

Appendix B Resources Evaluated Relative to the Requirements of Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Federal responsibility for environmental review, consultation, and any other action required in accordance with the National Environmental Policy Act and other applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S. Code 327.

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or adjacent to the project area. The listed properties do not trigger Section 4(f) protection for the following reasons: 1) they are not publicly owned; 2) they are not open to the public; 3) they are not eligible historic properties; 4) the project does not permanently use the property and does not hinder the preservation of the property; or 5) the proximity impacts do not result in constructive use [Substantial impairment of the activities, features, or attributes that qualify the resource for protection under Section 4(f)].

The following is a brief project description (see Chapter 1 for more details): The proposed HOV lane project would add a part-time, continuous-access HOV lane in

each direction on U.S. 101 extending from Carpinteria Creek in the City of Carpinteria to Cabrillo Boulevard in the City of Santa Barbara. The three build alternatives vary in terms of where widening would occur. Alternative 1 proposes to widen to the median in some locations and widen to the outside in other locations to balance inside and outside resources. Alternative 2 proposes to widen to the outside wherever possible to maximize available areas for median landscaping. Alternative 3 proposes to widen to the inside, which means building all new paved lanes within the existing available median.

The project also includes replacing both the Sheffield Drive and the Cabrillo Boulevard interchanges. There is one configuration proposed for the Sheffield Drive interchange and five configurations proposed for the Cabrillo Boulevard interchange. The five configurations are summarized briefly and focus on the three requiring work in the railroad right-of-way.

All five configurations close the median ramps at Cabrillo Boulevard. The differences between the configurations include whether Hermosillo Drive remains open and whether Los Patos Way remains open. Three configurations—J, M, and M Modified—require improvements to the Los Patos overhead railroad structure in order to accommodate the ramps. This work requires raising the railroad profile from 1 to 4 feet for a distance of 0.67 mile and includes the construction of several retaining walls. Construction activities include the need for a temporary shoofly in order to continue train operations while the work is being conducted. The shoofly would be constructed on either side of the overhead structure and continue for 800 feet. The new railroad tracks would be shifted approximately 15 or 20 feet.

The following properties are located within one-half mile of the project area and fall within the category of parks, recreational facilities, and wildlife refuges. Certain cultural resources adjacent to the project corridor have also been considered under Section 106 of the National Historic Preservation Act. The analysis resulted in the determination that the following properties do not trigger Section 4(f) protection is as follows.

Parks, Recreational Facilities, Wildlife Refuges

Santa Barbara Municipal Tennis Stadium, 1414 Park Place at Old Coast

Highway, Santa Barbara, CA—This property is located immediately adjacent to U.S. 101. The property is owned by the City of Santa Barbara and is open to the public. The tennis stadium contains 12 hard surface tennis courts and an enclosed

stadium that seats 1,000 spectators; locker, restroom, and shower facilities; and a parking lot that abuts the state right-of-way. A soundwall on the property line separates the tennis stadium and U.S. 101. The existing soundwall blocks noise and views of the highway.

The stadium was previously determined eligible for listing in the National Register of Historic Places. However, consistent with Attachment 3 of the January 1, 2004, Programmatic Agreement among the Federal Highway Administration, the Advisory Council for Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As It Pertains to the Administration of the Federal-Aid Highway Program in California, the stadium was not included within the project Area of Potential Effects because the project lacks the potential to directly or indirectly cause alterations in the character or use of the historic property.

There would be no permanent or temporary occupancy of any portion of the tennis stadium property as a result of this undertaking. All of the work in the vicinity of the tennis stadium would be contained within the state right-of-way and railroad-right-of-way. The project elements closest to the stadium would be widening the highway to add the HOV lanes and constructing the proposed Cabrillo Boulevard interchange. Any construction work associated with widening and paving ends at post mile 11.8, which is 100 feet south (west) of the tennis stadium. The three interchange configurations—J, M, and M Modified—would include raising the railroad profile 1 to 4 feet for a distance of 0.67 mile as part of ramp improvements at the Los Patos Way railroad overhead structure. The railroad work, including the construction of retaining walls, would occur in the railroad right-of-way with access from the state right-of-way. Tennis courts are located over 200 feet away from the work that would occur at the railroad. If one of the three configurations—J, M, and M Modified—is selected, this work would occur on the opposite side of the highway across six lanes of traffic and south of the tennis stadium.

The existing noise conditions in the area are heavily influenced by U.S. 101 traffic volumes. Noise measurements taken at the stadium as part of the noise study prepared for the Milpas Avenue to Hot Springs Project¹⁵ forecast ambient noise readings of about 70 dBA within 100 feet of the highway by the year 2025. A soundwall built as

¹⁵ Noise Study Report prepared for the Milpas Avenue to Hot Springs Project (2002)

mitigation for the Milpas Avenue to Hot Springs Project was projected to reduce the noise level at the stadium by 6 dBA.

According to the South Coast 101 HOV Noise Addendum¹⁶ prepared for the project, there would be no perceptible changes to noise as a result of predicted increases in traffic conditions (design year 2040). In regard to temporary construction noise impacts, construction equipment is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced at a rate of 6 dBA per doubling of distance (100 feet from construction noise levels would range from 67 to 84 dBA). Construction noise would be short-term, intermittent and overshadowed by local traffic noise. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans' standard minimization measures.

Caltrans standard measures to address construction noise impacts include: 1) Each internal combustion engine, used for any purpose on the job, or related to the job, is required to be equipped with a muffler of a type recommended by the manufacturer; 2) If possible, avoid use of impact pile driving for bridge demo/reconstruction unless a less noise intrusive pile installation technique can be used, such as vibratory pile driving or CIDH piling; 3) Use and relocate temporary barriers, if needed, to protect sensitive receptors from excessive construction noise generated by small items such as compressors, generators, pneumatic tools, and jackhammers.

Caltrans standard measures to minimize dust include: 1) The use of water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. Increased watering should take place whenever wind speeds exceed 15 miles per hour. Daily watering, which can typically reduce dust by 50 percent; 2) Minimize disturbed areas and reduce onsite vehicle speeds to 15 miles per hour or less; 3) Equipment and materials storage sites should be located as far away as possible from residential and public park areas, schools, and other possible sensitive receptors; 4) If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetation, or spreading soil binders until the area is paved or otherwise developed so that dust generation does not occur.

¹⁶ South Coast 101 HOV Noise Addendum, January 2012

Thus, the project would not contribute additional noise, dust or visual changes that would affect the tennis courts or other stadium features. With the proposed project, the public would continue to be able to use the property in the manner it has been intended. The proposed project will not cause a constructive use of the tennis stadium because the proximity impacts will not substantially impair the protected activities, features, or attributes of the outdoor tennis courts.

Dwight Murphy Baseball Field, 501 Niño’s Drive, Santa Barbara, CA—This property is located just off Cabrillo Boulevard, between U.S. 101 and East Beach. The sports facility is owned by the City of Santa Barbara and is open to the public. The property contains one softball field, one soccer field, bleachers, and a fitness circuit-training course, and playground.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Dwight Murphy Baseball Field property. All of the work for this project would be contained within the state right-of-way and railroad right-of-way. Any construction work associated with widening/paving HOV lanes ends at post mile 11.8, which is located over 600 feet south (west) of the sports fields.

The project work associated with three of the five Cabrillo Boulevard interchange configurations—J, M, and M Modified—is approximately 350 feet from the baseball field at the closest point. The work activities associated with the three configurations—J, M, and M Modified—would raise the railroad profile 1 to 4 feet for a distance of 0.67 mile as part of ramp improvements at the Los Patos Way railroad overhead structure. The railroad work, which includes constructing several retaining walls, would occur in the railroad right-of-way with access from the state right-of-way.

Adjacent to the baseball fields, U.S. 101 is six lanes wide. The existing noise conditions in the area are heavily influenced by U.S. 101 traffic volumes. Noise measurements taken near the baseball fields as part of the noise study prepared for the Milpas Avenue to Hot Springs Project¹⁷ forecast ambient noise readings of about 60 dBA within 100 feet of the highway by the year 2025. According to the South Coast 101 HOV Noise Addendum¹⁸ prepared for this project, there would be no perceptible changes to noise as a result of predicted increases in traffic conditions (design year 2040). In addition to highway traffic, according to the Santa Barbara County Noise

¹⁷ Noise Study Report prepared for the Milpas Avenue to Hot Springs Project (2002)

¹⁸ South Coast 101 HOV Noise Addendum, January 2012

Element, locomotives have been measured at 96 to 100 dBA, 100 feet from the tracks and rail cars typically measure between 83 and 90 dBA.¹⁹ This also contributes to the ambient noise level in the project vicinity.

For temporary construction noise impacts, construction equipment is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of 6dBA per doubling of distance.²⁰ Any construction work associated with adding HOV lanes would be located a minimum of 350 feet from the baseball field. The noise levels associated with project construction (less than 70-90 dBA) would be similar to the intermittent noise level already experienced in the project vicinity due to railroad activities (83–90 dBA). The distance from the construction area combined with the already high noise levels in the U.S. 101 corridor and railroad and the use of the following Caltrans' standard minimization measures during construction would further offset any perceptible changes in noise levels.

Caltrans standard minimization measures to address noise impacts include: 1) Each internal combustion engine, used for any purpose on the job, or related to the job, is required to be equipped with a muffler of a type recommended by the manufacturer; 2) If possible, avoid use of impact pile driving for bridge demo/reconstruction unless a less noise intrusive pile installation technique can be used, such as vibratory pile driving or CIDH piling; 3) Use and relocate temporary barriers, if needed, to protect sensitive receptors from excessive construction noise generated by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques. Caltrans standard measures to minimize dust include: 1) the use of water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. Increased watering should take place whenever wind speeds exceed 15 miles per hour. Daily watering, which can typically reduce dust by 50 percent; 2) Minimize disturbed areas and reduce onsite vehicle speeds to 15 miles per hour or less; 3) Equipment and materials storage sites should be located as far away as possible from residential and public park areas, schools, and other possible sensitive receptors; 4) If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. After clearing,

¹⁹ Santa Barbara County Noise Element, adopted 1979 and republished May 2009, pages 42-43

²⁰ South Coast 101 HOV Noise Addendum, January 2012

grading, earth-moving or excavation is completed, treat the disturbed area by watering, or revegetation, or spreading soil binders until the area is paved or otherwise developed so that dust generation does not occur.

With required noise and dust minimization measures in place during construction, there would not be a perceptible difference from what currently exists along the highway and railroad rights-of-way. With the proposed project the public would continue to be able to use the property in the manner it has been intended. The proposed project will not cause a constructive use of the Dwight Murphy Baseball Field because the proximity impacts will not substantially impair the protected activities, features, or attributes of the outdoor sports fields.

Santa Barbara Zoological Gardens, 500 Niño's Drive, Santa Barbara, CA—

Located off Cabrillo Boulevard and immediately adjacent to the railroad and the highway, the Santa Barbara Zoo sits on 30 acres of botanical gardens. The zoo is dedicated to the preservation, conservation, and enhancement of the natural world through education, research, and recreation. The property is owned by the City of Santa Barbara and operated by a non-profit organization. The property is open to the public. The section of the zoological gardens property that abuts the railroad right-of-way contains primarily maintenance facilities, while the majority of the animals and visitor attractions are situated further away from the railroad and highway. The exception is the miniature train, which operates on a track located around the perimeter of the property.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Santa Barbara Zoological Gardens. All of the work for this project would be contained within the state right-of-way and railroad right-of-way. Any construction work associated with widening/paving to add HOV lanes ends at post mile 11.8, which is located 1,000 feet from the zoo.

The project element closest to the zoo would be the proposed Cabrillo Boulevard/Hot Springs Road interchange. Three of the five proposed interchange configurations—J, M, and M Modified—would raise the railroad profile 1 to 4 feet for a distance of 0.67 mile as part of ramp improvements at the Los Patos Way railroad overhead structure. The railroad work includes a temporary shoofly and constructions of several retaining walls. This work would occur in the railroad right-of-way with access from the state right-of-way. The shoofly would only extend 800 feet so it ends about 1,000 feet from the zoo. The permanent railroad track would be moved away from the zoo

approximately 15 feet, and the toe of the fill slope would be placed closer to the highway. If interchange configuration J, M or M Modified is selected, the railroad work would vary in terms of distance from the zoo. Work in the railroad section closest to the zoo would be approximately 20 feet to 30 feet away from the property line (70 feet to 80 feet from the buildings), while the work at the Los Patos structure is located 0.67 mile away.

Adjacent to the zoo, U.S. 101 is six lanes wide. The existing noise conditions in the area are heavily influenced by U.S. 101 traffic volumes. Noise measurements taken near the zoo as part of the noise study prepared for the Milpas Avenue to Hot Springs Project²¹ forecast ambient noise readings of about 73 dBA within 100 feet of the highway by the year 2025. According to the South Coast 101 HOV Noise Addendum²² prepared for this project, there would be no perceptible changes to noise as a result of predicted increases in traffic conditions (design year 2040). Passing trains also contribute to the ambient noise level in the project vicinity.

For temporary construction noise impacts, construction equipment is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of 6 dBA per doubling of distance.²³ Any construction work associated with adding HOV lanes would be located 1,000 feet from the zoo. The noise levels associated with project construction (less than 70-90 dBA) would be similar to the intermittent noise level already experienced in the project vicinity due to railroad activities (83–90 dBA). The distance from the construction area combined with the already high noise levels in the U.S. 101 corridor and railroad, and the use of the following Caltrans' standard minimization measures during construction would further offset any perceptible changes in noise levels.

Caltrans standard measures to address noise impacts include: 1) Each internal combustion engine, used for any purpose on the job, or related to the job, is required to be equipped with a muffler of a type recommended by the manufacturer; 2) If possible, avoid use of impact pile driving for bridge demo/reconstruction unless a less noise intrusive pile installation technique can be used, such as vibratory pile driving or CIDH piling; 3) Use and relocate temporary barriers, if needed, to protect sensitive

²¹ Noise Study Report prepared for the Milpas Avenue to Hot Springs Project (2002)

²² South Coast 101 HOV Noise Addendum, January 2012

²³ South Coast 101 HOV Noise Addendum, January 2012

receptors from excessive construction noise generated by small items such as compressors, generators, pneumatic tools, and jackhammers.

Caltrans standard measures to minimize dust include: 1) the use of water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. Increased watering should take place whenever wind speeds exceed 15 miles per hour. Daily watering, which can typically reduce dust by 50 percent; 2) Minimize disturbed areas and reduce onsite vehicle speeds to 15 miles per hour or less; 3) Equipment and materials storage sites should be located as far away as possible from residential and public park areas, schools, and other possible sensitive receptors; 4) If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. After clearing, grading, earth-moving or excavation is completed, treat the disturbed area by watering, or revegetation, or spreading soil binders until the area is paved or otherwise developed so that dust generation does not occur.

With required noise and dust minimization measures in place during construction, there would not be a perceptible difference from what currently exists along the highway and railroad rights-of-way. With the proposed project, the public would continue to be able to use the property in the manner it has been intended. The proposed project will not have a constructive use of the Santa Barbara Zoological Gardens and zoo because the proximity impacts will not substantially impair the protected activities, features, or attributes of the gardens and zoo.

Andrée Clark Bird Refuge, 1400 E. Cabrillo Boulevard, Santa Barbara, CA— Located on Cabrillo Boulevard, adjacent to the railroad right-of-way, this property is owned by the City of Santa Barbara and is open to the public. The bird refuge is a 42-acre brackish wetland that supports a large assortment of organisms. Some 192 species of birds are known to make use of the refuge, including migratory waterfowl and domestic geese and ducks. The refuge includes a 29-acre lake with an average depth of 4 feet that contains valuable habitat for both aquatic and avian species. The pond is surrounded by a dirt path that is regularly used by pedestrians who seek out the walking path as a way to exercise and bird watch. A parking lot for the bird refuge is located on Los Patos Way, and there's a maintenance entrance containing a locked gate.

Andrée Clark Bird Refuge is a contributing resource of the East Cabrillo Boulevard Parkway Historic District, which has already been duly considered under Section 106 of the National Historic Preservation Act. The historic district was previously determined eligible for listing in the National Register of Historic Places. However, consistent with Attachment 3 of the January 1, 2004, Programmatic Agreement among the Federal Highway Administration, the Advisory Council for Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As It Pertains to the Administration of the Federal-Aid Highway Program in California, the district was not included within the project Area of Potential Effects because the project lacks the potential to directly or indirectly cause alterations in the character or use of the historic property.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Andrée Clark Bird Refuge. All of the work for this project would be contained within the state right-of-way and railroad right-of-way. The work associated with adding HOV lanes ends at post mile 11.8, which falls just beyond the midpoint of the bird refuge property and is approximately 100 feet away.

The project element closest to the bird refuge would be the proposed Cabrillo Boulevard/Hot Springs Road interchange. Three of the five proposed interchange configurations—J, M, and M Modified—would also raise the railroad profile 1 to 4 feet for a distance of 0.67 mile as part of ramp improvements at the Los Patos Way railroad overhead structure. The railroad work, including the construction of retaining walls, would occur in the railroad right-of-way with access from the state right-of-way. During construction, a temporary “shoofly” would be constructed on the curve closest to the Los Patos bridge structure in order to continue train operations during interchange re-construction. This temporary shoofly would extend for 800 feet and be constructed 15 feet closer to the bird refuge than the existing track. However, the permanent railroad track would be moved approximately 20 feet from the refuge, and the toe of the fill slope would also be further away from the refuge.

The distance from the railroad to the pedestrian path inside the refuge varies between 40 feet to 80 feet. The distance from the railroad to the pond in the refuge is approximately 125 feet. Bird nesting habitat is located outside of the area that is regularly exposed to higher noise levels and degraded air quality created by the 18 to 24 trains passing by the property each day and the constant vehicle activity on U.S.

101. The Natural Environment Study²⁴ determined there would be no permanent impacts to breeding habitat resulting from construction within the railroad right-of-way. Work in the railroad right-of-way would occur between September 1 and February 15 to avoid temporary impacts to nesting birds.

Adjacent to the bird refuge, U.S. 101 is six lanes wide. The existing noise conditions in the area are heavily influenced by U.S. 101 traffic volumes. Noise measurements taken near the bird refuge as part of the noise study prepared for the Milpas Avenue to Hot Springs Project²⁵ forecast ambient noise readings of about 60 dBA within 100 feet of the highway by the year 2025. According to the South Coast 101 HOV Noise Addendum²⁶ prepared for this project, there would be no perceptible changes to noise as a result of predicted increases in traffic conditions (design year 2040).

In addition to highway traffic, according to the Memorandum Updating the Noise Study and Vibration Report for the South Coast 101 HOV Project²⁷, from 50 feet away, a train on a structure will create 85 dBA of noise as it passes by and from the same distance, a train at grade will create 75 dBA of noise. The higher noise levels created by intermittent trains are already occurring in the vicinity of the refuge due to close proximity of the Los Patos railroad structure. Train noise contributes to the ambient noise level in the project vicinity.

The distance from the railroad to the pedestrian path inside the refuge varies between 40 feet to 80 feet. The distance from the railroad to the pond in the refuge is approximately 125 feet. Where the railroad would be approximately 15 feet closer to the bird refuge, the noise level would increase by only 0.7 dBA or 82.7 dBA.

For temporary construction noise impacts, construction equipment is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of 6 dBA per doubling of distance.²⁸ The noise levels associated with project construction (less than 70–90 dBA) would be similar to the intermittent noise level already experienced in the project vicinity due to railroad activities (83–90 dBA). The

²⁴ South Coast 101 HOV Natural Environment Study, prepared January 2012

²⁵ Noise Study Report prepared for the Milpas Avenue to Hot Springs Project (2002)

²⁶ Memorandum Updating the Noise Study and Vibration Report for the South Coast 101 HOV Project, January 2012

²⁷ Memorandum Updating the Noise Study and Vibration Report for the South Coast 101 HOV Project, January 2012

²⁸ Memorandum Updating the Noise Study and Vibration Report for the South Coast 101 HOV Project, January 2012

distance from the construction area combined with the already high noise levels in the U.S. 101 corridor and railroad and the use of the following Caltrans' standard minimization measures during construction would further offset any perceptible changes in noise levels.

The Noise Study²⁹ prepared for the project shows a construction noise level of 85 dBA at 50 feet or 82 dBA at 100 feet from the construction work. Doubling the distance from the noise source produces a 3 dBA noise decrease. The temporary noise levels caused by construction equipment would be lower than the typical noise from the passing trains. When the railroad (the shoofly) is temporarily relocated 15 feet closer to the bird refuge, the periodic noise level generated by passing trains would increase by only 0.7 dBA or to a level of 82.7 dBA.³⁰ The distance of the refuge from the construction area combined with the already high noise levels in the U.S. 101 corridor and railroad operation and the use of Caltrans' standard minimization measures during construction would offset any perceptible changes in dust and noise levels.

The following measures are Caltrans standard practice to address noise impacts: 1) Each internal combustion engine, used for any purpose on the job, or related to the job, is required to be equipped with a muffler of a type recommended by the manufacturer; 2) If possible, avoid use of impact pile driving for bridge demo/reconstruction unless a less noise intrusive pile installation technique can be used, such as vibratory pile driving or CIDH piling; 3) Use and relocate temporary barriers, if needed, to protect sensitive receptors from excessive construction noise generated by small items such as compressors, generators, pneumatic tools, and jackhammers.

Caltrans standard measures to minimize dust include: 1) the use of water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. Increased watering should take place whenever wind speeds exceed 15 miles per hour. Daily watering, which can typically reduce dust by 50 percent; 2) Minimize disturbed areas and reduce onsite vehicle speeds to 15 miles per hour or less; 3) Equipment and materials storage sites should be located as far away as possible from residential and public park areas, schools, and other possible sensitive receptors; 4) If importation, exportation and stockpiling of fill material are

²⁹ South Coast 101 HOV Noise Study Report, March 2010

³⁰ Memorandum Updating the Noise Study and Vibration Report for the South Coast 101 HOV Project, January 2012

involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetation, or spreading soil binders until the area is paved or otherwise developed so that dust generation does not occur.

With required noise minimization measures in place during construction, there would not be a perceptible difference from what currently exists along the highway and railroad rights-of-way. With the proposed project the public would continue to be able to use the property in the manner it has been intended. The proposed project will not cause a constructive use of the Andrée Clark Bird refuge because the proximity impacts will not substantially impair the protected activities, features, or attributes of the refuge.

Montecito Country Club and Golf Course, 920 Summit Road, Santa Barbara, CA—Located off Hot Springs Road, approximately 100 feet from the U.S. 101 ramp, this facility contains a privately owned golf course and country club. The property is privately owned and is not open to the public. Consistent with Attachment 3 of the January 1, 2004, Programmatic Agreement among the Federal Highway Administration, the Advisory Council for Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As It Pertains to the Administration of the Federal-Aid Highway Program in California, the Montecito Country Club was not included within the Project Area of Potential Effects because the project lacks the potential to directly or indirectly cause alternations in the character or use of the historic property. Therefore, the provisions of Section 4(f) are not triggered.

Santa Barbara Polo and Racquet Club, Max Fleischmann Polo Fields, 3375 Foothill Road, Carpinteria, CA—This property is located adjacent to the highway. The fields and club are privately owned and are not available to the public. The cultural resource aspect of the polo and racquet club has already been duly considered under Section 106 of the National Historic Preservation Act. The resource was previously determined eligible for listing in the National Register of Historic Places. However, consistent with Attachment 3 of the January 1, 2004, Programmatic Agreement among the Federal Highway Administration, the Advisory Council for Historic Preservation, the California State Historic Preservation Officer and the

California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As it Pertains to the Administration of the Federal-Aid Highway Program in California, the resource was not included within the project Area of Potential Effects because the project lacks the potential to directly or indirectly cause alterations in the character or use of the historic property. Therefore, the provisions of Section 4(f) are not triggered.

Lookout Park, intersection of Evans and Wallace Avenues, Summerland, CA—

This property is located adjacent to U.S. 101 and the railroad, on the cliffs overlooking Summerland Beach. The property is owned by Santa Barbara County and is open to the public. Lookout Park provides coastal access and serves as a community park with picnic areas, play structure and restrooms. The parking lot is used by people who want beach access as well as those who want to take advantage of the views.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Lookout Park property.

The property is located just off of the Evans Avenue southbound off-ramp after crossing the railroad tracks. The parking lot is the first point you reach. Construction work associated with widening the highway would occur approximately 500 feet away. Noise levels and dust associated with construction would be minimized by standard construction measures and offset any perceptible changes in dust and noise levels.

Caltrans standard practice to address noise impacts are: 1) Each internal combustion engine, used for any purpose on the job, or related to the job, is required to be equipped with a muffler of a type recommended by the manufacturer; 2) If possible, avoid use of impact pile driving for bridge demo/reconstruction unless a less noise intrusive pile installation technique can be used, such as vibratory pile driving or CIDH piling; 3) Use and relocate temporary barriers, if needed, to protect sensitive receptors from excessive construction noise generated by small items such as compressors, generators, pneumatic tools, and jackhammers.

Caltrans standard measures to minimize dust include: 1) The use of water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. Increased watering should take place whenever wind speeds exceed 15 miles per hour. Daily watering, which can typically reduce dust by 50 percent; 2) Minimize disturbed areas and reduce onsite vehicle speeds to 15 miles per

hour or less; 3) Equipment and materials storage sites should be located as far away as possible from residential and public park areas, schools, and other possible sensitive receptors; 4) If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetation, or spreading soil binders until the area is paved or otherwise developed so that dust generation does not occur.

With the proposed project the public would continue to be able to use the property in the manner it has been intended. The proposed project will not cause a constructive use of Lookout Park because the proximity impacts will not substantially impair the protected activities, features, or attributes of the park.

Carpinteria Salt Marsh, Located on Ash Avenue, off of 3rd Street, Carpinteria, CA—The access to the marsh is located along Ash Avenue, within a residential development. The area that is accessible to the public is over 650 feet away from any work associated with the project. The overall marsh itself parallels the highway and railroad track and is approximately 100 feet from the highway. The estuary totals 230 acres, 120 of which are owned by University of California Santa Barbara (UCSB) as the Salt Marsh Reserve. Access to the University of California Santa Barbara Salt Marsh Reserve is limited and controlled. The Salt Marsh Nature Park is owned and operated by the City of Carpinteria and is open to the public. The Land Trust for Santa Barbara owns 40 acres of the estuary and provides managed public access. There is a public trail, pedestrian bridge, and a restoration area. The marsh is the largest remnant of the native ecosystem in the region and has the highest occurrence of special status species in the area according to the South Coast 101 HOV Natural Environment Study³¹. It is a critically important southern California coastal estuary, and is protected as a conservation and research reserve by the University of California Natural Reserve System.

Santa Monica and Franklin Creeks drain into the marsh. These two drainages contain concrete lined channels that will not be altered by the project. Best management practices would be selected to minimize pollutant discharges to surface waters, minimize stormwater discharge rates and volumes, and recharge groundwater. A formal stormwater drainage plan would be developed after the preferred alternative is

³¹ South Coast 101 HOV Natural Environment Study (January 2012)

selected and before the project enters the design phase. Standard Caltrans temporary construction site and permanent design pollution prevention and permanent stormwater treatment best management practices would be used during and after construction to control potential discharges of pollutants to surface water. 1) Approved work windows—Work in creek channels would occur between May 1 and October 31, unless creek channels dry up earlier than May 1. At Arroyo Paredon, Romero (Picay) and San Ysidro creeks, work would be limited to June 1 through October 31 to avoid impacts to migrating steelhead trout or tidewater goby. 2) Stream diversions—Diversions may be necessary in some creeks. Dewatering and diversion plans would be developed and submitted to appropriate regulatory agencies for review. 3) Wetland disturbance—Temporary disturbances to existing wetlands during construction would be avoided to the maximum extent feasible. Where temporary disturbances to wetlands are unavoidable, reasonable measures to maintain the original grade and soil characteristics should be used to prevent permanent wetland loss. 4) Construction and waterways—Construction equipment, parking areas and stockpiles would be located in upland locations that are at least 100 feet from all waterways, wetlands, and riparian areas.

The work associated with the project is a minimum of 650 feet away from where the public can access. With the proposed project, the public would continue to be able to use the property in the manner it has been intended. The proposed project will not cause a constructive use of the Carpinteria Salt Marsh because the proximity impacts will not substantially impair the protected activities, features, or attributes of the salt marsh.

Multipurpose sidewalk (path) near the Cabrillo Boulevard structure—There is a joint use path (pedestrian and bicycle) project currently proposed by the Santa Barbara County Association of Governments. The path, which is actually a sidewalk, would be constructed prior to the South Coast 101 HOV project. The path would close gaps to the sidewalk/path that begins at the existing Cabrillo Boulevard Roundabout and connects to similar facilities along the Andrée Clark Bird Refuge, leading to the beach. The final design of the Cabrillo Boulevard interchange will be designed to minimize impacts to the multipurpose sidewalk (path). There is a mutual understanding on the part of the Santa Barbara County Association of Governments and Caltrans that slight modifications to curb cuts and other sidewalk elements will be necessary when it comes time to construct the interchange. Any features that could be disturbed during the HOV project would be replaced. Necessary path

modifications will vary by the interchange configuration selected and will be refined during the design phase with input from the City of Santa Barbara.

There are identified exceptions to the time requirement for Section 4(f) approval. One of these identified exceptions provides “trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained” (23 CFR 774.13 (f)(3)). In this situation, the continuity will be maintained for the sidewalk since only slight modifications to the sidewalk and curbs will occur when the interchange is reconfigured. Access for bikes and pedestrians will remain open during construction of the interchange.

Historic Resources

Based on recent evaluations and reevaluations, Caltrans determined that there is one archaeological resource and 11 historic properties within the Section 106 Area of Potential Effects (APE) for the South Coast 101 HOV Lanes project that are eligible for the National Register.

Archaeological Resource

Archaeological Site P-42-003943, commonly known as Via Real Redeposited Midden, is a relatively dense shell midden exposed in a ditch cut bank in an undisclosed location within the project limits. The redeposited midden is extensive, both horizontally and vertically, and contains a rich assemblage of artifacts and subsistence remains reflecting use of local terrestrial, estuary, near-shore, and deep water habitats. Although this property is eligible for listing in the National Register of Historic Places under Criterion D for its potential to answer important research questions on regional history, this site provides information only and is not subject to Section 4(f) protection.

Historic Properties

Through field investigations, archival research, and analysis discussed in detail in Section 2.1.7, Cultural Resources and the Finding of Adverse Effect, Caltrans identified and discusses 11 historic properties within the Area of Potential Effects. The State Office of Historic Preservation concurred with the eligibility determinations documented in the 2010 Historic Property Survey Report (see Appendix D).

Floyd Hickey House, 2492 Lillie Avenue in Summerland—This Folk Victorian style residence built about 1889 faces south across Lillie Avenue toward the freeway with the Pacific Ocean in the distance. The property is eligible for listing in the

National Register under Criterion B for its association with one of Summerland's earliest oil production promoters and entrepreneurs, and under Criterion C as an important example of a type, period, and method of construction.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Floyd Hickey House property. The property is located on the opposite side of the frontage road from the highway.

The project work at this location would include widening the freeway in each direction from two to three lanes. A 2,300-foot-long, 16-foot-high soundwall is being considered near this property in the state right-of-way. Neither the widening nor the addition of a soundwall will have any direct effect on the property because no permanent or temporary occupancy would occur.

Contributing features are the characteristics of the residence that reflect the Folk Victorian style, including its wood frame construction, simplicity in design and lack of elaborate detail, etc. The proposed project will not affect the historic property because it will not diminish the integrity of the property's significant historic features. The setting and historic views do not contribute to its historic significance. Because the existing setting surrounding the parcel has already been compromised and are already dominated by the freeway and because the setting does not contribute to the historic property's significance, the introduction of additional visual elements within the U.S. 101 right-of-way (whether those elements are additional freeway lanes or soundwalls) would have no effect on the characteristics that qualify the Floyd Hickey House for the National Register. Although there remains the possibility that the project may introduce some new audible elements, any resultant increases in traffic noise levels would not diminish the integrity of the significant historic features of the property, which do not include the setting or surroundings. Additionally, the proposed project will not affect the property as a result of vibration generated during construction. The residence is located beyond the calculated "minimum safe from damage" distance threshold of 64 feet³².

The proposed project will not cause a constructive use of the Floyd Hickey House because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic home.

³² South Coast 101 HOV Lane Vibration Study, February 2011

Lillis-Sloan House, 2480 Lillie Avenue, Summerland, CA—This Folk Victorian residence built about 1889 faces south across Lillie Avenue toward the freeway and the Pacific Ocean in the distance. The property is eligible for listing in the National Register under Criterion B for its association with John C. Lillis, one of Summerland’s earliest oil production promoters and entrepreneurs, and under Criterion C as an important example of a type, period, and method of construction.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Lillis-Sloan property.

The project work at this location would include widening the freeway in each direction from two to three lanes. A 2,300-foot-long, 16-foot-high soundwall is being considered near this property in the state right-of-way. Neither the widening nor the addition of a soundwall will have any effect on the property because no permanent or temporary occupancy would occur.

The proposed project will not affect the historic property because it will not diminish the integrity of the property’s significant historic features. The setting and historic views do not contribute to its historic significance. Because the existing setting surrounding the parcel has been compromised and are already dominated by the freeway, and because the setting does not contribute to the historic property’s significance, the introduction of additional visual elements within the U.S. 101 right-of-way (whether those elements are additional freeway lanes or soundwalls) would have no effect on the characteristics that qualify the Lillis-Sloan House for the National Register. Although there remains the possibility that the project may introduce some new audible elements, any resultant increases in traffic noise levels would not diminish the integrity of the significant historic features of the property, which do not include the setting or surroundings. Additionally, the proposed project will not affect the property as a result of vibration generated during construction. The residence is located beyond the calculated “minimum safe from damage” distance threshold of 64 feet.

The proposed project will not cause a constructive use of the Lillis-Sloan House because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic home.

McIntyre House, 2274 Lillie Avenue, Summerland, CA—This residence, built about 1890, was moved to its present parcel from elsewhere in town in 1926. The residence is eligible for listing in the National Register under Criterion C as a good

representative of the vernacular cottage house type, built by and for the predominantly working class families who were among Summerland's earliest settlers.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the McIntyre House property.

The project work at this location would include widening the freeway in each direction from two to three lanes. A 1,400-foot-long, 16-foot-high soundwall is being considered near this property in the state right-of-way. Neither the widening nor the addition of a soundwall will have any effect on the property because no permanent or temporary occupancy would occur.

The proposed project will not affect the historic property because it will not diminish the integrity of the property's significant historic features. The setting and historic views do not contribute to its historic significance. As a moved property, it has already lost integrity of location, and the setting, feeling, and association have been compromised as a result of profound changes taken place in Summerland. Because the setting surrounding the parcel has been compromised and does not contribute to the historic property's significance, the introduction of additional visual elements within the U.S. 101 right-of-way (whether those elements are additional freeway lanes or soundwalls) would have no effect on the characteristics that qualify the McIntyre House for the National Register.

Although there remains the possibility that the project may introduce some new audible elements, any resultant increases in traffic noise levels would not diminish the integrity of the significant historic features of the property, which do not include the setting or surroundings. Additionally, the proposed project will not affect the property as a result of vibration generated during construction. The residence is located well beyond the calculated "minimum safe from damage" distance threshold of 64 feet.

The proposed project will not cause a constructive use of the McIntyre House because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic home.

Stuart and Laura Darling House, 2225 Lillie Avenue, Summerland, CA—This residence built in 1900 has a rear elevation that faces south toward the freeway and the Pacific Ocean in the distance. The property is eligible for listing in the National Register under Criterion B for its association with an important individual in

Summerland's history, machinist and blacksmith Stuart Darling; it is also eligible under Criterion C as an important local example of the Folk Victorian style.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Stuart and Laura Darling property.

The project work at this location would include widening the freeway in each direction from two to three lanes. A 1,400-foot-long, 16-foot-high soundwall is being considered in the state right-of-way. Neither the widening nor the addition of a soundwall will have any effect on the property because no permanent or temporary occupancy would occur.

The proposed project will not affect the historic property because it will not diminish the integrity of the property's significant historic features. Because the existing setting surrounding the parcel has been compromised and is already dominated by the freeway, and because the setting does not contribute to the historic property's significance, the introduction of additional visual elements within the U.S. 101 right-of-way (whether those elements are additional freeway lanes or soundwalls) would have no effect on the characteristics that qualify the Stuart and Laura Darling House for the National Register.

Although there remains the possibility that the project may introduce some new audible elements, any resultant increases in traffic noise levels would not diminish the integrity of the significant historic features of the property, which do not include the setting or surroundings. Additionally, the proposed project will not affect the property as a result of vibration generated during construction. The residence is located well beyond the calculated "minimum safe from damage" distance threshold of 64 feet.

The proposed project will not cause a constructive use of the Stuart and Laura Darling House because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic home.

George and Agnes Becker House, 108 Pierpont Avenue, Summerland, CA—This property, popularly known as "the Big Yellow House," was originally built in 1900 as a one-story Stick style private residence for the Beckers. The home, which faces south across Ortega Hill Road toward the freeway and the Pacific Ocean in the distance was remodeled to the Prairie style and expanded to two stories in 1914. It was later converted into a restaurant. The property is eligible for listing in the National Register under Criterion C as a very good example of Prairie style

architecture, Summerland's only example of this style. Contributing elements of the property are the two-story main residence as it appeared in 1914, including the characteristics that reflect the Prairie style.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the George and Agnes Becker property.

The project work at this location would include widening the freeway in each direction from two to three lanes. A 1,400-foot-long, 16-foot-high soundwall is being considered in the state right-of-way. Neither the widening nor the addition of a soundwall will have any effect on the property because no permanent or temporary occupancy would occur.

The proposed project will not affect the historic property because it will not diminish the integrity of the property's significant historic features. Because the existing setting surrounding the parcel has been compromised and is already dominated by the freeway, and because the setting does not contribute to the historic property's significance, the introduction of additional visual elements within the U.S. 101 right-of-way (whether those elements are additional freeway lanes or soundwalls) would have no effect on the characteristics that qualify the George and Agnes Becker House for the National Register.

Although there remains the possibility that the project may introduce some new audible elements, any resultant increases in traffic noise levels would not diminish the integrity of the significant historic features of the property, which do not include the setting or surroundings. Additionally, the proposed project will not affect the property as a result of vibration generated during construction. The residence is located beyond the calculated "minimum safe from damage" distance threshold of 64 feet.

The proposed project will not cause a constructive use of the George and Agnes Becker property because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic home.

Martin/Bushnell-Donnelly House, 2465 Banner Avenue, Summerland—This residence built in 1890 and designed in the Queen Anne style is eligible for listing in the National Register under Criterion C for this project only. The residence is significant at the local level, and its period of significance is 1890 to 1907, the approximate date range in which the residence was built to its current configuration.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Martin/Bushnell-Donnelly property.

The project work at this location would include widening the freeway in each direction from two to three lanes. A 2,300-foot-long, 16-foot-high soundwall is being considered in the state right-of-way. Neither the widening nor the addition of a soundwall will have any effect on the property because no permanent or temporary occupancy would occur.

The proposed project will not affect the historic property because it will not diminish the integrity of the property's significant historic features. Because the existing setting surrounding the parcel has been compromised and is already dominated by the freeway, and because the setting does not contribute to the historic property's significance, the introduction of additional visual elements within the U.S. 101 right-of-way (whether those elements are additional freeway lanes or soundwalls) would have no effect on the characteristics that qualify the Martin/Bushnell-Donnelly House for the National Register.

Although there remains the possibility that the project may introduce some new audible elements, any resultant increases in traffic noise levels would not diminish the integrity of the significant historic features of the property, which do not include the setting or surroundings. Additionally, the proposed project will not affect the property as a result of vibration generated during construction. The residence is located well beyond the calculated "minimum safe from damage" distance threshold of 64 feet.

The proposed project will not cause a constructive use of the George and Agnes Becker property because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic home.

Dwight and Hattie Kempton House, 2290 Varley Street, Summerland, CA—This residence, a modest Folk Victorian residence built circa 1895, is eligible for listing in the National Register under Criterion B for its association with an important individual in local history. The residence is significant at the local level, and the period of significance is circa 1895 to 1906, the time span in which Dwight Kempton, an oil operator and entrepreneur, lived in the house and made it his principal place of business. The residence is significant at the local level, and its period of significance is 1890 to 1907, the approximate date range in which the residence was built to its current configuration.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Dwight and Hattie Kempton property.

The project work at this location would include widening the freeway in each direction from two to three lanes. A 1,400-foot-long, 16-foot-high soundwall is being considered in the state right-of-way. Neither the widening nor the addition of a soundwall will have any effect on the property because no permanent or temporary occupancy would occur.

The proposed project will not affect the historic property because it will not diminish the integrity of the property's significant historic features. Because the existing setting surrounding the parcel has been compromised and is already dominated by the freeway, and because the setting does not contribute to the historic property's significance, the introduction of additional visual elements within the U.S. 101 right-of-way (whether those elements are additional freeway lanes or soundwalls) would have no effect on the characteristics that qualify the Dwight and Hattie Kempton House for the National Register.

Although there remains the possibility that the project may introduce some new audible elements, any resultant increases in traffic noise levels would not diminish the integrity of the significant historic features of the property, which do not include the setting or surroundings. Additionally, the proposed project will not affect the property as a result of vibration generated during construction. The residence is located well beyond the calculated "minimum safe from damage" distance threshold of 64 feet.

The proposed project will not cause a constructive use of the Dwight and Hattie Kempton property because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic home.

J. Warren Darling House, 2236 Lillie Avenue, Summerland, CA—This is a Folk Victorian residence built in 1890 that is eligible for listing in the National Register under Criterion B as the surviving property that best represents the achievements of a significant individual; it is also eligible under Criterion C for the purposes of this project only. The residence is significant at the local level, and the period of significance is 1890 to 1913, the time span in which J. Warren Darling owned and lived in the house. As a blacksmith, machinist, and manufacturer of pumping equipment, Darling played a central role in the development of Summerland's oil industry and economy during its heyday.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the J. Warren Darling property.

The project work at this location would include widening the freeway in each direction from two to three lanes. A 1,400-foot-long, 16-foot-high soundwall is being considered in the state right-of-way. Neither the widening nor the addition of a soundwall will have any effect on the property because no permanent or temporary occupancy would occur.

The proposed project will not affect the historic property because it will not diminish the integrity of the property's significant historic features. Because the existing setting surrounding the parcel has been compromised and is already dominated by the freeway, and because the setting does not contribute to the historic property's significance, the introduction of additional visual elements within the U.S. 101 right-of-way (whether those elements are additional freeway lanes or soundwalls) would have no effect on the characteristics that qualify the Darling House for the National Register.

Although there remains the possibility that the project may introduce some new audible elements, any resultant increases in traffic noise levels would not diminish the integrity of the significant historic features of the property, which do not include the setting or surroundings. Additionally, the proposed project will not affect the property as a result of vibration generated during construction. The residence is located well beyond the calculated "minimum safe from damage" distance threshold of 64 feet.

The proposed project will not cause a constructive use of the J. Warren Darling property because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic home.

Ortega-Masini Adobe, 129 Sheffield Drive, Montecito, CA—Designated as a Santa Barbara County Landmark, this is an early-to-mid-nineteenth century, two-story adobe residence with a prominent cantilevered balcony on its main façade. The property is eligible for listing in the National Register under Criterion A for its association with "early settlement in coastal Santa Barbara during the Mexican period," and under Criterion C as a rare Santa Barbara example of a Monterey-style two-story adobe.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Ortega-Masini Adobe property.

The project work at this location would include widening the freeway in each direction from two to three lanes and a 12-foot-high soundwall along the north shoulder of U.S. 101 adjacent to the northbound Sheffield Drive off-ramp. In addition, the existing southbound ramps will be removed and replaced with right side southbound ramps at grade in order to replace the existing two-lane structure with a six-lane structure. The new Sheffield Interchange structure will match the height of the existing elevated structure. The soundwall and structure would not be visible from the Ortega-Masini Adobe because the parcel is surrounded by thick, mature vegetation.

The introduction of visual elements from the proposed project, namely the proposed soundwall on the north side of U.S. 101 and the reconstructed Sheffield Drive interchange, will not adversely affect the Ortega-Masini Adobe property because it will not change the character of the physical features within the setting that contribute to its historic significance. Although somewhat diminished as a result of surrounding developments after the period of significance, the Ortega-Masini Adobe retains integrity of setting, feeling, and association. These contributive elements would not be affected by the proposed project because the work will occur within the already-altered freeway setting. The freeway at this location is elevated and obscures all coastal views from the parcel. Also, intervening vegetation effectively shields the historic property, blocking all sightlines between the interior of the parcel and the proposed project elements. The introduction of additional visual elements (whether those elements are additional freeway lanes, soundwalls, or a new interchange structure) within the U.S. 101 right-of-way would therefore have no effect on the characteristics that qualify the Ortega-Masini Adobe for the National Register. Additionally, the proposed project will not affect the property as a result of vibration generated during construction. The residence is located beyond the calculated “minimum safe from damage” distance threshold of 64 feet.

The proposed project will not cause a constructive use of the Ortega-Masini Adobe property because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic home.

Danielson-Katenkamp House, 1637 Posolipo Lane, Montecito, CA—This residence was built in 1912 and moved to its present location in 1955. The residence is eligible for listing in the National Register under Criterion C for its architectural distinction as a finely crafted example of Arthur B. Benton’s Chalet design. The

property is significant at the local level, and its period of significance is 1912, the year it was built.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Danielson-Katenkamp property.

The project work at this location would include widening the freeway in each direction from two to three lanes, constructing a new at-grade bridge at Oak Creek, and erecting a 10-foot-high soundwall along the north U.S. 101 right-of-way line. The soundwall would be located on the opposite side of the freeway from the residence.

The introduction of visual elements, namely the addition of HOV lanes on the north and south sides of U.S. 101, the construction of a new at-grade bridge, and a proposed soundwall on the north side of U.S. 101, will not affect the property because the setting and historic views do not contribute to its historic significance. The property was determined eligible for its architectural merits (Criterion C) and has a one-year period of significance (1912), its date of construction. As a moved property, it has already lost integrity of location, setting, feeling, and association; the property derives its significance from the building's intact aspects of design, materials, and workmanship. Additionally, the proposed soundwall would be located on the opposite side of the freeway and out of view from the residence, which is screened by heavy tree cover and an existing 12-foot-high soundwall on the freeway (north) side of the parcel line. Because the setting surrounding the parcel has already been compromised and does not contribute to the historic property's significance, the introduction of additional visual elements (whether those elements are additional freeway lanes, soundwalls, or a new at-grade bridge) within the U.S. 101 right-of-way has no effect on the characteristics that qualify the Danielsen-Katenkamp House for the National Register. Additionally, the proposed project will not affect the Danielson-Katenkamp House as a result of vibration generated during construction. The residence is located well beyond the calculated "minimum safe from damage" distance threshold of 64 feet.

The proposed project will not cause a constructive use of the Danielson-Katenkamp property because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic home.

Montecito Inn, 1295 Coast Village Road, Montecito, CA—This Spanish Revival hotel was built in 1928 along what was then the main state highway, also known as the Coast Road. The property is eligible for listing in the National Register under

Criterion A for its association with the Santa Barbara area's tourism and hotel construction boom in the 1920s, and the trend of providing roadside accommodations tailored specifically to motor tourists. It is also eligible under Criterion C as an important work by a master designer, architect/engineer Edward L. Mayberry of Los Angeles, and as a distinctive example of a type, period, and method of construction, representing post-earthquake Spanish Revival commercial architecture in Montecito. The Montecito Inn is eligible at the local level of significance.

The proposed project does not require a permanent physical occupancy or temporary occupancy of any of the Montecito Inn property.

The project work at this location would include widening the freeway in each direction from two to three lanes and erecting an approximately 500-foot-long, 12-foot-tall soundwall on the south U.S. 101 right-of-way line. The soundwall would be located on the opposite side of the freeway from the property.

The introduction of visual elements from the proposed project, namely the proposed soundwall on the south side of U.S. 101, will not affect the Montecito Inn property because it will not change the character of the physical features within the setting that contribute to its historic significance. Although somewhat diminished as a result of surrounding developments after the period of significance, particularly construction of the U.S. 101 freeway at the rear of the building, the Montecito Inn retains integrity of setting, feeling, and association. These intact aspects of integrity are best preserved at the inn's public façades, which front on Coast Village Road and Olive Mill Road. The proposed project work would not affect the setting because it would occur within the existing freeway corridor, which is located behind and well below the grade of the inn. This element of the inn's setting has already been altered and does not contribute to the significance of the historic property. Because the specific setting in which the proposed construction will occur has already been compromised, the introduction of additional visual elements (whether those elements are additional freeway lanes or soundwalls) within the U.S. 101 right-of-way would have no effect on the characteristics that qualify the Montecito Inn for the National Register. Additionally, the proposed project will not affect the Montecito Inn as a result of vibration or noise generated during construction. The Montecito Inn is located well beyond the calculated "minimum safe from damage" distance threshold.

The proposed project will not cause a constructive use of the Montecito Inn property because the proximity impacts will not substantially impair the protected activities, features, or attributes of the historic hotel.