units. From each of the Observer Viewpoints, a separate rating table is provided for each of the build alternatives.

As described in Section 1.3.4 of this study, Alternative 1 can be defined as a hybrid of Alternatives 2 and 3. Depending on the specific location, Alternative 1 coincides with either Alternative 2 or Alternative 3. The following table shows where Alternative 1 coincides with which of the other two alternatives:

Alternative 1 along its length switches in similarity between Alternative 2 (widening to the outside), and Alternative 3 (widening to the inside) in order to balance preservation of potentially competing resources such as scenic views, wetlands, and median or roadside landscaping. In addition, along an approximately 2.3 mile section of Highway 101 (from postmile 8.5 to postmile 10.8), all three project alternatives are essentially the same

As a result, where Alternative 1 is the same as one of the other two alternatives, a single rating table is provided for the two coincidental alternatives. For example, as seen from Observer Viewpoint 1, Alternative 1 and Alternative 2 would look the same. Accordingly, one rating table is provided that represents both Alternative 1 and Alternative 2. Alternative 3 is rated separately. Where all three project alternatives are the same, a single rating is conducted for all three.

Note: For each of the Visual Impact Rating tables in the following section, it is important to note that the Resource change (RC) rating can be identified as either a positive or negative numeral, depending on whether the change is a positive or negative one. Viewer response (VR) on the other hand is always a positive number (which increases as the level of sensitivity and exposure increase) which serves as an amplifier of the resource change number. As a result, the Visual Impact Rating equation is arrived at by averaging the absolute value of the resource change number with the viewer response rating number, then applying either a positive or negative sign to the averaged number, depending on whether the resource change was positive or negative.

CARPINTERIA CITY UNIT

OBSERVER VIEWPOINT 1 – From Linden Avenue overcrossing looking northbound.

OV-1 Existing Condition

The existing view from the Linden Avenue overcrossing is dominated by Highway 101 in the foreground, with the surrounding residential areas of Carpinteria in the mid-ground and the Santa Ynez Mountains rising up to the north. The mature vegetation seen in adjacent neighborhoods and along the highway roadside helps visually moderate the urban appearance of this city view. The mountains add to the memorability of the view and provide a scenic backdrop from this viewpoint and along much of the Highway 101 corridor in this area. The view from this location is generally intact, with most of the visual elements visually appropriate for this type of suburban freeway landscape, and the overall visual composition of the view is somewhat unified. The overall existing visual quality rating from this viewpoint is moderately high.

Viewer Response

From Observer Viewpoint 1, sensitive visual resources would primarily include distant views of the Santa Ynez Mountains and rural open space, and to a lesser extent views of the beachside community. In addition to motorists, potential viewers from this location would include pedestrians, and bicyclists, which may have longer duration views of the surroundings. The expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-1 Proposed Condition – Alternatives 1 and 3

Alternatives 1 and 3 would construct most of the project improvements to the inside, toward the highway median. Although Alternatives 1 and 3 would eliminate the existing median planting area, the majority of the roadside landscaping would be retained. Because the existing median is sparsely planted, its visual value is reduced. Loss of the existing median would off-set to some degree by the retention of the existing vegetation along the roadsides. Roadside landscaping also provides a visual transition between the Highway 101/ community interface. As seen from Observer Viewpoint 1, Alternatives 1 and 3 would reduce the overall visual quality rating, however the rating would still be defined as moderately high.

Resource Change (RC) Evaluation				**OV-1 – ALTS 1 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	3.8	5.0	4.2	4.4
Proposed Alts. 1 & 3	3.6	4.5	3.9	4.0
Visual Quality Difference =				**- 0.4**

Viewer Response (VR) Rating	**OV-1 – ALTS 1 and 3**
Viewer Response (VR)	**4.5**

Visual Impact Rating				**OV-1 – ALTS 1 and 3**
Resource Change (RC)				-0.4
Viewer Response (VR)				4.5
Visual Impact (See note below) *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*				**-2.4**

Note: Resource change (RC) is identified as either a positive or negative numeral, depending on whether the change is a positive or negative one. Viewer response (VR) on the other hand is always a positive number that serves as an amplifier of the resource change number. As a result, the visual impact rating is arrived at by averaging the absolute value of the Resource Change number with the Viewer Response rating number, then applying either a positive or negative sign to that averaged number, depending on whether the Resource Change was positive or negative.

OV-1 Proposed Condition - Alternative 2

Alternative 2 constructs most of the project improvements to the outside of the existing highway lanes. Alternative 2 would retain the existing plantable median, but reduce its width. By widening to the outside, Alternative 2 would eliminate a portion of the landscaped areas along the roadside. Certain areas between the northbound sound wall (which is assumed to be constructed as part of the Linden Ave./ Casitas Pass Road project, see note above) would not have sufficient room for landscaping. All three criteria indentified by the Visual Quality Rating would be reduced as a result of Alternative 2. Although the new median would help retain some of the visual quality, the overall loss of vegetated character caused by the elimination of roadside planting would have a greater affect on views. The increased exposure of the northbound sound wall would add to the urban character of the highway facility. As seen from this viewpoint, the overall visual quality rating would be lowered from moderately high to moderate with implementation of Alternative 2.

Resource Change (RC) Evaluation				**OV-1 – ALT 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	3.8	5.0	4.2	4.4
Proposed Alt. 2	3.2	3.8	3.5	3.5
Visual Quality Difference =				**- 0.9**

Viewer Response (VR) Rating	**OV-1 - ALT 2**
Viewer Response (VR)	**4.5**

Visual Impact Rating				**OV-1 - ALT 2**
Resource Change (RC)				-0.9
Viewer Response (VR)				4.5
Visual Impact =*[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*				**-2.7**

OBSERVER VIEWPOINT 2 – From Highway 101 near Santa Monica Road looking southbound.

OV-2 Existing Condition

The existing view from Observer Viewpoint 2 includes a variety of visual elements including residential and commercial development, Highway 101 with sparsely planted roadsides and median, and the Linden Avenue overcrossing bridge in the distance. The Santa Ynez Mountains provide a scenic backdrop to the south and southeast. The Visual Quality Evaluation ratings for this existing

view indicate a slightly lower than average visual quality, due mostly to a disharmonious visual composition and land uses. The distant mountains add some degree of memorability to the view. As seen from Observer Viewpoint 2, the visual quality rating of the existing view is slightly below average.

Viewer Response

The distant view of the Santa Ynez Mountains is the primary sensitive visual resource as seen from Observer Viewpoint 2. Potential viewers at this location are limited to highway users in vehicles. The overall potential viewer sensitivity along Highway 101 in the coastal area is considered above average. At this particular viewpoint, the potential sensitivity is somewhat tempered by the few available visual resources, resulting in a viewer response rating identified as slightly above moderate.

OV-2 Proposed Condition – Alternatives 1 and 3

Alternatives 1 and 3 propose additional lanes be added to the highway median. As a result, no median planting would occur with this alternative. Roadside planting would be maintained and supplemented in this area, and a new sound wall would be proposed along the southbound highway right-of-way line. The Visual Quality Rating conducted for this viewpoint shows only a slight increase in visual quality associated with the construction of Alternative 3. The additional roadside planting would somewhat unify the view and partially block the visually discordant adjacent land uses. The lack of median planting however would allow visual access to the full six-lane width of the highway facility, which would add to the urbanized character of the corridor.

Resource Change (RC) Evaluation				**OV-2 – ALTS 1 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	3.5	3.2	3.1	3.3
Proposed Alts. 1 & 3	3.4	3.4	3.3	3.4
Visual Quality Difference =				**+0.1**

Viewer Response (VR) Rating	**OV-2 – ALTS 1 and 3**
Viewer Response (VR)	**3.8**

Visual Impact Rating	**OV-2 – ALTS 1 and 3**
Resource Change (RC) - from table above	0.1
Viewer Response (VR) - from table above	3.8
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**1.9**

OV-2 Proposed Condition – Alternative 2

Alternative 2, with widening primarily to the outside of the existing lanes would allow for new planting in the highway median. A new sound wall would be placed along the southbound right-of-way line. Guardrail would be placed in front of the sound wall, allowing new landscaping between the highway and the wall. With implementation of Alternative 2, the visual quality from this observer viewpoint would increase in part due to the unifying character of additional median and roadside landscaping. Views of the additional paved highway lanes, as well as views of the

somewhat cluttered adjacent commercial areas and backsides of residences would be partially screened due to the new planting in the median, the sound wall, and the roadside planting.

Resource Change (RC) Evaluation				**OV-2 – ALT 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	3.5	3.2	3.1	3.3
Proposed Alt. 2	3.8	4.0	3.5	3.8
Visual Quality Difference =				**0.5**

Viewer Response (VR) Rating	**OV-2 - ALT 2**
Viewer Response (VR)	**3.8**

Visual Impact Rating				**OV-2 - ALT 2**
Resource Change (RC)				0.5
Viewer Response (VR)				3.8
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*				**2.1**

OBSERVER VIEWPOINT 3 – From Highway 101 near Cravens Lane looking northbound.

OV-3 Existing Condition

The existing view from Observer Viewpoint 3 received a relatively high visual quality evaluation rating. The salt marsh, Pacific Ocean, Channel Islands, and the Santa Ynez Mountains are all

visible to some extent along this segment of Highway 101, increasing the vividness, or memorability of the view. The vegetated roadsides and minimal amount of visible development contribute to a fairly high unity and intactness rating. The rural and agricultural character of the area is evident along the foothills to the north. Minor detractions to the quality of the existing view include the utility poles and overhead lines along the northbound lanes, and the somewhat weedy appearance of the highway median.

Viewer Response

From Observer Viewpoint 3, sensitive visual resources would consist of the salt marsh, Pacific Ocean and the Channel Islands. distant views of the Santa Ynez Mountains, and the rural and agricultural landscape. Potential viewers at this location are limited to highway users in vehicles. Due primarily to the availability of sensitive visual resources, the expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-3 Proposed Condition – Alternatives 1 and 3

Alternatives 1 and 3 would add lanes toward the highway median, which would eliminate the existing median planting but would preserve much of the roadside landscaping. A sound wall would be placed along the northbound lanes and Via Real. Because roadside planting would be preserved, visibility of the sound wall would be reduced as seen from this highway viewpoint. The addition paved lanes and the single concrete median barrier proposed with Alternatives 1 and 3 would increase the urban character of the view. However by not planting in the median, views of the Salt Marsh. Pacific Ocean and Channel Islands would be retained. The Visual Quality Rating for Alternative 3 at this viewing location would be reduced compared to the existing conditions, but would still be moderately high.

Resource Change (RC) Evaluation				**OV-3 – ALTS 1 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.8	4.9	4.7	4.8
Proposed Alts. 1 & 3	4.5	4.4	4.0	4.3
Visual Quality Difference =				**-0.5**

Viewer Response (VR) Rating	**OV-3 – ALTS 1 and 3**
Viewer Response (VR)	**4.8**

Visual Impact Rating	**OV-3 – ALTS 1 and 3**
Resource Change (RC) - from table above	-0.5
Viewer Response (VR) - from table above	4.8
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**- 2.6**

OV-3 Proposed Condition - Alternative 2

Alternate 2 would widen the highway to the outside, resulting in the loss of much of the roadside vegetation. A new sound wall would be proposed between the highway and Via Real. The limited area in front of the sound wall would allow vine planting. Median planting is proposed through this area. The Visual Quality Evaluation for Alternative 2 resulted in a substantial reduction in the vividness, intactness and unity ratings. The change in visual quality is based mostly on the visual dominance of the new sound wall, as well as the partial blockage of the salt marsh, ocean and islands caused by the new median barrier planting. As a result, the overall quality rating for Alternative 2 from this viewpoint is moderately low.

Resource Change (RC) Evaluation				**OV-3 – ALT 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.8	4.9	4.7	4.8
Proposed Alt. 2	3.2	3.2	3.3	3.2
Visual Quality Difference =				**-1.6**

Viewer Response (VR) Rating	**OV-3 - ALT 2**
Viewer Response (VR)	**4.8**

Visual Impact Rating	**OV-3 - ALT 2**
Resource Change (RC) - from table above	-1.6
Viewer Response (VR) - from table above	4.8
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**- 3.2**

OBSERVER VIEWPOINT 4 – From Via Real near Sunset Drive looking southbound.

OV-4 Existing Condition

The existing view from the Via Real frontage road includes both natural and suburban elements. Residential development, the frontage road and the freeway occupy the fore and mid-ground, and are seen in a background context of the Carpinteria Salt Marsh, Pacific Ocean and Rincon Mountain. These diverse visual elements combine for a Visual Quality Evaluation Rating that is slightly above average. The views of the Salt Marsh, ocean and hillsides, although somewhat

filtered by intervening vegetation and traffic, increase the memorability (vividness) from this viewpoint, however the paved highway and frontage road, fencing and overhead utilities adversely affect the unity and intactness ratings.

Viewer Response

From Observer Viewpoint 4, sensitive visual resources would include the Carpinteria Salt Marsh, the Pacific Ocean and distant views of the Santa Ynez and Rincon Mountains. In addition to motorists, potential viewers from this location would include pedestrians, and bicyclists which may have longer duration views of the surroundings. As a result the expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-4 Proposed Condition – Alternatives 1, 2 and 3

Along this section of the project, all proposed alternatives are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 4 would also be the same for each of the three alternatives.

Because of the proposed sound wall along Via Real, Alternatives 1, 2 and 3 would look the same as seen from this viewpoint. All alternatives would construct a sound wall adjacent to Via Real which would preclude views to Highway 101 and the other aspects of the project. In addition to blocking views to the freeway, the sound wall would also block views to the Salt Marsh and the ocean beyond, which would reduce the vividness rating. The visual intactness and unity would be lowered to a lesser extent because although the wall would be somewhat visually imposing, it would also offer some visual continuity to the scene. Proposed vine planting would help moderate some of the urbanizing character of the wall. As seen from this viewpoint, the project would result in a slightly lower than average Visual Quality Evaluation rating.

Resource Change (RC) Evaluation				**OV-4 – ALTS 1, 2, and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.1	3.7	3.6	3.8
Proposed Alts 1,2&3	3.1	3.3	3.5	3.3
Visual Quality Difference =				**-0.5**

Viewer Response (VR) Rating	**OV-4 – ALTS 1, 2, and 3**
Viewer Response (VR)	**4.5**

Visual Impact Rating	**OV-4 – ALTS 1, 2, and 3**
Resource Change (RC) - from table above	-0.5
Viewer Response (VR) - from table above	4.5
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**- 2.5**

PADARO UNIT

OBSERVER VIEWPOINT 5 – From Highway 101 near the polo fields looking southbound.

OV-5 Existing Condition

The existing view from the southbound lanes of Highway 101 in this area received a moderately high Visual Quality Evaluation rating primarily because the well-vegetated median and roadsides, and the scarcity of visible development. The Memorial Oaks are found in the vicinity of this observer viewpoint, contributing to the vegetative character of the corridor and increasing the memorability of the view to some extent. The Santa Ynez Mountains rise up to the south, adding to the scene's vividness. The visual intactness received a higher rating because of the minimal encroachment of uncharacteristic elements. Visual unity also was considered somewhat high because of the visual continuity created by the existing vegetation along the corridor. No ocean views are available from this location.

Viewer Response

The distant view of the Santa Ynez Mountains and the well-vegetated highway corridor, including the Memorial Oaks are the primary sensitive visual resources as seen from Observer Viewpoint 5. The Memorial Oaks, planted to honor Santa Barbara County soldiers who died in World War I are not listed as Historic, but are considered of local interest. This local interest increases the potential viewer sensitivity and response for those viewers who a aware of the importance of the oaks, however their commemorative value would not necessarily be apparent to the casual highway traveler. Potential viewers at this location are limited to highway users in vehicles. Although no ocean views are available in this area, the overall potential viewer sensitivity along Highway 101 in the coastal area is considered above average. The resulting viewer response rating is identified as somewhat above moderate.

OV-5 Proposed Condition – Alternatives1 and 2

Alternatives 1 and 2 would add lanes to the outside of the highway and provide concrete barriers with planting in the median. From this viewpoint, distant vistas of the Santa Ynez Mountains would not be affected by the project. Loss of the existing Memorial Oaks along the roadside would adversely affect all three rating criteria. The planted median would partially limit views of opposing freeway traffic, and combined with the existing roadside vegetation would help retain some of the landscaped character of the corridor. The overall Visual Quality Evaluation rating however would be reduced because of the additional lanes and more urban-scale highway.

Resource Change (RC) Evaluation				**OV-5 – ALTS 1 and 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.3	4.6	4.7	4.5
Proposed Alts. 1 & 2	3.4	3.6	3.7	4.0
Visual Quality Difference =				**-0.5**

Viewer Response (VR) Rating	**OV-5 – ALTS 1 and 2**
Viewer Response (VR)	**4.1**

Visual Impact Rating	**OV-5 – ALTS 1 and 2**
Resource Change (RC) - from table above	-0.5
Viewer Response (VR) - from table above	4.1
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.3**

OV-5 Proposed Condition – Alternative 3

Alternative 3 would add lanes toward the highway median which would result in no planting in the median. With no median planting, views across the highway would be opened-up, increasing the perceived visual scale of the freeway facility. Loss of the existing Memorial Oaks in the median would adversely affect all three rating criteria. Continued visibility of roadside vegetation would help retain much of the vegetated character of this segment of the corridor. However the overall Visual Quality Evaluation ratings would be lowered somewhat due to the increased scale of the highway and additional paved surfaces.

Resource Change (RC) Evaluation				**OV-5 – ALT 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.3	4.6	4.7	4.5
Proposed Alt. 3	3.2	3.3	3.4	3.7
Visual Quality Difference =				**-0.8**

Viewer Response (VR) Rating	**OV-5 - ALT 3**
Viewer Response (VR)	**4.1**

Visual Impact Rating	OV-5 - ALT 3
Resource Change (RC) - from table above	-0.8
Viewer Response (VR) - from table above	4.1
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.4**

Observer Viewpoint 5A – From U.S. 101 west of South Padaro lane looking southbound

OV-5A Existing Condition

Similar to Observer Viewpoint 5, the existing view from the southbound lanes of U.S. 101 in this area received a moderately high Visual Quality Evaluation rating mainly because of the well-vegetated median and roadsides and the scarcity of visible development. Roadside vegetation precludes ocean views along this particular section of highway, although the ocean does become visible from the highway approximately 0.3 mile east of this Observer Viewpoint. As seen from much of this section of highway, the Santa Ynez Mountains rise up to the northeast, adding to the scene's vividness. The visual intactness received a higher rating because of the minimal encroachment of uncharacteristic elements. Visual unity also was considered somewhat high because of the visual continuity created by the existing vegetation along the corridor.

Viewer Response

The distant view of the Santa Ynez Mountains and the well-vegetated highway corridor are the main sensitive visual resources seen from Observer Viewpoint 5A. Potential viewers at this location are limited to highway users in vehicles. Although no ocean views are available in this area, the overall potential viewer sensitivity along U.S. 101 in the coastal area is considered above average. The resulting viewer response rating is somewhat above moderate.

OV-5A Proposed Condition – Alternatives 1 and 3

Alternatives 1 and 3 would add lanes toward the highway median. With this alternative, the sound wall would be placed along the southbound edge of pavement and would be continuous for approximately 1700 feet in length, the same as Alternative 2. Because of the widening to the inside however, no planting would be provided in the median with this alternative. With no median planting, views across the highway would be opened-up, increasing the perceived visual scale of the freeway facility. The predominant vegetated character of this segment of the corridor would be diminished, and the overall Visual Quality Evaluation ratings would be substantially lowered.

Resource Change (RC) Evaluation				**OV-5A – ALTS 1 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.1	4.4	4.5	4.3
Proposed Alts 1 & 3	3.2	3.3	3.4	3.7
Visual Quality Difference =				**-0.6**

Viewer Response (VR) Rating	**OV-5A – ALTS 1 and 3**
Viewer Response (VR)	**4.1**

Visual Impact Rating	**OV-5A – ALTS 1 and 3**
Resource Change (RC) - from table above	-0.6
Viewer Response (VR) - from table above	4.1
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.3**

OV-5A Proposed Condition – Alternative 2

Alternative 2 would add lanes to the outside of the highway, construct a new sound wall at the pavement edge, and provide concrete barriers with planting in the median. Along this section of the project no planting area would be available on the highway side of the sound wall, so vines would be planted on the far side of the wall and small holes would be provided in the wall to allow vines to creep through and grow on the highway side. The sound wall proposed in this area would be approximately 1700 feet in length. The length of the wall and its close proximity to the highway lanes would be visually imposing and would adversely affect the vegetated character of the corridor through this area. From along this section of the highway, distant vistas of the Santa Ynez Mountains would not be affected by the project. Although the planted median would help retain some of the landscaped character of the corridor, the overall Visual Quality Evaluation rating would be substantially reduced.

Resource Change (RC) Evaluation				**OV-5A – ALT 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.1	4.4	4.5	4.3
Proposed Alt 2	3.4	3.6	3.7	4.0
Visual Quality Difference =				**-0.3**

Viewer Response (VR) Rating	**OV-5A – ALT 2**
Viewer Response (VR)	**4.1**

Visual Impact Rating	**OV-5A – ALT 2**
Resource Change (RC) - from table above	-0.3
Viewer Response (VR) - from table above	4.1
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.2**

OBSERVER VIEWPOINT 6 – From Highway 101 east of the North Padaro overcrossing looking northbound.

OV-6 Existing Condition

The existing view from this location received moderately high Visual Quality Evaluation ratings based on the overall vegetated character and lack of visible development other than the highway facility. Although no ocean views exist from this vantage point, the memorability remained above

average due in part to the existing skyline trees. The visual intactness and unity ratings benefited from the densely-vegetated highway median.

Viewer Response

The well-vegetated highway corridor is the most important visual resources as seen from Observer Viewpoint 6. Potential viewers at this location are limited to highway users. Although no ocean views are available in this area, the overall potential viewer sensitivity along Highway 101 in the coastal area is considered above average. The resulting viewer response rating is identified as somewhat above moderate.

OV-6 Proposed Condition – Alternatives 1 and 2

The most noticeable changes associated with Alternatives 1 and 2 would include the addition of the new lane in the highway median and the alteration of the median planting. With this alternative, the existing, larger-scale planting in the median would be replaced with concrete barrier and smaller-scale landscaping. The Visual Quality Evaluation ratings indicate that although visual quality would be reduced by increasing the visual scale of the freeway, the view would retain much of its existing character in terms of vividness, intactness and unity.

Resource Change (RC) Evaluation				**OV-6 – ALTS 1 and 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.0	4.1	4.2	4.1
Proposed Alts. 1 & 2	3.8	3.9	4.0	3.9
Visual Quality Difference =				**-0.2**

Viewer Response (VR) Rating	**OV-6 – ALTS 1 and 2**
Viewer Response (VR)	**4.1**

Visual Impact Rating	**OV-6 – ALTS 1 and 2**
Resource Change (RC) - from table above	-0.2
Viewer Response (VR) - from table above	4.1
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.1**

OV-6 Proposed Condition – Alternative 3

By widening to the median, Alternative 3 would cause the removal of the existing median landscaping. A single concrete barrier would be placed between the north and southbound lanes. A minor decrease in roadside planting would occur, however the reduction in vegetated character would be due mostly to the loss of median planting. The visual scale of the highway facility would be increased in this area because the loss of median planting would open up views and allow views across the full width of the freeway. The visual quality would be reduced to some extent in all three rating categories.

Resource Change (RC) Evaluation				**OV-6 – ALT 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.0	4.1	4.2	4.1
Proposed Alt. 3	3.6	3.7	3.8	3.7
Visual Quality Difference =				**-0.4**

Viewer Response (VR) Rating	**OV-6- ALT 3**
Viewer Response (VR)	**4.1**

Visual Impact Rating	OV-6 - ALT 3
Resource Change (RC) - from table above	-0.4
Viewer Response (VR) - from table above	4.1
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**- 2.2**

SUMMERLAND UNIT

OBSERVER VIEWPOINT 7 - From Lillie Ave. near Greenwell Ave. looking northbound.

OV-7 Existing Condition

The existing view as seen from Observer Viewpoint 7 and other locations along this section of Lillie Avenue include a diverse mix of visual elements including direct views of the ocean and Fernald Point and the coastline in the distance, with highway and frontage roads lanes, utility poles and lines, and chain link fencing and signage in the fore and mid-ground. Filtered views of the Summerland Community can be seen to the north. On balance, the Visual Quality Evaluation rating for this existing view is moderately high. The ocean view enhances the memorability of the view, and in spite of the partially cluttered fore and mid-ground, the existing landscaping along Lillie Avenue and to some extent along the highway provide some degree of visual unity.

Viewer Response

As seen from Observer Viewpoint 7, the most sensitive visual resources are the direct views of the Pacific Ocean, Fernald Point and the coastline. Community views, although limited are also important. Potential viewers from this local roadway would include pedestrians and bicyclists as well as motorists. As a result the expected viewer sensitivity rating from this viewpoint is identified as high.

OV-7 Proposed Condition – Alternatives 1 and 3

Alternatives 1 and 3 would construct a 14-foot tall sound wall at the highway right-of-way line adjacent to Lillie Avenue. No planting area would be available at the base of the wall along the frontage road, however holes would be built into the wall so that vines planted on the highway side of the wall would grow through to the Lillie Avenue side. The construction of the sound wall at this location would completely block views of the Pacific Ocean and the coastline. In addition the proximity and scale of the wall would be visually imposing as seen from Lillie Avenue. Although there would be an element of continuity associated with the wall, the overall visual quality rating from this viewpoint would be substantially diminished. Visual intactness, or memorability would be the most adversely affected.

Resource Change (RC) Evaluation				**OV-7 – ALTS 1 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.6	4.1	4.0	4.2
Proposed Alts. 1 & 3	3.0	3.0	3.2	3.1
Visual Quality Difference =				**-1.1**

Viewer Response (VR) Rating	**OV-7 – ALTS 1 and 3**
Viewer Response (VR)	**5.2**

Visual Impact Rating	**OV-7 – ALTS 1 and 3**
Resource Change (RC) - from table above	-1.1
Viewer Response (VR) - from table above	5.2
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-3.1**

At this location, eliminating the soundwall would substantially maintain ocean views and minimize potential visual impacts as seen from Lillie Avenue. A recommendation to eliminate the soundwall at this location is identified in the Recommended Minimization and Mitigation Measures section and shown in the image below.

View of Alternatives 1 and 3 with the soundwall eliminated as mitigation in order to preserve high quality ocean views.

OV-7 Proposed Condition – Alternative 2

All project alternatives would construct a sound wall along Lillie Avenue, blocking views of Highway 101. As a result, the only noticeable difference as seen from this viewpoint and others along this section of Lillie Avenue would be the height of the wall itself. Alternative 2 would construct a 16-foot tall sound wall, compared to 14 feet tall for Alternatives 1 and 3. The overall visual affect of the project would be the same with all alternatives. The Visual Quality Evaluation ratings for Alternative 3 show a substantial reduction in vividness, intactness and unity. The shorter wall height would have a negligible effect on reducing the visual quality ratings. Regardless of the height, the wall would completely block ocean views and would be out-of-scale with the character of the local frontage road.

Resource Change (RC) Evaluation				**OV-7 – ALT 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.6	4.1	4.0	4.2
Proposed Alt. 2	3.1	3.1	3.3	3.2
Visual Quality Difference =				**-1.0**

Viewer Response (VR) Rating	**OV-7 - ALT 2**
Viewer Response (VR)	**5.2**

Visual Impact Rating	**OV-7 - ALT 2**
Resource Change (RC) - from table above	-1.0
Viewer Response (VR) - from table above	5.2
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-3.1**

At this location, eliminating the soundwall would substantially maintain ocean views and minimize potential visual impacts as seen from Lillie Avenue. A recommendation to eliminate the soundwall at this location is identified in the Recommended Minimization and Mitigation Measures section and shown in the image below.

View of Alternative 2 with the soundwall eliminated as mitigation in order to preserve high quality ocean views.

OBSERVER VIEWPOINT 8 – From Highway 101 west of the North Padaro overcrossing looking northbound.

OV-8 Existing Condition

Existing views from Highway 101 at this location include sweeping vistas of the Pacific Ocean, Fernald Point, and the coastline beyond. Portions of the Summerland Community can also be seen in the distance. Because of the visibility of these scenic coastal resources, the memorability of the view is high. The somewhat curvilinear alignment of the highway, combined with the moderately vegetated corridor result in above-average visual intactness and unity ratings as well.

Viewer Response

From Observer Viewpoint 8, sensitive visual resources would include the views of the Pacific Ocean, Fernald Point and the coastline beyond, as well as portions of the Summerland community. Motorists would be the only viewer group experiencing the view from Viewpoint 8. Because of the visual access to the ocean and other high-quality coastal scenic resources, the expected viewer sensitivity rating from this viewpoint is identified as high.

OV-8 Proposed Condition - Alternatives 1 and 3

By adding new highway lanes toward the median, Alternatives 1 and 3 would not require a retaining wall along the northbound lanes. The existing sparsely planted median would be replaced with a concrete barrier. High quality views of the ocean would remain. As with Alternative 2, a new sound wall would be proposed between the highway and the frontage road. The overall visual quality rating from this viewpoint would be moderately reduced, due mostly to the larger expanse of paving and the loss of median planting (although sparse). Some of the unity and intactness rating would be maintained because of the proposed northbound roadside planting in front of the new sound wall.

Resource Change (RC) Evaluation				**OV-8 – ALTS 1 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.0	4.6	4.5	4.7
Proposed Alts. 1 & 3	4.9	4.1	3.9	4.3
Visual Quality Difference =				**-0.4**

Viewer Response (VR) Rating	**OV-8 – ALTS 1 and 3**
Viewer Response (VR)	**5.2**

Visual Impact Rating	**OV-8 – ALTS 1 and 3**
Resource Change (RC) - from table above	-0.4
Viewer Response (VR) - from table above	5.2
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.8**

At this location, eliminating the soundwall would substantially maintain ocean views and minimize potential visual impacts as seen from parts of the Summerland community. A recommendation to eliminate the soundwall at this location is identified in the Recommended Minimization and Mitigation Measures section and shown in the image below.

View of Alternatives 1 and 3 with the soundwall eliminated in order to preserve high quality ocean views as seen from parts of the Summerland community.

OV-8 Proposed Condition – Alternative 2

Alternative 2 would add highway lanes to the outside, allowing sufficient room for median planting. Because of the sloped topography, a new retaining wall approximately 14-feet in height would be proposed along the northbound lanes. Both project alternatives would require the placement of a sound wall between the Freeway and Lillie Avenue. Planting would not be possible in front of the retaining wall, however landscaping would occur between the retaining wall and the sound wall.

The Visual Quality Evaluation ratings for Alternatives 1 and 2 indicate that the vividness of the view would remain high, due primarily to the preservation of ocean views. The intactness and unity ratings would be reduced but remain above average. Although the median planting and sound wall planting proposed with Alternative 2 would provide some visual continuity, the retaining wall would add to the visual scale of the highway facility and would somewhat increase the urban character of the area.

Resource Change (RC) Evaluation				**OV-8 – ALT 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.0	4.6	4.5	4.7
Proposed Alt. 3	4.9	4.1	4.0	4.3
Visual Quality Difference =				**-0.4**

Viewer Response (VR) Rating	**OV-8 - ALT 2**
Viewer Response (VR)	**5.2**

Visual Impact Rating	**OV-8 - ALT 2**
Resource Change (RC) - from table above	-0.4
Viewer Response (VR) - from table above	5.2
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.8**

At this location, eliminating the soundwall would substantially maintain ocean views and minimize potential visual impacts as seen from parts of the Summerland community. A recommendation to eliminate the soundwall at this location is identified in the Recommended Minimization and Mitigation Measures section and shown in the image below.

View of Alternative 2 with the soundwall eliminated in order to preserve high quality ocean views as seen from parts of the Summerland community.

OBSERVER VIEWPOINT 9 – From Highway 101 near the Evans Ave. undercrossing looking southbound.

OV-9 Existing Condition

The elevated viewing position of Observer Viewpoint 9 allows for panoramic views of the Pacific Ocean and the coastline. Summerland is readily visible on the hillside rising up from the highway to the north. The combination of the ocean vistas along with the small beach community result in high quality view ratings, evidenced by the Visual Quality Evaluation. The memorability of the view is high because of the vista, and the unity and intactness are benefited by the topography, and the generally well-vegetated corridor and surrounding community. Minor visual distractions are related to existing utility poles and overhead lines, and to highway fencing.

Viewer Response

Sensitive visual resources would include the views of the Pacific Ocean and the coastline, as well as the Summerland community and the hillside backdrop. Motorists would be the primary viewer group associated with Viewpoint 9. Because of the direct visual access to the ocean and other high-quality coastal scenic resources, the expected viewer sensitivity rating from this viewpoint is identified as high.

OV-9 Proposed Condition - Alternatives 1 and 3

Alternatives 1 and 3 would make highway improvements to the inside, precluding the ability to plant in the median through this area. As with Alternative 2, sound walls would be proposed along the northbound lanes. Vine planting would be included with the sound walls. Alternatives 1 and 3 would preserve the majority of the roadside vegetation. The Visual Quality Evaluation for Alternatives 1 and 3 shows a reduction in vividness, intactness and unity due mostly to the increased urban character of the larger highway facility, and the loss of views to the Summerland community. Views of the ocean and coastline would not be affected.

Resource Change (RC) Evaluation				**OV-9 – ALTS 1 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.0	4.7	4.7	4.8
Proposed Alts. 1 & 3	4.3	5.1	3.9	4.1
Visual Quality Difference =				**-0.7**

Viewer Response (VR) Rating	**OV-9 – ALTS 1 and 3**
Viewer Response (VR)	**5.3**

Visual Impact Rating	**OV-9 – ALTS 1 and 3**
Resource Change (RC) - from table above	-0.7
Viewer Response (VR) - from table above	5.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-3.0**

At this location, eliminating portions of the soundwalls would substantially maintain ocean views and minimize potential visual impacts as seen from parts of the Summerland community. A recommendation to eliminate portions of the soundwalls at this location is identified in the Recommended Minimization and Mitigation Measures section and shown in the image below.

View of Alternatives 1 and 3 with some of the soundwalls eliminated in order to preserve high quality ocean views as seen from parts of the Summerland Community.

OV-9 Proposed Condition – Alternative 2

Alternative 2 would add lanes to the outside of the highway, allowing for planting in the median for portions of this location. New sound walls would be proposed along the northbound lanes. Vines would be planted along the community side of the sound walls and allowed to grow through holes to the freeway side. As seen from Highway 101, the sound walls would block much of the views of the Summerland community along Lillie Avenue and the lower portions of the hillside. From Observer Viewpoint 9, the walls would not block the upper portions of the background hills or ridgeline. Minor amounts of roadside vegetation would be affected. All three visual rating criteria would be reduced. Although views of the ocean and coastline would not be affected, the overall visual composition would be changed due to the loss of views to the community. The increased paved lanes and new sound walls would add an urbanizing character to the view.

Resource Change (RC) Evaluation				**OV-9 – ALT 2**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.0	4.7	4.7	4.8
Proposed Alt. 2	4.3	4.0	3.9	4.1
Visual Quality Difference =				**-0.7**

Viewer Response (VR) Rating	**OV-9 - ALT 2**
Viewer Response (VR)	**5.3**

Visual Impact Rating	**OV-9 - ALT 2**
Resource Change (RC) - from table above	-0.7
Viewer Response (VR) - from table above	5.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-3.0**

At this location, eliminating portions of the soundwalls would substantially maintain ocean views and minimize potential visual impacts as seen from parts of the Summerland community. A recommendation to eliminate portions of the soundwalls at this location is identified in the Recommended Minimization and Mitigation Measures section and shown in the image below.

View of Alternative 2 with some of the soundwalls eliminated in order to preserve high quality ocean views as seen from parts of the Summerland Community.

OBSERVER VIEWPOINT 10 – From Ortega Hill Rd. near the bike path looking south toward Highway 101.

OV-10 Existing Condition

Observer Viewpoint 10 shows the view from Ortega Hill Road across Highway 101 toward the ocean to the south. This somewhat elevated viewpoint allows for increased views of the ocean and the Channel Islands. The Visual Quality Evaluation conducted from this viewpoint found that the existing view quality is high. The memorability rating is elevated because of the ocean view. The unity and intactness ratings are high largely because of the visual continuity of the well-vegetated beachside community. Visually detracting elements include signage and fencing, and traffic on the highway and the local roads.

Viewer Response

As seen from Observer Viewpoint 10, the most sensitive visual resources are the direct views of the Pacific Ocean and the Channel Islands. Community views, although limited are also important. Potential viewers from these local roadways would include pedestrians and bicyclists as well as motorists. As a result the expected viewer sensitivity rating from this viewpoint is considered high.

OV-10 Proposed Condition – Alternatives 1, 2 and 3

All project alternatives would construct sound walls, blocking most views of Highway 101 and beyond. As a result, the overall visual affect of the project would be the same with all alternatives. The Visual Quality Evaluation ratings for Alternatives 1, 2 and 3 show a substantial reduction in vividness, intactness and unity. The walls would completely block ocean views and would be out-of-scale with the character of the local roadway and community.

The most noticeable elements of the project would be the new sound walls along the northbound lanes. As seen from Viewpoint 10, the sound walls would block views of the ocean and of the Channel Islands. The sound walls visible from this location would range in height from 14 to 16 feet. At locations adjacent to Lillie Avenue where the highway is elevated, the perceived scale of the walls would be increased. Vines and other landscaping would be included which would help reduce the walls' visual dominance to some degree. The Visual Quality Evaluation from Viewpoint 10 shows that all three project alternatives would substantially reduce the vividness, intactness and unity. This reduction would be due mostly to the out-of-character scale of the walls and the obscuring of ocean views.

Resource Change (RC) Evaluation			**OV-10 – ALTS 1, 2 and 3**	
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.7	4.5	4.3	4.5
Proposed Alts.1,2 &3	3.0	3.0	3.0	3.0
Visual Quality Difference =				**-1.5**

Viewer Response (VR) Rating	**OV-10 – ALTS 1, 2 and 3**
Viewer Response (VR)	**5.2**

Visual Impact Rating	**OV-10 – ALTS 1, 2 and 3**
Resource Change (RC) - from table above	-1.5
Viewer Response (VR) - from table above	5.2
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-3.3**

At this location, eliminating portions of the soundwalls would substantially maintain ocean views and minimize potential visual impacts. A recommendation to eliminate portions of the soundwalls at this location is identified in the Recommended Minimization and Mitigation Measures section and shown in the image below.

View of Alternatives 1, 2 and 3 with some of the soundwalls eliminated in order to preserve high quality ocean views.

OBSERVER VIEWPOINT 11 – From Colville St. looking south toward Highway 101.

OV-11 Existing Condition

Observer Viewpoint 11, from Colville Street represents the views from this and other similar streets in Summerland which intersect Lillie Avenue and extend up the hillside to the residential areas. As seen from much of this area of the community, most of the views to the ocean and the highway are blocked by existing development and vegetation between Lillie Avenue and Highway 101. As shown in the above photograph, occasional glimpses of the ocean do exist however. Viewpoints from the upper elevations of Colville Street to the north include greater panoramic views of the ocean. This existing view from Colville Street includes residential and commercial community views, along with a glimpse of Highway 101, the ocean and the Channel Islands in the background. The view has an above average degree of visual intactness and unity, mostly because of the vegetated character and the lack of non-typical visual elements. Views to the ocean are very limited, but where available, they increase the memorability of the view. Because of these characteristics, the Visual Quality Evaluation rating as seen from this viewpoint is moderately high.

Viewer Response

Sensitive visual resources visible from Observer Viewpoint 11 include glimpses of the Pacific Ocean and the Channel Islands, and to a lesser extent the community itself. Potential viewers from this local roadway would include pedestrians and bicyclists as well as motorists. The generally high viewer sensitivity from this viewpoint is somewhat moderated by the relatively few number of potential viewers at this location. As a result, the expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-11 Proposed Conditions – Alternatives 1, 2 and 3

All project alternatives would construct a sound wall at this location. As a result, as seen from Observer Viewpoint 11 and similar viewpoints in the area, the overall visual affect of the project would be the same with all alternatives. The Visual Quality Evaluation ratings for Alternatives 1, 2 and 3 show a reduction in vividness, intactness and unity. The project would construct a 16-foot tall sound wall with landscaping along the northbound lanes of the highway in this area. Although

existing ocean views are very limited, the few places they do exist would be blocked by the proposed wall as seen from the southernmost approximately 150 feet of Colville Street. This extent of partial ocean view blockage would be similar for Evans Avenue, Hollister Street, Valencia Road, and Temple Street, which also rise up the hillside to the north. The wall would also block visibility of the highway from this location. The proposed landscaping would help reduce the visual dominance of the wall, however the height and length of the wall would still appear somewhat out-of-scale with the local roadway and community context.

Resource Change (RC) Evaluation				**OV-11 – ALTS 1, 2 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.1	3.9	4.0	4.0
Proposed Alts1,2 & 3	3.0	3.1	3.3	3.1
Visual Quality Difference =				**-0.9**

Viewer Response (VR) Rating	**OV-11 – ALTS 1, 2 and 3**
Viewer Response (VR)	**5.0**

Visual Impact Rating	**OV-11 – ALTS 1, 2 and 3**
Resource Change (RC) - from table above	-0.9
Viewer Response (VR) - from table above	5.0
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.9**

OBSERVER VIEWPOINT 12 – From Hollister St. looking south toward Highway 101.

OV-12 Existing Condition

Observer Viewpoint 12 at Hollister Street represents a viewing condition somewhat similar to that shown in Observer Viewpoint 11 (Colville Street), in that Hollister Street intersects with Lillie Avenue and continues uphill to the north. The view from this location shows community commercial and residential uses in the foreground, with limited views of the Pacific Ocean and Channel Islands in the distance. Although there is less intervening development between Lillie Avenue and the freeway at this location, existing large trees and other vegetation south of Highway 101 block much of the ocean view. The raised freeway in this location further limits views to the lower portion of the ocean. The Visual Quality Evaluation ratings indicate that visual quality from Observer Viewpoint 12 is moderately high because of the vegetated character of the community and the glimpse of the ocean. The unity and intactness of the view, although above average, are moderated somewhat by the high noticeability of the freeway at this location.

Viewer Response

Sensitive visual resources visible from Observer Viewpoint 12 include the Pacific Ocean and the Channel Islands, as well as the community itself in the foreground. Viewers from this location would potentially include pedestrians and bicyclists as well as motorists. The generally high viewer sensitivity from this viewpoint is somewhat moderated by the relatively few number of potential viewers at this location. As a result, the expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-12 Proposed Condition – Alternatives 1, 2 and 3

All project alternatives would construct a sound wall at this location. As a result, as seen from Observer Viewpoint 12 and similar viewpoints in the area, the overall visual affect of the project would be the same with all alternatives. The Visual Quality Evaluation ratings for Alternatives 1, 2 and 3 show a reduction in vividness, intactness and unity. The project would construct a 16-foot tall sound wall with landscaping along the northbound lanes of the highway in this area. Although existing ocean views are very limited, the few places they do exist would be blocked by the proposed wall as seen from the southernmost approximately 150 feet of Hollister Street. This extent of partial ocean view blockage would be similar for Evans Avenue, Colville Avenue, Valencia Road, and Temple Street, which also rise up the hillside to the north. The sound wall wall would also block visibility of the highway from this location. As seen from this viewpoint, there is little existing landscaping or development to block visibility of the sound wall. The proposed landscaping would help reduce the visual dominance of the wall, however it would still appear somewhat out-of-scale with the local roadway and community context due to its height and length. As a result the visual quality rating for the project at this viewing location would be below average.

At this location, installing clear panels along the upper portion of the soundwall would substantially maintain ocean views and minimize potential visual impacts. A recommendation to include clear panels in the wall design at this location is identified in the Avoidance, Minimization and/or Mitigation Measures section.

Resource Change (RC) Evaluation				**OV-12 – ALTS 1, 2 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.1	3.7	3.8	3.9
Proposed Alts 1, 2&3	2.8	2.8	2.9	2.8
Visual Quality Difference =				**-1.1**

Viewer Response (VR) Rating	**OV-12 – ALTS 1, 2 and 3**
Viewer Response (VR)	**5.0**

Visual Impact Rating	**OV-12 – ALTS 1, 2 and 3**
Resource Change (RC) - from table above	-1.1
Viewer Response (VR) - from table above	5.0
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-3.0**

OBSERVER VIEWPOINT 13 – From Highway 101 east of Sheffield Dr. undercrossing looking westbound.

OV-13 Existing Condition

The existing view from Observer Viewpoint 13 received a high visual quality evaluation rating. The Pacific Ocean, Channel Islands, Fernald Point and the beach are all visible to some extent along

this segment of Highway 101 northbound, increasing the vividness, or memorability of the view. The substantially-vegetated roadsides a contribute to high unity and intactness ratings. The somewhat elevated viewing position and the curvilinear highway alignment create a panoramic viewing opportunity. Light poles and roadside barriers were identified as minor detractions to the quality of the existing view.

Viewer Response

From Observer Viewpoint 13, sensitive visual resources include the views of the Pacific Ocean, Fernald Point and the beach, as well as the mature vegetation along the highway and in the community. Motorists would be the primary viewer group experiencing the view from the highway, however bicyclists and pedestrians using the Ortega Hill bike path may have somewhat similar views. Because of the visual access to the ocean and other high-quality coastal scenic resources, the expected viewer sensitivity rating from this viewpoint is identified as high.

OV-13 Proposed Condition - Alternatives 1, 2 and 3

Along this section of the project, all proposed alternatives are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 13 would also be the same for each of the three alternatives.

All three of the alternatives at this location would reconfigure the southbound highway lanes and ramps and would widen the existing Sheffield Drive Bridge. The project would add lanes toward the median, eliminating the existing median planting. Two new retaining walls would be built along the southbound lanes between the highway and the railroad. The walls would be downhill from the on- and off-ramps and would not be visible from the highway. They would be visible from the train and from certain locations on the beach.

The Visual Quality Evaluation for the project shows a moderate reduction in visual quality from Observer Viewpoint 13. The change would be due mostly to the wider expanse of paving and the loss of vegetation in the median and along the southbound roadside. The visual dominance and high-quality views of the ocean and coast would remain, however the increased scale of the highway and loss of vegetation would add a somewhat urbanizing character, which would negatively affect all three visual rating criteria to some degree.

Resource Change (RC) Evaluation			**OV-13 – ALTS 1, 2 and 3**	
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.1	4.8	4.9	4.9
Proposed Alts 1,2&3	4.9	4.5	4.4	4.6
Visual Quality Difference =				**-0.3**

Viewer Response (VR) Rating	**OV-13 – ALTS 1, 2 and 3**
Viewer Response (VR)	**5.3**

Visual Impact Rating	**OV-13 – ALTS 1, 2 and 3**
Resource Change (RC) - from table above	-0.3
Viewer Response (VR) - from table above	5.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.8**

OBSERVER VIEWPOINT 14 – From Highway 101 west of Sheffield Dr. undercrossing looking eastbound.

OV-14 Existing Condition

The elevated viewing position of Observer Viewpoint 14 allows for panoramic views of the Pacific Ocean and the coastline. Travelling southbound on Highway 101, this viewpoint represents the first direct ocean views since the Gaviota Coast. The Visual Quality Evaluation rating for this viewpoint is high. The memorability of the view is increased because of the sweeping coastal view, and the unity and intactness are benefited by the topography, skyline trees and the well-vegetated surroundings, both within the highway corridor and throughout surrounding community.

Viewer Response

Sensitive visual resources would include sweeping views of the Pacific Ocean and the coastline, skyline trees and mature vegetation. Motorists would be the primary viewer group associated with Viewpoint 14. Because of the direct visual access and exposure to the ocean and other high-quality coastal scenic resources, the expected viewer sensitivity rating from this viewpoint is identified as high.

OV-14 Proposed Condition – Alternatives 1, 2 and 3

Along this section of the project, all proposed alternatives are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 14 would also be the same for each of the three alternatives.

Each of the proposed alternatives would reconfigure the southbound highway lanes and ramps. Alternative 2 at this location would widen the existing Sheffield Drive bridge and add lanes toward the median. Median planting would be replaced with concrete median barrier. The project would impact some of the roadside vegetation. High quality views of the ocean and coast would remain, however the vegetated visual character would be adversely affected. The increased visual scale of the additional lanes, and the standardized on and off ramp configuration would create a more urbanized highway aesthetic. The Visual Quality Evaluation rating of the proposed project would be moderately reduced.

Resource Change (RC) Evaluation			**OV-14 – ALTS 1, 2 and 3**	
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.2	5.0	5.1	5.1
Proposed Alts 1,2&3	3.9	3.6	3.6	3.7
Visual Quality Difference =				**-1.4**

Viewer Response (VR) Rating	**OV-14 – ALTS 1, 2 and 3**
Viewer Response (VR)	**5.3**

Visual Impact Rating	**OV-14 – ALTS 1, 2 and 3**
Resource Change (RC) - from table above	-1.4
Viewer Response (VR) - from table above	5.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-3.3**

MONTECITO UNIT

OBSERVER VIEWPOINT 15 – From Highway 101 east of Romero Creek looking northbound.

OV-15 Existing Condition

The visual quality rating of the existing view at Observer Viewpoint 15 shows consistently high ratings for vividness, intactness and unity. The visual impression of this section of the highway is

mostly defined by the abundant mature vegetation along the highway and in the surrounding community. This vegetated character increases both the visual unity and intactness ratings. The memorability is increased largely because of the large skyline trees in the highway median and along the roadside.

Viewer Response

The sensitive visual resource visible from Observer Viewpoint 15 is the mature landscaping along the highway corridor and in the adjacent community. The dominant skyline trees and the close proximity of the landscaped areas to the highway traveler are the primary visual characteristics of the visual resource. Viewers at this location are exclusively motorists using the highway. No ocean views are available from Observer Viewpoint 15, and views to the hills are mostly screened by intervening vegetation. As a result, the expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-15 Proposed Condition – Alternatives 1, 2 and 3

Along this section of the project, all proposed alternatives are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 15 would also be the same for each of the three alternatives.

All of the alternatives would add lanes toward the median, which would result in the removal of the existing median trees and shrubs. A new concrete barrier would be placed in the median, and a new sound wall would be proposed along the northbound fence line. Through this area, a metal beam barrier would be placed in front of the sound wall, providing an area for landscaping in front of the wall. The Visual Quality Evaluation for the project shows a substantial rating reduction for all three rating criteria. The most noticeable visual change at this viewpoint would be the loss of large trees and shrubs in the median, and the addition of the sound wall. Skyline trees and other vegetation in the adjacent community would be preserved, and the new roadside planting would screen much of

the visibility of the sound wall. Overall, the perceived scale and urban visual character of the highway would be increased at this viewing location.

Resource Change (RC) Evaluation			**OV-15 – ALTS 1, 2, and 3**	
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.5	4.6	4.7	4.6
Proposed Alts 1,2&3	3.2	3.5	3.4	3.4
Visual Quality Difference =				**-1.2**

Viewer Response (VR) Rating	**OV-15 – ALTS 1, 2, and 3**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-15 – ALTS 1, 2, and 3**
Resource Change (RC) - from table above	-1.2
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.7**

OBSERVER VIEWPOINT 16 – From Highway 101 near Posilipo Lane looking southbound.

OV-16 Existing Condition

Observer Viewpoint 16 shows high Visual Quality Evaluation ratings for vividness, intactness and unity. The visual impression of this section of the highway is defined by the scale and proximity of mature vegetation along the highway and in the surrounding community. This vegetated character increases both the visual unity and intactness ratings. The memorability is increased due to the large skyline trees in the highway median and along the roadside. At this viewing location, although the existing sound wall can be seen along the southbound lanes, vine planting reduces the wall's noticeability. No ocean views are available from this location, and the views to the hillsides are substantially limited by intervening vegetation and other development.

Viewer Response

The sensitive visual resource visible from Observer Viewpoint 16 is the mature landscaping along the highway corridor and in the adjacent community. The dominant skyline trees and the close proximity of the landscaped areas to the highway traveler are the primary visual characteristics of the visual resource. Viewers at this location are exclusively motorists using the highway. No ocean views are available from Observer Viewpoint 16, and views to the hills are mostly screened by intervening vegetation. As a result, the expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-16 Proposed Condition – Alternatives 1, 2 and 3

Along this section of the project, all proposed alternatives are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 16 would also be the same for each of the three alternatives.

At this location, the project would add lanes to the inside of the highway and remove the existing median vegetation and replace it with a concrete barrier. The Visual Quality Evaluation for the project shows a substantial rating reduction for all three rating criteria. Existing skyline trees and other vegetation in the adjacent community would be preserved, which would help maintain much of the vegetated character of the corridor. But, the most noticeable visual change at this viewpoint would be the loss of large trees and shrubs in the median. Overall, the perceived scale and urban visual character of the highway would be increased at this viewing location.

Though not visible from this particular viewpoint, new sound walls would be proposed by each of the project alternatives along portions of the northbound lanes: one about 0.1 mile east of this location and one about 0.1 mile west of this location. These sound walls would somewhat increase the urban character of the corridor.

Resource Change (RC) Evaluation				**OV-16 – ALTS 1, 2 and 3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.6	4.5	4.6	4.6
Proposed Alts1,2&3	3.5	3.8	3.8	3.7
Visual Quality Difference =				**-0.9**

Viewer Response (VR) Rating	**OV-16 – ALTS 1, 2 and 3**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-16 – ALTS 1, 2 and 3**
Resource Change (RC) - from table above	-0.9
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.6**

OBSERVER VIEWPOINT 17 – From North Jameson Lane near Santa Isabel Lane looking southwest.

OV-17 Existing Condition

Observer Viewpoint 17 shows the existing view along North Jameson Lane adjacent to the freeway. The Visual Quality Evaluation rating shows an above average rating at this location. The visual character can be defined as a well-vegetated suburban landscape. The urbanizing elements of the freeway, frontage road and residences are balanced by the substantial amount of mature landscaping throughout the highway and the community. At this location, the existing trees and shrubs visually screen much of the view of the freeway and associated traffic. The scale of the adjacent landscaping contributes to its visual presence and character-defining quality. The existing chain link fencing and overhead utilities detract somewhat from the overall view quality.

Viewer Response

As seen from Observer Viewpoint 17, sensitive visual resources would include the mature landscaping in the community and along the highway corridor. The close proximity of the landscaped areas to the viewers are the primary visual characteristics of the visual resource. In addition to motorists, potential viewers from this location would include pedestrians, and bicyclists which may have longer duration views of the surroundings. From this location, ocean and hillside views are effectively blocked by existing vegetation and development. The expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-17 Proposed Condition – Alternatives 1, 2 and 3

The most noticeable visual change as seen from this viewpoint would be the addition of a new 10-foot tall sound wall between a portion of North Jameson Lane and Highway 101. The sound wall would require flood gates along its base, and vine planting would be included. As seen from North Jameson Lane, the sound wall would preclude views to Highway 101 and the other aspects of the project on the highway. All three Visual Quality Evaluation rating criteria would be reduced because the wall would be visually imposing along this local roadway. The wall would offer some degree of continuity to the scene, however the loss of vegetation would adversely affect the visual character. Over time the proposed vine planting would help moderate some of the urbanizing character of the wall. As seen from this viewpoint, the project would result in a lower than average Visual Quality Evaluation rating.

Resource Change (RC) Evaluation			**OV-17 – ALTS 1, 2 and 3**	
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.1	4.1	4.1	4.1
Proposed Alts 1,2&3	3.1	2.9	2.9	3.0
Visual Quality Difference =				**-1.1**

Viewer Response (VR) Rating	**OV-17 – ALTS 1, 2 and 3**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-17 – ALTS 1, 2 and 3**
Resource Change (RC) - from table above	-1.1
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.7**

OBSERVER VIEWPOINT 18 – From San Ysidro Rd. overcrossing looking northbound.

OV-18 Existing Condition

As seen from Observer Viewpoint 18, the visual quality ratings indicate a generally well-balanced view which includes both urban and vegetative elements. From this vantage point the existing median planting helps reduce the visual scale of the highway. Although the landscaping is sparse adjacent to the on-ramp at the right, the overall corridor has a well-vegetated appearance. The existing palms are distinguishing visual elements for this location, which also provide skyline character benefits for the community. The Santa Ynez Mountains can seen to the north. This suburban setting received an above-average Visual Quality Evaluation rating.

Viewer Response

From Observer Viewpoint 18, sensitive visual resources would primarily include the well-landscaped highway corridor and community, and the distant views of the Santa Ynez Mountains. In addition to motorists, potential viewers from this location would include pedestrians, and

bicyclists, which may have longer duration views of the surroundings. The expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-18 Proposed Condition – Alternatives 1, 2 and 3

Along this section of the project, all proposed alternatives are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 18 would also be the same for each of the three alternatives.

The project through this area would construct new lanes toward the inside, resulting in the loss of median planting. By adding lanes to the median, the roadside landscaping would be preserved. In addition, the project proposes to enhance existing roadside planting in deficient areas such as the northbound on-ramp seen in from this viewpoint. The Visual Quality Evaluation rating from Observer Viewpoint 18 shows that although visual changes would occur, the loss of median planting would be mostly offset by the additional landscaping along the roadside. As a result only a minor net change in visual quality would occur as seen from this location.

Resource Change (RC) Evaluation				**OV-18 – ALTS 1, 2 &3**
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.2	4.3	4.4	4.3
Proposed Alts1,2&3	4.2	4.2	4.2	4.2
Visual Quality Difference =				**-0.1**

Viewer Response (VR) Rating	**OV-18 – ALTS 1, 2 &3**
Viewer Response (VR)	**4.4**

Visual Impact Rating	**OV-18 – ALTS 1, 2 &3**
Resource Change (RC) - from table above	-0.1
Viewer Response (VR) - from table above	4.4
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change (RC) was positive or negative.*	**-2.2**

OBSERVER VIEWPOINT 19 – From Highway 101 west of San Ysidro Road overcrossing looking northbound.

OV-19 Existing Condition

The existing visual quality evaluation conducted from Highway 101 west of the San Ysidro Road overcrossing shows a view with relatively high marks for all three rating criteria. From this vantage point the mature median and landscaping planting help reduce the visual scale of the highway. The highway corridor and community are well-vegetated, which contributes to increased visual intactness and unity ratings. No ocean views are available from this location, and the mountains to the north are mostly blocked from view. Although still above average, the vividness component received the lowest rating because few specifically memorable features are part of the view.

Viewer Response

The primary sensitive visual resource as seen from Observer Viewpoint 19 is the well-landscaped highway corridor and community, which are expressly valued in community planning policy. Potential viewers from this location would be limited to those in vehicles. Viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-19 Proposed Condition – Alternative 1, 2 and 3

Along this section of the project, all proposed alternatives are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 19 would also be the same for each of the three alternatives.

The project along this section of Highway 101 would construct new lanes toward the inside, resulting in the loss of median planting. By adding lanes to the median, much of the roadside landscaping would be preserved. At this location, new sound walls would be proposed along both sides of the highway. Visibility of the proposed sound walls would be minimized by the preservation of the existing landscaping as well as new planting. The Visual Quality Evaluation from Observer Viewpoint 19 shows that the all three ratings would be moderately reduced. The effect of more lanes, loss of median planting, and the visibility of the sound walls would be an increase in the visual scale of the highway facility.

Resource Change (RC) Evaluation			**OV-19 – ALTS 1, 2 and 3**	
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.1	4.7	4.7	4.5
Proposed Alts 1,2&3	3.6	3.8	4.2	3.9
Visual Quality Difference =				**-0.6**

Viewer Response (VR) Rating	**OV-19 – ALTS 1, 2 and 3**
Viewer Response (VR)	**4.4**

Visual Impact Rating	**OV-19 – ALTS 1, 2 and 3**
Resource Change (RC) - from table above	-0.6
Viewer Response (VR) - from table above	4.4
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.5**

OBSERVER VIEWPOINT 20 – From Olive Mill Rd. overcrossing looking northbound.

OV-20 Existing Condition

The visual quality ratings conducted from the Olive Mill overcrossing describe a mostly well-balanced view which includes both urban and vegetative elements. From this vantage point the somewhat curvilinear alignment of the roadway and the existing median planting help reduce the visual scale of the highway. The highway corridor and community are well-vegetated, which contributes to increased visual intactness and unity ratings. No ocean views are available from this location, and the mountains to the north are mostly blocked from view. This suburban freeway setting received an above-average Visual Quality Evaluation rating.

Viewer Response

The sensitive visual resource as seen from Observer Viewpoint 20 is the well-landscaped highway corridor and community. In addition to motorists, potential viewers from this location would include pedestrians, and bicyclists, which may have longer duration views of the surroundings. As a result the expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-20 Proposed Condition – Alternatives 1, 2 and 3

Along this section of the project, all proposed alternatives are the same. As a result, the Visual Quality Evaluation and subsequent analysis as seen from Observer Viewpoint 20 would also be the same for each of the three alternatives.

The project along this section of Highway 101 would construct new lanes toward the inside, resulting in the loss of median planting. By adding lanes to the median, the roadside landscaping would be preserved. In addition, the project proposes to enhance existing roadside planting where deficient. A new sound wall would be proposed at the top of the existing slope along the southbound side of the highway. Visibility of the proposed sound wall would be minimized by the preservation of the existing landscaping as well as new planting. The Visual Quality Evaluation from Observer Viewpoint 20 shows that the all three ratings would be reduced slightly. This reduction would be mostly due to the loss of median planting and to a lesser extent, the visibility of the southbound sound wall. Some of this visual effect would be offset by the additional landscaping along the roadside. As a result only a minor net change in visual quality would occur as seen from this location.

Resource Change (RC) Evaluation			**OV-20 – ALTS 1, 2 and 3**	
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.2	4.5	4.6	4.4
Proposed Alts 1,2&3	4.0	4.3	4.4	4.2
Visual Quality Difference =				**-0.2**

Viewer Response (VR) Rating	**OV-20 – ALTS 1, 2 and 3**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-20 – ALTS 1, 2 and 3**
Resource Change (RC) - from table above	-0.2
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.2**

SANTA BARBARA UNIT

THE HIGHWAY 101/ CABRILLO BLVD. - HOT SPRINGS ROAD INTERCHANGE

The proposed configuration changes at the Highway 101/ Cabrillo-Hot Springs interchange are each independent of Alternatives 1, 2 and 3 and could be constructed with any of the three project alternatives. Because of this independence and extent of proposed changes, the Cabrillo/ Hot Springs interchange improvements are referred to separately as Interchange Configurations F, F Modified, J, M, and M Modified. Conceptual aerial photos of the five interchange configurations are shown in Figures 12 through 17.

The Visual Quality Evaluations from Observer Viewpoints 21 through 24 represent and assess potential visual impacts associated with the Highway 101/ Cabrillo-Hot Springs interchange and Interchange Configurations F, F Modified, J, M, and M Modified.

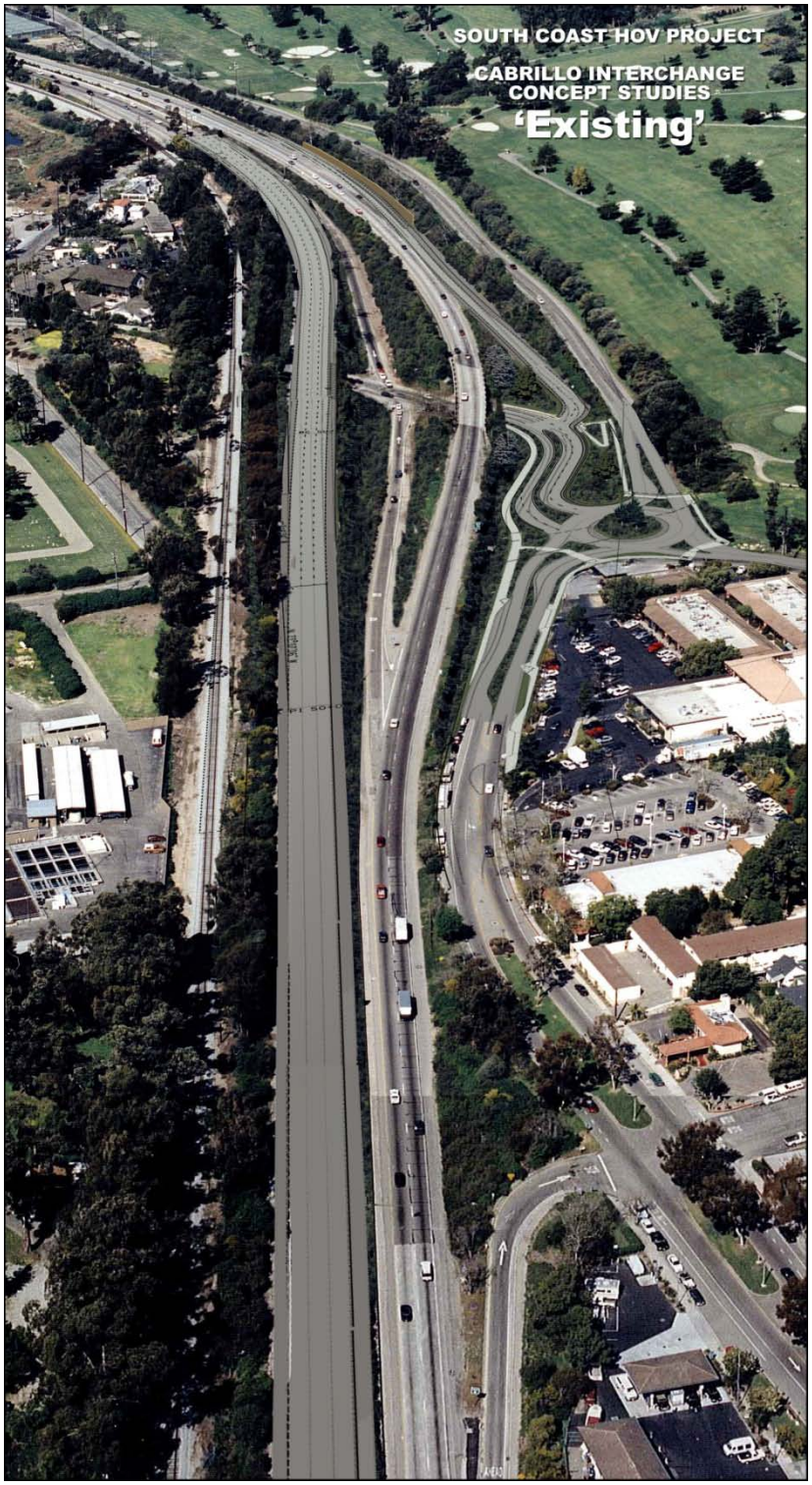

Figure 5. Existing Configuration of the Cabrillo Blvd. / Hot Springs Road Interchange.

Figure 6. Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration F.

Figure 7. Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration F Modified.

Figure 8. Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration J.

Figure 9. Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration M.

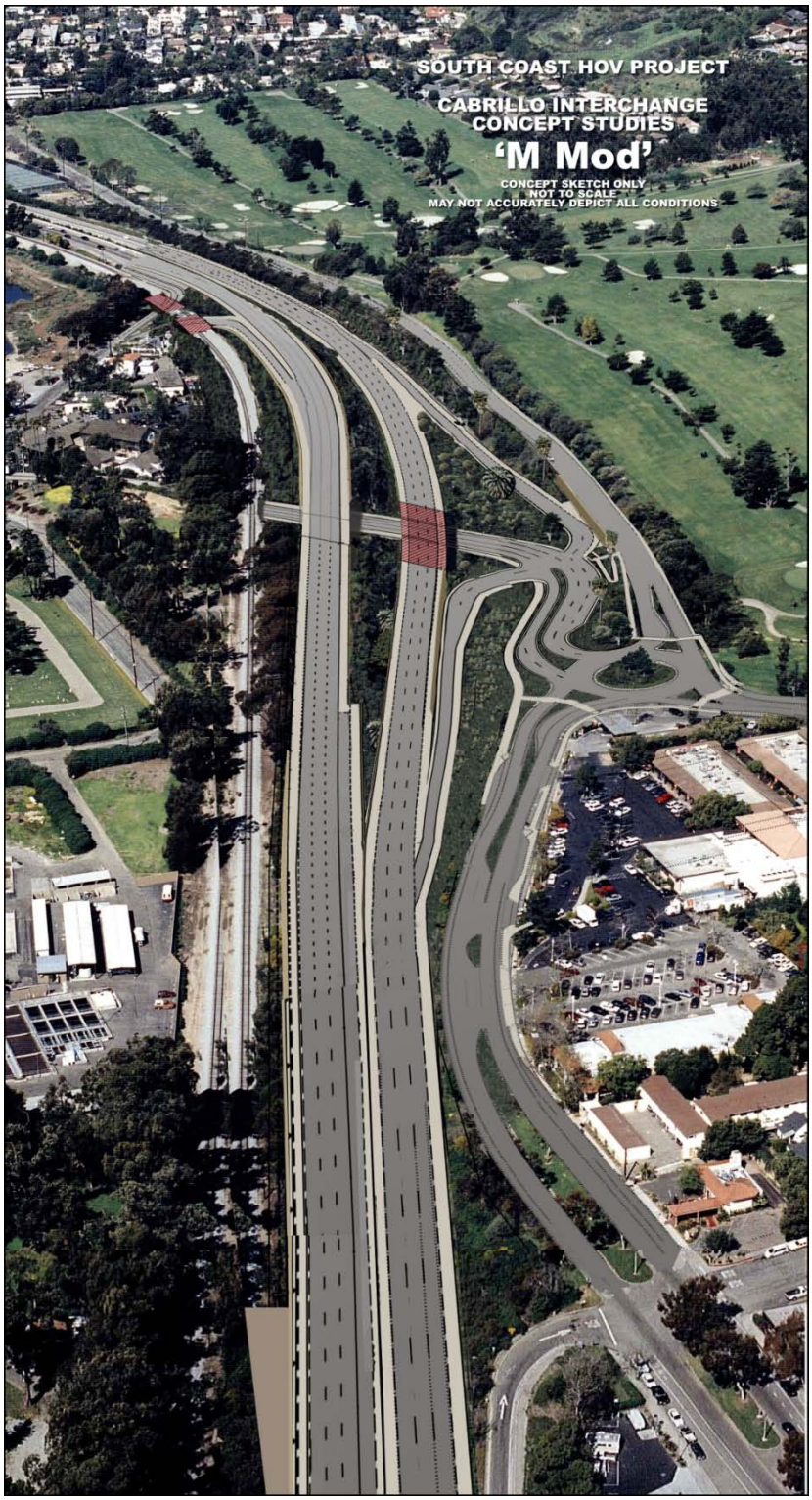

Figure 10. Conceptual Image of Cabrillo/ Hot Springs Interchange Configuration M Modified.

OBSERVER VIEWPOINT 21 – From Highway 101 east of the Cabrillo/ Hot Springs Interchange looking northbound.

OV-21 Existing Condition

The Visual Quality Evaluation rating indicated a relatively high quality view based mostly on the mature vegetation visible along the corridor and throughout the community. Skyline eucalyptus trees dominate the view to the southwest, and portions of the golf course are visible ahead. The left-and off-ramp contributes to the memorability of the view. Median planting partially obscures views of southbound traffic. Although this section of the highway is passing through a somewhat commercial area, the road curvature and mature vegetation limit noticeability of the developed character.

Viewer Response

The primary sensitive visual resources as seen from Observer Viewpoint 21 are large-scale skyline trees, the well-landscaped highway corridor and community, the curvilinear highway, and the unique configuration of the interchange. Potential viewers from this location would be limited to those in vehicles travelling the highway. Viewer sensitivity rating from this viewpoint is identified as moderately high.

CONFIGURATION F.

OV-21 Proposed Condition –Cabrillo/Hot Springs Interchange Configuration F

As seen from this viewpoint, the most noticeable visual change would be the additional highway lane and the closure of the left side off-ramp. The visual quality would be affected by the loss of many of the large skyline trees along the southbound lanes, and the construction of concrete median barrier. Roadside vegetation along the northbound roadside would remain in place. The Visual Quality Evaluation showed a moderately high reduction in visual quality. Even with this reduction, Configuration F would retain an above-average view quality as see from this vantage point, due mostly to the well-vegetated roadsides.

Resource Change (RC) Evaluation		**OV-21 – INTERCHANGE CONFIG. F.**		
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.5	4.5	4.7	4.6
Proposed Config. F	4.0	4.0	4.1	4.0
Visual Quality Difference =				**-0.6**

Viewer Response (VR) Rating	**OV-21 – INTERCHANGE CONFIG. F.**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-21 – INTERCHANGE CONFIG. F.**
Resource Change (RC) - from table above	-0.6
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.4**

CONFIGURATION F MODIFIED.

OV-21 Proposed Condition –Cabrillo/Hot Springs Interchange Configuration F Modified

From this perspective, Configuration F Modified would be noticeable by the shift of the highway lanes to the south, the additional highway lane, the new right side off-ramp, and closure of the left side off-ramp. The visual quality would be affected by the loss of many of the large skyline trees along the southbound lanes and the construction of the concrete median barrier. Configuration F Modified would provide for limited planting in the median. The Visual Quality Evaluation showed a moderately high reduction in visual quality at this location. With this reduction, Configuration F Modified would maintain a slightly above-average view quality as seen from this viewpoint, due mostly to the remaining roadside vegetation.

Resource Change (RC) Evaluation	**OV-21 – INTERCHANGE CONFIG. F Modified.**			
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.5	4.5	4.7	4.6
ProposedConfigFMod	3.7	3.8	3.7	3.7
Visual Quality Difference =				**-0.9**

Viewer Response (VR) Rating	**OV-21 – INTERCHANGE CONFIG. F Modified**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-21 – INTERCHANGE CONFIG. F Modified**
Resource Change (RC) - from table above	-0.9
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.6**

CONFIGURATION J.
OV-21 Proposed Condition –Cabrillo/Hot Springs Interchange Configuration J

As seen from this viewpoint, Configuration J would appear much like Configuration F, as previously described. Most of the changes unique to Configuration J would occur along the southbound lanes and would not be easily visible from this viewing location. As with Configuration F, the visual quality of Configuration J would be adversely affected by the loss of skyline trees along the southbound lanes, and the construction of concrete median barrier. Roadside vegetation along the northbound roadside would remain in place. The Visual Quality Evaluation indicates a moderately high reduction in visual quality. Configuration F however would retain an above-average view quality as see from this vantage point, due mostly to the well-vegetated roadsides.

Resource Change (RC) Evaluation		**OV-21 – INTERCHANGE CONFIG. J.**		
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.5	4.5	4.7	4.6
Proposed Config. J	4.0	4.0	4.1	4.0
Visual Quality Difference =				**-0.6**

Viewer Response (VR) Rating	**OV-21 – INTERCHANGE CONFIG. J.**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-21 – INTERCHANGE CONFIG. J.**
Resource Change (RC) - from table above	-0.6
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.4**

OV-21 Proposed Condition –Cabrillo/Hot Springs Interchange Configurations M and M Modified

Configurations M and M Modified would remove some of the existing skyline trees and would install concrete median barrier. But, as seen from this viewpoint, the greatest visual change with Configurations M and M Modified would be due to construction of a northbound off-ramp. The new off-ramp would result in the loss of most of the existing planting between the highway and Coast Village Road. Vines would be planted on the proposed highway fencing, but much of the vegetated character and screening would be lost, resulting in a reduction in visual quality.

Resource Change (RC) Evaluation OV-21 – INTERCHANGE CONFIGS. M and M MOD.				
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.5	4.5	4.7	4.6
Proposed Config. M.	3.8	3.7	3.8	3.8
Visual Quality Difference =				**-0.8**

Viewer Response (VR) Rating OV-21 – INTERCHANGE CONFIGS. M and M MODIFIED	
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-21 – INTERCHANGE CONFIGS. M and M MODIFIED**
Resource Change (RC) - from table above	-0.8
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.5**

OBSERVER VIEWPOINT 22 – From the Old Coast Highway north of the Cabrillo/ Hot Springs interchange looking southwest.

OV-22 Existing Condition

The existing visual quality rating for this viewpoint shows high marks for all three evaluation criteria. The curved roadways, open bridge rail, landscaping, and architectural and site details all contribute to a well-balanced, human-scale view. As seen from this viewing location the elements create an very intact suburban-type landscape, with a high degree of visual unity and continuity, due in large part to the plentiful landscaping. Because the high intactness and unity are noticeable, the memorability of the view is also increased.

Viewer Response

Sensitive visual resources visible from Observer Viewpoint 22 include the plentiful landscaping and skyline trees at and near the interchange, and the Highway 101 bridge structures. The curved roadways also contribute to a visual character expressly valued in local planning policy. Potential viewers from this local roadway would include pedestrians and bicyclists as well as motorists. As a result, the expected viewer sensitivity rating from this viewpoint is identified as high.

OV-22 Proposed Condition–Cabrillo/Hot Springs Interchange Configs F and J

Interchange Configurations F and J would appear the same from Observer Viewpoint 22 since the changes unique to each of these configurations would occur along the southbound lanes and would not be visible from this viewpoint. The most noticeable visual changes as seen from this viewpoint would be the construction of an additional lane along southbound Hot Springs Blvd. The change would reduce the amount of landscaping area and increase the visual scale of the interchange facility a minor amount. The Visual Quality Evaluation indicates that in spite of this visual change, the view would still maintain high ratings for vividness, intactness, and unity.

Resource Change (RC) Evaluation	**OV-22 – INTERCHANGE CONFIGS. F and J.**			
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.0	5.0	5.0	5.0
Configs. F and J	4.7	4.8	4.7	4.7
Visual Quality Difference =				**-0.3**

Viewer Response (VR) Rating	**OV-22 – INTERCHANGE CONFIGS. F and J.**
Viewer Response (VR)	**5.0**

Visual Impact Rating	**OV-22 – INTERCHANGE CONFIGS. F and J.**
Resource Change (RC) - from table above	-0.3
Viewer Response (VR) - from table above	5.0
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.6**

OV-22 Proposed Condition – Cabrillo/Hot Springs Interchange Configurations F Modified, M and M Modified

Interchange Configurations F Modified, M and M Modified proposes a new northbound off-ramp connecting to Hot Springs Blvd. As seen from Observer Viewpoint 22, the construction of the ramp would require a retaining wall along the northbound lanes of the highway, and the removal of the existing vegetation in that area. New vine planting would be included along the retaining wall. The intersection of Hot Springs Blvd. and the highway ramps would likely require traffic signals and additional signage. The Visual Quality Evaluation shows that the vividness, intactness and unity would all be reduced with Configurations F Modified, M and M Modified. As a result, the visual scale and urban character of the interchange would be substantially increased.

Resource Change (RC) Evaluation OV-22– INTERCHANGE CONFIGS. F MOD, M and M MOD.				
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	5.0	5.0	5.0	5.0
Proposed Config. M	4.0	3.9	3.9	3.9
Visual Quality Difference =				**-1.1**

Viewer Response (VR) Rating OV-22 – INTERCHANGE CONFIGS. F MOD M and M MOD.	
Viewer Response (VR)	**5.0**

Visual Impact Rating OV-22 – INTERCHANGE CONFIG S. F MOD M and M MOD.	
Resource Change (RC) - from table above	-1.1
Viewer Response (VR) - from table above	5.0
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-3.0**

OBSERVER VIEWPOINT 23 – From Los Patos Way looking northwest toward Highway 101.

OV-23 Existing Condition

The existing view from Los Patos Way toward Highway 101 includes a variety of elements including the railroad bridge structure, skyline trees, the Andree Clark Bird Refuge, and commercial buildings. Utility poles, roadway signage, and highway traffic in the distance contribute to the somewhat mixed visual character of this view. The Visual Quality Evaluation conducted from Observer Viewpoint 23 resulted in moderately above-average ratings for vividness, intactness, and unity. The stone abutments of the railroad structure, the large trees and the bird refuge raised the memorability of the view, and the vegetation visible throughout the area added a degree of visual continuity. Overall however, the view was found to have a somewhat visually discordant character and be fairly cluttered.

Viewer Response

Sensitive visual resources visible from Observer Viewpoint 23 include the Andree Clark Bird Refuge, the sandstone abutments of the railroad bridge structure, and the skyline trees. Potential viewers from this local roadway would include pedestrians and bicyclists as well as motorists. The

generally high viewer sensitivity from this viewpoint is somewhat moderated by the relatively few number of potential viewers at this location. As a result, the expected viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-23 Proposed Condition – Cabrillo/Hot Springs Interchange Configurations F and F Modified

As seen from this Observer Viewpoint, the main visual change with Configurations F and F Modified would be the closure and removal of the southbound off-ramp under the railroad bridge. New landscaping would be planted on portions of the removed roadway, and traffic signage associated with the abandoned off-ramp would be eliminated. As a result, the Visual Quality Evaluation found that the quality of the view would slightly improve at this location with Configurations F and F Modified.

Resource Change (RC) Evaluation	**OV-23 – INTERCHANGE CONFIGS. F and F MOD.**			
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.0	3.9	3.9	3.9
Proposed Config. F.	4.2	4.0	3.9	4.0
Visual Quality Difference =				**+0.1**

Viewer Response (VR) Rating	**OV-23 – INTERCHANGE CONFIGS. F and F MODIFIED**
Viewer Response (VR)	**4.8**

Visual Impact Rating OV-23 – INTERCHANGE CONFIGS. F and F MODIFIED	
Resource Change (RC) - from table above	+0.1
Viewer Response (VR) - from table above	4.8
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**2.4**

OV-23 Proposed Condition – Cabrillo/Hot Springs Interchange Configurations J, M and M Modified

Alternatives J, M and M Modified would add a new southbound on-ramp at Los Patos Way. The existing railroad bridge structure would be lengthened and raised approximately four feet. Access control fencing would be required along a portion of the on and off-ramps, and and new roadway signage required. Aesthetic treatment would be included as part of the new bridge, and landscaping would be included between the on and off-ramps. The visual ratings for Configurations J, M and M Modified show a slight decrease in visual quality at this location. The increased visual scale and urbanization of the setting would represent a change in character at this location.

Resource Change (RC) Evaluation OV-23 – INTERCHANGE CONFIGS. J, M and M MODIFIED				
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.0	3.9	3.9	3.9
Configs. J and M	3.8	3.7	3.6	3.7
Visual Quality Difference =				**-0.2**

Viewer Response (VR) Rating OV-23 – INTERCHANGE CONFIGS. J, M and M MODIFIED.	
Viewer Response (VR)	**4.8**

Visual Impact Rating OV-23 – INTERCHANGE CONFIGS. J, M and M MODIFIED.	
Resource Change (RC) - from table above	-0.2
Viewer Response (VR) - from table above	4.8
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.5**

OBSERVER VIEWPOINT 24 – From Highway 101 approximately 1000 feet west of Cabrillo Blvd. looking southbound.

OV-24 Existing Condition

The existing visual conditions as seen from Observer Viewpoint 24 received moderately high quality ratings. The left-hand off-ramp is somewhat unique, adding to the memorability of the scene. Mature vegetation and skyline trees also contribute to the vividness. The extent of vegetation plays a major factor in the high unity and intactness ratings and the somewhat rural appearance of the view. The open-style guardrail and bridge rail reinforce that rustic character. The existing median planting obscures most views of the northbound lanes. Although this section of the highway is passing through an area of commercial development, the road curvature and mature vegetation limit noticeability of the surrounding built character.

Viewer Response

The main sensitive visual resources as seen from Observer Viewpoint 24 are large-scale skyline trees, the well-landscaped highway corridor and community, the curvilinear highway, and the unique configuration of the interchange. Potential viewers from this location would be limited to those in vehicles travelling the highway. Viewer sensitivity rating from this viewpoint is identified as moderately high.

OV-24 Proposed Condition – Cabrillo/Hot Springs Interchange Configuration F

Interchange Configuration F would essentially switch locations of the existing southbound highway mainlines and the off-ramp, creating a more "standard" type configuration. The most noticeable aspects of this change would be the wider expanse of pavement, the loss of the left-hand off-ramp, the construction of the new right-hand ramp, and the reduction of mature landscaping and skyline trees. New landscaping would be provided in the highway median and along the roadsides, although to a lesser degree than what currently exists. Because of the loss of the left-hand off-ramp and the skyline trees the memorability rating would be reduced the most. Configuration F would create a more typical looking highway facility, and views to the northbound lanes would increase, resulting in a more urban visual character. The Visual Quality Evaluation rating indicates a moderately-substantial reduction in visual quality as seen from this location. The remaining existing vegetation and the new planting however would help the view maintain an above-average degree of intactness and unity.

Resource Change (RC) Evaluation		**OV-24 – INTERCHANGE CONFIG. F.**		
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.5	4.7	4.8	4.7
Proposed Config. F	3.7	4.0	4.1	3.9
Visual Quality Difference =				**-0.8**

Viewer Response (VR) Rating	**OV-24 – INTERCHANGE CONFIG. F.**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-24 – INTERCHANGE CONFIG. F.**
Resource Change (RC) - from table above	-0.8
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.5**

OV-24 Proposed Condition – Cabrillo/Hot Springs Interchange Configuration F Modified

Similar to Configuration F, interchange Configuration F Modified would create a more standard type of configuration with a right-hand southbound off-ramp. Configuration F Modified would however also shift the north and southbound highway lanes closer together and further to the south. This more compact configuration would result in a somewhat narrower median, as well as the need to construct retaining walls between the southbound mainline and the southbound on and off-ramps. The new retaining walls would reach approximately 12 feet tall and 460 feet and 500 feet respectively in length. These two new walls would be below the highway and not easily seen from the mainline as illustrated in Observer Viewpoint 24.

The most noticeable aspects of this change would be the wider expanse of pavement, the loss of the left-hand off-ramp, the construction of the new right-hand ramp, and the reduction of mature landscaping and skyline trees. Because of the tighter ramp configuration, no planting area would be available between the southbound paved shoulder and the top of the new retaining wall. New landscaping would be provided in the highway median and along the roadsides, although to a lesser degree than what currently exists. Because of the loss of the left-hand off-ramp and the skyline

trees, the memorability rating would be reduced the most. Configuration F Modified would create a more urban-looking highway facility. Views across to the northbound lanes of traffic would increase, and much of the current view of vegetation along the southbound roadside would be replaced with new off and on ramps. The Visual Quality Evaluation rating indicates a moderately substantial reduction in visual quality here. The remaining existing vegetation and the new planting, however, would help the view maintain a slightly above-average degree of intactness and unity.

Resource Change (RC) Evaluation	**OV-24 – INTERCHANGE CONFIG. F. MOD**			
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.5	4.7	4.8	4.7
Proposed Config. F	3.7	4.0	4.1	3.9
Visual Quality Difference =				**-0.8**

Viewer Response (VR) Rating	**OV-24 – INTERCHANGE CONFIG. F MOD**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-24 – INTERCHANGE CONFIG. F MOD**
Resource Change (RC) - from table above	-0.8
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.5**

OV-24 Proposed Condition – Cabrillo/Hot Springs Interchange Configuration J

As seen from this viewpoint, Configuration J would remove the existing left-hand off-ramp in addition to the construction of a new highway lane. The existing left-hand off-ramp would be removed and a new on-ramp constructed at Los Patos Way. The southbound lanes of the highway

would generally follow their existing alignment. Similar to the other interchange configurations, the most noticeable characteristics of Configuration J would be the loss of the left-hand off-ramp, the wider expanse of pavement, and the reduction of mature landscaping and skyline trees. New landscaping would be provided in the highway median and along the roadsides. Because of the loss of the left-hand off-ramp and the skyline trees the memorability rating would be reduced. Due to the wider median and associated planting opportunities with this configuration, views to the northbound lanes would only slightly increase. The remaining existing vegetation and the new planting would help the view maintain an above-average degree of intactness and unity. The Visual Quality Evaluation rating indicates a moderately-substantial reduction in visual quality as seen from this location.

Resource Change (RC) Evaluation		**OV-24 – INTERCHANGE CONFIG. J.**		
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.5	4.7	4.8	4.7
Proposed Config. J	3.8	4.0	4.2	4.0
Visual Quality Difference =				**-0.7**

Viewer Response (VR) Rating	**OV-24 – INTERCHANGE CONFIG. J.**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-24 – INTERCHANGE CONFIG. J.**
Resource Change (RC) - from table above	-0.7
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.5**

OV-24 Proposed Condition – Cabrillo/Hot Springs Interchange Configurations M and M Modified

As seen from Observer Viewpoint 24, Interchange Configurations M and M Modified would appear generally similar to Configuration J. The existing left-hand off-ramp would be removed and a new on-ramp would be constructed at Los Patos Way. Because of a different alignment of the northbound highway lanes, the median would be somewhat narrower than that proposed with Configuration J. New landscaping would be provided in the highway median and along the roadsides, although to a lesser degree than what currently exists. Similar to the other interchange configurations, the most identifiable visual characteristic of Configurations M and M Modified would be the loss of the left-hand off-ramp, the wider expanse of pavement, and the reduction of mature landscaping and skyline trees. Views to the northbound lanes would increase with Configurations M and M Modified, resulting in a more urban visual character as seen from this viewpoint. The Visual Quality Evaluation rating indicates a moderately-substantial reduction in visual quality, although the remaining existing vegetation and the new planting would help the view retain an above-average degree of intactness and unity.

Resource Change (RC) Evaluation OV-24 – INTERCHANGE CONFIGS. M and M MOD.				
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.5	4.7	4.8	4.7
Proposed Config. M	3.8	4.0	4.0	3.9
Visual Quality Difference =				**-0.8**

Viewer Response (VR) Rating OV-24 – INTERCHANGE CONFIGS. M and M MOD.	
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-24 – INTERCHANGE CONFIGS. M and M MOD.**
Resource Change (RC) - from table above	-0.8
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.5**

OBSERVER VIEWPOINT 24A – From U.S. 101 approximately 1500 feet feet west of Cabrillo Blvd. looking southbound.

OV-24A Existing Condition

The existing visual conditions as seen from Observer Viewpoint 24A received moderately high quality ratings. The left-hand off-ramp seen ahead in the mid-ground is fairly unique, somewhat increasing the memorability of the view. Skyline trees including large stands of eucalyptus also contribute to the vividness. Throughout this area, mature vegetation plays a major factor in the high unity and intactness ratings. Scattered native vegetation contributes to a somewhat informal looking landscaping and a quasi-rural appearance of the view. The existing median planting partially obscures views of the northbound lanes, and the vegetation and topography along the southbound roadside limits views of the adjacent railroad tracks.

Viewer Response

Sensitive visual resources as seen from Observer Viewpoint 24A include large-scale skyline trees, the well-landscaped highway corridor and community, and the curvilinear highway. Although from this particular location views of the Santa Ynez Mountains are limited and the Andree Clark Bird Refuge is not visible , the viewer sensitivity rating is identified as moderately high through this part of the corridor. This viewpoint would be limited to those in vehicles travelling the highway.

OV-24A Proposed Condition – Cabrillo/Hot Springs Interchange Configuration F

Interchange Configuration F would remove the left-hand off-ramp and construct a new off-ramp on the right side. This more typical style interchange configuration would cause the removal of mature roadside and median landscaping and skyline trees. A new 450 foot long retaining wall with a maximum height of 8 feet would be constructed between the off-ramp and the railroad tracks. Views across to the northbound lanes of traffic as well as the railroad tracks to the south would be increased. New landscaping would be provided in the highway median although to a lesser degree than what currently exists. Configuration F would create a more typical, urban looking highway facility with a somewhat open visual character and a less vegetated appearance. The Visual Quality Evaluation rating indicates a moderately-substantial reduction in visual quality as seen from this location. The remaining existing vegetation along with the new median planting and modest roadside planting however would help the view maintain a somewhat above-average degree of intactness and unity.

Resource Change (RC) Evaluation			**OV-24A – INTERCHANGE CONFIG. F.**	
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.3	4.7	4.8	4.6
Proposed Config. F	3.7	3.9	4.0	3.9
Visual Quality Difference =				**-0.7**
Viewer Response (VR) Rating			**OV-24A – INTERCHANGE CONFIG. F.**	
Viewer Response (VR)				**4.3**

Visual Impact Rating	**OV-24A – INTERCHANGE CONFIG. F.**
Resource Change (RC) - from table above	-0.7
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.5**

OV-24A Proposed Condition – Cabrillo/Hot Springs Interchange Configuration F Modified

As seen from this viewpoint, Interchange Configuration F Modified would shift the highway lanes slightly to the south, in a more compact layout than Configuration F. As a result, less planting area would be available in the median, between the mainline and southbound ramps, and along the southbound roadside. The removal of the left-hand off-ramp and construction of a new off-ramp on the right side would create a more typical “diamond” style interchange. A new 450 foot long

retaining wall with a maximum height of 8 feet would be constructed between the off-ramp and the railroad tracks. Configuration F Modified would cause the removal of mature roadside and median landscaping and skyline trees. Views across to the northbound lanes of traffic as well as the railroad tracks to the south would be increased. New landscaping would be provided in the highway median and along the roadsides, although to a lesser degree than what currently exists.

This more compact configuration would result in the need to construct two additional retaining walls between the southbound mainline and the southbound on and off-ramps. The new retaining walls would reach approximately 12 feet tall and 460 feet and 500 feet respectively in length. These two new walls would be below the highway and not easily seen from the mainline, however they would easily seen from the on and off-ramps. No room to plant would exist between the southbound lanes and the top of the retaining walls, however shrubs possibly vines would be provided at the base of the retaining walls, which would help reduce their visual scale and urbanizing character as seen from the ramps. In spite of proposed landscaping, at a maximum height of 12 feet, the walls would remain dominant visual features along the southbound ramps. Configuration F Modified would result in a more typical, urban looking highway facility with a somewhat open visual character and a less vegetated appearance. The Visual Quality Evaluation rating indicates a substantial reduction in visual quality as seen from this location. The remaining existing vegetation within the highway right-of-way and the adjacent community, along with the new planting in the median and roadside would help the view retain a moderate degree of intactness and unity.

Resource Change (RC) Evaluation	**OV-24A – INTERCHANGE CONFIG. F. MOD**			
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.3	4.7	4.8	4.6
Proposed Config. F Mod.	3.6	3.6	3.7	3.6
Visual Quality Difference =				**-1.0**

Viewer Response (VR) Rating	**OV-24A – INTERCHANGE CONFIG. F MOD**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-24A – INTERCHANGE CONFIG. F MOD**
Resource Change (RC) - from table above	-1.0
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.6**

OV-24A Proposed Condition – Cabrillo/Hot Springs Interchange Configuration J

As seen from this Observer Viewpoint 24A, Configuration J would remove the existing left-hand off-ramp in addition to the construction of a new highway lane. In addition to the new HOV lane, the existing left-hand off-ramp would be removed and a new on-ramp constructed at Los Patos Way. A retaining wall would be required along the southbound lanes in order to fit the new southbound Los Patos on-ramp between the highway and the adjacent railroad track. The southbound lanes of the highway would generally follow their existing alignment. The most noticeable characteristics of Configuration J at this location would be the retaining wall, the loss of the left-hand off-ramp, the wider expanse of pavement, and the reduction of mature landscaping and skyline trees. New landscaping would be provided in the highway median and along the roadsides. Because of the loss of the left-hand off-ramp and the skyline trees the memorability rating would be reduced. Due to the wider median and associated planting opportunities with this configuration, views to the northbound lanes would only slightly increase. The remaining existing vegetation and the new planting would help the view maintain an above-average degree of intactness and unity. The Visual Quality Evaluation rating indicates a moderately-substantial reduction in visual quality as seen from this location.

Resource Change (RC) Evaluation		**OV-24A – INTERCHANGE CONFIG. J.**		
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.3	4.7	4.8	4.6
Proposed Config. J	3.8	4.1	4.3	4.0
Visual Quality Difference =				**-0.6**

Viewer Response (VR) Rating	**OV-24A – INTERCHANGE CONFIG. J.**
Viewer Response (VR)	**4.3**

Visual Impact Rating	**OV-24A – INTERCHANGE CONFIG. J.**
Resource Change (RC) - from table above	-0.6
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.4**

OV-24A Proposed Condition – Cabrillo/Hot Springs Interchange Configurations M and M Modified

As seen from Observer Viewpoint 24A, Interchange Configurations M and M Modified would appear generally similar to Configuration J. The existing left-hand off-ramp would be removed and a new on-ramp and retaining wall would be constructed at Los Patos Way. Because of the different alignment of the northbound highway lanes, the median would be somewhat narrower than that proposed with Configuration J. New landscaping would be provided in the highway median and along the roadsides, although to a lesser degree than what currently exists. The most identifiable visual characteristic of Configurations M and M Modified would be the loss of the left-hand off-ramp, the wider expanse of pavement, the new retaining wall, and the reduction of mature landscaping and skyline trees. Views to the northbound lanes would increase with Configurations M and M Modified, resulting in a more urban visual character as seen from this viewpoint. The Visual Quality Evaluation rating indicates a moderately-substantial reduction in visual quality,

although the remaining existing vegetation and the new planting would help the view retain an above-average degree of intactness and unity.

Resource Change (RC) Evaluation OV-24A – INTERCHANGE CONFIGS. M and M MOD.				
	Vividness (V)	Intactness (I)	Unity (U)	(=V+I+U/3)
Existing	4.3	4.7	4.8	4.6
Proposed Config. M	3.8	4.0	4.2	4.0
Visual Quality Difference =				**-0.6**

Viewer Response (VR) Rating OV-24A – INTERCHANGE CONFIGS. M and M MOD.	
Viewer Response (VR)	**4.3**

Visual Impact Rating OV-24A – INTERCHANGE CONFIGS. M and M MOD.	
Resource Change (RC) - from table above	-0.6
Viewer Response (VR) - from table above	4.3
Visual Impact *=[(Absolute value of RC) + VR] / 2, with plus or minus sign applied to the resulting numeral depending on whether the resource change(RC) was positive or negative.*	**-2.5**

OBSERVER VIEWPOINT 25 – From Highway 101 near Salinas Street looking northbound.

OV-25 Existing Condition

Note: The "existing" view represented here shows improvements proposed by the Milpas/Hot Springs project which is currently under construction. These improvements will be fully implemented before the start of this HOV project. Therefore, for the purposes of this analysis the future built condition of the Milpas/Hot Springs project is used as the baseline "existing" conditions for the South Coast 101 HOV Lane project.

The existing view from Observer Viewpoint 25 includes a variety of visual elements, including residential and recreational uses, U.S. 101 with sparse to moderate planted roadsides and median, and a soundwall along the northbound lanes. Mature vegetation can be seen in the surrounding community. Limited views of the Andree Clark Bird Refuge and the Santa Barbara Zoo are toward the southwest, as are a chain-link highway fence and the railroad tracks. The Visual Quality Evaluation ratings for this existing view indicate a generally average visual quality, due mostly to the modest highway landscaping and the soundwall. The median planting adds some degree of unity to the view. The existing view is somewhat intact as a typical suburban freeway context, and glimpses of the Bird Refuge slightly increase the memorability rating.

Viewer Response

The primary sensitive visual resources as seen from Observer Viewpoint 25 are the Andree Clark Bird Refuge and the well-vegetated community beyond the highway corridor. No quality ocean views are available from Observer Viewpoint 25, and viewers at this location are exclusively motorists using the highway. As a result, the expected viewer sensitivity rating from this viewpoint is identified as moderately above-average.

ALTERNATIVES 1 AND 2 AND 3

OV-25 Proposed Condition – Alternatives 1 and 2 and 3

As seen from Observer Viewpoint 25 this viewpoint, the project proposes no alterations to the highway beyond those which will be constructed as part of the Milpas/ Hot Springs project. As a result the proposed condition from this viewpoint would not change from the existing condition. It is important to note that Interchange Configurations J, M and M Modified would result in raising the railroad tracks south of the highway approximately four feet at Los Patos Way. The elevated railroad embankment would transition back to the existing grade through this area, but would have some affect on existing views of the Andree Clark Bird Refuge as seen from the eastbound lanes.

1.7 PROJECT IMPACT BY LANDSCAPE ASSESSMENT UNIT

The following discussion of project impacts is organized by Visual Assessment Unit.

Carpinteria City Unit (Postmile 1.4 to 4.1)
From 0.2 mile east of Bailard Avenue overcrossing to 0.2 mile west of Santa Monica Road.

This unit is defined by its proximity to the community center of Carpinteria. As part of the eastern section of the project corridor, views to the Santa Ynez Mountains and agriculture are important visual elements. The Carpinteria City Unit is also influenced by views of the central business district, as well as residential and visitor-serving commercial development along the Highway. This unit is generally well-landscaped and has limited to no views of the Pacific Ocean.

Visual changes caused by the project would be seen from Highway 101 itself, the bridge overcrossings, and local frontage roads and streets. Because of the amount of existing intervening development and vegetation, views to the project would be mostly limited to the areas immediately adjacent the highway.

All project alternatives would increase the visual scale of Highway 101 and add to the urban character of the corridor. The predominant visual effect of the project would be the wider paved highway and reduction in the amount of landscaping. The addition of sound walls and concrete median barrier would also contribute to the change in character.

The type of visual affect would depend on the particular vantage point. As seen from the highway overcrossing bridges, the loss of roadside landscaping associated with Alternative 2 would result in the greatest visual impact because the overall vegetative character of the corridor is more easily seen from those elevated viewing locations. From those elevated viewpoints, the roadside vegetation generally provides greater visual benefit than the existing median vegetation does. As seen from the Highway 101 roadway perspective, the median planting associated with Alternative 2 would help minimize the urbanizing affect of the project by limiting views across the freeway to the opposing lanes of traffic.

At certain limited locations along the western portion of this assessment unit, the new landscaping proposed by the project would slightly increase visual quality because it would provide visual continuity and screen incompatible off-highway views.

Overall however the project would result in a reduction of visual quality. Through the Carpinteria City Assessment Unit, although visual resources such as the Santa Ynez Mountains and coastal views would not be affected, the scale and character of the "small beach town image" would be adversely affected. Alternative 2 would result in the greatest reduction of visual quality because of the higher value of roadside landscaping compared to median landscaping through much of this area.

Carpinteria Salt Marsh Unit (Postmile 4.1 to 5.6)
From 0.2 mile west of Santa Monica Road to the Arroyo Parida Creek Bridge.

The Carpinteria Salt Marsh Unit is another part of the eastern section of the project corridor, where views to the Santa Ynez Mountains and agriculture are important visual elements. The visual identity of this unit however is also greatly influenced by its proximity to the Carpinteria Salt Marsh. This Landscape Assessment Unit includes views of some of the lesser-developed areas along the project corridor.

The native plant communities associated with the Carpinteria Salt Marsh help identify the Marsh as a Scenic Resource. The highway landscaping does provides moderate value in terms of visual unity and partial screening of non-compatible visual elements, both to and from the highway. And although the existing highway landscaping is somewhat sparse, it also reduces visibility of scenic resources such as the Carpinteria Salt Marsh, the Pacific Ocean, and the Santa Ynez Mountains.

With all the project alternatives, as seen from Highway 101 the wider highway facility and concrete median barrier would represent the greatest visual change. Where the sound wall would be proposed along the northbound lanes, the wall would also be a dominant visual element. This visual change would result in a reduction of rural character for this area.

As seen from the highway Alternative 2 would result in the greatest amount of visual change, primarily in the area of the proposed sound wall. Although the existing northbound roadside vegetation already partially blocks view of the Santa Ynez Mountains, construction of the proposed sound wall would block mountain views to a greater extent.

By widening to the outside, Alternative 2 would cause more roadside vegetation removal and would substantially reduce the opportunity for new landscaping. The Alternative 2-proposed vine planting on the highway side of the sound wall would reduce visibility of the wall, however the additional

planting of large shrubs associated with Alternatives 1 and 3 would create a more informal vegetated appearance in front of the wall and result in less visual impact.

Median barrier with planting is proposed with Alternative 2. Although median planting provides some degree of visual benefit, throughout much of this area, the median planting may also limit views to the Salt Marsh as seen from the northbound lanes of the highway.

All project alternatives would place a sound wall along Via Real in the vicinity of Sunset Drive. From this section of Via Real the sound wall would dominate views to the south. The wall would block views of the Carpinteria Salt Marsh. This visual impact would be somewhat offset since the wall would also block views of the freeway. Vines would be planted on the highway side of the wall and allowed to grow through small holes in the wall to the Via Real side. Over time, the vines would provide coverage of the wall and reduce its urbanizing affect.

All project alternatives would adversely affect the rural character of the Carpinteria Salt Marsh assessment unit. Alternative 2 would result in the greatest visual impact due to the increased visibility of the sound wall as seen from the highway.

Padaro Landscape Assessment Unit (Postmile 5.6 to 7.1)
From Arroyo Parida Creek Bridge to the North Padaro Lane overcrossing.

This Landscape Assessment Unit includes the unincorporated area between the communities of Carpinteria and Summerland. The visual environment through this unit is defined to a great extent by mature trees and landscaping along and adjacent to the highway corridor, including the Memorial Oaks. A low to moderate amount of development is seen in this area, mostly residences, from medium density north of the highway to large estates along the ocean bluff. Long distance ocean views exist from the eastern and westernmost portions of this assessment unit.

The Memorial Oaks are considered of local historical interest. This local interest increases the potential viewer sensitivity and response for those viewers who a aware of the importance of the oaks, however their commemorative value would not necessarily be apparent to the casual highway traveler. Because of the high degree of local interest in the Memorial Oaks, combined with their somewhat unique configuration along the roadside and their contribution to the vegetative character, removal of the oaks would result in an adverse visual change.

The most noticeable visual characteristics of the project through the Padaro assessment unit would be the additional highway lanes, the removal of existing median vegetation and the sound wall along the southbound lanes of the highway. The proposed sound wall would not block views of the ocean, salt marsh or Santa Ynez Mountains. The wall would however have an effect on the rural character of this section of Highway 101, in part because of its proximity to the highway lanes.

Vine planting is proposed on the back side of the wall, with holes to allow the vines to grow through to the highway side. This planting would reduce the urbanizing effect of the wall, however because of the walls highly noticeable location and scale adverse impacts would result. A second soundwall along the northbound lanes near Serena Park would be set back to allow planting, similar to the existing wall in that area.

Throughout the Padaro assessment unit, Alternative 2 would widen to the outside of the highway and construct new median barrier with median planting. Throughout this area, the median planting would limit views across the freeway to the opposing lanes, thereby reducing the perceived visual scale of the highway facility for highway users. As a result Alternative 2 would cause fewer visual impacts than the other project alternatives.

Summerland Landscape Assessment Unit (Postmile 7.1 to 9.2)
From the North Padaro Lane overcrossing to 0.2 mile west of the Sheffield undercrossing.

This Landscape Assessment Unit is comprised of the Summerland community and its vicinity. This visually distinctive unit includes dramatic ocean and coastline vistas as well as views of the Summerland commercial area and residential community extending uphill from Highway 101. A moderate amount of landscaping is found along and adjacent to the highway corridor throughout this assessment unit.

Each of the project alternatives would adversely affect the small-town community character of Summerland. The proposed highway lanes, net reduction of highway planting, and sound walls would all be new urbanizing elements. Of these project elements, the proposed sound walls would have the greatest overall negative effect on visual quality. As seen from Highway 101, the sound walls would have no effect on views to the ocean or coast, but they would block some of the views to the community and adjacent hillside. Recommended measures to eliminate certain soundwalls and place clear panels along the tops of other soundwalls through Summerland would maintain critical ocean views for much of the affected community.

The existing median planting is generally sparse through the Summerland community area, due in part to the concern for maintaining views of the ocean. Alternative 3, which proposes new median planting, would have a greater potential for affecting coastal views from the northbound lanes of Highway 101 and portions of the community.

Alternative 2, which would widen to the outside would require the construction of a retaining wall along the northbound lanes. This new retaining wall would allow for the retention of median planting but would also add another urbanizing element to the corridor. As a result the positive visual benefits of median planting would be mostly off-set by the negative effect of the new retaining wall.

From parts of Lillie Avenue and from portions of the community along the lower elevations of the hillside, the sound walls would be generally hidden because of the existing buildings and mature landscaping.

The Sheffield Drive undercrossing, which is included in this assessment unit would undergo substantial visual change with implementation of the project. All three of the alternatives at this location would reconfigure the southbound highway lanes and ramps and would widen the existing Sheffield Drive bridge. The project would eliminate the existing median planting. The project would also place a sound wall along the northbound lanes. Visual changes at the Sheffield Drive undercrossing would be due mostly to the dominance of the new sound wall, the wider expanse of paving and the loss of vegetation in the median and along the southbound roadside. Although high-quality views of the ocean and coast would remain, the increased scale of the highway facility and loss of vegetation would add an urbanizing character, which would negatively affect visual quality.

Retaining walls would be included at the reconstructed Sheffield undercrossing, between the southbound on and off ramps and the railroad tracks. The retaining walls would not be visible from the highway, but would be visible from the train and from certain locations on the beach. Where visible, the retaining walls would create a more urban affect and reduce visual quality.

Throughout all of the Summerland Assessment Unit, each of the project alternatives would result in adverse visual changes. Of the three project alternatives, Alternative 2 would result in impacts over and above the other two alternatives due mostly to the retaining wall proposed along the northbound lanes near postmile 7.8, as seen from Highway 101 only.

Montecito Landscape Assessment Unit (Postmile 9.2 to 11.1)
From 0.2 mile west of the Sheffield Drive undercrossing to Hermosillo Road.

The Montecito Landscape Assessment Unit includes the highway corridor and vicinity from just west of Ortega Hill to the Los Patos Way off-ramp. This unit is characterized to a great degree by its abundance of mature highway and neighborhood landscaping, along with a somewhat more curvilinear highway alignment. Several large median skyline trees are found in this assessment unit. Within the Montecito Assessment Unit, only filtered ocean views are available briefly from the easternmost portion of Highway 101 and North Jameson Lane. The Sheffield Drive overcrossing and related ocean views are analyzed as part of the Summerland Assessment Unit.

The most noticeable aspects of the project through the Montecito assessment unit would be the reconfiguration of the Cabrillo/ Hot Springs interchange, the additional lanes of the highway, removal of mature vegetation and skyline median trees, and the proposed sound walls. Throughout most of the Montecito unit Alternative 1, 2 and 3 would appear the same. Because of the limited highway right-of-way through this area, each of the alternatives would require the removal of the

existing median planting and the construction of a single median barrier. Sound walls would be proposed throughout most of the Montecito Unit along the northbound lanes, and along the southbound lanes between the San Ysidro Road and Olive Mill Road overcrossings. Sound walls would include either vines or vines and shrubs on both the highway and community sides. Some of the existing roadside vegetation would remain, and most of the landscaping in the vicinity of the San Ysidro Road and Olive Mill Road overcrossings would not be disturbed. New landscaping would be planted in the existing barren areas at the overcrossings.

The visual character of the Montecito Assessment Unit would be greatly affected by construction of the project. Although the proposed walls' aesthetic treatment and associated planting is expected to result in a generally attractive appearing highway, the additional lanes, loss of median planting and extent of sound walls would be more typical of a suburban-type highway than what currently exists. Much of the existing somewhat enclosed spatial quality caused by the narrower highway and fairly overgrown vegetation would be replaced with a more visually-open character. The curved highway alignment however, which helps define of the Montecito assessment unit and increases the visual quality, would be retained by the project.

Much of the substantial vegetation and mature trees within the community along the highway corridor would still be seen from the highway, which would help retain some of the existing visual quality for highway viewers. In addition, over time the proposed vine-covered sound walls would be visually consistent with the many manicured perimeter hedges and vine-covered walls seen in the adjacent Montecito community. A vine-covered sound wall would replace much of the existing vine-covered chain link fence between Highway 101 and North Jameson Lane. Although the vines would create certain visual similarities, the increased scale of the sound wall would be noticeable, especially as seen from local frontage roads such as North Jameson Lane. Flood gates would be required along a portion of the sound wall, which would negatively affect the fundamental aesthetics of the wall, and would make successful vine planting coverage more difficult.

Santa Barbara City Landscape Assessment Unit (Postmile 11.1 to 12.3)
From Hermosillo Road to Sycamore Creek.

The Santa Barbara City Assessment Unit represents the westernmost segment of the project corridor study area. Although landscaping and views of the Santa Ynez Mountains are important scenic components of this unit, the visual character is also influenced by the more urban visual character of Santa Barbara City.

The Santa Barbara Unit includes a variety of visual elements including residential and recreational uses, Highway 101 with sparse to moderate planted roadsides and median, and a sound wall along the northbound lanes. Mature vegetation can be seen in the surrounding community. The Cabrillo/Hot Springs interchange is considered part of the Santa Barbara City Assessment Unit.

Limited views of the Andree Clark Bird Refuge and the Santa Barbara zoo exist toward the southwest, along with the chain link highway fence and the railroad tracks. Views of the hills and Santa Ynez Mountains are important scenic resources for viewers travelling eastbound on Highway 101.

Through this area, the existing median planting provides benefit in terms of visual continuity and reducing the perceived scale by somewhat limiting views across the full width of the highway. Roadside planting does not dominate the views through this unit, and the existing sound walls are noticeable along the northbound lanes.

Alternatives 1 and 2 through this area would retain some of the existing median planting, and most of the existing roadside shrubs would be removed. Vine planting however would be installed along the existing sound wall east of Salinas Street. The widened highway facility, combined with the smaller median planting and the reduction of roadside landscaping around the Salinas Street on and off ramps would result in a reduction of visual quality. The Visual Quality Evaluation shows that Alternatives 1 and 2 would result in a slightly below average visual quality rating.

Alternative 3 would primarily widen to the inside, causing loss of median planting. The majority of existing roadside landscaping would remain in place, but Alternative 3 would not accommodate the planting of vines on the existing sound wall. Visual quality would be reduced, mostly because of the loss of median planting. In addition to the wider highway, the loss of median planting would increase the perceived visual scale of the highway facility and have an urbanizing effect on this section of the highway corridor. Views to the Bird Refuge would be opened up for the northbound lanes, however views of the chain link fencing and the railroad tracks would also increase.

Throughout this area, since Alternatives 1 and 2 retain much of the median landscaping and provide vine planting on the existing sound wall, the visual scale of the highway facility would be less than if Alternative 3 were constructed. As a result Alternatives 1 and 2 would cause fewer visual impacts than Alternative 3.

Santa Barbara City Landscape Assessment Unit - Cabrillo Blvd./ Hot Springs Road Interchange

Changes proposed for the Cabrillo/ Hot Springs interchange would be substantial and would affect the mainline, the on and off-ramps and local roadway alignments, and the bridge structures due to replacement or widening. Earthwork required to accommodate the new configurations would be extensive, and existing landscaping in the vicinity would be greatly affected. The proposed configuration changes at the Highway 101/ Cabrillo-Hot Springs interchange are each independent of Alternatives 1, 2 and 3 and could be constructed with any of the three project alternatives.

Because of its size and proximity to local roads and other public land uses, views of the interchange are innumerable and widely varied. Highway 101 is elevated in this area which increases viewing opportunities from the highway but at the same time limits views from local roads to the surrounding area. The mature, dense landscaping throughout the interchange restricts many of the views from potential viewpoints. As a result, many views from local roads and sidewalks are isolated to one side of the highway or the other.

Views from the highway while passing through the interchange are high quality, based mostly on the mature vegetation visible along the corridor. Skyline eucalyptus trees dominate the view to the south, along the highway and the adjacent railroad tracks. The left-hand off-ramps are somewhat unique and contribute to the memorability of the interchange. In addition the open-style guardrail and bridge rail reinforce a non-urban character visual character. Road curvature and mature vegetation obscure views of highway traffic between the northbound and southbound lanes and limit noticeability of the surrounding development.

As seen from the local roadways and pedestrian areas surrounding the interchange, the curved roadways, open bridge rail, landscaping, architectural and site details all contribute to a well-balanced, human-scale view. From local roads south of the interchange, the stone abutments of the railroad structures, the large trees and the bird refuge add to the view quality, and the vegetation visible throughout the area adds visual continuity. Near the Los Patos off-ramp the view was found to be somewhat visually cluttered.

Interchange Configuration F

From viewpoints on northbound Highway 101, the most noticeable visual change would be the additional highway lane and the closure of the left side off-ramp. The visual quality would be reduced by the loss of many of the large skyline trees along the southbound lanes, and by the construction of concrete median barrier. Roadside vegetation along the northbound roadside would remain in place. Along the southbound direction of Highway 101, Interchange Configuration F would switch locations of the existing southbound mainline and the off-ramp, resulting in a more “standard” type configuration. This would result in a wider expanse of pavement, the loss of the left-hand off-ramp, and the reduction of mature landscaping and skyline trees. A new 450 foot long retaining wall with a maximum height of 8 feet would be constructed between the southbound off-ramp and the railroad tracks. New landscaping would be provided in the highway median and along the roadsides, although to a lesser degree than what currently exists. Because of the loss of the left-hand off-ramp and the skyline trees the memorability of the view would be reduced. Views between the northbound and southbound lanes would increase somewhat, resulting in a more urban visual character. As experienced from Highway 101, the visual quality of the interchange would be substantially reduced. In spite of the adverse visual impacts, the extent of remaining existing

vegetation along with the new median planting and modest roadside planting would help maintain a somewhat above-average degree of scenic quality.

As seen from local roads to the north such as the Old Coast Highway and Coast Village Road, Interchange Configurations F and J would appear the same since the changes unique to each of these configurations would occur along the southbound lanes and would not be seen. From these viewpoints, the most noticeable visual changes would be the the additional lane along southbound Hot Springs Blvd. The change would reduce the amount of landscaping area and increase the visual scale of the interchange facility a minor amount. A reduction in visual quality would occur, however the view would still maintain above average ratings for vividness, intactness, and unity.

From the Los Patos Way side of the interchange the main visual change associated with Configuration F would be the closure and removal of the southbound off-ramp. New landscaping would be planted on portions of the removed roadway, and traffic signage associated with the abandoned off ramp would be eliminated. In the immediate area of the existing Los Patos Way off-ramp, the quality of the view would slightly improve with Configuration F.

Interchange Configuration F Modified

As seen from the northbound lanes of Highway 101, the greatest visual change associated with Configuration F Modified would be the closure of the existing left-side off-ramp and the construction of a new right-hand off-ramp. The northbound lanes would shift closer to the southbound lanes to accommodate the new northbound off-ramp, resulting in less planting area in the median. The new northbound off-ramp would result in the loss of much of the existing planting between the highway and Coast Village Road. Vines would be planted on the proposed highway fencing in that area, but much of the vegetated character and screening would be lost. The removal of several existing skyline trees from the southbound roadside would be seen, and additional lanes would combine for a more urban appearance and a reduction in visual quality.

As seen from the southbound lanes of Highway 101, Configuration F Modified would remove the existing left-side off-ramp, and construct new southbound on and off-ramps between the highway main lines and the railroad tracks to the south. A new 450 foot long retaining wall with a maximum height of 8 feet would be constructed between the southbound off-ramp and the railroad tracks. Because of the different alignment of the northbound highway lanes, the median would be narrower. New landscaping would be provided in portions of the highway median and roadsides, although to a lesser degree than what now exists. Views between the northbound and southbound lanes would increase with Configuration F Modified, resulting in a more urban visual character.

With Configuration F Modified, a substantial reduction in visual quality would occur compared to the existing condition, although the remaining existing vegetation and the new planting would help the view keep a slightly above-average degree of intactness and unity.

As seen from the Coast Village Road and Old Coast Highway areas, the construction of a new northbound off-ramp connecting to Hot Springs Boulevard would require a retaining wall along the northbound lanes of the highway and the removal of the existing vegetation in that area. New vine planting would be included along the retaining wall. The intersection of Hot Springs Boulevard and the highway ramps would likely require traffic signals and additional signage. As a result, the visual scale and urban character of the interchange would be substantially increased, and the visual quality would be reduced with Configuration M.

Alternative F Modified would add a new southbound on and off-ramps at Cabrillo Blvd. Three retaining walls would be required in order to fit the new ramps between the highway mainline and the existing railroad tracks. The retaining walls would be visible from the on and off ramps and would increased visual scale and urbanization of the setting. Overall Configuration F Modified would represent a change in character, and as a result the visual quality would decrease.

Interchange Configuration J

Most of the changes unique to Configuration J would occur along the southbound lanes. The visual quality of Configuration J would be adversely affected by the loss of skyline trees along the southbound lanes, the additional highway lanes and the closure of the left side off-ramps. Roadside vegetation along most of the northbound roadside would remain in place. The southbound lanes of the highway would generally follow their existing alignment and a new on-ramp would be constructed at Los Patos Way. New landscaping would be provided in the highway median and along the roadsides. Due to the wider median and associated planting opportunities with Configuration J, views between the north and southbound lanes would be limited. The Visual Quality Evaluation rating indicates a moderately-substantial reduction in visual quality as seen from the highway. The remaining amount existing vegetation and the new planting however would help Configuration J maintain an above-average degree of intactness and unity.

Interchange Configurations F and J would appear mostly the same from viewpoints north of the interchange since the changes unique to each of these configurations would occur along the southbound lanes. The most noticeable visual changes as seen from the Coast Village Road and Old Coast Highway areas would be the construction of an additional lane along southbound Hot Springs Blvd. The change would reduce the amount of landscaping area and slightly increase the visual scale of the interchange facility. From these vantage points north of the interchanges Configuration J and F would result in a loss of visual quality, but the reduced-quality view would still be considered above average.

Alternative J adds a new southbound on-ramp at Los Patos Way. The existing railroad bridge structure would be lengthened, and new roadway signage required. Aesthetic treatment would be included as part of the new bridge, and landscaping would be included between the on and off-ramps. The increased visual scale and urbanization of the setting would represent a change in character at this location and result in a slight decrease in visual quality.

Interchange Configuration M

As seen from the northbound lanes of Highway 101, the greatest visual change associated with Configuration M would be the closure of the existing left-hand off-ramp and the construction of a new right-hand off-ramp. The new off-ramp would result in the loss of most of the existing planting between the highway and Coast Village Road. Vines would be planted on the proposed highway fencing in that area, however much of the vegetated character and screening would be lost. The removal of several existing skyline trees from the southbound roadside would be seen, and additional lanes would combine for a more urban appearance and a reduction in visual quality. Configuration M would also close the existing northbound Hermosillo Road off-ramp, which would provide additional landscaping opportunity in that area.

As seen from the southbound lanes of Highway 101, Interchange Configuration M would remove the existing left-hand off-ramp and a new on-ramp would be constructed at Los Patos Way. Because of a different alignment of the northbound highway lanes, the median would be somewhat narrower. New landscaping would be provided in the highway median and along the roadsides, although to a lesser degree than what currently exists. Views between the northbound and southbound lanes would increase with Configuration M, resulting in a more urban visual character. With Configuration M a moderately-substantial reduction in visual quality would occur, although the remaining existing vegetation and the new planting would help the view retain an above-average degree of intactness and unity as seen from the highway.

As seen from the Coast Village Road and Old Coast Highway areas, the construction of a new northbound off-ramp connecting to Hot Springs Blvd would require a retaining wall along the northbound lanes of the highway, and the removal of the existing vegetation in that area. New vine planting would be included along the retaining wall. The intersection of Hot Springs Blvd. and the highway ramps would likely require traffic signals and additional signage. As a result, the visual scale and urban character of the interchange would be substantially increased, and the visual quality would be reduced with Configuration M.

Alternative M would add a new southbound on-ramp at Los Patos Way. The existing railroad bridge structure would be lengthened, and new roadway signage required. Aesthetic treatment would be included as part of the new bridge, and landscaping would be included between the on

and off-ramps. The increased visual scale and urbanization of the setting would represent a change in character at this location, and as a result the visual quality would decrease.

Interchange Configuration M Modified

Interchange Configuration M Modified would result in the same visual changes and affects as Configuration M described above, with the exception that the existing northbound Hermosillo Road off-ramp would remain in place. As a result of leaving the Hermosillo ramp in place and constructing an additional northbound off-ramp immediately to the west at Cabrillo Blvd., that area would appear more urban and less landscaped than the existing condition.

1.8 SUMMARY OF PROJECT IMPACTS

Table 3 – Numerical visual impact ratings for each Observer Viewpoint, excluding the Cabrillo/ Hot Springs interchange.

LANDSCAPE ASSESSMENT UNIT	OBSERVER VIEWPOINT	ALT. 1 IMPACT RATING	ALT. 2 IMPACT RATING	ALT. 3 IMPACT RATING
Carpinteria City	1	-2.4	-2.7	-2.4
	2	+1.9	+2.1	+1.9
Carpinteria Salt Marsh	3	-2.6	-3.2	-2.6
	4	-2.5	-2.5	-2.5
	5A	-2.3	-2-2	-2.3
	5	-2.5	-2.5	-2.6
	6	-2.1	-2.1	-2.2
Summerland	7	-3.1	-3.1	-3.1
	8	-2.8	-2.8	-2.8
	9	-3.0	-3.0	-3.0
	10	-3.3	-3.3	-3.3
	11	-2.9	-2.9	-2.9
	12	-3.0	-3.0	-3.0
	13	-2.8	-2.8	-2.8
	14	-3.3	-3.3	-3.3
Montecito	15	-2.7	-2.7	-2.7

Table 3 (Continued) – Numerical visual impact ratings for each Observer Viewpoint, excluding the Cabrillo/ Hot Springs interchange.

LANDSCAPE ASSESSMENT UNIT	OBSERVER VIEWPOINT	ALT. 1 IMPACT RATING	ALT. 2 IMPACT RATING	ALT. 3 IMPACT RATING
Montecito	16	-2.6	-2.6	-2.6
	17	-2.7	-2.7	-2.7
	18	-2.2	-2.2	-2.2
	19	-2.5	-2.5	-2.5
	20	-2.2	-2.2	-2.2
Santa Barbara	25	-2.0	-2.0	-2.1

Table 4 – Numerical visual impact ratings for each Observer Viewpoint at the Cabrillo/ Hot Springs interchange.

OBSERVER VIEWPOINT	CONFIG. F IMPACT RATING	CONFIG. F MOD. IMPACT RATING	CONFIG. J IMPACT RATING	CONFIG. M IMPACT RATING	CONFIG. M MOD IMPACT RATING
21	-2.4	-2.6	-2.4	-2.5	-2.5
22	-2.6	-3.0	-2.6	-3.0	-3.0
23	+2.4	+2.4	-2.5	-2.5	-2.5
24	-2.5	-2.5	-2.5	-2.5	-2.5
24A	-2.5	-2.6	-2.4	-2.5	-2.5

Observer Viewpoints 21 through 24A are within the Santa Barbara City Landscape Assessment Unit.

Implementation of the project would result in substantial visual changes throughout much of the highway corridor. Because of the length of the project and the virtually unlimited number viewpoints from which the project would be seen, potential impacts are equally as varied and location-specific. However through analysis of the representative views (Observer Viewpoints), combined with extensive field review, information regarding the visual affects of the project can be identified. Several potential impact “themes” become apparent, and common patterns of visual change are seen.

The primary overall visual effect of the project, regardless of alternative, would be the increased urban character caused by the additional highway lanes, reduction of highway landscaping, and at several locations the construction of sound walls. New landscaping proposed by the project, along with aesthetic treatments to walls, would reduce the urban appearance to some extent. In several areas, particularly through Montecito, the proposed vine-covered walls would not look dissimilar to the vine-covered fencing currently seen along the highway and throughout the community. However the inherent visual change associated with an increase in visual scale and additional hardscape would be unavoidable and noticeable. For some casual observers and people travelling through the area, the proposed scale of the facility would not be unexpected in the visual context of this freeway environment. Overall however, viewer sensitivity and response to change is expected to be high, evidenced largely by the many local coastal planning policies regarding visual character and scenic view protection.

Proposed sound walls would not only affect the visual character, but some of the walls would also block scenic views. Although at most proposed sound wall locations the existing landscaping and/or intervening development already blocks scenic views, at some proposed wall locations, mostly within the Summerland area, views of important scenic resources such as the Pacific Ocean would be blocked. Several of the sound walls proposed for the Summerland area would interrupt ocean views from along Lillie Avenue as well as from viewpoints at the lower elevations of the hillside neighborhoods to the north. As seen from Highway 101, the proposed sound walls would also limit much of the view to the community, including the commercial area along Lillie Avenue as well as the hillsides to the north.

Some degree of existing highway median planting is found throughout much of the project's length. At certain locations, particularly through the Padaro and the Monticito Assessment Units, the median planting includes mature and skyline trees and dense shrubs. Along other sections of the highway corridor the median planting is somewhat sparse, and at times has a weedy appearance. In most instances the median planting, even if sparse adds to the vegetative character of the corridor, as well as reduces views of the opposing lanes of the highway. With all alternatives the project would change the appearance of the median. Each of the alternatives would replace most of the existing metal barrier with concrete barrier. Depending on the specific location and alternative, new median planting may be included. Except in a few very wide median areas, new median planting would be limited to small and medium-sized shrubs. In the wider median areas, medium-sized trees would be planted. Even with Alternatives 1 and 3 which retain some of the median planting, the combination of new concrete barrier and reduced planting would result in a more urban appearance. At some of the weedy locations, the proposed barrier and planting would create a more unified look. At areas where the existing median planting is larger and well-established, the new barrier and planting would affect the vegetated character and increase the visual scale of the highway facility.

Project Alternative Comparison

All of the project alternatives would reduce visual quality to some degree. The specific types of impacts would generally depend on the visual value of the existing median planting and roadside landscaping, and the affects the project would have on those elements relative to identified scenic resources seen in the area. At some locations median planting provides more value, and at other locations roadside landscaping provides a greater visual benefit.

As seen from fourteen of the twenty-one selected viewpoints, each of the three project alternatives would result in an equivalent amount of visual impact, although the impacts may be caused by different factors. Of the seven viewpoints not having equivalent impact ratings, Alternative 3 resulted in the greatest amount of visual impact from four viewpoints, and Alternative 2 resulted in the most visual impact as seen from two viewpoints. Alternative 1 received the greatest amount of visual impact as seen from one viewpoint.

Cabrillo/ Hot Springs Interchange Comparison

Each of the five Cabrillo Boulevard/Hot Springs Road interchange configurations proposed by the project would reduce visual quality. As viewed from the five selected viewpoints surrounding the interchange, the visual analysis ratings showed that:

- Configuration F Modified caused the greatest visual impact at four of the five viewing locations;
- Configurations and M Modified M caused the greatest visual impact at three of the five viewing locations;
- Configuration J caused the greatest visual impact at two of the five viewing locations; and
- Configuration F caused the greatest visual impact at one of the five viewing locations.

Visual Impacts during Project Construction

Specific funding and construction strategies for the project have not been defined at this time. As a result, no exact construction timeline or phasing has been identified. Given the magnitude and length of the project, it is likely that construction would be divided and carried-out in separate contracts, along separate segments over a period of many years. In other words, construction of the entire project would not occur along the total length of the corridor all at one time. Potentially, for decades travelers moving through the area on Highway 101 would see construction occurring at some point along the way. However at any given location within a community, visual impacts due to construction would be limited to a period of a few years.

Visual impacts would be related to construction vehicles and equipment and other elements located on and near the project site. Temporary storage of construction materials would also be visible in

the area. In addition, required safety devices such as orange cones, fencing and signage would affect views. Workers would be present and visible throughout the construction phases. Views of stopped and slowed vehicles on the highway would also increase due to construction-related traffic delays. On certain local roadways, visibility of vehicular traffic may increase.

Additional vehicles, equipment, materials, safety devices and workers would not be unexpected visual elements seen at a construction site. However because of the overall duration of work and the great number of affected viewers, substantial visual impacts would result from the proposed construction activities.

Cumulative Visual Impacts

The Highway 101 corridor between the City of Goleta and south into Ventura County has several major projects either currently under construction or planned for construction as funding becomes available. The current Milpas/ Hot Springs project, and the proposed Ventura County/ Carpinteria HOV project as well as the Linden/ Casitas through Carpinteria project would increase the visual scale of the highway corridor and its urban character. Although each of those projects would individually minimize and/or mitigate visual impacts, the cumulative visual affect of those projects combined with this HOV project would be substantial.

1.9 RECOMMENDED MITIGATION AND MINIMIZATION MEASURES

The following measures would reduce the project's visual impact as seen from Highway 101 and the surrounding communities. The intent of the following measures would be to mitigate the urbanizing affect of the project caused primarily by the additional highway lanes, reduction of highway landscaping, and the construction of sound walls.

Even with implementation of the measures listed below, extensive visual impacts would remain, regardless of the project alternative. The following mitigation measures, combined with proposed project features such as replacement landscaping and aesthetic treatments to walls, would lessen the adverse visual change to the corridor. However, because of the inherent alteration of scale, increase of hard surface, and loss of vegetative character substantial adverse visual impacts would remain.

1. All sound walls should include aesthetic treatment such as texture and/ or color appropriate for the setting.

2. Sound walls should not be installed in Summerland at the following locations:

   - Along northbound Highway 101, from approximately 200 feet west of Greenwell Road to the Summerland Fire Station.

- Along Highway 101, from the Evans Avenue undercrossing to the Evans Avenue northbound onramp.
- Along northbound Highway 101, from the beginning of the Evans Avenue northbound onramp to approximately 50 feet west of the beginning of the Evans Avenue northbound onramp.

3. Clear panels should be included along the top portions (starting at approximately10 feet or less above the ground) of proposed sound walls in Summerland at the following locations:

   - Along northbound Highway 101, from the beginning of the northbound Evans Avenue off-ramp to the Evans Avenue undercrossing.
   - Along northbound Highway 101, from approximately 50 west of the beginning of the Evans Avenue northbound onramp to approximately 500 feet west of the beginning of the Evans Avenue northbound onramp.

4. All proposed concrete median and roadside barrier should include coloring and/or texturing appropriate for the setting.

5. Drainage structures visible from public areas should be designed to visually blend-in with the setting as much as possible.

6. Modifications to existing bridge structures should reflect the visual character of the existing structures in terms of materials, color, style, and the existing human scale of the area.

7. Open style bridge railing should be used on all new or modified bridge structures.

8. If new traffic management system elements such as radar, cameras, and other equipment are added to the project, all visible components should be located in the least obtrusive locations possible, and should be colored to reduce visibility.

9. Aesthetic treatments and design should be incorporated into all new bridge structures, for example: textured surfaces, architectural relief, and color application.

10. Any new signage should be located such that it minimizes view blockage of the Pacific Ocean.

11. All new lighting should minimize excess light and glare by careful placement of the poles, height and position of luminaires, the use of shielded lenses where feasible.

12. All areas where existing ramps and other paved surfaces are removed where new landscaping is proposed should be made suitable for planting..

13. Existing trees and shrubs should be preserved to the greatest extent possible.

14. Existing healthy palm trees which would be affected by the project should be transplanted to other areas within the project.

15. Planting should be included with all sound walls to the greatest extent possible

16. Planting should be included with all retaining walls to the greatest extent possible.

17. New landscaping should not block views of the Pacific Ocean.

18. Plant with the potential of becoming skyline trees should be used as much as possible without blocking views of the Pacific Ocean.

19. Include historically successful plant species throughout corridor.

20. All aesthetic planting should use larger container size plant material. Trees should be planted from minimum 15-gallon containers.

21. All permanent stormwater prevention measures should be designed to visually fit with the ornamental or natural landscaped roadsides. Swales, ditches and basins should appear as natural as possible. Built structures should be architecturally treated, colored or hidden from view with planting.

22. If required, new access denial fencing along the southbound on-ramp at Los Patos Way along the local street side of the existing businesses should be ornamentally treated.

23. Existing Memorial Oaks should be preserved to the greatest extent feasible, respective of the selected project alternative.

24. All new oak trees planted as part of this Memorial Oak tree mitigation measure should be propagated from the existing Memorial Oak trees.

25. All new non-oak planting in the vicinity of the Memorial Oaks should be species that are easily differentiated from the Memorial Oaks, in terms of their visual character (form, size, color, and or texture).

26. Concrete median barrier and new sound walls in the immediate vicinity of the Memorial Oaks should include aesthetic treatment unique to the Memorial Oaks area.