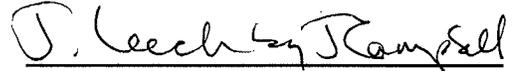


STAFF REPORT
**SPECIAL JOINT MEETING OF THE CITY COUNCIL, PLANNING
COMMISSION and ARCHITECTURAL REVIEW BOARD**
October 24, 2011

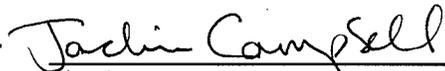
ITEM FOR CONSIDERATION

**Community Workshop on the Linden Avenue - Casitas Pass Road Interchanges
and Via Real Extension Project**

Report prepared by:
Jonathan Leech, Contract Planner


Signature

Reviewed by:
Jackie Campbell, Community Development Director


Signature

Charlie Ebeling, Public Works Director


Signature

Dave Durlfinger, City Manager


Signature

STAFF RECOMMENDATION

Action Item Non-Action Item

Consider design options for the Linden Avenue - Casitas Pass Road and Via Real
Extension Project and provide advisory direction to the project team

Motion: I move to establish a Design Review Team to include members of the City Council,
Planning Commission, Architectural Review Board and the public to consider the input from
this meeting to guide the architecture and design of the Linden Avenue - Casitas Pass Road
Interchanges and Via Real Extension Project.

I. PROJECT INFORMATION

Caltrans is the lead agency in proposing a joint City/SBCAG/Caltrans project to reconstruct the Casitas Pass Road and Linden Avenue Interchanges and construct an extension of Via Real as a continuous frontage road on the north side of US Highway 101. The project objectives are to improve access and operations at these two interchanges, improve operations on US 101, reduce the use of US 101 for local trips, and improve local vehicular, bicycle and pedestrian circulation.

This project was reviewed at a Special Meeting of the City Council held on May 18, 2009 for the Council to consider options and recommend a Preferred Alternative to the Caltrans Project Development Team (PDT), which includes representatives from the City of Carpinteria, SBCAG and Caltrans. The Council resolved to:

Recommend that the PDT select Alternative 3 as the Preferred Alternative with the caveat that this recommendation is made with information available at this time and may be reconsidered if and when additional information on feasible alternatives is developed.

However, based upon questions and concerns expressed by the Council at the May 18, 2009 meeting, the PDT concluded it would be beneficial to hold a workshop addressing traffic and circulation considerations for the project. Another Special Meeting of the City Council was held on June 29, 2009 as a Traffic Workshop. The purpose of the Traffic Workshop was to provide the Council and the public education on basic transportation planning principles, and then to explain the relationship of traffic and roadway circulation to the project preliminary design and expected future roadway and intersection operating conditions. At the conclusion of the Traffic Workshop, the Council resolved to:

Recommend the PDT reject six further project alternatives developed by Caltrans during project environmental review (identified as AA-FF, and presented in the staff report for the Traffic Workshop), as not successfully meeting all of the stated project objectives.

Recommend the PDT pursue a three-lane configuration for the Linden Avenue overcrossing, assuming such could be determined to be feasible based upon further traffic and structural engineering evaluation (the Linden Avenue overcrossing was proposed in a four-lane configuration under Alternative 3).

Recommend the PDT continue to refine the design of the Via Real Extension to minimize impacts identified during the environmental review and address concerns expressed by California Coastal Commission staff.

This workshop is intended to focus on design aspects of the proposal; however, we begin with some background, including a description of the framework within which the project has been planned. A typical Infrastructure Project Delivery Process includes six major steps or divisions, which are summarized here to provide perspective for this workshop discussion.

Step 1. Create Objectives for Project Proposal

The Project Report (July 2010) describes the existing conditions intended to be addressed in whole or in part by the proposed Linden - Casitas Interchanges project. The discussion below is taken from the Project Report.

In the past ten years, traffic has increased on this section of Route 101 and the local streets. Historically, this portion of Route 101 operated at Level of Service (LOS) A and B. Currently, the northbound freeway segment within the project limits operates at LOS F during the morning peak hour and LOS C during the afternoon peak hour. The southbound lanes of Route 101 operate at LOS B during the morning peak hour and LOS C - D during the afternoon peak hour. An increase in commercial traffic, commuter trips, motorists passing through the city and tourists visiting local attractions account for this growth. The result has been heavy congestion during peak hour traffic periods and higher volumes during the summer and holiday weekends.

These conditions have been intensified by nonstandard interchange elements. On-ramps within the project limits have nonstandard spacing and merging lengths resulting in operational difficulties on Route 101. Also, the northbound on-ramp at the Casitas Pass Road interchange is combined with two-way traffic on Via Real, which includes traffic from Vallecito Road and Hales Lane. This nonstandard geometric design results in speed differentials between the ramp and intersections that discourage a free flow of traffic through the area.

There are three discontinuous sections of Via Real within the City of Carpinteria. This creates difficulties for local vehicular traffic, bicycles, pedestrians and emergency vehicles, requiring out-of-direction travel and/or freeway use to access properties and other destinations on the north side of Route 101. Adding to the congestion on the local streets, the Linden Avenue Overcrossing and Casitas Pass Road Separation have nonstandard vertical clearance over Route 101, necessitating diversion of taller trucks onto city streets. In addition, pedestrian facilities are provided on only one side of both overcrossings, which also have insufficient width to provide bicycle lanes. The close proximity of several schools creates higher than average pedestrian and bicycle traffic on these streets.

Based on the existing conditions described above, the Project Development Team, including Caltrans, the City of Carpinteria and SBCAG, identified five project objectives as part of the initial planning efforts of the project.

- Improve access to and operations at the Linden Avenue and Casitas Pass Road Interchanges;
- Improve operations on US 101;
- Reduce the use of US 101 for local trips;
- Improve local vehicular circulation, including connectivity on Via Real;
- Improve local bicycle and pedestrian connectivity.

These project objectives are consistent with the City's Objective C-1 and Policy C-3f in the Circulation Element which state:

Objective C-1: *To improve the community's ability to access U.S. 101 and areas north of the freeway through the improvement of interchanges.*

C-1b. *The City shall strive to improve vehicular and pedestrian over crossings of the freeway and the various creeks while respecting their habitat value and sensitivity.*

C-1d. *The City shall work closely with Caltrans to assure improvements to freeway interchanges and overpasses compliment (sic) 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.*

Improvements required as a result of a development project shall also be consistent with this policy.

Policy C-3f. *Improve travel characteristics of the city's circulation plan by:*

- *planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years];*
- *considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden;*
- *prioritizing maximum protection for coastal waters, ESHA and agricultural resources in considering potential road extensions.*

The Carpinteria General Plan also contains Community Design policies regarding lighting for roadways and public areas which are applicable to the project, as follows:

Objective CD-13. *Ensure that lighting of new development is sensitive to the character and natural resources of the City and minimizes photopollution to the maximum extent feasible.*

Implementation Policy 4: *Lighting along roads and in developed areas within or adjacent to ESHA shall not exceed 0.01 foot-candles five feet inside of any City-identified ESHA area.*

Implementation Policy 9: *Energy efficient street lighting shall be used, with consideration of safety, visual impacts, and impacts to wildlife and sensitive habitat.*

Step 2. Identify Constraints and Design Standards

The Project Report (July 2010) describes constraints and nonstandard conditions intended to be resolved with the Linden - Casitas Interchanges project.

- The current Carpinteria Creek bridge elevation for the US 101 travel lanes will not accommodate passage of water and debris flows during a 100-year storm event. A replacement bridge structure must be higher in elevation in order to allow water from the 100-year flood event to pass.
- The current overcrossing structures at Linden Avenue and Casitas Pass Road do not meet minimum height clearance standards for freeway travel lanes; replacement structures for these overcrossings must be higher in elevation to meet current standards.
- The separation distance between the Casitas Pass Road on-ramp (northbound) and the Linden Avenue on-ramp (northbound) does not meet current highway design standards; this couplet of on-ramps must be reconfigured to achieve compliance with current Caltrans standards.
- The northbound on-ramp at the Casitas Pass Road interchange is combined with two-way traffic on Via Real, which includes traffic from Vallecito Road and Hales Lane. This nonstandard geometric design results in speed differentials between the ramp and intersections that discourage a free flow of traffic through the area.
- There are three discontinuous sections of Via Real within the City of Carpinteria. This creates difficulties for local vehicular traffic, bicycles, pedestrians and emergency vehicles, requiring out-of-direction travel and/or freeway use to access properties and other destinations on the north side of Route 101.

- The alignment for the extension of Via Real crosses the Carpinteria Creek corridor and agricultural land; these sensitive resources require special design consideration and/or mitigation for project-induced impacts.

Step 3. Develop Design Alternatives

Caltrans engineers developed a total of 17 different alternative designs to address potential configurations of the Linden Avenue overcrossing/freeway interchanges, Casitas Pass Road overcrossing/freeway interchanges, and Via Real Extension to meet the project objectives and respond to the identified constraints and adopted standards.

The PDT met several times to discuss, evaluate and narrow the alternatives to be brought forward to the environmental review phase. Of the total 17 alternative project designs originally developed and considered, the PDT eliminated all but four from further study as they did not meet highway design standards or did not achieve the basic project objectives.

Step 4. Conduct Environmental Review

Once the project was narrowed down to four alternative alignments and preliminary engineering was started, Caltrans District 5 staff prepared special studies and released a Draft Environmental Impact Report/Environmental Assessment (EIR/EA) in compliance with the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to analyze the environmental effects of the project. The draft document was released in December 2008 for a public comment period which was eventually extended until March 23, 2009; the City provided comments on the draft document. Caltrans released the Final EIR/Finding of No Significant Impact (FONSI) in July 2010.

Step 5. Select Preferred Alternative

Based upon findings in the environmental document, the PDT then selects a preferred alternative from the project alternatives evaluated in the EIR/EA, so that engineering drawings may proceed to the next level of detail. The Carpinteria City Council on May 18, 2009 recommended the PDT select Alternative 3 as the preferred alternative.

During review of the Draft EIR/EA, and following the May 2009 Council meeting to identify the preferred alternative, California Coastal Commission (CCC) staff requested that additional alternatives be generated and evaluated for their potential to avoid resource impacts, while at the same time achieving the major objectives of the project. Coastal Act policy establishes a hierarchy relative to project impacts upon environmental resources: 1) avoid; 2) minimize; and 3) mitigate. The Coastal Commission staff was very interested in alternatives that could avoid or minimize impacts to agriculture and riparian resources. Caltrans created five additional project alternatives (beyond the original 17 which were culled to four feasible alternatives) identified as Alternatives AA - FF. Caltrans staff provided stand-alone analysis of the new alternatives for their respective traffic and circulation effects, relative environmental resource impacts and ability to meet project objectives. Caltrans also provided a matrix comparing the six new alternatives to the preferred alternative (Alternative 3) which was furnished to the City and CCC staff. This material was included in the staff report for the City Council Traffic Workshop on June 29, 2009. The Council did not recommend one of the new alternatives be substituted for the already identified preferred alternative.

Following the June 2009 Traffic Workshop, the PDT (which includes representatives from Caltrans, SBCAG and City of Carpinteria) accepted the recommendation of the Council and selected Alternative 3 as the Preferred Alternative.

Step 6. Proceed with Final Design and Permitting

Once the preferred alternative is selected, final engineering design is initiated including travel lane configuration, traffic signal placement, landscape plans and thematic elements. Caltrans is currently proceeding with the final engineering design of the project. Typically, once the engineering design reaches approximately 90% complete, the City would begin review of the project for local permitting.

The Carpinteria Municipal Code (Section 14.62.030, Conditional Uses) requires that public improvement proposals such as the Linden Avenue - Casitas Pass Road Interchanges and Via Real Extension Project obtain a Conditional Use Permit (CUP). Because the project is located within the Coastal Zone, a Coastal Development Permit is also required. Both of these permits are discretionary in nature, with the Planning Commission having decisionmaking authority. Decisions of the Planning Commission are appealable to the City Council; the Council's decision is appealable to the Coastal Commission.

Caltrans submitted the CUP/CDP application in 2009, however, City staff has not commenced formal project review. Further design work on the project and preparation of a Local Coastal Program Amendment to modify wetland protection and agricultural preservation policies will be necessary before the project can be determined to be "complete" for permit processing.

Project Design – Background

The preliminary design and environmental review phase for the Linden Avenue - Casitas Pass Road Interchanges and Via Real Extension Project concluded in July 2010, after which Caltrans entered into the final design phase. Prior to generating more detailed engineering drawings, Caltrans sought input/feedback from the City of Carpinteria on the aesthetic aspects of major structural elements of the project, such that technical engineering design could move forward based on the City's identified preferences. Caltrans came before the Architectural Review Board (ARB) on September 30, 2010 for an initial round of review and input (Conceptual Review). At that time, Caltrans staff requested feedback on the general shape of the columns for the bridges and design of the overcrossing structures, whether the City desired thematic design elements for the major structures (such as the wave pattern used recently in Ventura for highway structures), the general color and surface treatment(s) for bridge façade, retaining walls and sound walls, and feedback on the conceptual landscape plans.

The project includes replacement of the Linden Avenue and Casitas Pass Road Overcrossings, the US 101 Carpinteria Creek Bridge and construction of a bridge over Carpinteria Creek for the Via Real extension. The most prominent of these features for the traveler would be the highway overcrossing structures. At the September 30, 2010 meeting, ARB members asked Caltrans to investigate lowering the elevation of the overcrossings, with a target in the two-foot range, as compared to the elevations depicted in the EIR and in the renderings prepared for the September 30, 2010 ARB meeting. ARB members stated a preference for a limited number of colors and textures to be used for the project structural elements. The median barrier was recommended to be a sandstone (buff) color to mimic that which is being used on the adjacent project to the south of the project limits, and other places in the region. Direction was that retaining walls and sound walls (if any) be of the same color, but with a split-face texture.

Overcrossing and bridge structures should also incorporate this color scheme. Overall, the design should stick with split-face, smooth sandstone effect (where technically required) or exposed concrete as the primary texture palette for the entire project. A preference was stated for rectangular support columns over rounded, but with beveled corners if possible. Direction was given for a higher degree of California native plants in the landscape plan, and for taller (tree) elements near the overcrossings to assist with screening the abutments and retaining walls. Required safety railings on the bridge and overcrossing structures were requested to be as "open" in form as possible.

Caltrans returned to the ARB on December 16, 2010 for continued Conceptual Review. Caltrans engineers were able to redesign the profile of the overcrossings to achieve an elevation that is two to four feet lower than was shown in the EIR (approximately two feet lower on the north end and approximately four feet lower on the southern end). In order to achieve maximum reduction in the elevation, Caltrans is proposing a vertical abutment for the north end of the overcrossings; in order to depict the relationship of this vertical element to possible column shapes, Caltrans provided renderings to illustrate the potential column shapes (oval versus square), all with the same sample surface (covering) treatment. Caltrans requested feedback regarding the preferred support column shape in conjunction with the abutment feature, whether the conceptual faux stone cladding would be desirable and whether the vertical abutment elements on the north end of the overcrossing structures are acceptable. Different railing designs were also presented for comment. City staff also requested the ARB consider whether a unifying design theme should be established for the structural elements, in that the project involved replacement of half the freeway overcrossings in the City and two new bridges.

The ARB commented that a vertical retaining wall on the north side of the overcrossings is acceptable as a means of minimizing the deck elevation for the overcrossing structures, and they were also not opposed to using a vertical retaining wall on the south side of the overcrossing structures for symmetry. The ARB commented that in order to give the illusion of a camber to the overcrossing structures (which would be more typical of historic bridge structures) an arch pattern should be incorporated in the façade if possible. The ARB found a round support column would work well with the curved retaining wall design, and also preferred columns be perfectly smooth, or to include a reveal with stone or brick pattern (not entirely clad in faux stone or brick). The ARB did not express an opinion regarding the need for a coordinated theme to address local and highway bridges and overcrossings. They would like an open rail barrier (Type 80) used for the bridge structures, with bike rail where necessary; they understand the overcrossing structures need to employ a solid type barrier, but on top of that solid barrier, the ARB would like to see a trellis style structure similar to that employed on new City bus shelters, with a mesh between the trellis upright elements.

Exhibits of design options and proposed architectural treatments are attached to this staff report and will be presented on display boards that will be available for viewing in the foyer outside the Council Chamber prior to the workshop, from 4:00 – 5:00 p.m. Images will also be presented in a PowerPoint presentation at the workshop.

II. PUBLIC COMMENTS

Public comments on the draft environmental document focused on noise, air quality and impacts to the City's small beach town character. Other notable comments addressed the height of the overcrossings and the US 101 bridge over Carpinteria Creek, short-term construction impacts, light pollution and visual impacts.

The California Coastal Commission staff submitted a comment letter on the Draft EIR/EA discussing the alternatives and requesting that further analysis of alternatives be presented in the Final EIR/EA so that it can be concluded that there is no other less environmentally damaging alternative that would accomplish the basic project objectives (CCC letter was included in the Council Staff Report for the May 19, 2009 Special Meeting). Caltrans created five new alternatives in response to the request by the Coastal Commission staff for investigation of further alternatives (Caltrans Alternatives AA - FF, which were included in the Council Staff Report for the June 29, 2009 Traffic Workshop). The Council did not recommend that any of the new alternatives be substituted for the Preferred Alternative (Alternative 3).

Future public meetings on the required Conditional Use Permit and Coastal Development Permit will be held before the City's Planning Commission. At that time, the public and the Commission will have the opportunity to review the final environmental document and the proposed project at a more fully developed stage in the design process and offer comments. The project will also be subject to review by the Architectural Review Board at noticed public hearings wherein staff and the public can discuss the aesthetic treatments of the bridges, railings and sound walls, and also review the proposed landscape plan for the corridor. During the permit review process, there will be opportunities for decisionmakers to consider minor changes to the proposed project that can be effectuated through conditions of approval; but it should be noted that the basic engineering design will be well developed by that time. It is for this reason that Caltrans remains interested in soliciting early feedback on the project design to ensure community interests are captured before the final design proceeds to a point where alterations would be prohibitively costly or jeopardize implementation scheduling.

Because of the importance of the aesthetics of the project's structural features on the character of Carpinteria, City staff is suggesting the Council consider employing a Design Review Team (DRT) approach, which Caltrans has used at times in other jurisdictions. City staff recommends the DRT be composed of representatives from Council, PC, ARB and the public-at-large. City staff would provide support for meetings of the DRT. The DRT would focus on specific architectural design details of the project over the course of several meetings, and then bring their recommendations back to their various voting bodies for approval as part of the permit review process. DRT recommendations would be advisory and non-binding. However, with the participation of a cross-section of community and decisionmaking representatives, feedback provided by the DRT to Caltrans during the critical final design phase (and prior to CUP/CDP review) should be a relatively reliable indicator of concerns and interests influencing Planning Commission decisions on design aspects of the project.

City Council has the authority to form committees, as stated in the Carpinteria Municipal Code. Should the Council wish to follow staff recommendation in this matter, the DRT would be formed in the usual manner with mayor nomination and Council confirmation of appointees.

III. ANALYSIS

Linden Avenue Overcrossing – Three-Lane Configuration

In response to concern expressed regarding the need for a four-lane overcrossing structure at Linden Avenue, Caltrans moved forward from the Traffic Workshop to more fully investigate traffic and circulation, alignment and connection with existing roadway facilities, and constructability for a three-lane configuration of the Linden Avenue overcrossing. The three-lane configuration was also reviewed under a Value Analysis by Caltrans. Caltrans was able to conclude that a three-lane configuration for the Linden Avenue overcrossing would be feasible,

and would meet traffic and circulation performance standards adopted by the City (level of service "C"). Based upon direction from the Council, Caltrans is now proposing the three-lane configuration. Attached to this staff report is an exhibit illustrating the original four-lane configuration compared to the new proposed three-lane configuration. Staff finds the three-lane configuration to be more in keeping with the small town character of Carpinteria and does not foresee significant traffic growth on the Linden Avenue Overcrossing given existing land use patterns and zoning and Coastal Act restrictions that constrain development and therefore future traffic growth in the area. Also, Linden will not become a full-service interchange and will still only provide one northbound ramp (on-ramp) and one southbound ramp (off-ramp).

Via Real Extension

The originally proposed alignment for the section of the Via Real extension between San Roque Mobile Home Park and Casitas Pass Road was located a substantial distance north of the US Highway 101 corridor. Due to impacts upon riparian resources (Carpinteria Creek), agriculture (former Whitney parcel), and parks and recreation (Carpinteria Creek Park), City and Coastal Commission staff requested that this segment be further evaluated for potential re-alignment in order to possibly reduce impacts to these resources. The Public Works Director and Caltrans engineering staff worked collaboratively to identify an alternate alignment for this segment which relocates the roadway much closer to the US Highway 101 corridor. Preliminary review of the comparative environmental effects indicates the new alternative alignment would reduce the level of environmental impacts upon most resources. Attached to this staff report is an exhibit illustrating the original alignment for this segment of Via Real, compared to the proposed revised alignment.

Freeway Overcrossing Structures

Working with the direction from the ARB, and comments by the public, Caltrans was able to reduce the maximum height of the proposed overcrossing structures for Linden Avenue and Casitas Pass Road, as compared to the original design concept presented in the EIR. This required the incorporation of a vertical abutment/retaining wall at least on the northern end of the overcrossing structures. ARB suggested they would not be opposed to vertical abutments at both ends of the overcrossings, for symmetry of appearance. ARB preferred round or oval support columns for the overcrossings, and the sense of an "arch" in the façade of the structure, harkening to historic bridge structures in the region. Attached to this staff report are exhibits illustrating the current design concept for the overcrossing structures which illustrate features determined to be aesthetically important to the ARB.

Bridge Structures

The increase in elevation for the US 101 bridge over Carpinteria Creek was expressed as a concern by the public at the Traffic Workshop. Design treatment for this bridge was not perceived as an issue (the structure is largely hidden from view of the highway traveler), but safety rail design for the bridge was brought to the ARB for discussion. The design of the bridge and railing for the Via Real Extension would be more visible to the highway traveler and was a topic of discussion at the ARB. The ARB desires an open safety rail for both of these bridge structures, and a very simple structure for the Via Real Extension bridge similar to the structures found locally along Route 150. The design for the Via Real Extension bridge should not try to mimic the overcrossing structures, as the latter are necessarily more massive. Attached to this staff report are exhibits illustrating the current design concept for the bridge structures which illustrate features determined to be aesthetically important to the ARB.

Landscaping

The conceptual landscape plan provides for plantings associated with the overcrossing structures, retaining walls, interchange ramps, Via Real Extension, Linden Avenue roundabout and portions of the median. At the direction of ARB, the plant palette concentrates on California native plants appropriate for the region, and includes tree elements and taller plants in close proximity to the higher elevation components of the project. Attached to this staff report is an exhibit illustrating the current landscape concept for the project.

Via Real Sound Walls

The noise studies performed for the EIR concluded that residents along portions of Via Real would be exposed to project-related freeway noise that merits installation of a sound wall. The location of the sound wall presented in the EIR was generally along the north side of Via Real (between Via Real and the rear yards of residences adjacent to Via Real). This configuration requires openings at residential street intersections with Via Real, reducing the overall effectiveness of the sound wall. Some residents inquired about the possibility of moving the wall location between US 101 and Via Real; Caltrans was able to determine a sound wall at this alternate location would be feasible. ARB stated a preference for the originally proposed location for the sound wall along the northern shoulder of the Via Real Extension (not the alignment along the US 101 northerly shoulder). Attached to this staff report is an exhibit illustrating the original alignment of the Via Real sound wall and the alternate location.

Signal Structures and Lighting

Please refer to the *Project Information* section of this staff report for circulation element policies which stipulate highway interchange improvement projects should avoid conventional methods of increasing capacity such as widening for independent turn lanes and signalization, in favor of methods that preserve the charm of the City. A roundabout has been incorporated into the northern side of the Linden Avenue overcrossing/ interchange as a "non-conventional" means of improving traffic flow between the overcrossing structure and the connecting local streets. The traffic study for the project does indicate traffic signals are required at the following project intersections: 1) Linden Avenue southbound off-ramp/Linden Avenue; 2) Ogan Road Extension/Linden Avenue; 3) Casitas Pass southbound on/off-ramps at Casitas Pass Road; 4) Northbound on/off-ramps at Via Real; and 5) Casitas Pass Road/Via Real. The signals, in part, assist to minimize the number of total travel lanes required on the overcrossing structures. The design for the signal structures should be addressed by the DRT / ARB in order to ensure compliance with the small town quality and charm of the city.

The ARB provided direction to Caltrans that overhead lighting should be avoided on the overpass structures, instead recessed lighting within the required pedestrian rail system is recommended for pedestrian and cyclist safety. A lighting plan has not yet been provided for the extension of Via Real. Proposed street lighting for the project should be reviewed by the DRT not only with respect to the style of the pole and fixture, but also for adherence to energy efficiency and illumination intensity (portions of the Via Real extension are located adjacent to identified ESHA areas).

Graffiti and Vandalism Prevention Design Options

City staff is interested in options for preventing vandalism and/or graffiti. Would incorporation of smooth concrete and less rock result in project surfaces that are easier to repair or cover-up

graffiti? Determinations such as this, which involve input from multiple city divisions, would be an excellent candidate for discussion by a DRT, where considerations of original appearance can be balanced against the cost/feasibility of maintenance in perpetuity.

IV. STAFF RECOMMENDATION

Advisory direction is requested via this workshop format on the following issues.

- Substitution of the new three-lane configuration for the Linden Avenue overcrossing for the original four-lane configuration;
- Substitution of the new alignment of the Via Real Extension for the original alignment between San Roque Mobile Home Park and Casitas Pass Road;
- Lowered elevation and general design treatment for the overcrossing structures;
- General design treatment for the bridge structures;
- Layout and composition of the conceptual landscape treatment; and
- Preferred location for the Via Real sound walls.

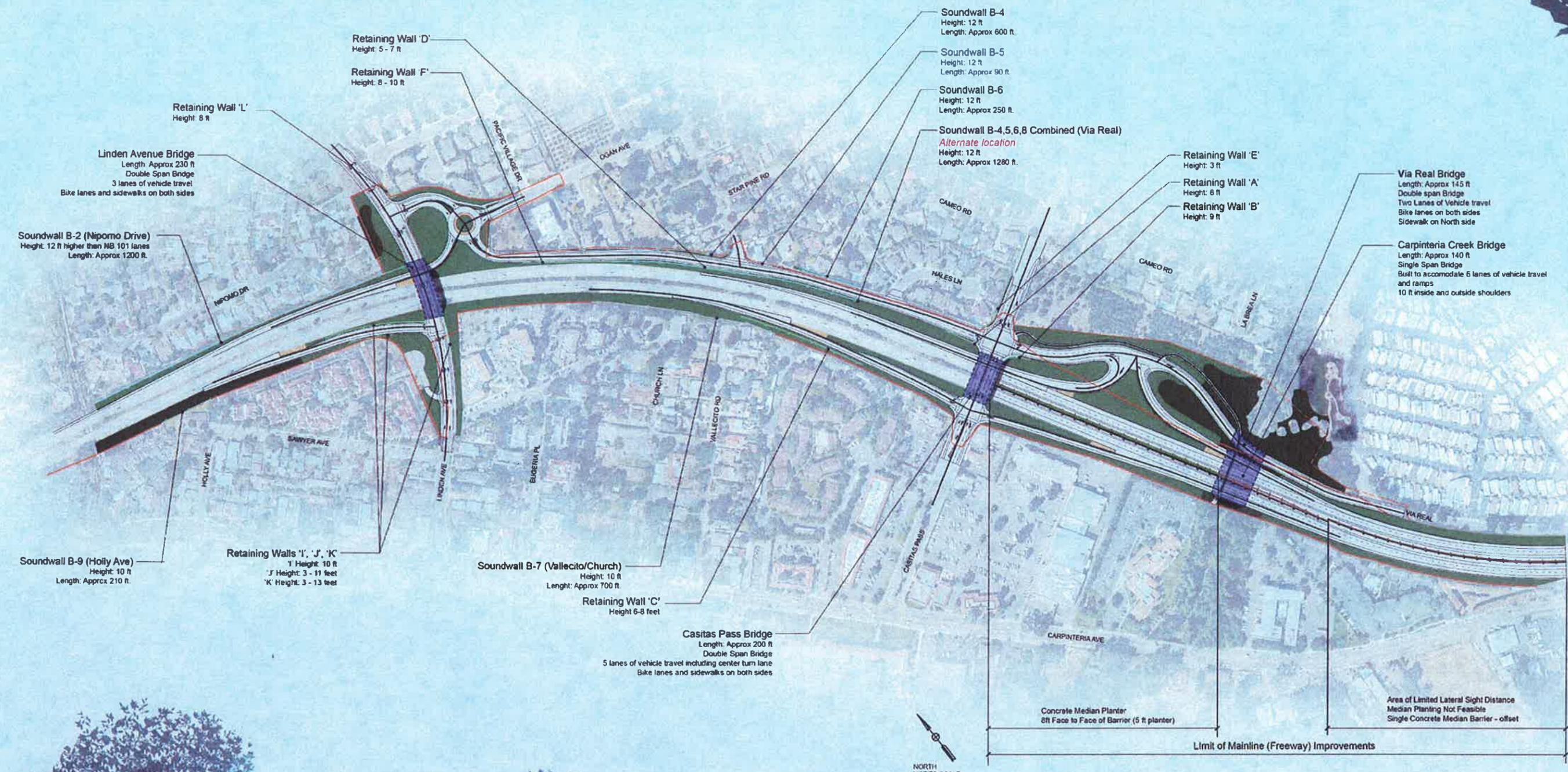
Staff recommends the decisionmakers consider establishing a Design Review Team (DRT) for the Linden - Casitas Interchanges and Via Real Extension Project composed of representative(s) from the City Council, Planning Commission, Architectural Review Board and the public-at-large as a means of providing timely design input to Caltrans prior to initiation of the City permit review process.

V. ATTACHMENTS

- A. Project Overview highlighting project features
- B. Exhibit comparing the originally proposed four-lane configuration of the Linden Avenue Overcrossing to the revised three-lane version
- C. Exhibit comparing the originally proposed alignment of the center section of the Via Real extension to the revised version
- D. Elevation rendering for Linden Avenue overcrossing depicting the present design concept
- E. Abutment Detail – Linden Avenue Overcrossing
- F. Elevation rendering for Casitas Pass Road overcrossing depicting the present design concept
- G. Elevation rendering for the US 101 Carpinteria Creek bridge and pedestrian undercrossing depicting the present design concept
- H. Landscaping concept for the project
- I. Exhibit depicting median planting and soundwall aesthetics and alternatives
- J. Visual simulation – 101 NB with soundwall on east side of Via Real
- K. Visual simulation – 101 NB with soundwall on east side of US 101
- L. Visual simulation – Via Real with soundwall on east side of Via Real
- M. Visual simulation – 101 NB with soundwall on east side of US 101
- N. Elevation rendering for US 101 Carpinteria Creek Bridge
- O. Elevation rendering – Linden Avenue- viewed from northbound US 101
- P. Elevation rendering – Linden Avenue- column and light
- Q. Elevation rendering – Linden Avenue- cross section of barrier, deck and light

LEGEND

-  Caltrans Right of Way
-  Proposed Soundwall
-  Proposed Retaining Wall
-  Proposed Concrete Median Barrier
-  Proposed Roadway
-  Proposed Structure
-  Contrasting Paving
-  Proposed Mitigation and Habitat Enhancement Planting Areas
-  Proposed Landscaped Area (may include mitigation plantings)

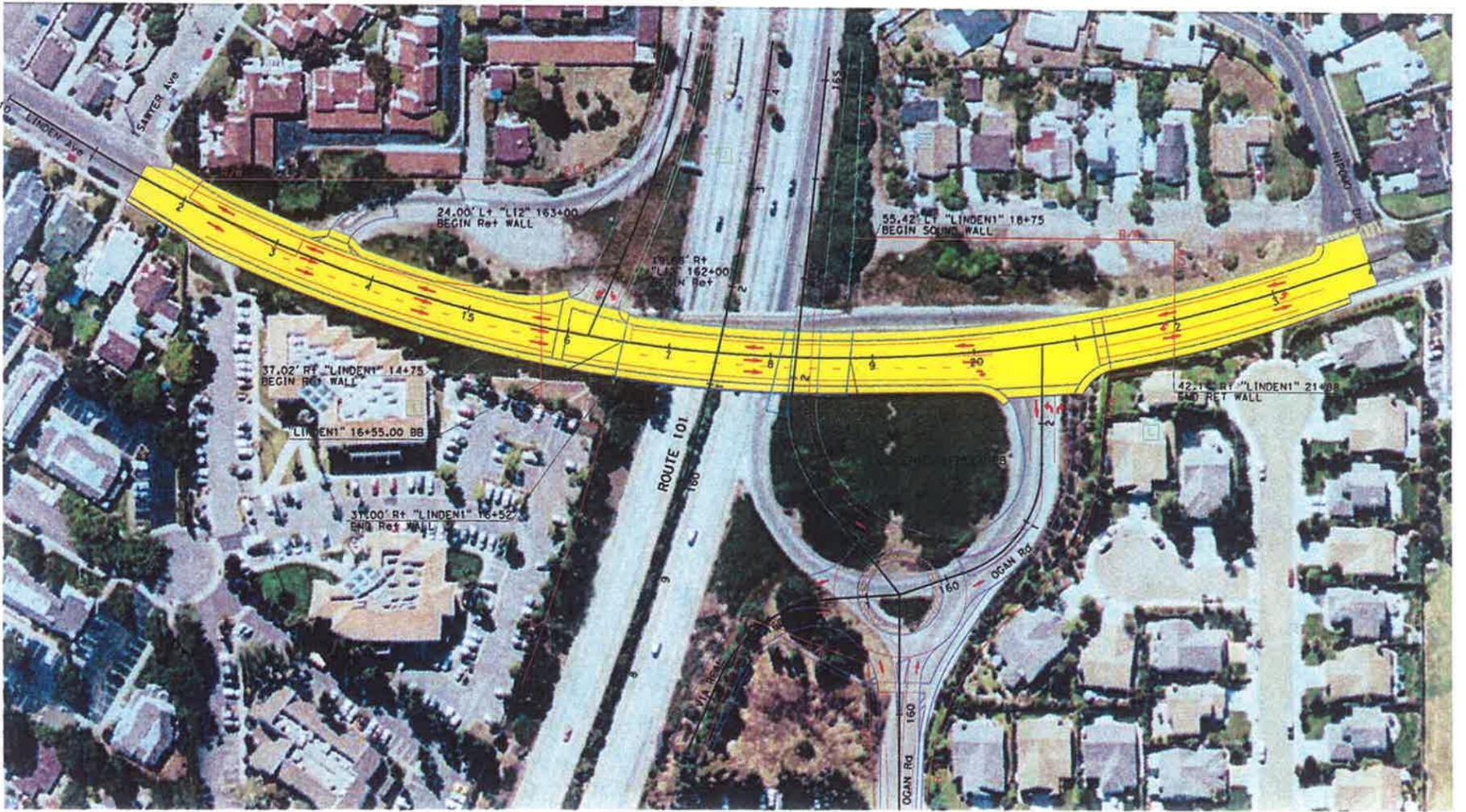


LINDEN CASITAS

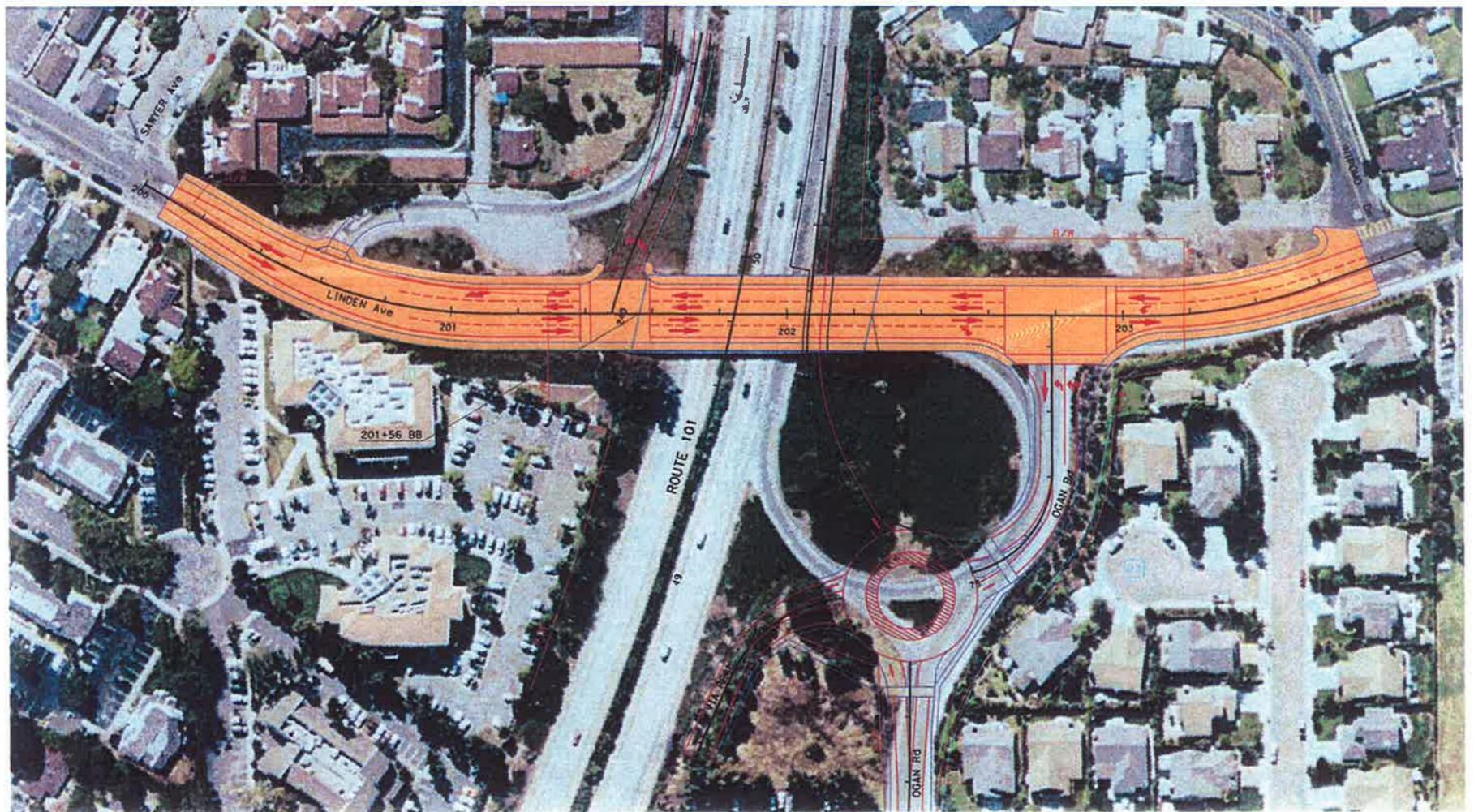
Interchanges Project

Project Overview

Attachment A: Project Overview highlighting project features

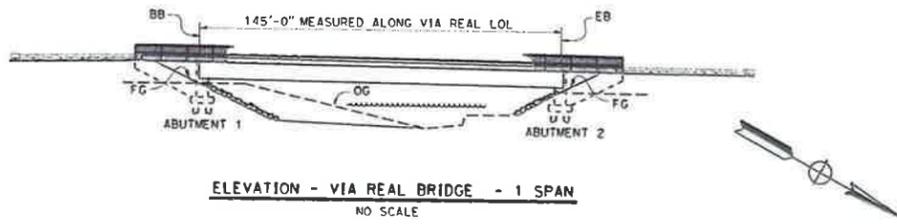
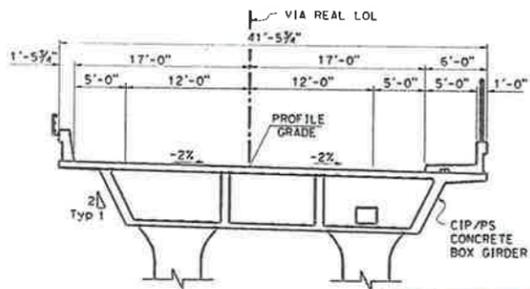


LINDEN Ave OC NEW ALIGNMENT
NO SCALE

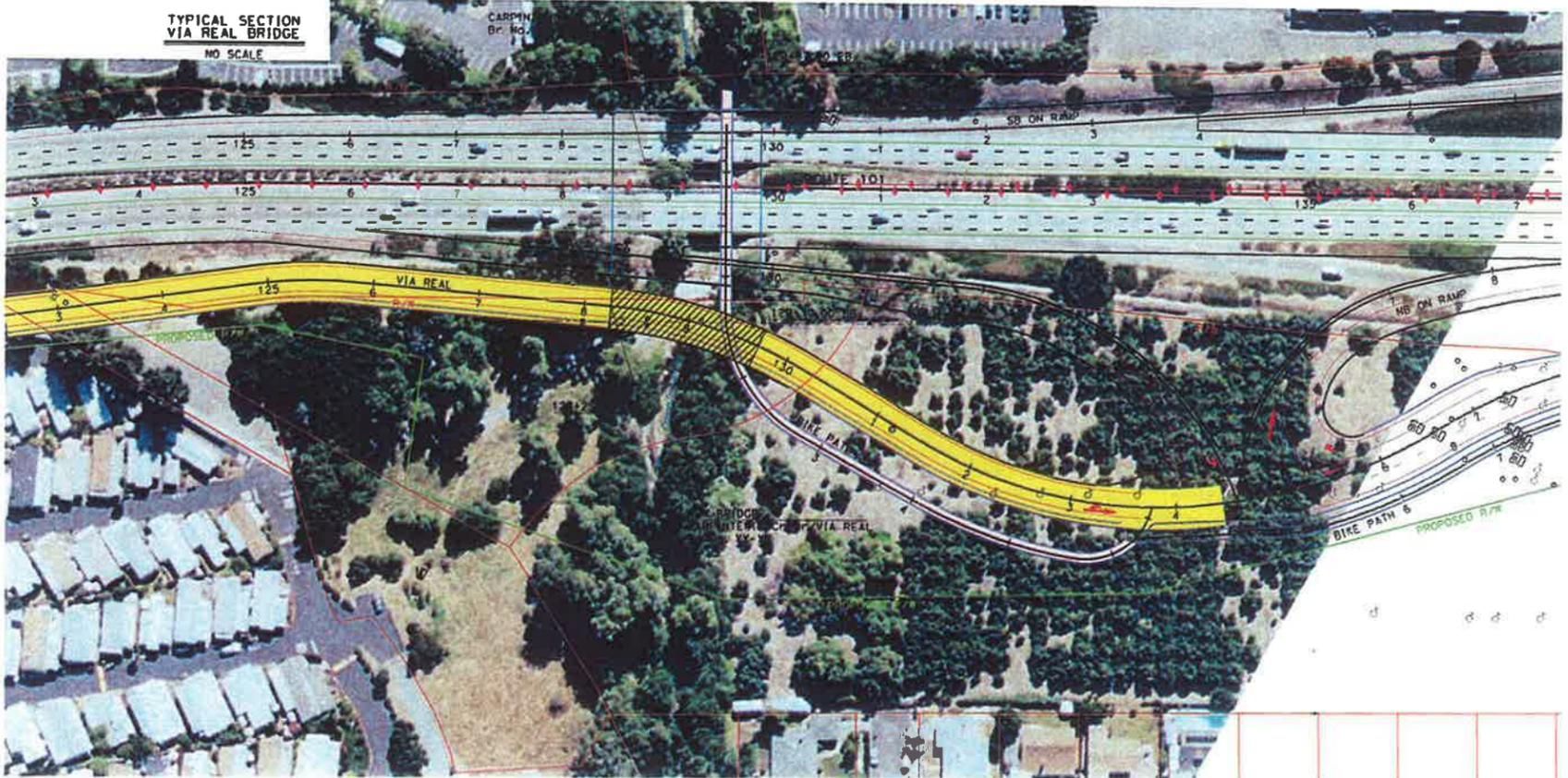


LINDEN Ave OC ORIGINAL ALIGNMENT
NO SCALE

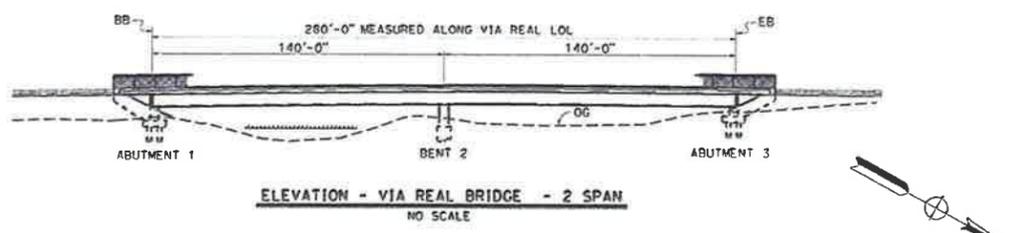
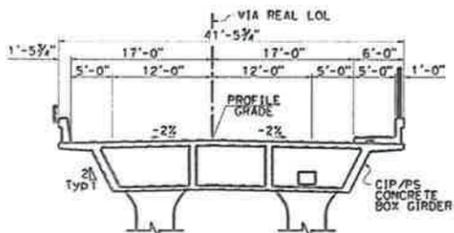
Attachment B: Exhibit comparing the originally proposed four-lane configuration of the Linden Avenue Overcrossing to the revised / updated three-lane version



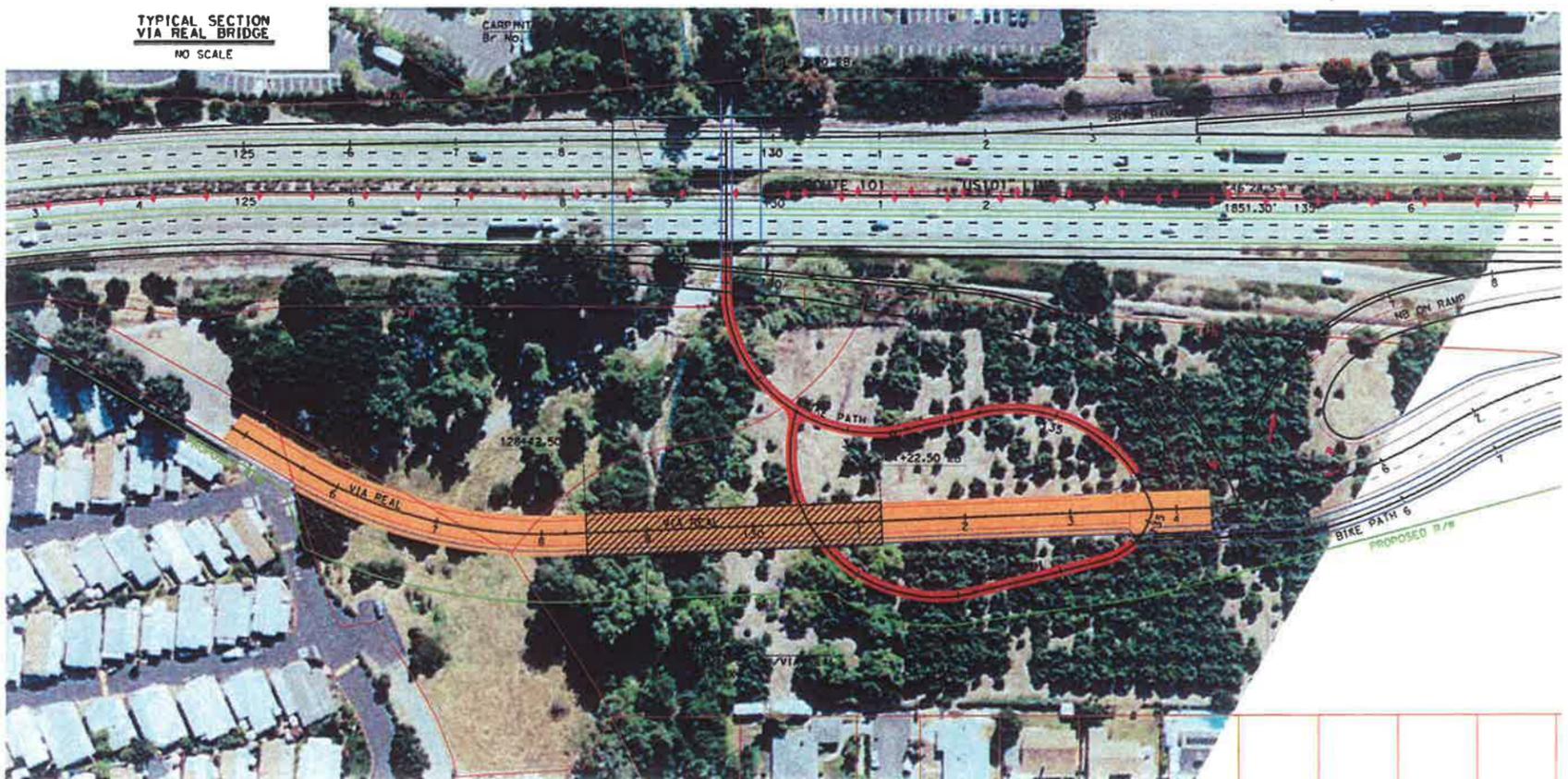
TYPICAL SECTION VIA REAL BRIDGE
NO SCALE



VIA REAL NEW ALIGNMENT
NO SCALE



TYPICAL SECTION VIA REAL BRIDGE
NO SCALE

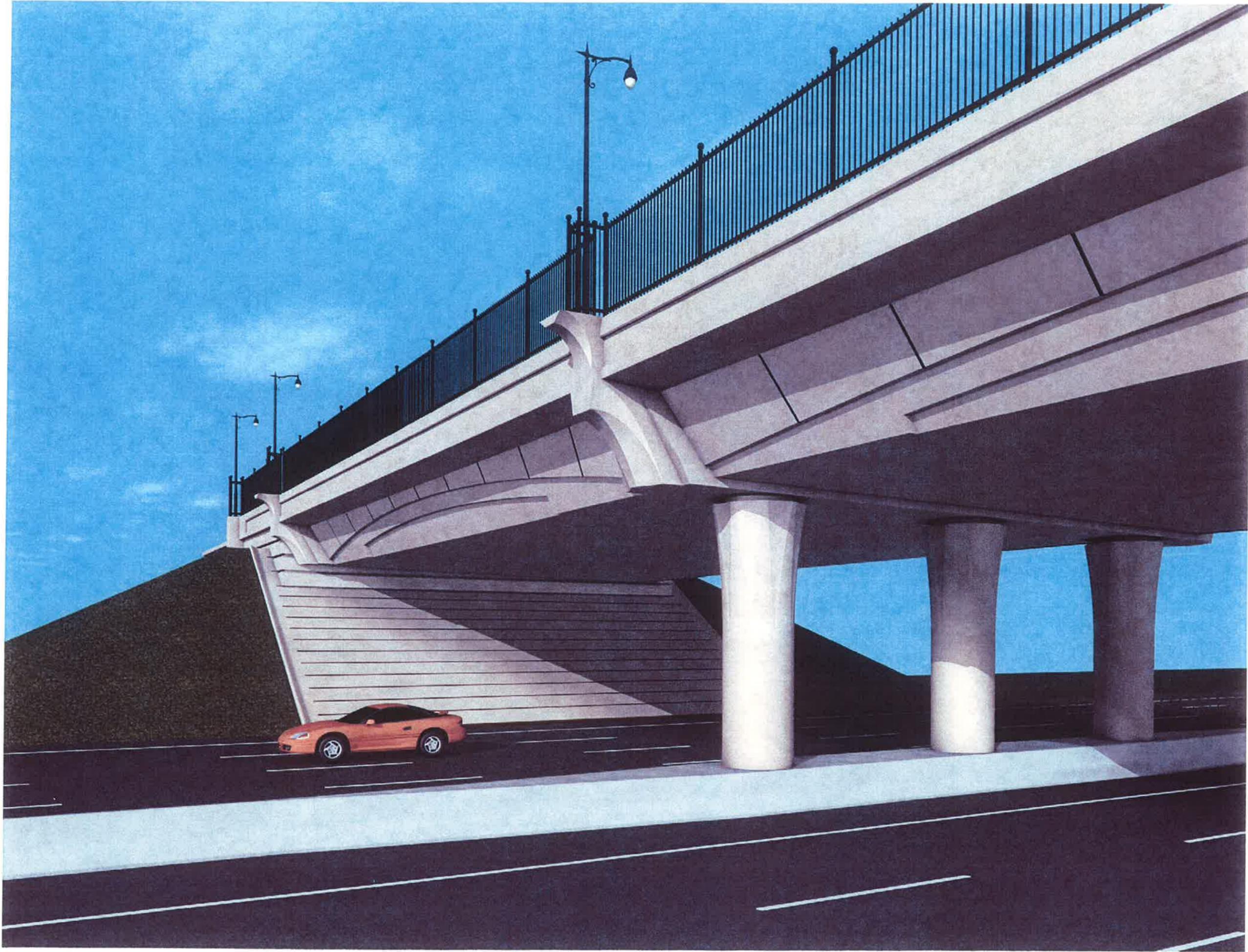


VIA REAL ORIGINAL ALIGNMENT
NO SCALE

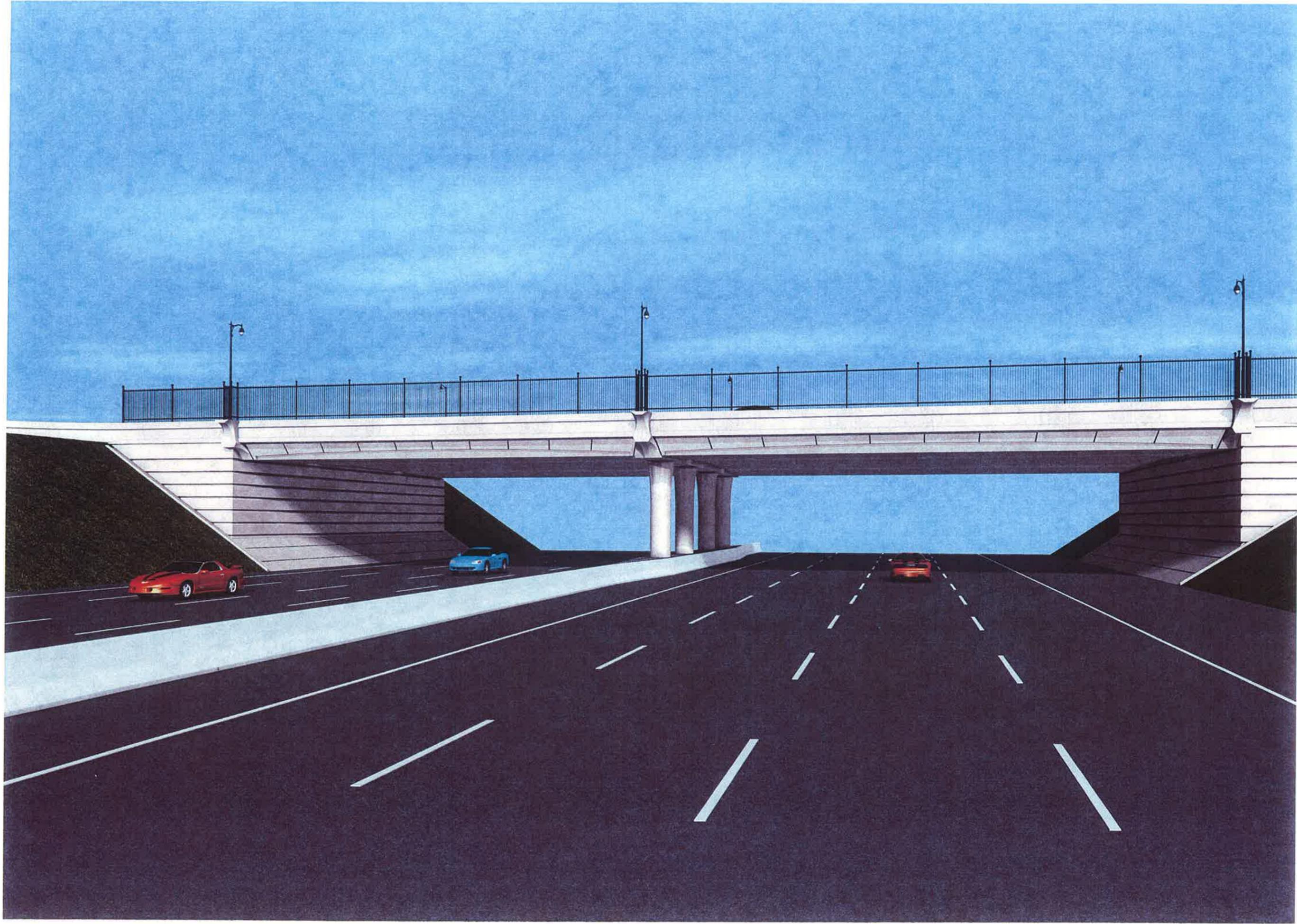
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Attachment D: Elevation rendering for Linden Avenue overcrossing depicting the present design concept



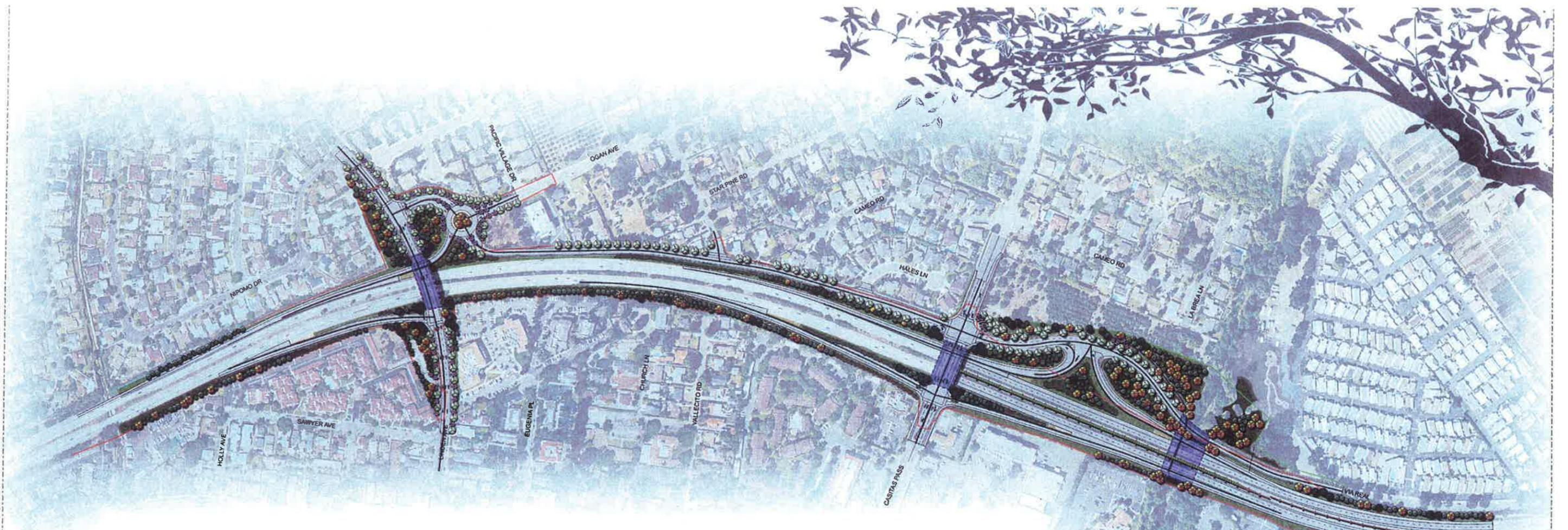
Attachment E: Abutment Detail – Linden Avenue Overcrossing



Attachment F: Elevation rendering for Casitas Pass Road overcrossing depicting the present design concept



Attachment G: Elevation rendering for the US 101 Carpinteria Creek bridge and pedestrian undercrossing depicting the present design concept



PLANT LIST

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
Skyline Trees Cedrus atlantica Cupressus macrocarpa Platanus californica Quercus lobata	Atlas Cedar Monterey Cypress California Sycamore Valley Oak	Evergreen Upright Buffer / Screen Trees Casuarina cunninghamiana Cedrus atlantica Cupressus Guinealapa iso 'Greenlee's Blue Rocket' Lyonothamnus floribundus 'asplenifolius' Metasequoia linearifolia	River She-Oak Atlas Cedar Greenlee's Blue Rocket Catalina Ironwood Paperbark Tree	Shrubs Arctostaphylos 'Howard McMillan' Arctostaphylos 'John Donley' Arctostaphylos 'Pacific Mist' Carpenteria californica Ceanothus 'Lancelotti' Ceanothus impressus Dendromecon rigida Fremontodendron 'Ken Taylor' Galvezia speciosa 'Boa Rosa' Malosma laurina Myrica californica Rhamnus californica 'Eve Case' Rhamnus californica 'Mound San Bruno' Rhomneya coulteri Rhus integrifolia Rhus ovata Rhus spp Rosa californica 'Elsie'	Manzanita Manzanita Bush Anemone California Lilac Mountain Lilac Bush Poppy California Flannel Bush Island Snapdragon Laurel Sumac Pacific Wax Ivy Coffeeberry Coffeeberry	Grasses and Grass like Plants Leymus condensatus Leymus condensatus 'Canyon Prince' Scirpus omnis Calamagrostis foliosus Carex tumicola Muhlenbergia capillaris Muhlenbergia rigens Muhlenbergia lindheimeri Juncus patens Sporobolus wrightii Scirpus maritimus	Giant Rye Wild Rye Low Bush Mendocino Reed Grass Berkeley sedge Pink musty Deegrass Lindheimer's Mully California Gray Rush Sacaton Bulrush
Mitigation site/ Riparian Habitat Acer macrocarpa Alnus rhombifolia Platanus californica Populus trichocarpa Salix lasiolepis	Big Leaf Maple White Alder California Sycamore Black Cottonwood Arroyo Willow	Screen Buffer Trees Cupressus 'Lemon Yellow' Quercus agrifolia Quercus tomentosa Umbellularia californica	Yellow Cypress Coast Live Oak Island Live Oak California Bay	Vines Ficus repens Parthenocissus tricuspidata	Madia Poppy Lemonadeberry Sugar Bush Currant California Rose Creeping Fig Boston Ivy	Riparian Mitigation/Restoration Alnus rhombifolia Artemisia douglasiana Baccharis douglasii Baccharis salicifolia Cercis occidentalis Euthamia occidentalis Heteromesa arbutifolia Mimulus aurantiacus Platanus racemosa Populus balsamifera ssp. Tricholor Ribes speciosum Rosa californica Rubus ursinus Salix lasiolepis Sambucus mexicana Scirpus maritimus Iris Douglasiana Heuchera spp	White Alder Mugwort March Baccharis Mulleat Western Redbud Western goldenrod Toyon Sticky Bush Monkeyflower California Sycamore Balsam Poplar Fuchsia Flowered Gooseberry California Rose Pacific Blackberry Arroyo Willow Elderberry Bulrush Pacific Coast Iris Coral Bells
Street Trees Aucocarpus fraxinifolius Brachychiton populneus Ginkgo biloba Jacaranda mimosifolia Koeleria paniculata Pinus canariensis Pistacia chinensis Podocarpus gracilior Stenocarpus sinuatus Tristania conferta	Pink Cedar Bottle Tree Bladder Tree Jacaranda Goldenrain Tree Canary Island Pine Chinese Pistache Fern Pine Firewheel tree Brisbane Box	Flowering Accent Trees Anacardium occidentale Artocarpus lacucha Cercis occidentalis Cercis reniformis 'Texas White' Lagunaria patersonia Spathodea campanulata x. Chikapa lashterianus	California Buckeye Strawberry Tree Western Redbud White Redbud Poinsettia Tree African Tulip Tree Chikapa	Low Shrubs / Groundcovers Acacia redolens 'Desert Carpet' Arctostaphylos uva-ursi 'Green Supreme' Baccharis pilularis 'Twin Peaks' Ceanothus glaberrimus 'Anchor Bay' Ceanothus gussonei 'Yankee Point' Coloanthele dammeri 'Lowfast' Rosmarinus 'Trene' Trachelospermum asiaticum Salvia Melifera 'Terra Seta'	Creeping Fig Boston Ivy Manzanita Dwarf Coyote Brush Pt Reyes Ceanothus Cannal Creeps Barberry Rosemary Asian Jasmine Prostrata Black Sage		
		Palms (not shown) Trachycarpus excelsus Brahea armata Buaia capitata Chamaecyparis humilis Washingtonia robusta Washingtonia filifera	Windmill Palm Blue Hesper Palm Pindo Palm Mediterranean Fan Palm Mexican Fan Palm California Fan Palm				



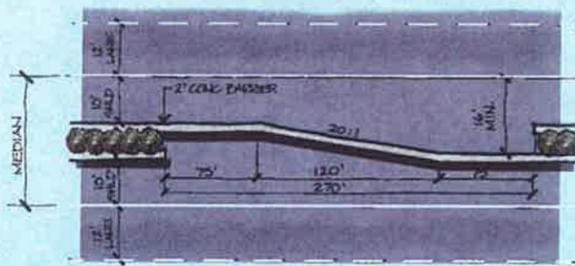
LINDERO

Interchanges Project

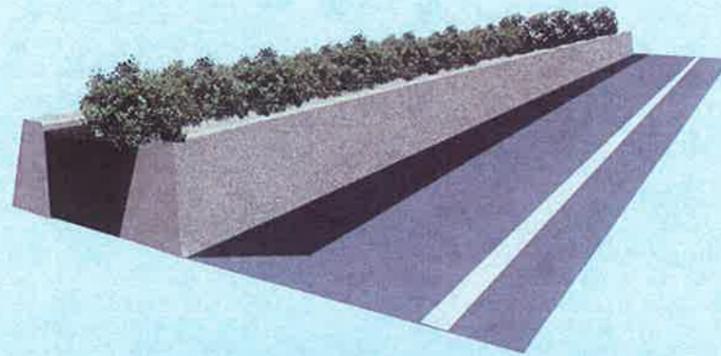
Conceptual Landscape Plan

Attachment H: Landscaping concept for the project

**CALTRANS DISTRICT 5
MEDIAN LANDSCAPING**



Maintenance Vehicle Pullout Area
Two Direction - Median



MEDIAN BARRIER - EXAMPLE COLOR, AND LAYOUT
Integral sandstone color
Smooth texture
Forms a median planter where conditions allow
8 feet wide at base, 5 feet of planting room



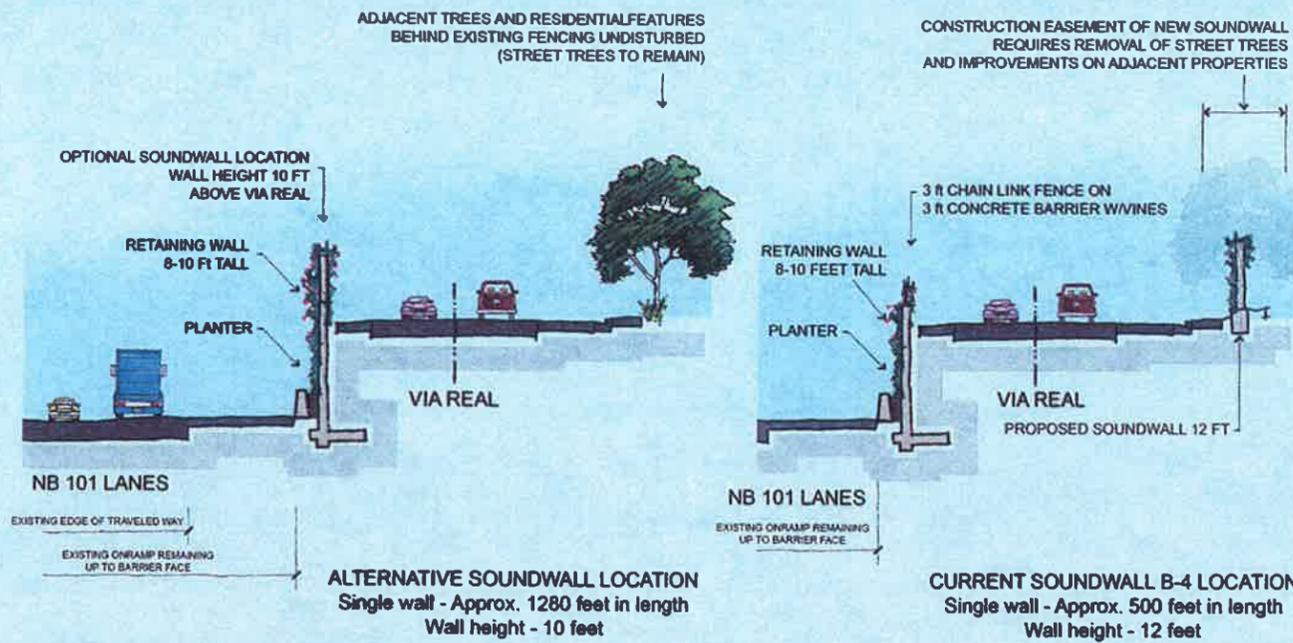
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Integral color - sandstone
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SOUNDWALL EXAMPLE
Typical 8 x 8 x 16 Concrete Block
Random mix of 4 colors,
Color to match barrier and retaining walls on project
Field texture - split face
Split face cap with shadow line

**MEDIAN BARRIER AND PLANTING
FOR MODIFIED MEDIAN BARRIERS SOUTH OF CASITAS PASS RD.
MEDIAN NORTH OF CASITAS PASS IS NOT MODIFIED**

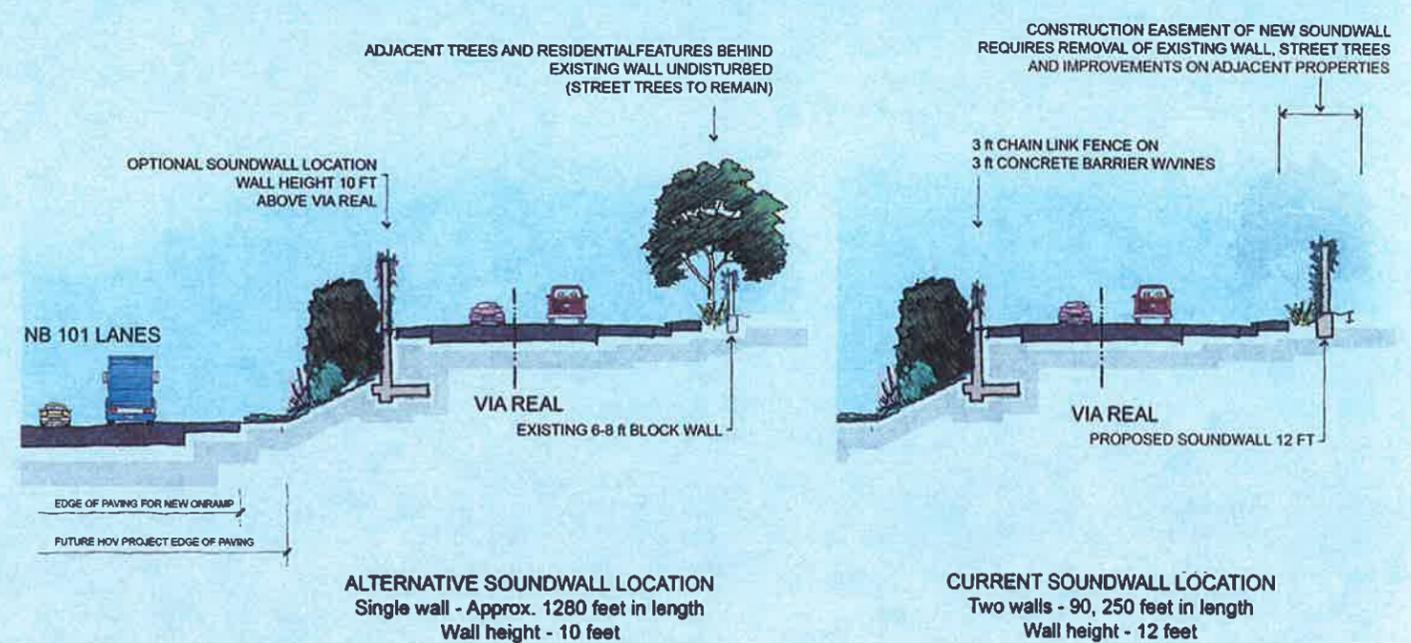
WALL AESTHETIC OPTIONS



ALTERNATIVE SOUNDWALL LOCATION
Single wall - Approx. 1280 feet in length
Wall height - 10 feet

CURRENT SOUNDWALL B-4 LOCATION
Single wall - Approx. 500 feet in length
Wall height - 12 feet

**VIA REAL SOUNDWALL LOCATION OPTIONS
At Retaining Wall 'F' - Near Verizon Facility**



ALTERNATIVE SOUNDWALL LOCATION
Single wall - Approx. 1280 feet in length
Wall height - 10 feet

CURRENT SOUNDWALL LOCATION
Two walls - 90, 250 feet in length
Wall height - 12 feet

**VIA REAL SOUNDWALL LOCATION OPTIONS
At Retaining Wall 'D' - Near Vallecito Rd**



Site Details



Attachment J: Visual simulation – 101 NB with soundwall on east side of Via Real



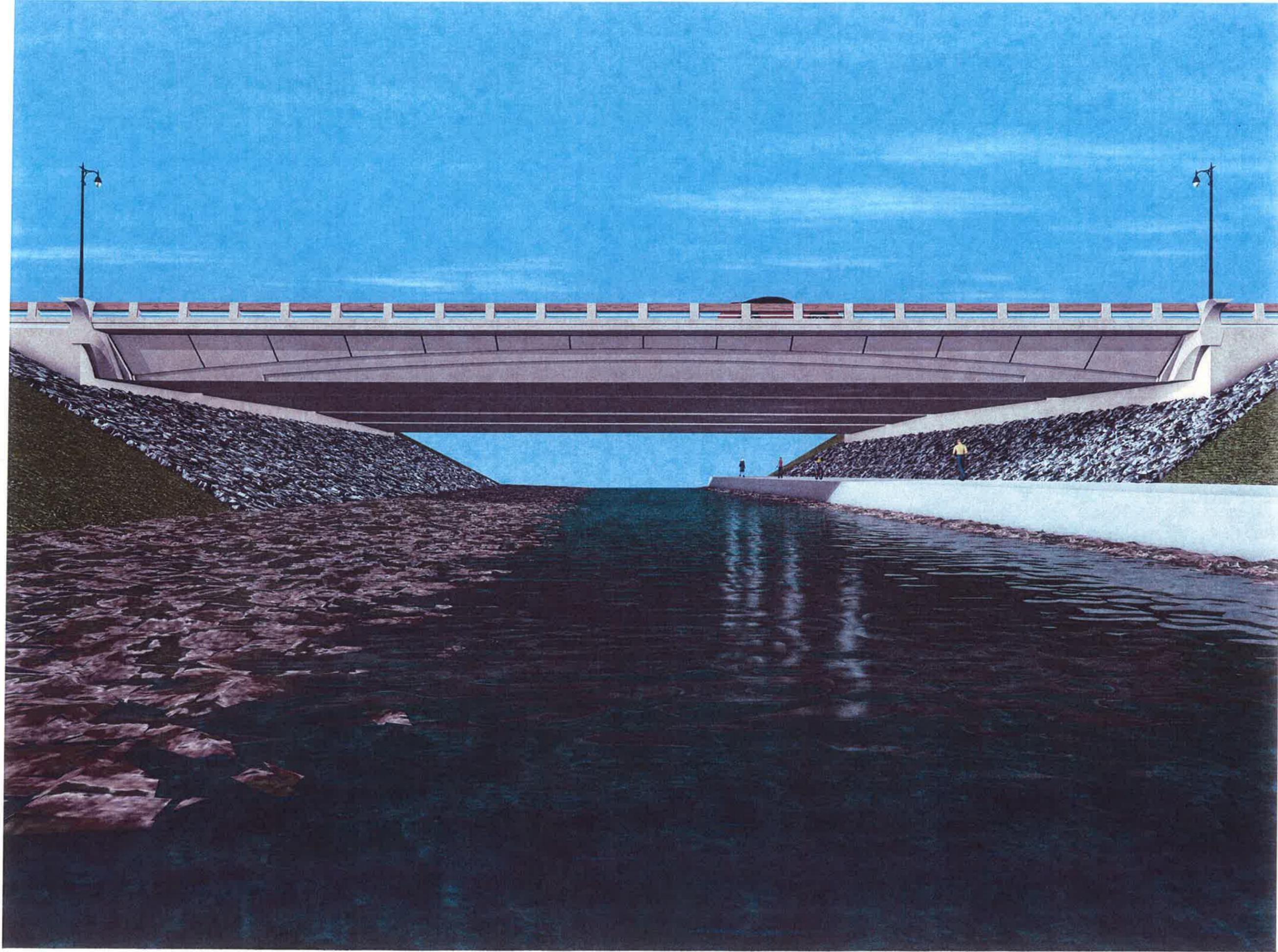
Attachment K: Visual simulation – 101 NB with soundwall on east side of 101



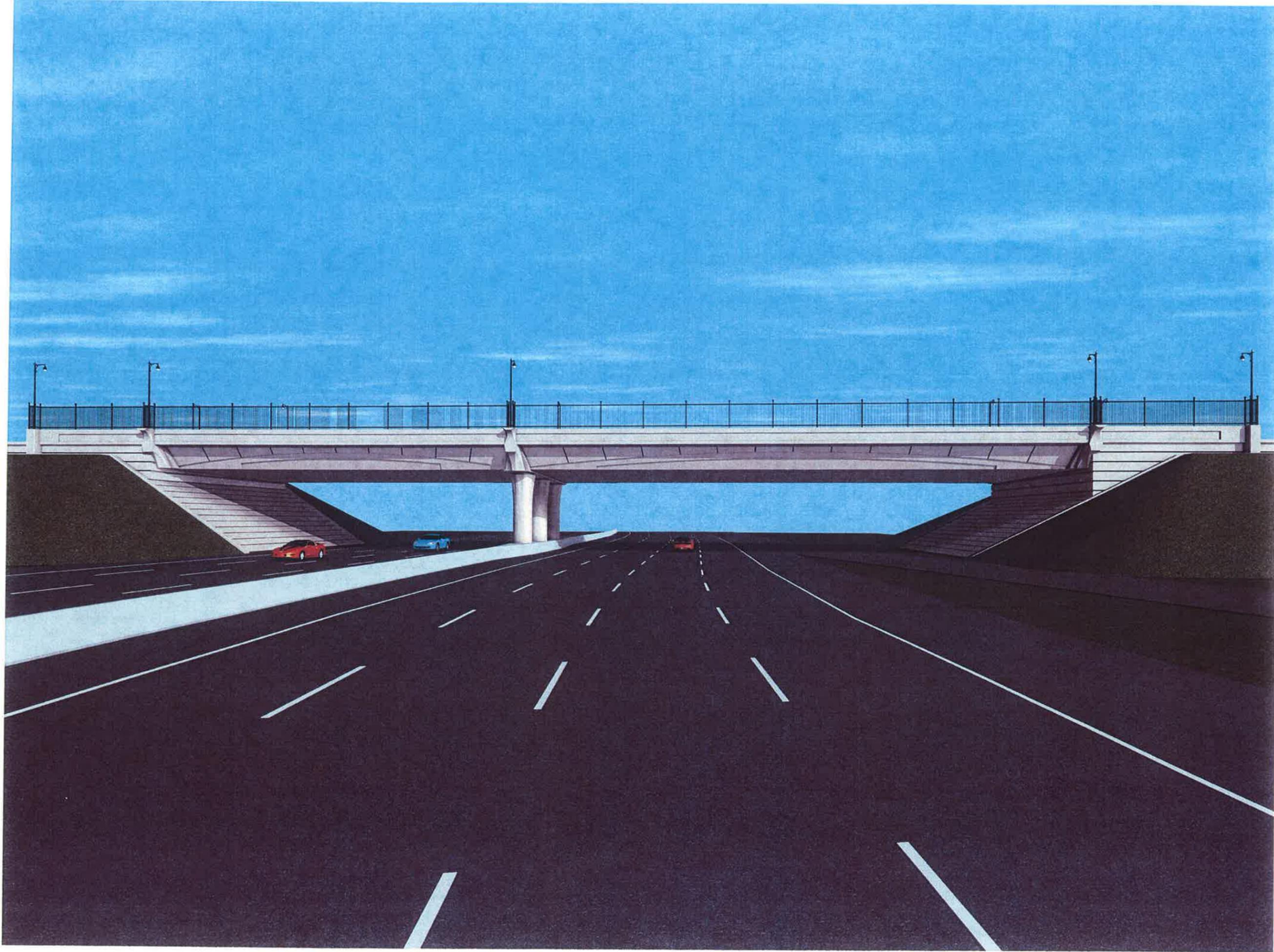
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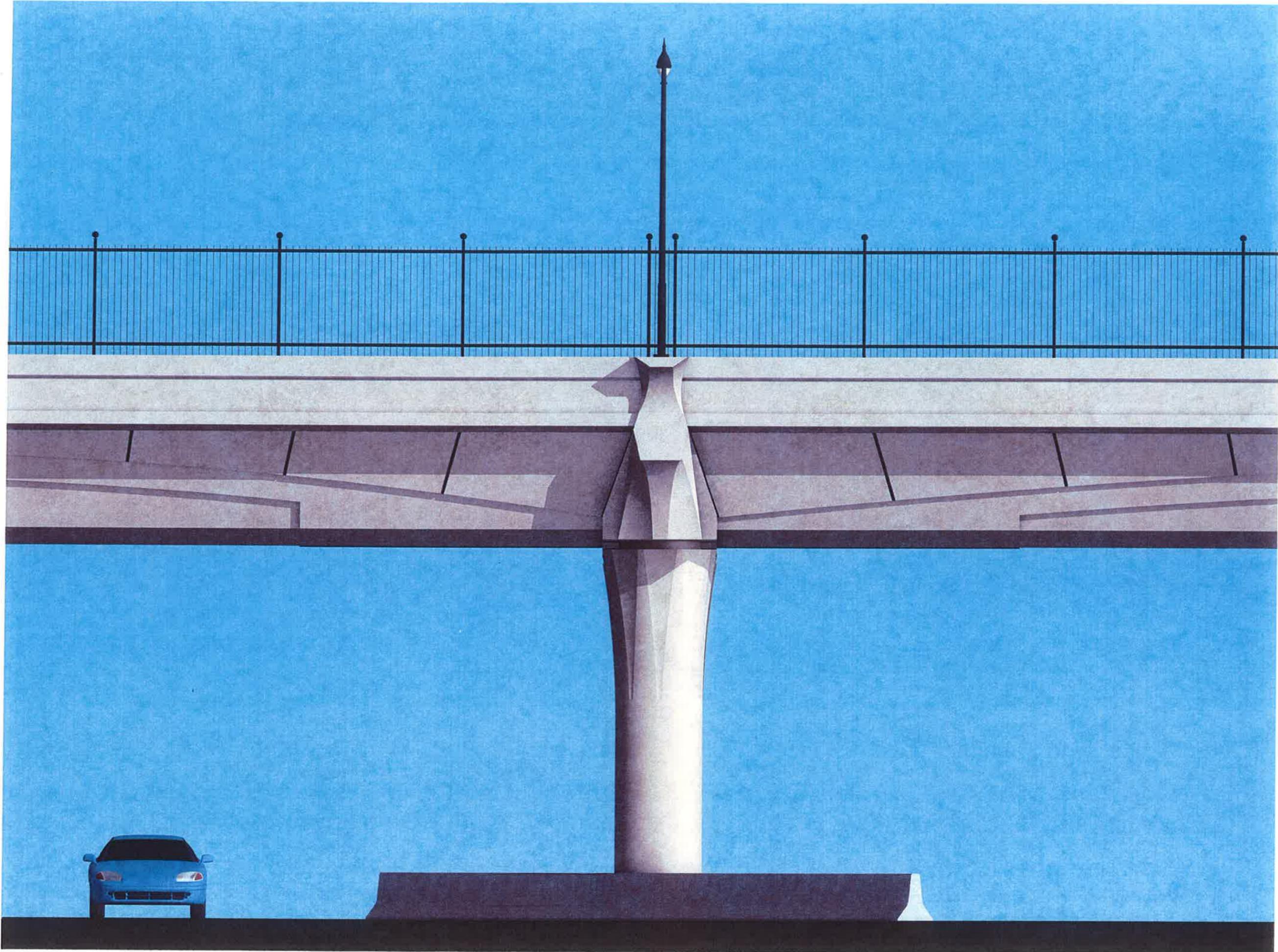
Attachment M: Visual simulation – 101 NB with soundwall on east side of 101



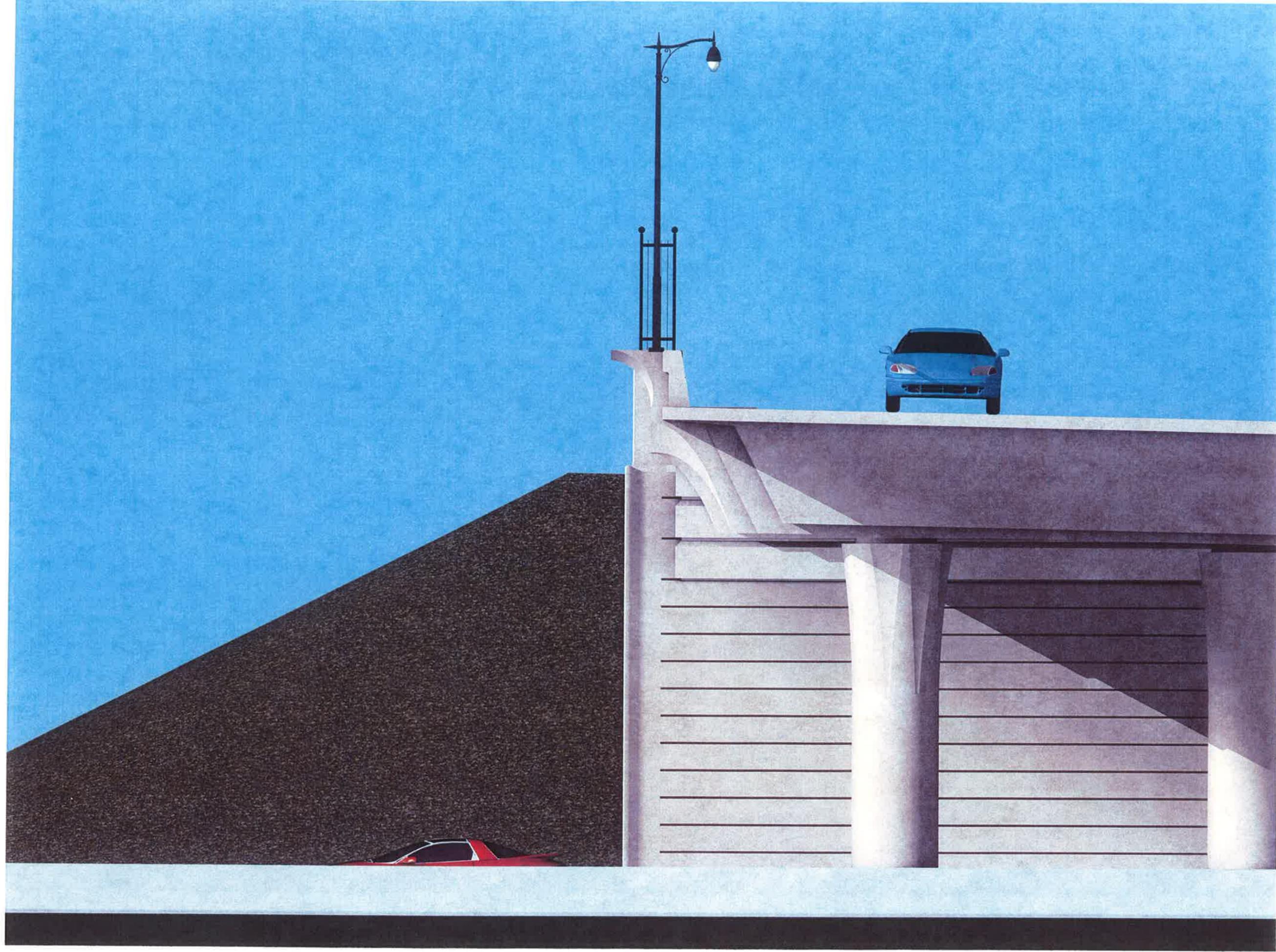
Attachment N: Elevation rendering for US 101 Carpinteria Creek Bridge



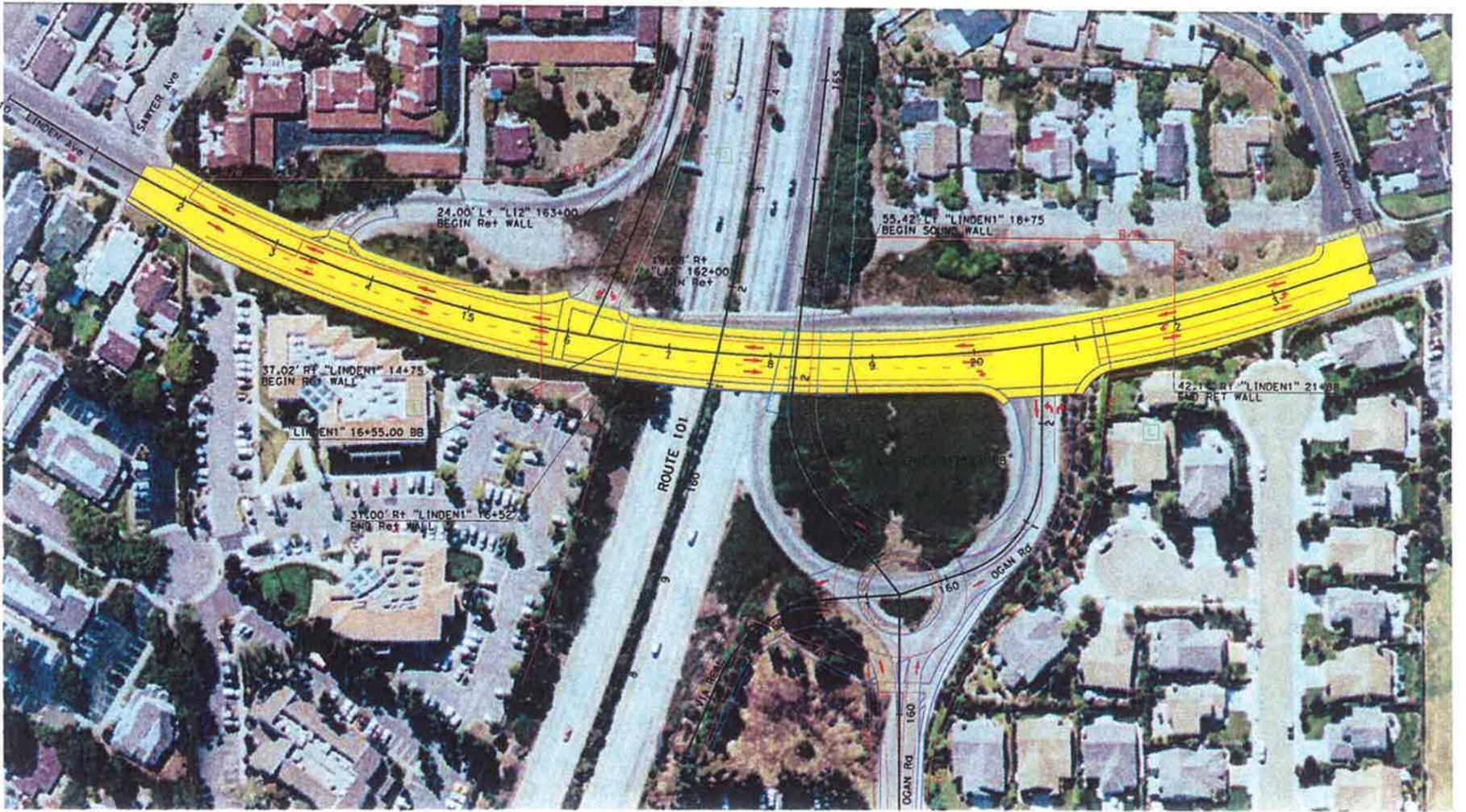
Attachment O: Elevation rendering – Linden Avenue- Viewed from Northbound US 101



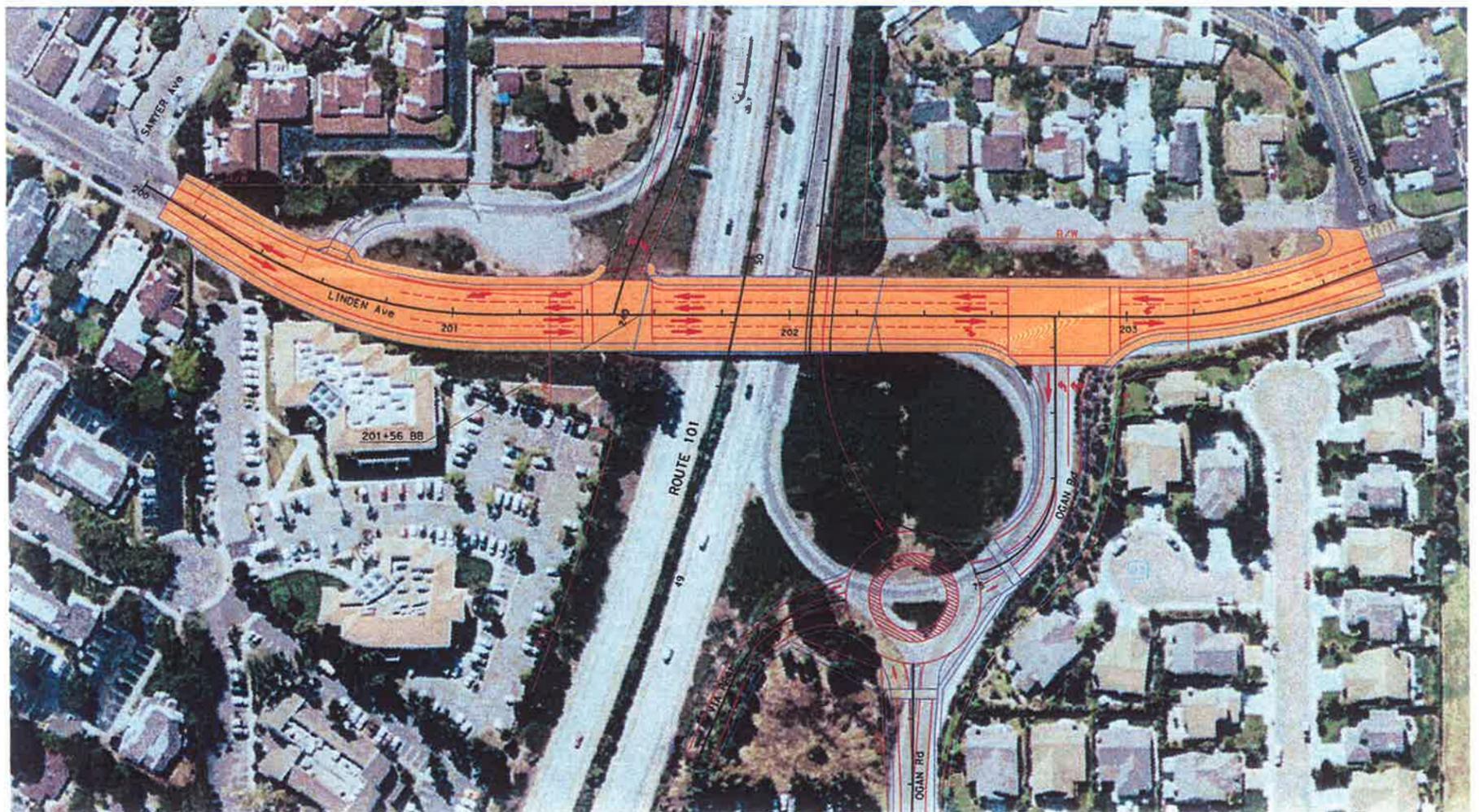
Attachment P: Elevation rendering – Linden Avenue- column and light



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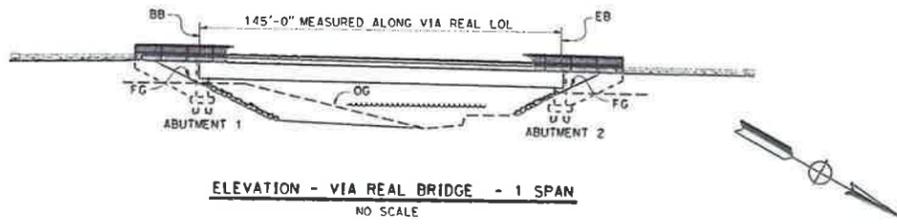
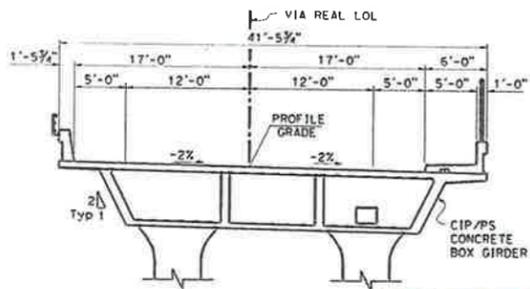


LINDEN Ave OC NEW ALIGNMENT
NO SCALE

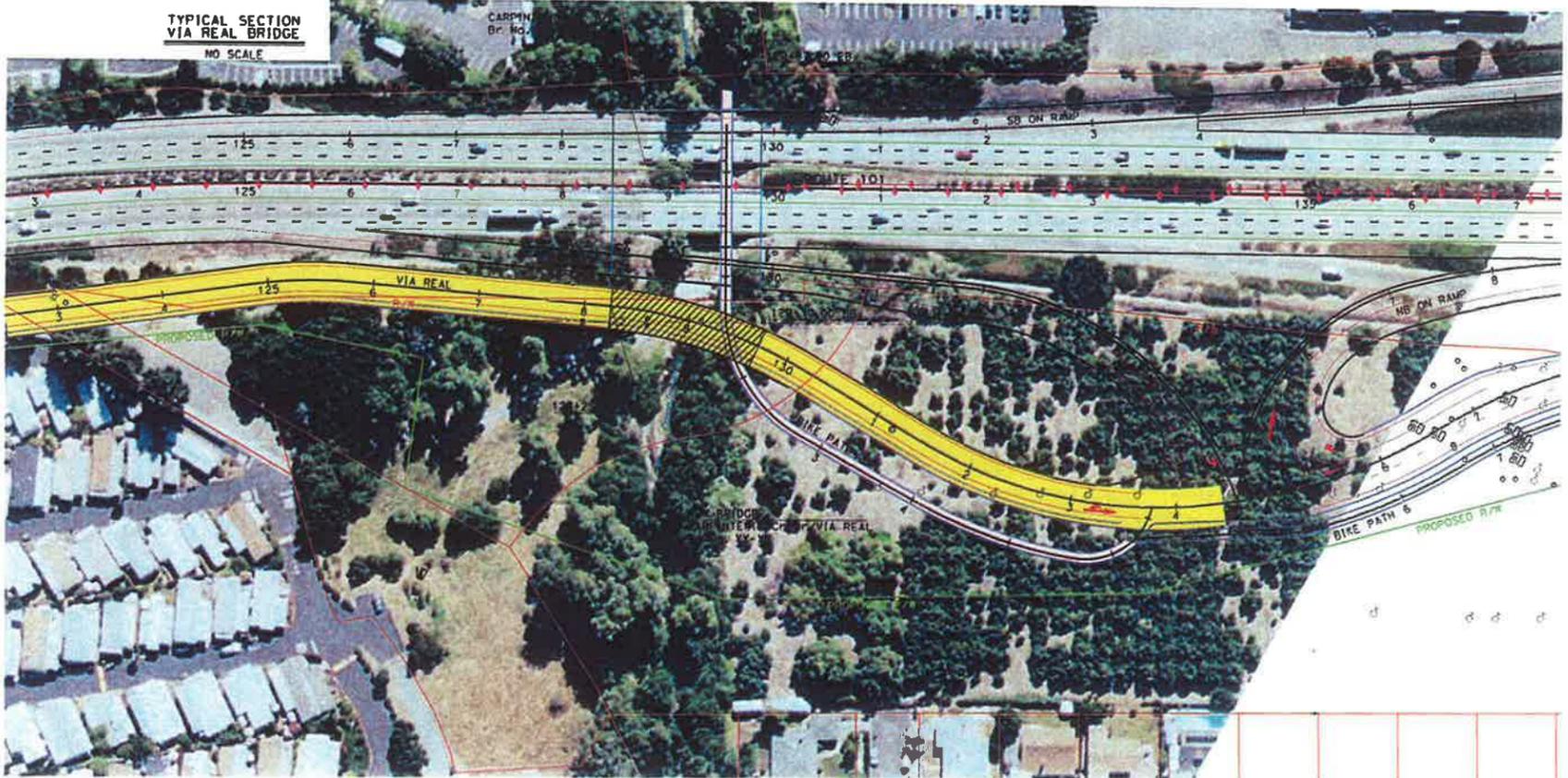


LINDEN Ave OC ORIGINAL ALIGNMENT
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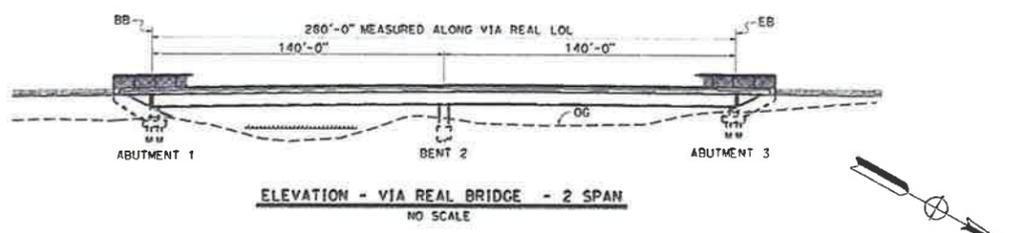
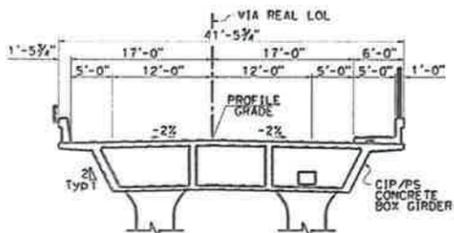
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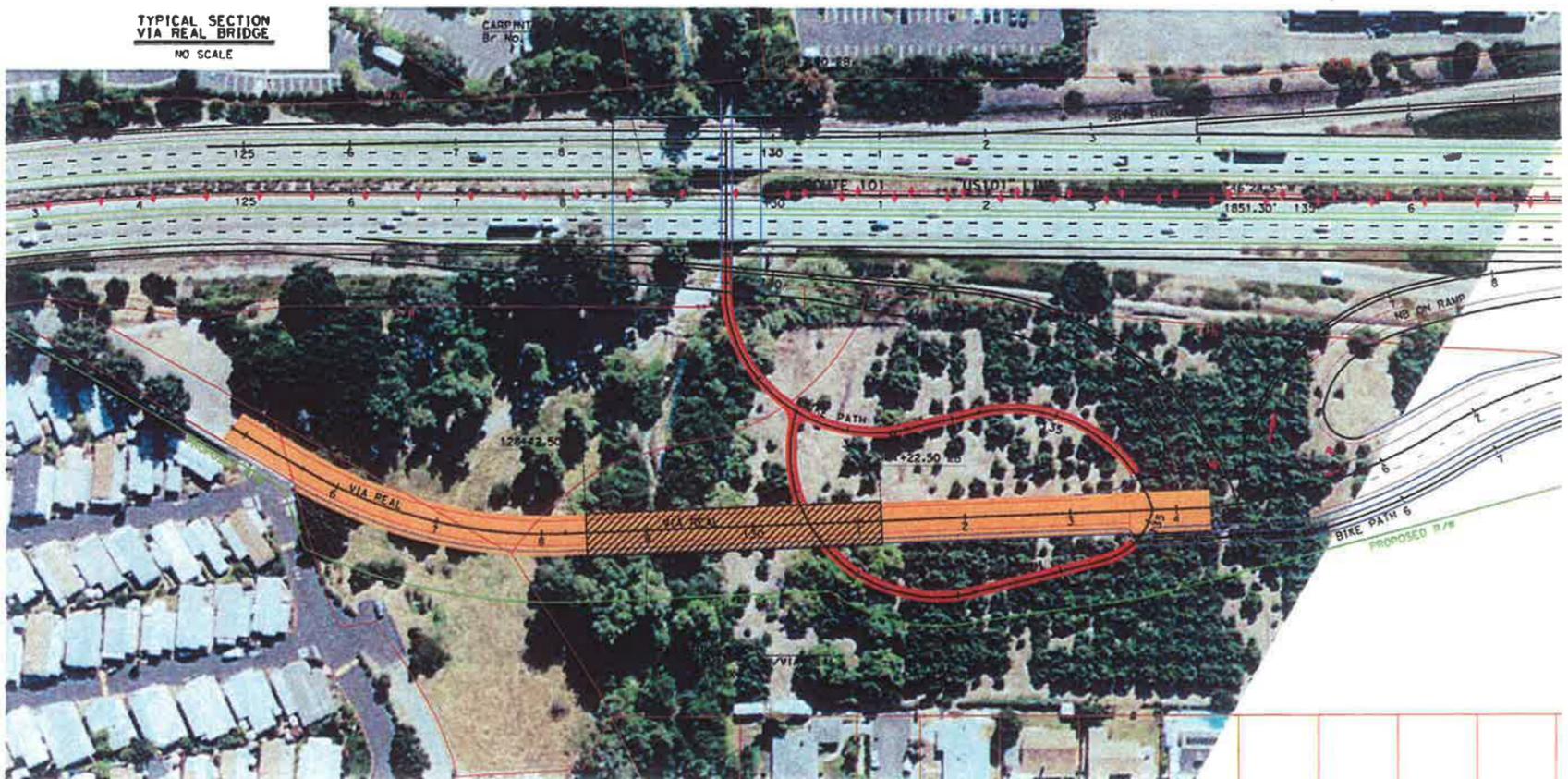
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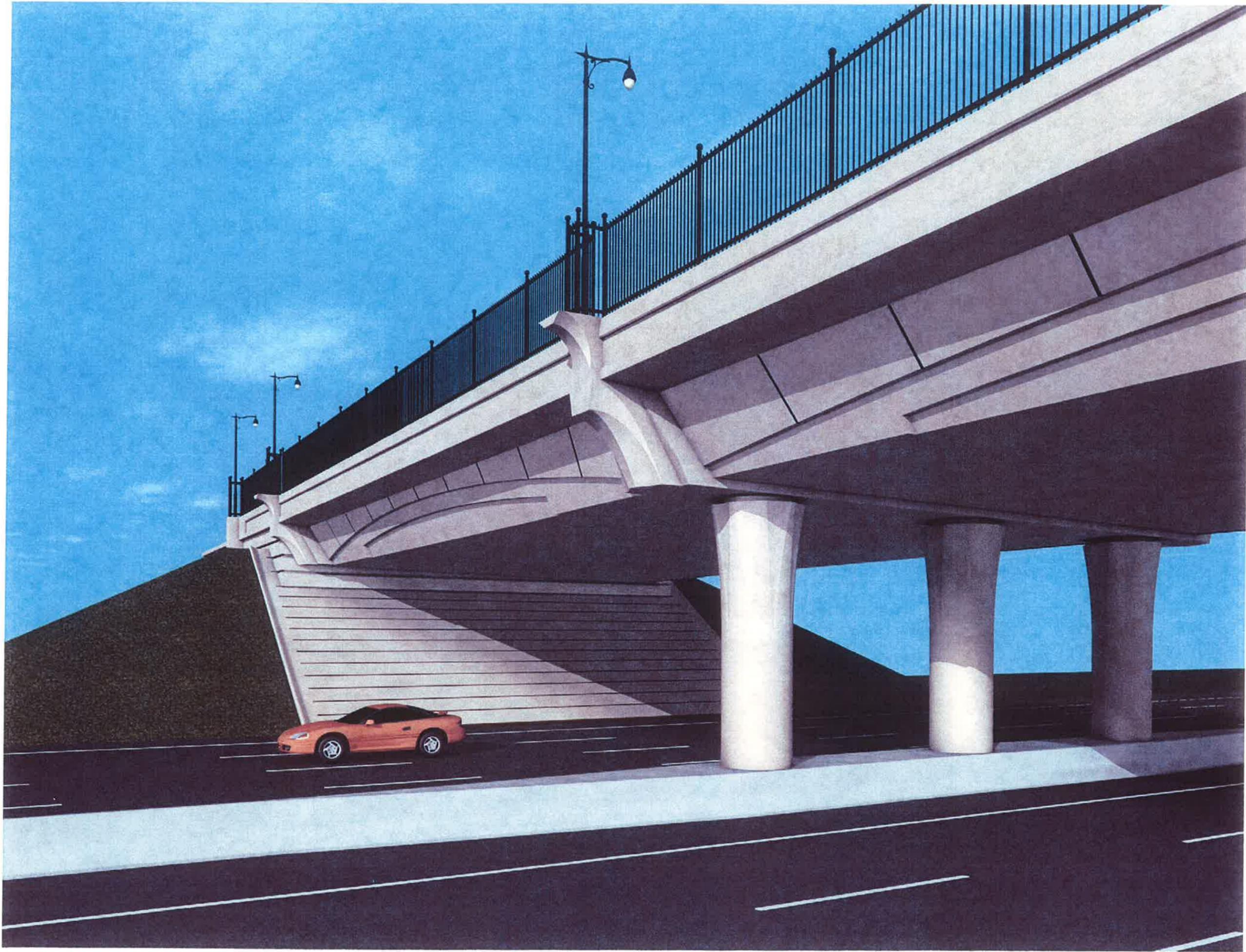


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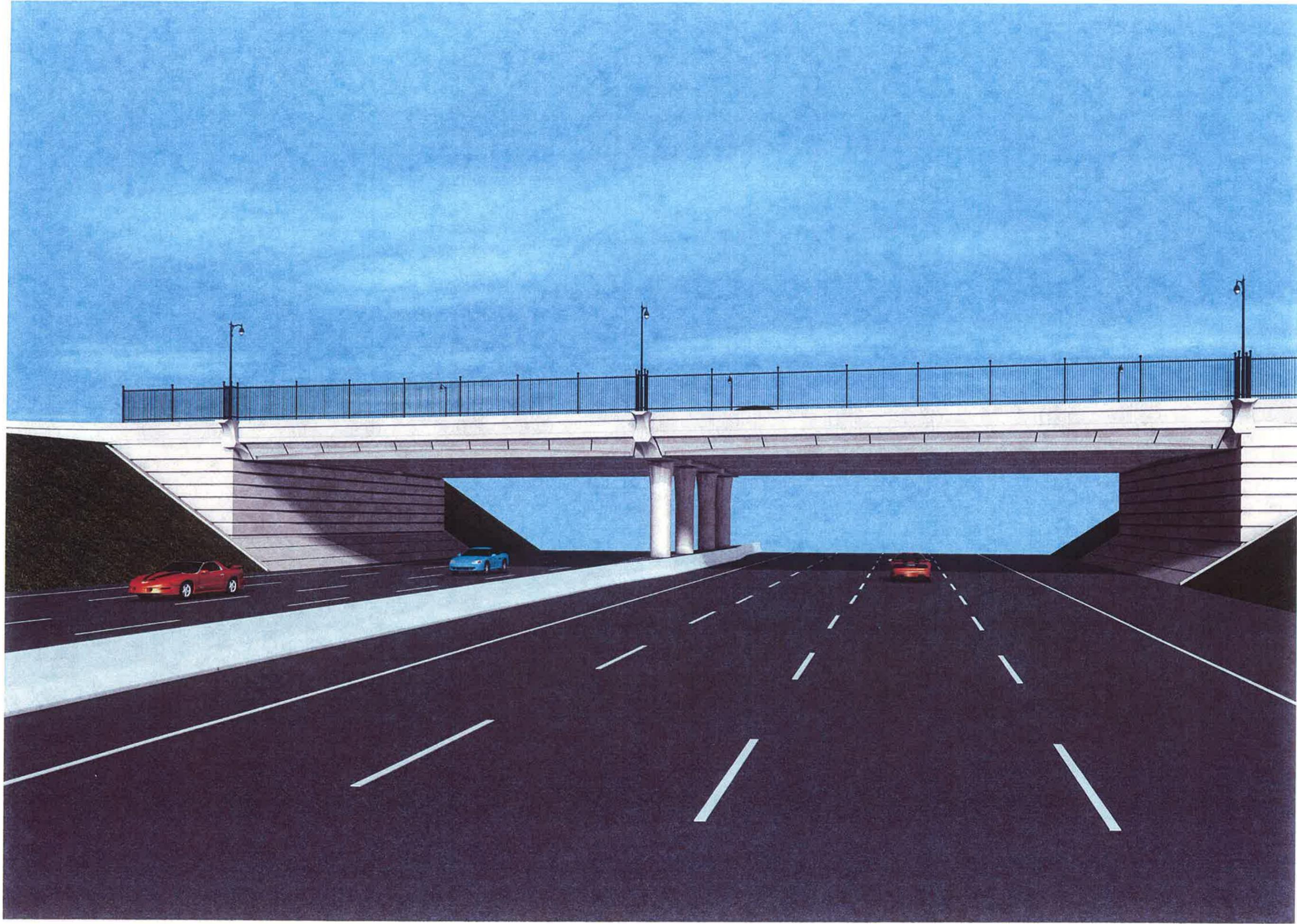
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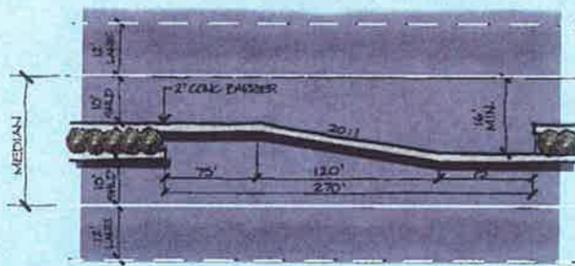


Attachment F: Elevation rendering for Casitas Pass Road overcrossing depicting the present design concept

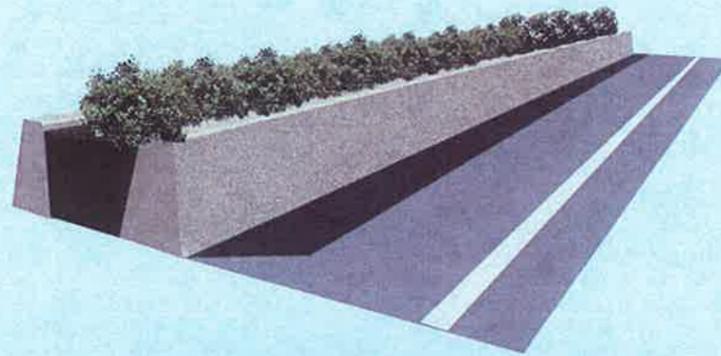


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**CALTRANS DISTRICT 5
MEDIAN LANDSCAPING**



**Maintenance Vehicle Pullout Area
Two Direction - Median**



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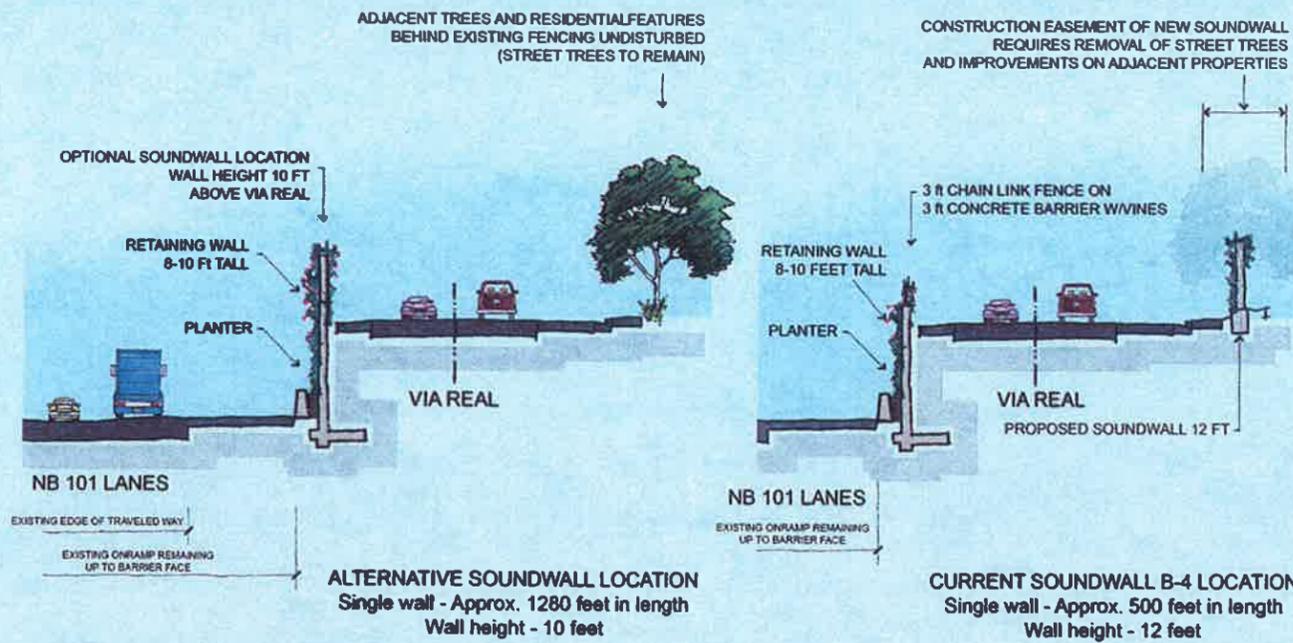
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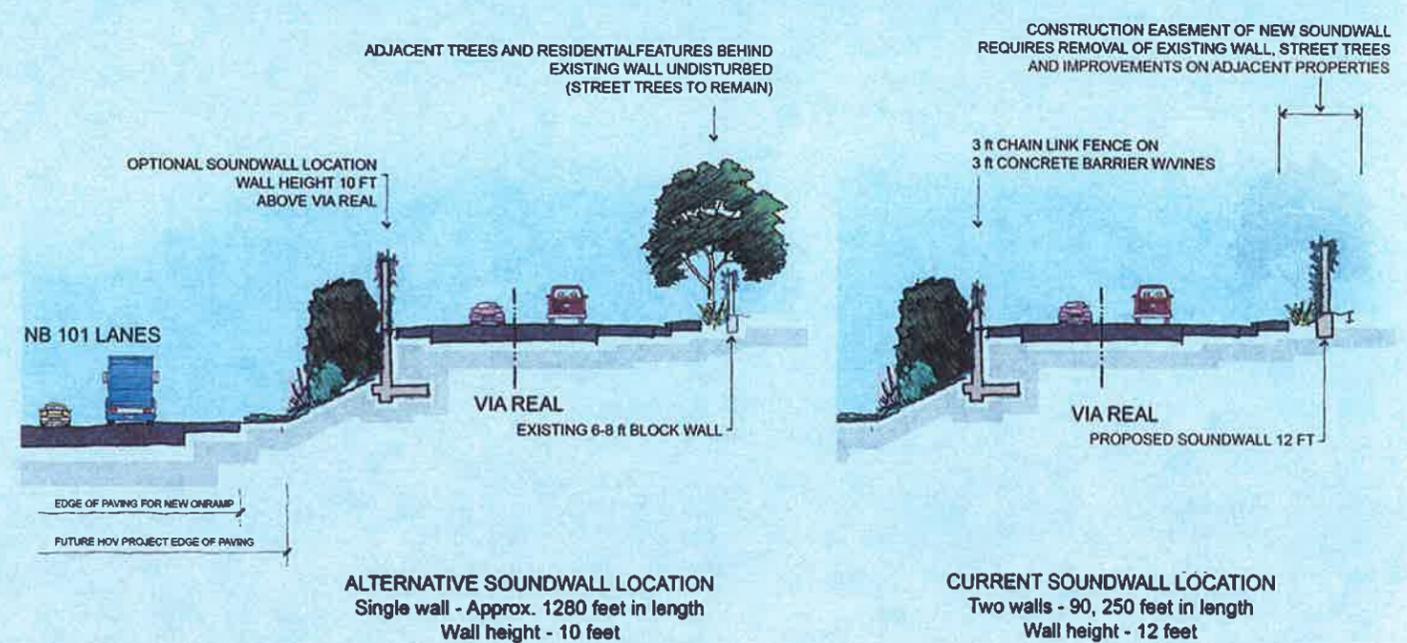
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Site Details



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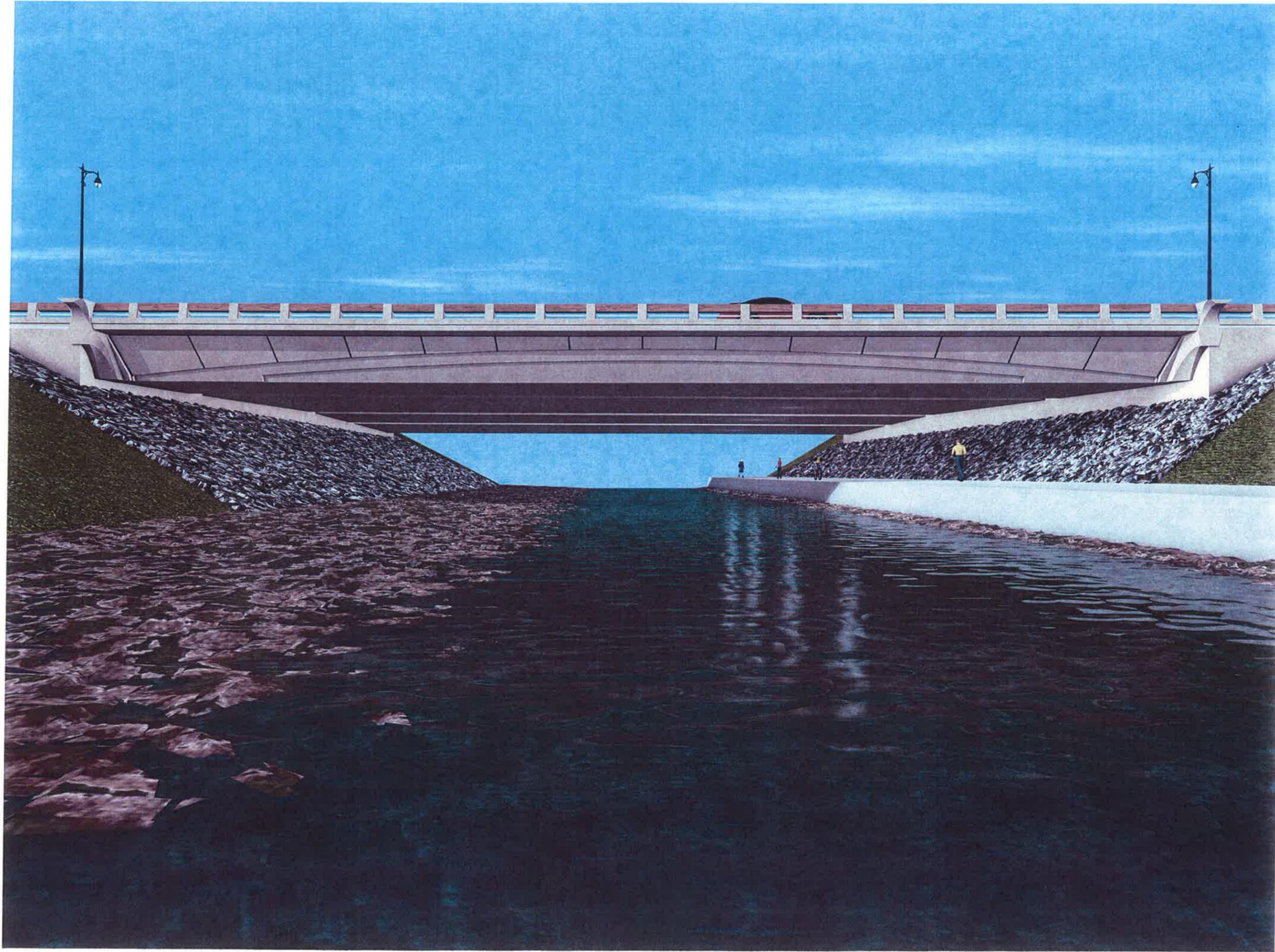
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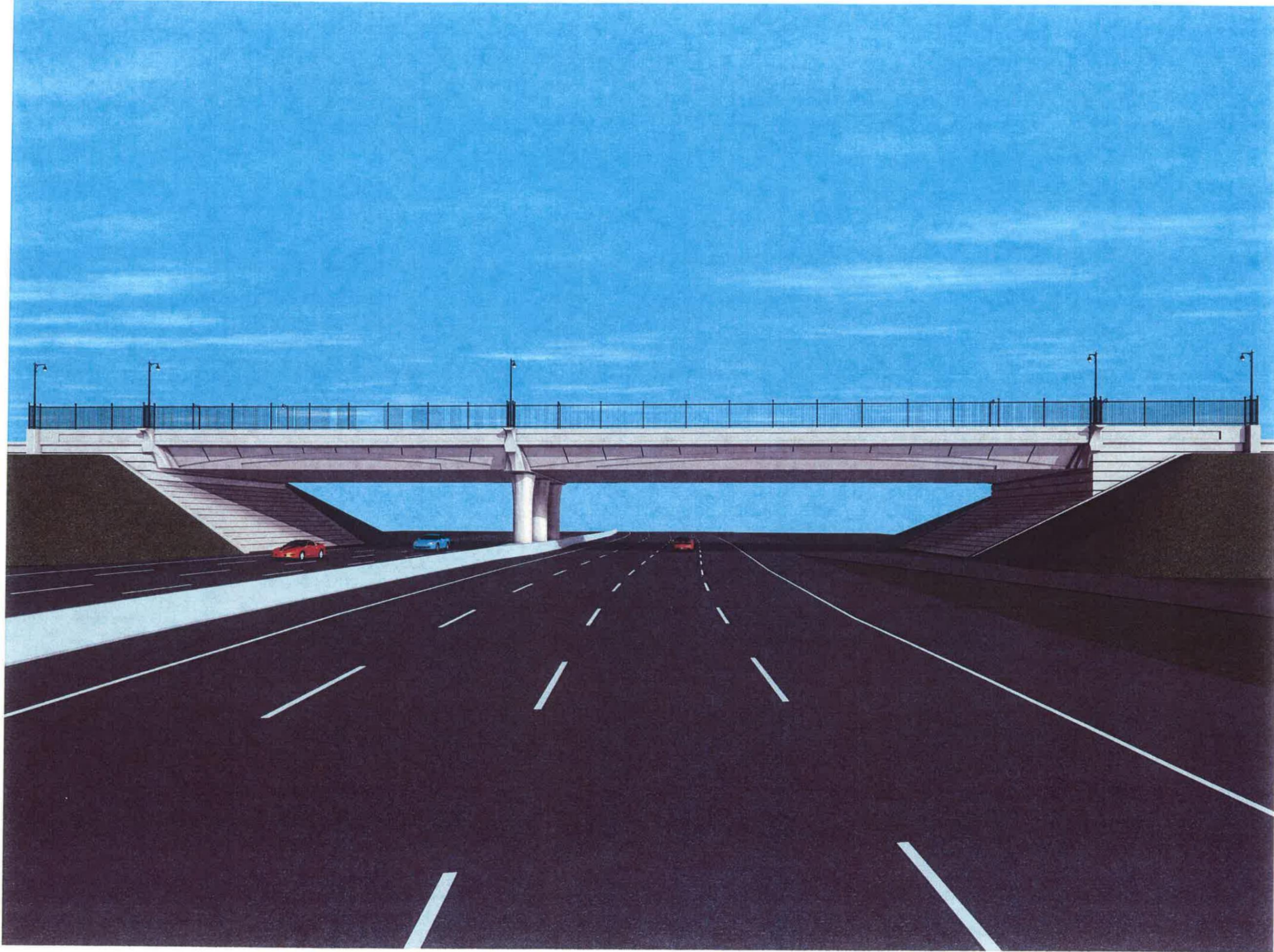
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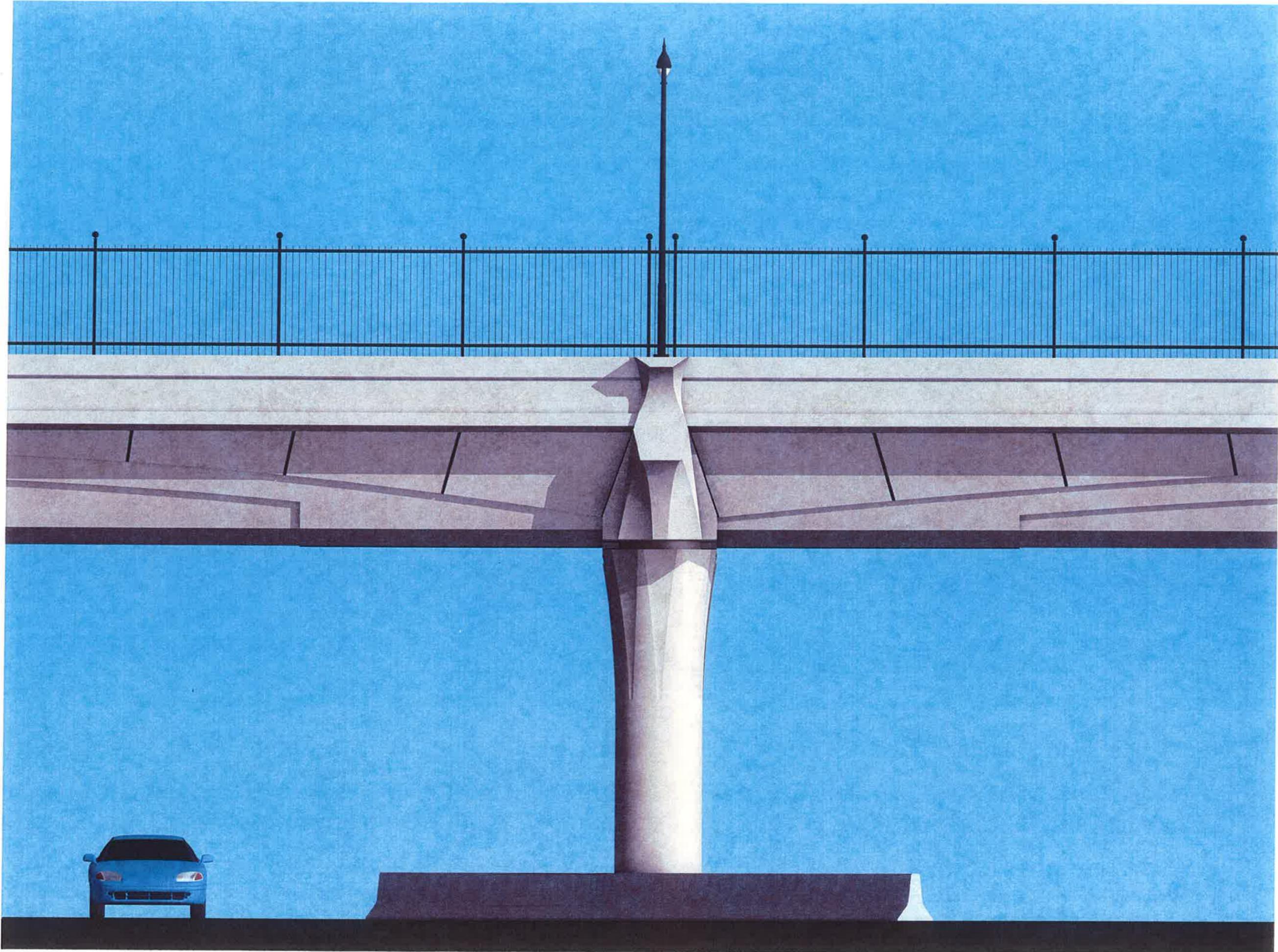
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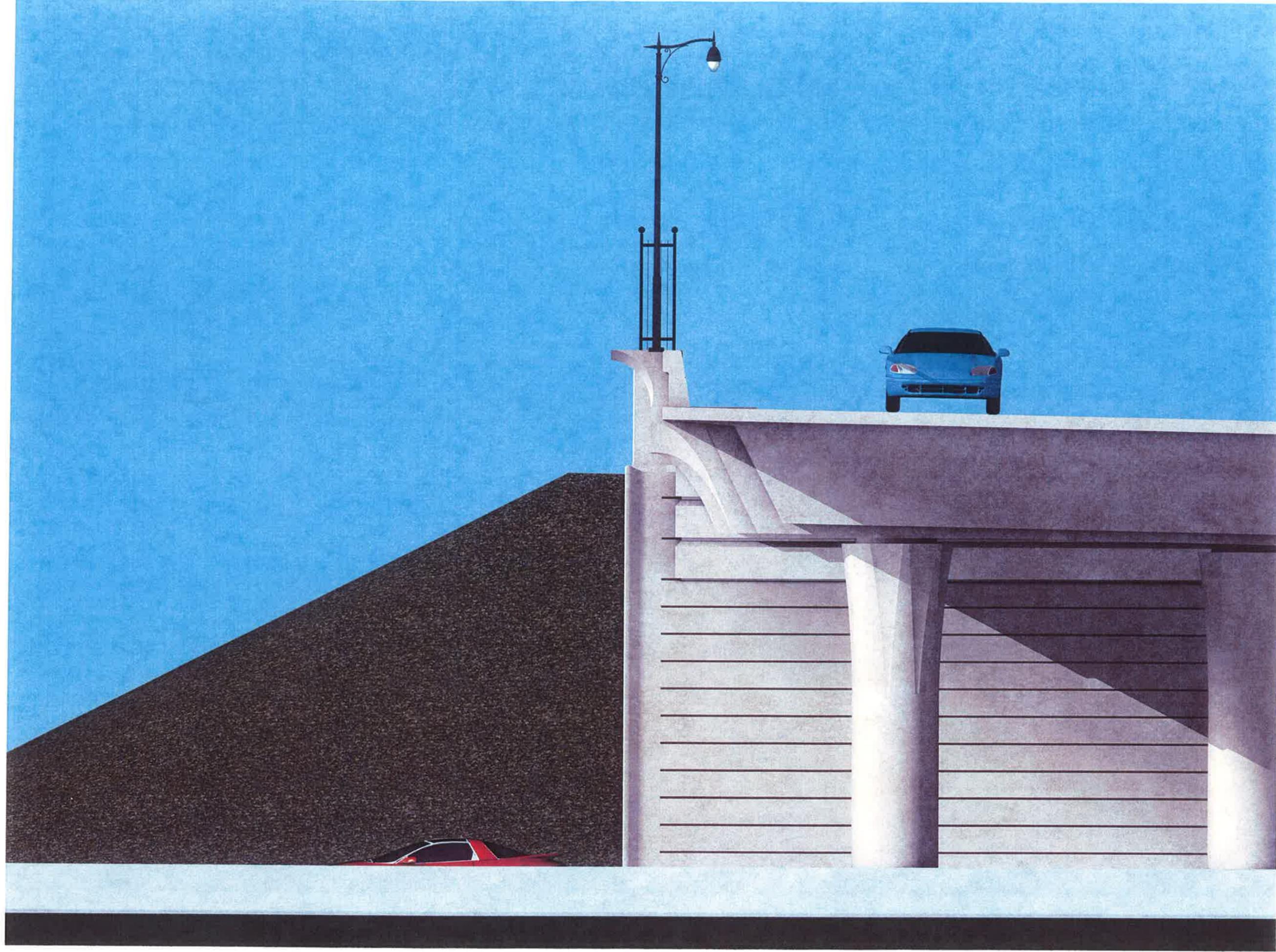
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