


**ADDENDUM TO THE
VISUAL IMPACT ASSESSMENT**


**FOR THE
INTERSTATE 80/GILMAN STREET INTERCHANGE
IMPROVEMENT PROJECT**

ALAMEDA COUNTY, CALIFORNIA
District 04 -ALA – 80 – POST MILE 6.38 / 6.95
EA 04-0A7700 / Project ID# 0400020155

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THE STATE OF CALIFORNIA
Department of Transportation
and Alameda County Transportation Commission

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1.1 ADDENDUM SUMMARY OF CHANGES

This addendum updates and augments previous report findings for potential visual impacts. During coordination with the California Department of Transportation (Caltrans), several Avoidance and Minimization (AMM) measures were updated and one new measure was added.

1.2 UPDATES TO AUGUST 2018 VISUAL IMPACT ASSESSMENT

Multiple AMMs listed in Table 11.1 Section 11 Avoidance and Minimization Measures were updated.

VA-3 originally stated the following: "For areas associated with an open sky, the design lighting should be dark sky friendly." This AMM has been revised to the below language.

VA-3 Light and Glare. For areas associated with an open sky, the design lighting should be dark sky friendly, i.e. in places where the darkness of the night sky is relatively free of interference from artificial light.

VA-6 originally stated the following: "Include a texture with a minimum depth of 1-1/2 inches on all retaining walls and a minimum depth of 3/4 inch on all slope paving to help deter graffiti." This AMM has been revised to the below language.

VA-6 Include texture on walls and slope paving with a texture range between 0.75-inch and 1.5-inch deep. All walls shall be colored to potentially reduce glare.

VA-10 originally stated the following: "Use a minimum 60% California natives as part of the planting palette. All plants should be drought tolerant." This AMM has been revised to the below language.

VA-10 Use drought tolerant plants, including California native species, as part of the planting palette where regionally appropriate. Planting must be maintainable, low maintenance, durable, and site appropriate.

VA-13 originally stated the following: "Include street tree plantings, and associated tree grates if necessary along Gilman Street to replace those removed by the project. Minimum spacing of trees should be no greater than 35 feet on-center." This AMM has been revised to the below language.

VA-13 Include street tree plantings, and associated tree grates if necessary, along Gilman Street to replace those removed by the project. Minimum spacing of trees within the City Rights-of-Way should be no greater than 35 feet on-center. Provide low maintenance and drought tolerant plantings within Caltrans Rights-of-Way.

One AMM has been added to Table 11.1 Section 11 Avoidance and Minimization Measures as follows:

VA-18 Plantings within the State right of way will follow the 1997 Caltrans Plant Setback and Spacing Guide. Use of turf is prohibited within the State right of way.

The caption of Figure 3 Visual Assessment Units has also been updated.








- Legend:**
-  VAU - Visual Assessment Unit
 -  VAU-1 - I-80
 -  VAU-2 - Gilman Street
 -  VAU-3 - Westside Sports and Entertainment, West Frontage Road, and San Francisco Bay Trail
 -  VAU-4 - East side commercial, EB On & Off Ramps, and Eastshore Hwy

Figure 3: Visual Assessment Units - the four visual assessment units and their associated key views that will be used to assess visual impacts that may be caused by the proposed project. Each visual assessment unit is differentiated from other units both by its dimensions and its visual resources.

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