

2.6 Visual/Aesthetics

2.6.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA), in its implementation of NEPA (23 USC 109[h]), directs that final decisions on 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.

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 of California “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities” (California Public Resources Code [PRC] Section 21001[b]).

2.6.2 Affected Environment

The information in this section is based on the *Visual Impact Assessment* (VIA) (June 2017) and the City of Irvine and City of Tustin General Plans. The VIA follows the recommended methodology in the publication *Visual Impact Assessment for Highway Projects* (FHWA, January 2015).

2.6.2.1 Visual Setting

The proposed project is located on Interstate 5 (I-5) between just north of Interstate 405 (I-405) and just south of State Route 55 (SR-55) in the Cities of Irvine and Tustin in Orange County, California. The project is located in the plain region of Southern California. The landscape is characterized by a predominantly built environment, consisting mostly of highway components (mainline, ramps, and interchanges); structures (overpass bridges and noise barriers); commercial, industrial, and residential buildings; residential communities; and vegetated areas situated alongside the highway, at ramps and interchanges, in scattered parks, and adjacent communities. The land use within the corridor is primarily urban with designated areas consisting mostly of commercial, industrial, and residential land use but also includes areas of sparse, unnatural open lands.

The project corridor is relatively flat in topography and is mainly urban in character. There are no distinct natural open spaces or natural features commonly found in

designated scenic highways, such as undulating landforms, immediate open views of lakes, mountains, or preserved vegetation. As a result, existing views within and surrounding the Study Area are very limited.

No scenic resources have been identified for this project, and no scenic corridors or designated scenic highways are located within the vicinity of the project.

The City of Irvine General Plan (as amended in 2015) Land Use Element includes the following policies to protect visual resources that are relevant to the proposed project:

Objective A-1 - Policy (b) Use building masses and landscaping to create a sense of unity for the various components throughout the City.

Objective A-6 - Policy (j) Residential areas and sensitive uses shall be protected from the encroachment of incompatible activities or land uses which would cause a hazard or substantial nuisance or otherwise create a negative impact upon sensitive uses or the residential living environment.

The City of Tustin General Plan (2013) Land Use Element includes the following policies to protect visual resources that are relevant to the proposed project:

Policy 1.14 Enhance the important role that streetscapes play in defining the character of the City by expanding street planning and design procedure to include aesthetic and environmental concerns, as well as traffic considerations. Develop a circulation system which highlights environmental amenities and scenic areas.

Policy 6.1 Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, bicycle trails (where feasible) and public identity graphics along major street corridors.

Policy 13.5 Promote high quality architecture, landscaping, signage, open space design, circulation patterns, and landscape patterns distinct from surrounding areas.

2.6.2.2 Visual Assessment Unit

The project corridor can be treated as a single landscape unit due to the lack of off-site views (variation in land form and land cover) as I-5 traverses through the landscape. Figure 2.6-1 depicts the visual assessment unit established for evaluation of the proposed project and the associated key views used to assess potential visual impacts as a result of project implementation. The characteristics of the landscape unit identified remain consistent from start through terminus, comprised primarily of a built environment, such as commercial, industrial, residential, parks, and highway components. Though the built environment is complemented with other features, such as landscaping, to soften the appearance of structures, reduce scale, and provide needed visual diversity to all general viewer groups, there are no outstanding off-site features closely oriented to the freeway corridor. The following single visual assessment unit has been identified.

Developed Land Visual Assessment Unit

The Developed Land Visual Assessment Unit is characterized by repeated components of the built environment and a very urbanized atmosphere with no lasting, memorable views of natural features that are typical in scenic corridors.

2.6.2.3 Key Views

Because it is not feasible to analyze all the views in which the proposed project would be seen, it is necessary to select a number of key views associated with the Visual Assessment Unit that would most clearly demonstrate the change in the project's visual resources. Key views also represent the viewer groups that have the highest potential to be affected by the project, considering visual exposure and visual sensitivity.

The location and direction of each key view is shown previously on Figure 2.6-1. Descriptions of the existing key views with further details are provided below and on Figures 2.6-2 through 2.6-5.

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Figure 2.6-1: Visual Assessment Unit and Key View Locations




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Figure 2.6-2: Key View No. 1



Figure 2.6-3: Key View No. 2



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Figure 2.6-4: Key View No. 3



Figure 2.6-5: Key View No. 4



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Key View No. 1

Key View No. 1 is viewed from the corner of Nisson Road and Del Amo Avenue looking northeast and represents a typical view from a residential neighborhood. This key view was selected due to the proposed improvement's close proximity to local residences.

Key View No. 2

Key View No. 2 is viewed from the corner of El Camino Real and Orange Street looking northwest and represents a typical view from a commercial and institutional (school) area.

Key View No. 3

Key View No. 3 is viewed from I-5 looking southwest to Heritage Park and represents a typical view from southbound highway users. This key view was selected to show potential impacts to motorists' views looking into an open sports field.

Key View No. 4

Key View No. 4 is viewed from the Sand Canyon Avenue I-5 on-ramp looking southwest and represents a typical view from southbound highway users. This key view was selected due to its historical importance (Old Town Irvine).

Visual Character

Visual character includes attributes such as form, line, color, texture, and is used to describe, not evaluate; that is, these attributes are considered neither positive nor negative. However, a change in visual character can be evaluated when it is compared with the viewer response to that change. Changes in visual character can be identified by how visually compatible a proposed project would be with the existing condition by using visual character attributes as indicators. For this project, the following attributes were considered:

- **Form:** Visual mass or shape
- **Line:** Edges or linear definition
- **Color:** Reflective brightness (light, dark) and hue (red, green)
- **Texture:** Surface coarseness

The existing visual character of form is manifested through the project corridor's level topography and built environment, consisting mostly of residential, commercial, and industrial, with some institutional, parks, and very few open spaces. As a result, visual mass is dominated by buildings, bridges, walls, other freeway components, and

landscaping, which all contribute to the uniformity of the project corridor's visual character.

The existing alignment of the project corridor is very linear from a bird's eye view and the same is true from a motorist's perspective. The only occurrence in which the highway may slightly deviate from this linearity is at the ramps and connectors. The walls, buildings, and other freeway components that protrude perpendicularly from the ground are also linear and angular and bound the edges of the highway.

Since the project corridor is situated in an urbanized environment, viewer groups are exposed to artificial light at night. During the day, motorists are exposed to glare from reflective surfaces, such as windows and metallic details on cars travelling on the roadway.

The existing textural pattern of the project corridor has typical characteristics of an urban environment. Concrete and vegetation are the primary visual surface treatments used throughout the site.

2.6.2.4 Visual Quality

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the project corridor. Public attitudes validate the assessed level of quality and predict how changes to the project corridor can affect these attitudes. This process helps identify specific methods for addressing each visual impact that may occur as a result of the project. The three criteria for evaluating visual quality are defined below:

- Vividness is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements.
- Intactness is the integrity of visual features in the landscape and the extent to which the existing landscape is free from non-typical visual intrusions.
- Unity is the extent to which all visual elements combine to form a coherent, harmonious visual pattern.

The existing project corridor has flat topography and a consistent urban atmosphere. The immediate vision or perspective from the road is typically oriented to the foreground or adjacent to the freeway and there are no memorable urban landscape features or diverse visual elements directly adjacent to the project corridor, which reduce the site's vividness. In terms of unity and intactness, the existing landform and landcover throughout the project corridor are both consistent throughout with no uncommon features present. In addition, most views are constrained by noise barriers,

overpass bridges at major interchanges, and numerous buildings from residential, commercial, and industrial areas. The existing visual quality of the project corridor can be considered as moderately low.

2.6.2.5 Viewer Groups

The population affected by the project is composed of viewers. Viewers are people whose views of the landscape may be altered by the proposed project—either because the landscape itself has changed or their perception of the landscape has changed.

There are two major types of viewer groups for highway projects: highway neighbors and highway users. Highway neighbors are people who have daily or routine views of the road. For this project, the following highway neighbors were considered:

- Residential Neighbors
- Retail, Institutional (school), Commercial, and Industrial Neighbors
- Local Park and Community Trail User Neighbors

Highway users are people who have daily or routine views from the road. For this project, the following highway users were considered:

- Commercial, Industrial, and Commuter Users
- Tourist Users

2.6.2.6 Viewer Response

Viewer response is a measure or prediction of the viewer's reaction to changes in the visual environment. Each viewer group has its own particular level of viewer exposure and viewer sensitivity, resulting in distinct and predictable visual concerns for each group, which in turn, helps to predict their responses to visual changes.

Viewer Exposure

Viewer exposure is a measure of the viewer's ability to see a particular object. Viewer exposure has three attributes: location, quantity, and duration. Location relates to the position of the viewer in relationship to the object being viewed. The nearer viewers are to the object, the greater the exposure. Quantity refers to how many people see the object. The more people who can see an object or the greater frequency at which an object is seen, the greater its exposure to viewers. Duration refers to how long a viewer is able to keep an object in view. The longer an object can be kept in view, the greater the exposure. High viewer exposure helps predict viewers that could have a response to a visual change.

- Highway neighbors consisting of local residents are viewers who will have the longest duration of viewer exposure to any visual changes caused by the proposed roadway improvements, due to their constant presence in the area. These users will typically have a higher concern for the impacts caused to their views, based on the severity of the changes. Local residents adjacent to the project consist of mostly multi-family and single-family dwellings.
- Employees in retail, commercial, and industrial businesses are not expected to be substantially impacted by the proposed roadway improvements, due to the time they spend indoors and their work activities. This highway neighbor group will mostly be exposed to the changes only when they travel to/from their work places. Viewer exposure for this group is moderate.
- Local park and community trail users are particularly more exposed to the environment since they travel at a much slower pace (on foot or on bicycle) than motor driven vehicles and are able to look around for longer durations providing greater opportunity to appreciate their surroundings. Viewer exposure for this user group should remain low based on the distance that separates their location from the roadway.
- Highway users, consisting of commercial/industrial drivers and daily commuters (including passengers in these vehicles), would have increased exposure to structural changes, addition of hardened surface, and reduction in vegetation, when their travel speeds are reduced in traffic.
- Tourists have the same exposure and experience as commercial and commuter drivers.

Viewer Sensitivity

Viewer sensitivity is a measure of the viewer's recognition of a particular object. It has three attributes: activity, awareness, and local values. Activity relates to the preoccupation of viewers—whether they are preoccupied, thinking of something else, or truly engaged in observing their surroundings. The more viewers actually observe their surroundings, the more sensitivity they will have for changes to those visual resources. Awareness relates to the focus of the view—whether the focus is wide and the view general or whether the focus is narrow and the view specific. The more specific the awareness, the more sensitive a viewer is to change. Local values and attitudes can also affect viewer sensitivity. If the viewer group values aesthetics in general or if a specific visual resource has been protected by a local, State, or national designation, it is likely that viewers will be more sensitive to visible changes to that

resource. High viewer sensitivity helps predict viewers that could have a high concern for any visual change.

- Local residents and business owners in close proximity to the proposed roadway improvements are anticipated to have the highest viewer sensitivity to the changes in existing visual resources, due to their familiarity and time spent in the area. Viewer sensitivity is moderate.
- Local park and community trail users are particularly more sensitive to the environment since they travel at a much slower pace (on foot or on bicycle) than motor-driven vehicles and are able to look around for longer durations providing greater opportunity to appreciate their surroundings. Viewer sensitivity for this user group is still considered low due to the proposed improvements being offset from their locations.
- Similar to the expected level of viewer exposure for workers in the area, viewer sensitivity for this viewer group is considered low.
- Commercial, industrial, and commuter drivers, including their passengers, will have moderate-to-low viewer sensitivity, since they are preoccupied with important priorities that include timely arrivals of deliveries, condition of the goods being delivered, and their safety, and they focus their attention on the road and traffic.
- Tourists traveling for pleasure would have a high level of sensitivity since they are more attentive than other types of motorists (such as commuters) to the surrounding environment.

Overall Viewer Response

The narrative descriptions of viewer exposure and viewer sensitivity for each viewer group were merged to establish the overall viewer response of each group.

- Highway neighbors consisting of residential, retail, institutional, commercial, and industrial viewer groups would have a moderate viewer response based on their distance from the proposed improvements and the built components that they are accustomed to seeing.
- Local park and community trail users would have an overall low viewer response resulting from having low viewer exposure and sensitivity.
- Highway users' viewer response would be moderate-to-low due to the same level of viewer exposure and sensitivity.

2.6.3 Environmental Consequences

2.6.3.1 Temporary Impacts

Build Alternative (Alternative 2A, Alternative 2B [Preferred Alternative], and Design Option 3)¹

Construction of the Build Alternative would result in temporary visual impacts as a result of construction activities including; removing vegetation, grading, the use of night lighting, dust control, temporary structures, hauling equipment, construction staging or laydown yards, and signs indicating traffic detours. As visual impacts from construction activities have been addressed with the incorporation of project features, avoidance and minimization would not be necessary during the construction period due to the temporary nature of these impacts. Once construction is complete, permanent highway planting and replacement planting measures would be implemented to reduce the impacts of construction.

No Build Alternative (Alternative 1)

The No Build Alternative would not include the construction of any of the project improvements on I-5 and, therefore, would not result in changes in views to/from the project segment of I-5. Therefore, the No Build Alternative would not result in short-term visual impacts on and in the vicinity of the project segment of I-5.

2.6.3.2 Permanent Impacts

Build Alternative (Alternative 2A, Alternative 2B [Preferred Alternative], and Design Option 3)¹

The Build Alternative would present a low to moderate-to-low degree of alterations to the existing visual character and visual quality due to similarities between the current condition of the project corridor and the project improvements. The project corridor is urbanized with no lasting, memorable views of natural features commonly found in scenic highways. The Build Alternative would implement Project Features PF-VIS-1 and PF-VIS-2 and minimization measure VIS-3 that will address visual effects within the existing corridor potentially caused by the widening of the freeway, construction of new noise barriers, replacement and widening of existing bridges, and reduction of the landscaping area.

PF-VIS-1 Preservation of Existing Landscape. Damage to existing vegetation, especially mature, established trees, within the project limits or in

¹ Alternative 2B without Design Option 3 has been selected as the Preferred Alternative

close proximity to the project limits shall be minimized as much as possible.

PF-VIS-2 Replacement Landscape and Irrigation in Areas Impacted by Construction. All areas disturbed by the proposed roadway improvements or grading operations will receive replacement planting where feasible, to lessen the impacts of construction. All proposed landscaping within State right-of-way will utilize the California Department of Transportation (Caltrans) approved plant materials and match existing in-kind plant species. All proposed landscaping will conform to the latest Model Water Efficient Landscape Ordinance.

Although visual impacts associated with the alteration to scale and increased pavement would remain, the project features would allow the proposed improvements to integrate well with the existing landscape and ensure visual compatibility with the surrounding environment. Even with the proposed improvements in place, the alignment and topography of the freeway mainline would remain consistent with the existing condition and the project corridor's existing urbanized setting would remain relatively unchanged. As a result, the proposed improvements would not drastically alter the existing visual character and visual quality of the project corridor, resulting in a moderate-to-low visual impact.

Alternative 2A

Implementation of Alternative 2A would introduce additional man-made components to a built environment with key design changes consisting of new traveled ways and shoulder pavements, new auxiliary lanes, modified ramps, replacement and widening of bridges, and new, reconstructed noise barriers. The Alternative 2A changes would be perceived as extensions of the existing highway features rather than new, contrasting features. Existing trees and other vegetation would be replaced by concrete, and new landscaping would be planted, where possible, as part of the Build Alternative. Intactness would be slightly reduced based on the increase in the amount of concrete, the removal of existing landscape, and the time it will take for replacement landscaping to become fully established. The other two measures of visual quality, vividness and unity, would remain low. The overall level of resource change would be moderate-to-low. Viewer response would receive an overall moderate-to-low level of impact based on viewers' proximity from the proposed improvements and the built components they are accustomed to seeing. Based on the anticipated level of impact to both resource change and viewer response, the overall visual impact would be moderate-to-low. With incorporation of Project Features

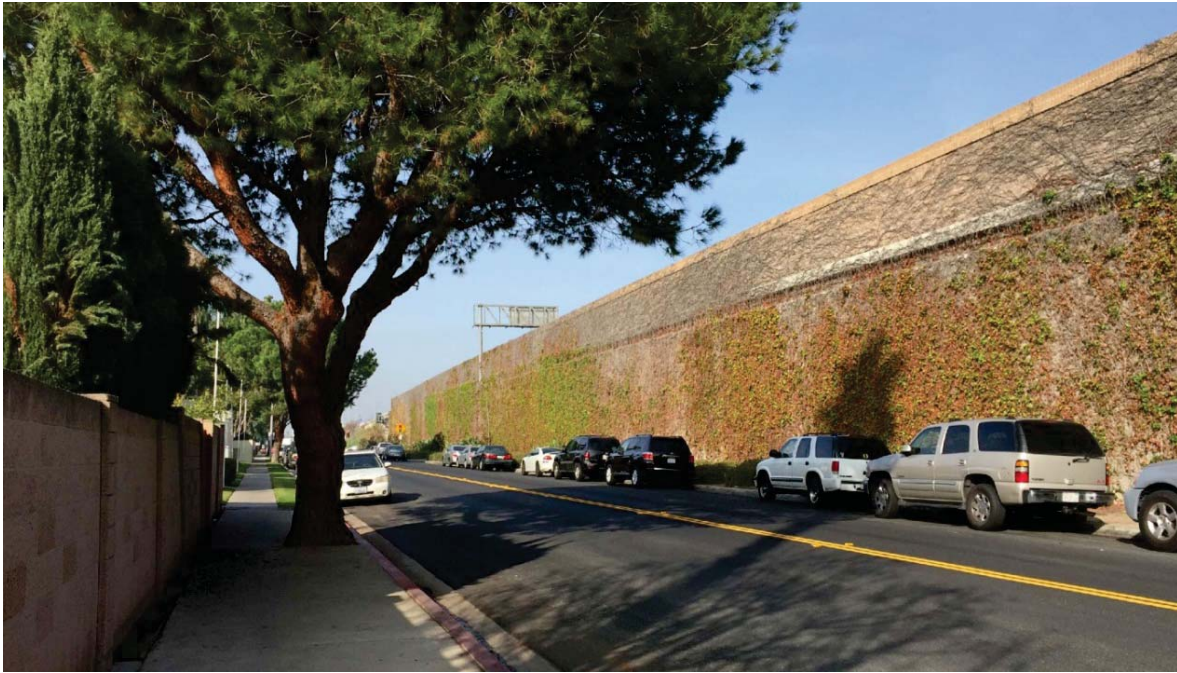
PF-VIS-1 through PF-VIS-3, the permanent visual impacts of Alternative 2A would not be adverse. Permanent visual impacts under Alternative 2A are discussed below for each key view.

Key View No. 1

Figure 2.6-6 depicts the visual simulations for Key View No. 1 for Alternative 2A. The resource change would be moderate-to-low because the relocated noise barrier and freeway widening would encroach into the existing right-of-way, but the view would remain fairly intact with the exception of parked vehicles no longer visible on the street due to elimination of on-street parking at this location. The viewer response would also be moderate-to-low based on expected similarities between the existing site condition and the outcome of the improvements after the proposed landscape project features have been implemented. The visual quality would result in a moderate-to-low level of impact. With implementation of Project Features PF-VIS-1 through PF-VIS-3, the permanent visual impacts of Alternative 2A at Key View No. 1 would not be adverse.

Key View No. 2

Figure 2.6-7 depicts the visual simulations for Key View No. 2 for Alternative 2A. The resource change would be low since the proposed improvements would include minor reconstruction and extension of an existing noise barrier. Alternative 2A would present a noticeable increase in hard surface and a decrease in landscape, but with incorporation of Project Features PF-VIS-1 through PF-VIS-3, the impact of the added concrete will be addressed. The expected viewer response would also be low due to the proposed improvements occurring only in the background. The visual quality would have the same low level of impact. With incorporation of Project Features PF-VIS-1 through PF-VIS-3, the permanent visual impacts of Alternative 2A at Key View No. 2 would not be adverse.



Key View 1 - Existing Condition



Key View 1 - Proposed Condition

FIGURE 2.6-6

I-5 PA/ED Project (I-405 to SR-55)
 Visual Simulation at Key View 1
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Key View 2 - Existing Condition



Key View 2 - Proposed Condition

FIGURE 2.6-7

I-5 PA/ED Project (I-405 to SR-55)
 Visual Simulation at Key View 2
 12-ORA-5 PM 21.3/30.3
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Key View No. 3

Figure 2.6-8 depicts the visual simulations for Key View No. 3 for Alternative 2A. The resource change would be moderate-to-low due to a reconstructed noise barrier and freeway widening that would encroach into the existing landscape. The viewer response is expected to be moderate-to-low because of potential removal of existing vegetation and the height of the reconstructed noise barrier. The visual quality would have the same moderate-to-low level of impact. With incorporation of Project Features PF-VIS-1 through PF-VIS-3, the permanent visual impacts of Alternative 2A at Key View No. 3 would not be adverse.

Key View No. 4

Figure 2.6-9 depicts the visual simulations for Key View No. 4 for Alternative 2A. The resource change and viewer response would result in a moderate-to-low level of impact due to the location of the new edge of pavement, added concrete from freeway widening, encroachment into the existing slope, and loss of vegetation. Impacts to visual quality would be moderate-to-low. With incorporation of Project Features PF-VIS-1 through PF-VIS-3, the permanent visual impacts of Alternative 2A at Key View No. 4 would not be adverse.

Alternative 2B (Preferred Alternative)

Alternative 2B presents key design changes that are similar in nature to Alternative 2A in terms of added hardscape surfaces and landscape removal (although slightly reduced in magnitude). The reduction in magnitude is achieved because less right-of-way is required as Alternative 2B proposes nonstandard shoulder widths and nonstandard lane widths at certain locations. Implementation of Alternative 2B would result in a low visual impact level to resource change and viewer response, due to existing conditions that would not be affected by the proposed improvements in some areas and/or improvements that would only occur in the distant background, most notably in Key View Nos. 1, 2, and 3. Based on the expected level of impact to resource change and viewer sensitivity, the overall visual impact would be low. With incorporation of Project Features PF-VIS-1 through PF-VIS-3, the permanent visual impacts of Alternative 2B would not be adverse. Permanent visual impacts under Alternative 2A are discussed below for each key view. No simulations were provided for Alternative 2B since Key View Nos. 1 and 2 would be the same as the existing condition, Key View No. 3 would be very similar to the existing condition, and Key View No. 4 would be the same as Alternative 2A.

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Key View 3 - Existing Condition



Key View 3 - Proposed Condition

FIGURE 2.6-8

I-5 PA/ED Project (I-405 to SR-55)
 Visual Simulation at Key View 3
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Key View 4 - Existing Condition



Key View 4 - Proposed Condition

FIGURE 2.6-9

I-5 PA/ED Project (I-405 to SR-55)
 Visual Simulation at Key View 4
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Key View No. 1

Both resource change and viewer response are expected to be low since the existing condition would remain intact. Thus, visual impact would remain low. Alternative 2B at Key View No. 1 would not result in any changes to the existing environment; therefore, there would be no permanent visual impacts.

Key View No. 2

The resource change would have a low level of impact since it would be the same as the existing condition. The viewer response is expected to be low since the proposed improvements would occur in the background. The impact to visual quality would be low. Alternative 2B at Key View No. 2 would not result in any changes to the existing environment; therefore, there would be no permanent visual impacts.

Key View No. 3

The resource change and viewer response would be low since the proposed improvements would be similar to the existing condition with the exception of restriping the freeway. As a result, the visual quality would have a low level of impact. The permanent visual impacts of Alternative 2B at Key View No. 3 would not be adverse.

Key View No. 4

Figure 2.6-9, above, depicts the visual simulations for Key View No. 4. Alternative 2B would have the same level of impact to resource change, viewer response, and visual quality since it is the same as Alternative 2A. The resource change and viewer response would result in a moderate-to-low level of impact due to the location of the new edge of pavement, added concrete from freeway widening, encroachment into the existing slope, and loss of vegetation. Impact to visual quality would be moderate-to-low. With incorporation of Project Features PF-VIS-1 through PF-VIS-3, the permanent visual impacts of Alternative 2B at Key View No. 4 would not be adverse.

Design Option 3¹

Design Option 3 is being considered with both Alternatives 2A and 2B. Design Option 3 would remain generally the same under the Build Alternative, with some

¹ Design Option 3 is discussed in the document, but there are no key views or visual simulations representing this design option.

geometric variances to account for the narrower mainline width under Alternative 2B. The following are the improvements being considered under Design Option 3:

- Braid the northbound Sand Canyon Avenue on-ramp and southbound State Route 133 (SR-133)/northbound I-5 connector with the northbound Jeffrey Road off-ramp.
- Eliminate access from the southbound SR-133/northbound I-5 connector to the northbound Jeffrey Road off-ramp.
- Eliminate access from the northbound Sand Canyon Avenue on-ramp to the northbound Jeffrey Road off-ramp.
- Construct a new Jeffrey Road off-ramp separation.

The following describes the visual impacts that would occur under Option 3, which would be in addition to either the Alternative 2A or 2B visual impacts described above. Impacts resulting from the implementation of Design Option 3 are considered both short term, mostly from motorists, and long term views and exposure, which are expected to occur only during periods of heavy traffic. The proposed bridge structure (new Jeffrey Road off-ramp) would be approximately 600 (feet) ft long and at least 25 ft above the existing freeway. However, the new Jeffrey Road off-ramp would sit in close proximity and match existing bridge structures adjacent to (southbound SR-133/northbound I-5 connector) and crossing I-5 (southbound I-5 to northbound SR-133 connector). The new Jeffrey Road off-ramp would include two exit lanes and would not impact the existing landscape. The proposed improvements are anticipated to have a moderate-to-low visual impact to the existing environment, due to its location on the freeway with similar components being used. With incorporation of Project Features PF-VIS-1 through PF-VIS-3, the permanent visual impacts of Option 3 with Alternative 2A or 2B would not be adverse.

No Build Alternative (Alternative 1)

The No Build Alternative would not include the construction of any of the project improvements on I-5 and, therefore, would not result in changes in views to/from the project segment of I-5. Therefore, the No Build Alternative would not result in long-term visual impacts on and in the vicinity of the project segment of I-5.

2.6.4 Avoidance, Minimization, and/or Mitigation Measures

Along with the project features outlined above in Section 2.6.3.2, Measure VIS-3 will address potential visual impacts.

VIS-3¹

Aesthetic Treatments for New Noise Barriers, Retaining Walls, and Elevated Features. To reduce the visual impact of new noise barriers and other elevated structures, the use of aesthetic treatments consisting of color, textures, and/or artistic designs compatible with existing walls/structures shall be determined. If the only option is to match existing in-kind, new noise barriers shall be supplemented with self-attaching vines to soften their appearance and applied with anti-graffiti coating (if allowable) to discourage graffiti. Other elevated structures, such as replacement (taller) bridge structures, may be reduced in scale by planting skyline-type trees at the interchange quadrants or in areas with proper clearance from the required Caltrans setbacks.

¹ This minimization measure was previously a project features (PF-VIS-3). The text of the measure has not changed.

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