AUGUST 2007

VISUAL IMPACT ASSESSMENT

Foothill Parkway Westerly Extension

PREPARED BY:

RBF CONSULTING

RBF CONSULTING

PLANNING ▌ DESIGN ▌ CONSTRUCTION

VISUAL IMPACT ASSESSMENT

for the

Foothill Parkway Westerly Extension

City of Corona, State of California

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1.0 PURPOSE OF THE STUDY

The purpose of this Visual Impact Assessment (Assessment) is to describe and analyze the existing aesthetic environment on-site and within the vicinity of the project site. Consideration of public scenic vistas and views, impacts to scenic resources, and the introduction of new sources of light and glare are also addressed. The visual resources information in this Assessment was compiled from site photographs and field reconnaissance conducted by RBF Consulting personnel. The analysis is based on reference data from the City of Corona *General Plan*, Thomas Brothers Maps (2007), and United States Geological Survey (USGS) topographic maps.

1.1 PROJECT DESCRIPTION

PROJECT LOCATION

The proposed project is located within the City of Corona and unincorporated County of Riverside, State of California (Sections 33, 4, 3, and 10, T.3S-T.4S, R.7W; San Bernardino Base and Meridian [SBBM]); refer to Exhibit 1 (Regional Vicinity Map). The project site extends along the southern boundary of the City of Corona and unincorporated Riverside County, along the foothills of the Santa Ana Mountains. The proposed roadway would generally extend westerly from Skyline Drive to Green River Road for a distance of approximately two miles; refer to Exhibit 2 (Site Vicinity Map).

Overall, the project site is located along the northern foothills of the Santa Ana Mountains (Cleveland National Forest). The majority of the project site is located within vacant land; however, the western terminus of the project site (Assessor's Parcel Number [APN] 10 -320-009) consists of approximately five (5) on-site structures. On-site structures consist of a horse rental facility, an automobile shop, and a mobile home. Residential uses adjoin the project site to the north. Vacant land, low density rural residential uses, and agricultural uses are located to the south and southeast of the project site (within the foothills of the Santa Ana Mountains).

PROJECT DESCRIPTION

The proposed project would involve the westerly extension of Foothill Parkway as a four-lane roadway from approximately 600 feet west of Skyline Drive to Green River Road; refer to Exhibit 3 (Site Plan). At Skyline Drive, the roadway would veer to the west into unincorporated Riverside County and continue in an east/west direction along the City/County boundary. The alignment would then curve to the north and connect to Green River Road in the vicinity of Paseo Grande. A bridge structure is incorporated into the roadway design to protect the 108-inch Municipal Water District (MWD) feeder line located approximately 500 feet east of Paseo Grande.

FOOTHILL PARKWAY WESTERLY EXTENSION
• VISUAL IMPACT ASSESSMENT

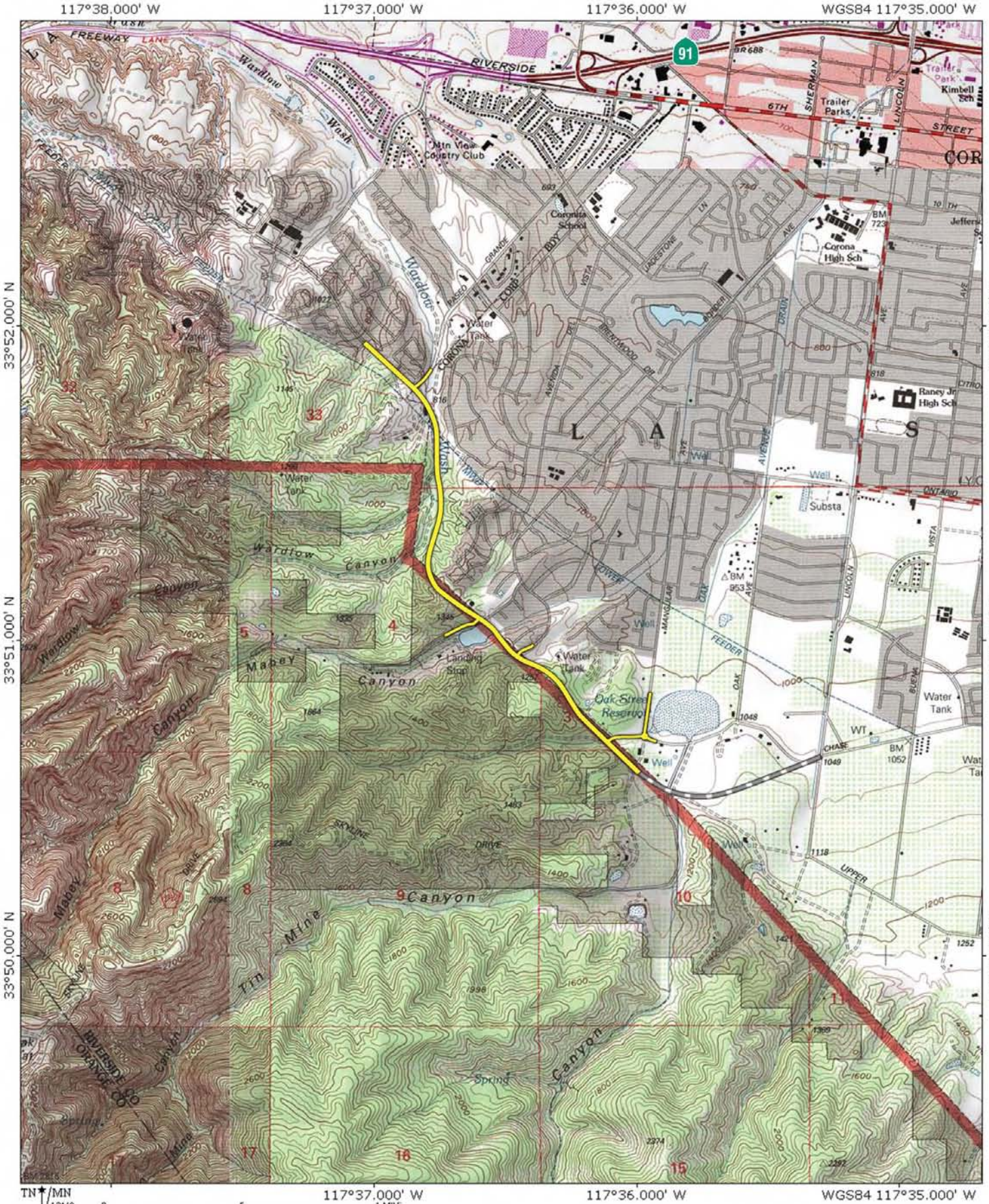
RBF CONSULTING

not to scale

6/23/06 JN 10-104629-12919

Regional Vicinity

Exhibit 1



FOOTHILL PARKWAY WESTERLY EXTENSION
• VISUAL IMPACT ASSESSMENT

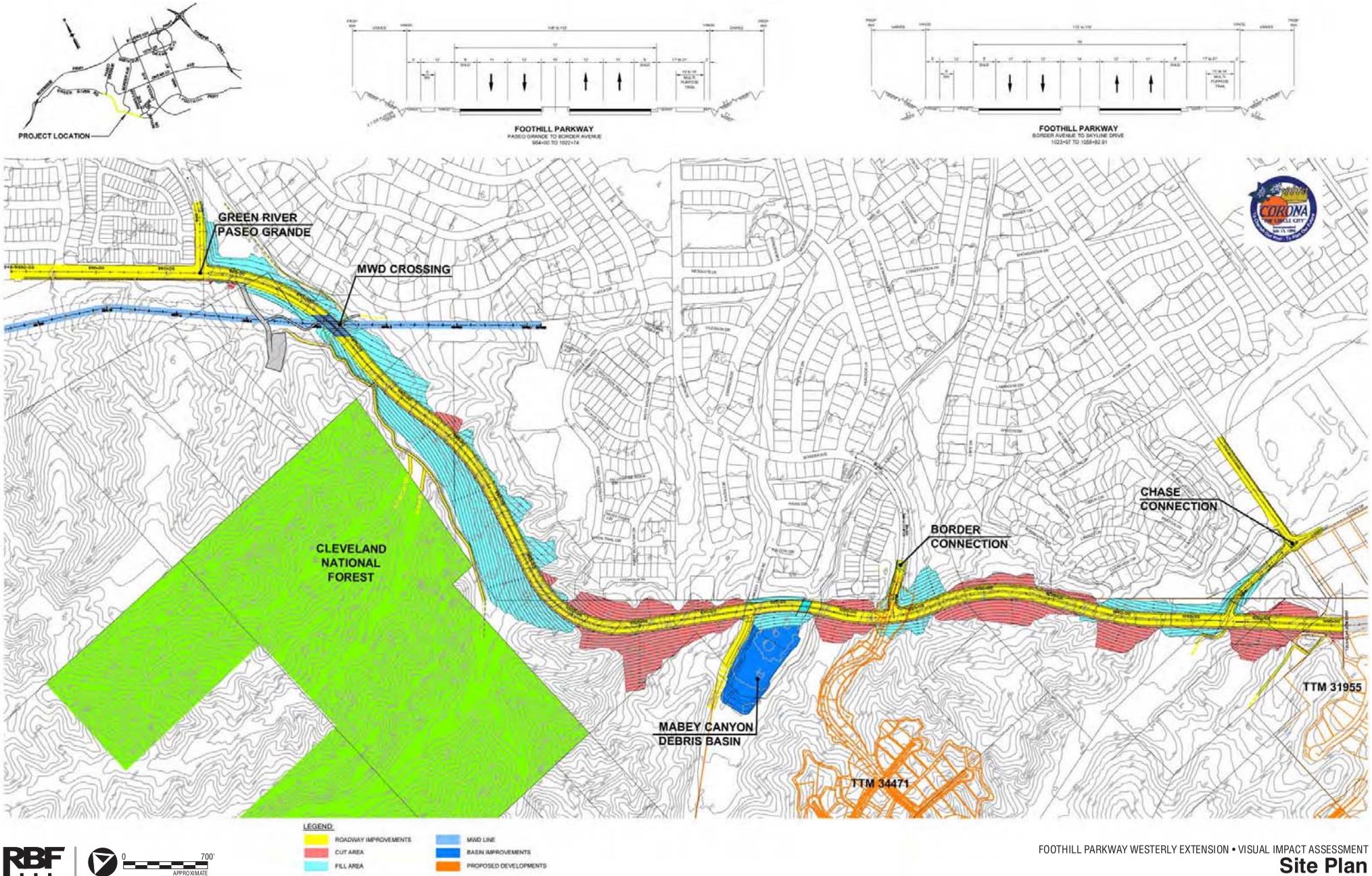
Site Vicinity

RBF CONSULTING

0 2500' APPROXIMATE

6/14/07 JN 10-104629-12919

Exhibit 2



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FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Site Plan

Exhibit 3

Roadway improvements would require right-of-way (R/W) acquisition for new landscaping, curbs, shoulders, travel lanes, and landscaped medians. Up to three signalized intersections may be provided at Chase Drive, Border Avenue, and Paseo Grande. Per City standards, a secondary four-lane arterial provides for dedicated turn lanes at key intersections to improve traffic flow. Turn pockets would be provided at Chase Drive, Border Avenue, and Paseo Grande to adequately accommodate the projected turn movements. A roundabout will be provided at the intersection of Mangular Avenue and Chase Drive. Chase Drive would extend in a westerly direction approximately 400 feet from Mangular Avenue, as a two-lane undivided collector road and form a "T" intersection with Foothill Parkway. Border Avenue (a two-lane undivided collector road) would be extended approximately 200 feet south from its existing terminus and connect to Foothill Parkway approximately 400 feet east of the Mabey Canyon Debris Basin.

The typical cross-section for a secondary four-lane arterial is a four-lane, divided roadway with 88 feet of R/W. The proposed roadway grades would vary from 1.8 to 9 percent. The proposed roadway would vary in width from 108 to 116 feet in width, with an actual roadway width ranging from 72 to 76 feet. The reduced width would be located through Wardlow Wash to minimize impacts and maintain the alignment out of the Cleveland National Forest. Four travel lanes, two in each direction, would be provided. Outside lane width would be 19 feet (11-foot travel lane plus 8-foot shoulder) and inside lane widths would be 12 feet.

Also included within the project site are two parallel bridge structures, located at the MWD feeder line in Wardlow Wash, and six potential retaining wall locations. The proposed bridge structures would be composed of reinforced concrete. They would span approximately 220 feet in length and would each be 38 feet 5 inches wide. The proposed retaining walls would also be composed of concrete. All six retaining walls would be located along the proposed roadway. The face of five of the retaining walls would be located approximately 17 feet from the roadway, behind the proposed 5-foot parkway adjacent to a 5-foot sidewalk and 7-foot parkway. The sixth retaining wall would be placed approximately mid-slope of a proposed cut slope located at the eastern terminus of the project.

Three of the six retaining walls would be located to the north of the proposed Foothill Parkway alignment and west of Mabey Canyon Road. These retaining walls would be a maximum of approximately 12 feet, 15 feet, and 8 feet in height (from west to east) and would trend approximately 130 feet, 120 feet, and 110 feet in length (from west to east). The fourth retaining wall would be located to the north of the proposed Foothill Parkway alignment, to the west of Border Avenue. This retaining wall would be approximately 40 feet in height (maximum) and would trend approximately 480 feet in length. The fifth retaining wall would be located to the north of the proposed Foothill Parkway alignment, to the west of Chase Drive, and would be approximately 12 feet in height (maximum) and would trend approximately 150 feet in length. The sixth retaining wall would be located to the south of the proposed Foothill Parkway alignment, to the east of Chase Drive, and would be approximately 30 feet in height (maximum) and would trend approximately 400 feet in length.

Partial and full R/W acquisitions from various property owners would be required for the proposed roadway extension, construction easements, slope easement areas, and drainage facilities. Roadway R/W would be approximately 88 feet. All required R/W located along Paseo Grande are associated with City-owned property and would not require the acquisition of private property. R/W acquisition associated with the Border Avenue connection would be limited to two parcels requiring a total of approximately 0.01 acres for roadway purposes and approximately 0.2 acres to accommodate the necessary easements. Seven parcels would require partial acquisition associated with the Chase Drive connection to Foothill Parkway, which would include acquiring a total of approximately 0.85 acres for roadway purposes and 0.71 acres to accommodate the necessary easements. Foothill Parkway between Paseo Grande and Border Avenue would affect 14 properties and result in a total take of approximately 21.3 acres, in addition to the 19.0 acres required for the easements. The Foothill Parkway alignment between Border Avenue and Lincoln Avenue would necessitate acquiring varying degrees of R/W from 11 properties, requiring a total of approximately 6.0 acres for roadway purposes and 16.4 acres to accommodate the necessary easements. The proposed alignment would result in a total take of approximately 28.2 acres in addition to the 36.3 acres required for the easements, resulting in a total acquisition of 64.5 acres.

2.0 METHODOLOGY

Project impacts on the aesthetic character of the site, which include grading activities, building construction, and vegetation removal, are analyzed in relation to the existing site and surrounding area conditions. An evaluation of the effects on public scenic views, introduction of new sources of light and glare, and compatibility of the proposed project with adjacent local aesthetic resources are also included in this Assessment.

The visual analysis of possible changes brought about by the Foothill Parkway Westerly Extension Project is based on field observations and review of the following information: local planning documents, project maps and drawings, photographs of the project area, viewshed maps, and computer-generated visual simulations. Photographic simulations have been utilized to depict at a conceptual level of detail the "before" and "after" conditions of the proposed project site. For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area. These simulations are subject to change and are intended to provide the reader information on the form, size, and scale of the proposed improvements within the project area.

A total of seven representative locations with open unobstructed views of the various portions of the project area were chosen for visual simulations. Locations were selected to obtain public views toward each of the major project components; refer to Table 1 (Visual Simulation Locations).

TABLE 1
VISUAL SIMULATION LOCATIONS

Location	Key Observation Point (KOP)	Coordinates of Photo Location[1]
Western terminus of the project site	KOP 1	33 51' 47.97" N 117 36' 50.34" W
Residential uses to the north of the western portion of the project site	KOP 2	33 51' 39.82" N 117 36' 41.83" W
Residential uses to the north of the western portion of the project site	KOP 3	33 51' 34.85" N 117 36' 39.83" W
View looking south toward the project site from Border Avenue	KOP 4	33 51' 02.84" N 117 36' 20.20" W
Residential uses to the north of the eastern portion of the project site	KOP 5	33 51' 48.51" N 117 36' 12.49" W
View looking west toward the project site from Chase Drive	KOP 6	33 51' 41.75" N 117 36' 59.69" W
View looking northwest toward the project site from the eastern portion of Foothill Parkway	KOP 7	33 51' 31.92" N 117 36' 51.33" W

[1] Coordinates in terms of State Plane North American Datum (NAD) 83, Zone 6, California Datum.

On May 25, 2006, and July 11, 2006, RBF Consulting staff visited the site to take photographs and make observations from key observation points that were selected in consultation with City of Corona staff. The camera locations were recorded utilizing Global Positioning System (GPS) equipment. A Fugi G-617 Panoramic camera with a 1:8/105 millimeter lens was selected as the primary photographic source as it yields an accurate representation of human visual perception. Backup photos were also taken using a Nikon D1X digital camera with a fixed 50 millimeter lens.

To develop a computer model of the proposed project components, RBF Consulting prepared a three dimensional wire frame model. This data was used in conjunction with a contextual model derived from United States Geological Survey (USGS) Digital Elevation Model (DEM) data. The contextual model consisting of State Plane North American Datum (NAD) 83, California, one degree DEM was modified to take into account the earth's curvature. This contextual model was used to align the computer model to the photographs. Electric Image Animation System software was used to align the computer model to the photographs. The precise camera and lens specifications for each viewpoint were entered into the software. The computer model was then superimposed over photographs from each of the viewpoints, and minor camera alignment changes made to all known reference points within view. This process ensured that project elements were shown in proportion, perspective, and proper relation to the existing landscape elements in the view. Consequently, the alignment, elevations, dimensions, and locations of the proposed components are accurate and true to the proposed design.

All visible roadway features were modeled to scale and in the proper geographic location and elevation using Form Z software. The proposed exterior color and finish of the roadway and associated structural features were then added to the model. The appropriate position of the sun, based on the specific date, time, and location (latitude and longitude) at which each photo was taken was also utilized. This information allowed the computer to accurately illustrate highlights, shading, and shadows illustrated in the view.

The images corresponding to each photograph were rendered and then composited into the photographs using Adobe Photoshop. Foreground masking of objects was performed to enhance realism. The effects of distance (hazing, bluing, and loss of detail) was accomplished through the use of filters within Photoshop based on visual analysis of the photograph.

3.0 REGULATORY FRAMEWORK

3.1 CITY OF CORONA GENERAL PLAN

ENVIRONMENTAL RESOURCES ELEMENT

The Resources Element is the identification and conservation of significant hillsides, valleylands, floodplains, and other aesthetic view corridors, or viewsheds. The purpose of this Element is to protect significant landforms and viewsheds through the development and implementation of land use controls that preserve significant visual resources from potential loss or disruption.

Applicable Goals and Policies within the Environmental Resources Element include the following:

> ***Goal 10.22***: Develop and implement land use controls that preserve significant visual resources from potential loss or disruption.
>
> *Policy 10.22.1:* Create unobstructed view corridors or viewsheds of the San Bernardino, Santa Ana and San Gabriel Mountains, the Chino and La Sierra Hills, and other significant natural features from public spaces such as parks, termination of streets and community trails, community centers, and school properties, where feasible, as part of the design of development projects.
>
> *Policy 10.22.4*: Require that projects be designed and sited to maintain the natural topographic, physiographic, and aesthetic viewshed characteristics of those features, utilizing the following conditions:
>
> - Minimize the area and height of cuts and fills, to the extent technically achievable, ensuring that slope tops and bottoms are rounded and facilitate a smooth and seamless transition where natural and built slopes intersect.
> - Minimize the height of retaining walls and design with smooth flowing forms that follow topography and with material colors and textures that blend in with the surrounding landscape.
> - Plant hillside and canyon slopes with drought-tolerant species to soften the visual impact of land grading, retaining walls, structures, and roads.
> - Restore disrupted areas of vegetation, wildlife habitat, natural watercourses and drainage swales, and other important viewshed features. Vegetation should be arranged in informal masses to create a textured slope that is characteristic to a natural chaparral mountain slope terrain.

Goal 10.23: Maintain, establish, develop, and protection of the City's highways and corridors for scenic purposes.

Policy 10.23.1: Review and update the City's Scenic Highway Plan regularly in order to keep visual resources associated with the City's highways and roadways current.

COMMUNITY DESIGN ELEMENT

The Community Design Element of the General Plan provides guidance for the design character of Corona's public streetscapes, entries, and activity places. It expands upon and complements the design and development guidelines defined for the City's residential neighborhoods and commercial, industrial, and mixed-use districts by the Land Use Element, which largely apply to future private development and investment actions. Street landscaping within the project site would be subject to applicable goals and policies within the Community Design Element.

Goals and Policies within the Community Design Element, pertaining to the project site, include the following:

Goal 2.1: Public street landscapes that unify the City of Corona and contribute to the unique identity of its neighborhoods, districts, and public places.

Policy 2.1.1: Maintain a street landscape master plan that identifies species to be used along public streets throughout the City. A common palette of trees and other plantings for consistent use throughout the City should be established, which would be differentiated to uniquely identify primary transportation corridors, residential neighborhoods, commercial districts, such as Downtown and North Main Street, industrial districts, and entries at key freeway interchanges. A high density of street trees should be encouraged, as an "urban forest," to provide shade and enhance the City's aesthetic quality.

Policy 2.1.2: Maintain a street tree maintenance and enhancement program for South Main Street between Grand Boulevard and Foothill Parkway that emphasizes its historic role as the primary corridor linking Downtown with the foothills. Improvements should consider extending the corridor's existing palm trees to the south, to provide visual identity and reflect the area's agricultural heritage.

Policy 2.1.3: Maintain a street tree maintenance and enhancement program for South Main Street between Grand Boulevard and Foothill Parkway that emphasizes its historic role as the primary corridor linking Downtown with the foothills. Improvements should consider extending the corridor's existing palm trees to the south, to provide visual identity and reflect the area's agricultural heritage.

4.0 EXISTING CONDITIONS

The Foothill Parkway Westerly Extension project is located in the northwestern portion of Riverside County, California. The project area is generally located in the flat developing area of the City of Corona, surrounded by the Santa Ana Mountains (Santiago Peak at 5,587 feet above mean sea level [amsl]) to the south, San Gabriel Mountains (Mount San Antonio at 10,064 feet amsl) to the north, San Bernardino Mountains (San Bernardino East Peak at 10,691 feet amsl) to the northeast, and San Jacinto Mountains (San Jacinto Peak at 10,804 feet amsl) to the east and southeast of the project area. Topographically, this region exhibits generally flat urban development surrounded by large mountain ridgelines interspersed with low-lying ridgelines and hills. Elevations within the flat developed area of Corona range from approximately 480 to 2,000 feet amsl.

The project is specifically located at the northern foothills of the Santa Ana Mountains (approximately 830 to 1,200 feet amsl); refer to Exhibits 4a through 4c (Existing Condition Photographs). On-site water features include Wardlow Wash (associated with Wardlow Canyon) located within the western portion of the project, Mabey Canyon detention basin (taking runoff from blue-line streams associated with Mabey Canyon) located within the central portion of the project area, and Oak Street Reservoir (taking runoff from blue-line streams associated with Tin Mine Canyon and Hagador Canyon) adjoining the eastern portion of the project to the north.

Vegetation within the project site generally includes native California upland habitat associated with the Santa Ana Mountains and portions of riparian vegetation located along streambeds. Specific vegetation within the project area include Coastal Sage Scrub, Coastal Sage Scrub/Chaparral, Coastal Sage Scrub/Ruderal, Chaparral, Riparian Forest, Oak Woodland, Ruderal, ornamental landscaping, non-native grasslands, and agricultural uses.

Structures exist within the project site and include a horse stable facility (multiple structures), a closed automobile shop, and a mobile home structure (located at the western terminus of the project site within unincorporated Riverside County). Land uses adjoining the project to the west, north, and east consist of low-density residential uses. Land uses adjoining the project to the south consist of vacant land (Santa Ana Mountains), low-density rural residential uses, agricultural activities, and grading activities for future residential land uses (located between Skyline Drive and Lincoln Avenue).

Orientation

Photograph Number

1 View located to the east looking to the northwest toward the on-site structures, vacant land, surrounding rural residential uses, and Green River Road.

2 View located to the east looking to the northwest toward the on-site structures.

3 View located along the northern portion of the project looking toward the south-southeast at surrounding vacant land.

4 View located along the central portion of the project site looking to the east-southeast toward the Mabey Canyon detention basin.

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FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Existing Condition Photographs

Exhibit 4a

Orientation

1 Photograph Number

5 View located to the south looking to the west at surrounding vacant land.

6 View located to the west looking to the east at vacant land and residential uses.

7 View located along the eastern portion of the project site looking to the southeast toward vacant land.

8 View located along the eastern portion of the project site at Mangular Avenue looking to the west-northwest at surrounding residential uses.

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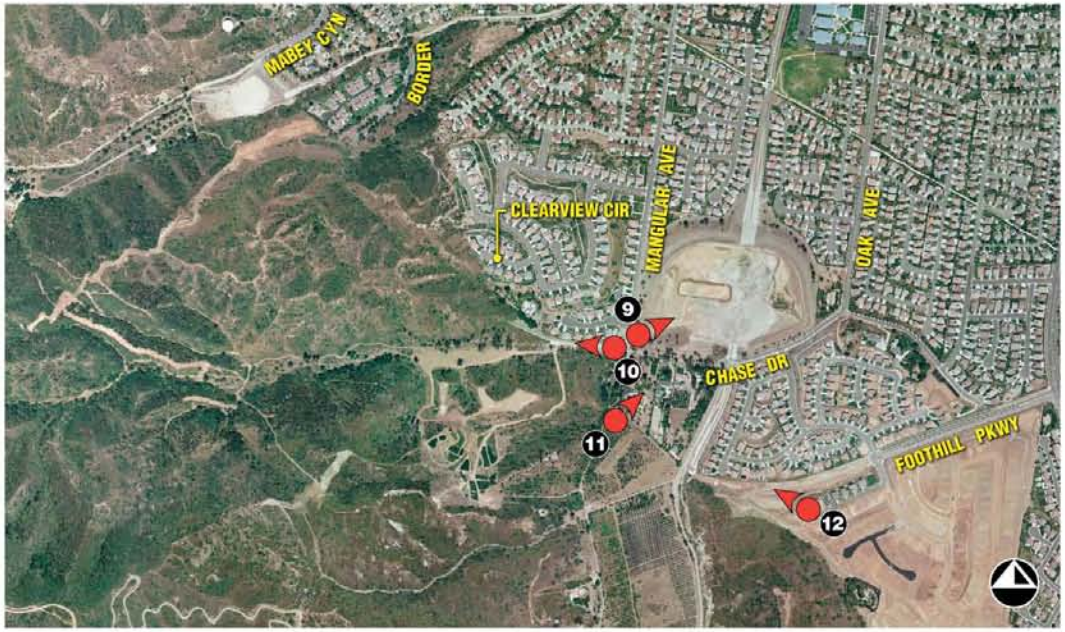
Existing Condition Photographs

Exhibit 4b

Orientation

1 Photograph Number

9 View located Mangular Avenue and Chase Drive looking to the northeast toward the Oak Street Reservoir.



10 View located at Mangular Avenue and Chase Drive looking to the west toward the proposed Mangular Avenue realignment.

11 View located at the eastern portion of the project site looking to the north-northeast toward surrounding residential uses and construction activities.

12 View located to the east at the construction activities (future residential uses) looking to the northwest toward surrounding vacant land and agricultural activities.

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Existing Condition Photographs

Exhibit 4c

4.1 VIEWSHED

A viewshed is comprised of all the surface areas visible from an observer's viewpoint. The viewshed also includes areas likely to be affected by visual changes brought about by project features. A viewshed map for the proposed project was based on a review of the project engineering drawings, visual simulations of the project's appearance, topographic maps, digital surface model (DSM) information, aerial photographs, survey control points, and field observations. Due to the ridgelines and rolling terrain in the study area, many of the project features would be masked and not visible over long distances. The boundaries of the area of potential visibility were set at one mile from the proposed roadway centerline due to the developed nature of the City of Corona.

The majority of views to the project site include views from residential uses located along the hillsides adjoining the project site from the northwest, north, and east; refer to Exhibit 5 (Viewshed Map). Additionally, views exist from vacant land, low-density rural residential, and agricultural uses to the south along the project site. Sparse views from lower elevation drainage areas located throughout the City also exist. However, the majority of the surrounding urban development does not have views to the project site as a result of intervening structures and vegetation.

VIEWS NORTH ONTO THE PROJECT SITE

Views northward are afforded by sparse low-density rural residential and agricultural uses located to the south of the project site. Few northward viewers exist within the vicinity of the project site as the majority of land uses located to the south consist of vacant land. Views northward from the sparse rural residential uses to the south include Wardlow Wash, blue-line streams associated with Mabey Canyon and Tin Mine Canyon, as well as residential uses located to the north of the project site. Background views include urban development associated with the City of Corona and ridgelines associated with the San Gabriel Mountains (Mount San Antonio approximately 10,064 feet amsl) located approximately 20 to 25 miles from the project site.

VIEWS EAST ONTO THE PROJECT SITE

Views eastward are afforded by both residential uses and motorists traveling along Green River Road and other smaller collector roads associated with residential uses located to the north and west of the project site. Views from the western project limits (Green River Road) looking east include residential uses to the north, vacant land to the south, and Wardlow Wash traversing the project site in a north/south direction. Views eastward from the central portion of the project site consist of residential uses and associated collector roads located to the north of the project site. Views of the eastern portion of the project area consist of existing residential uses and grading/construction activities for proposed residential uses and Foothill Parkway from

All viewshed analyses are based on an interpretation of the Basis of Design Report dated July 2007. Although every effort is made to include significant features in the view, those features not shown on the aforementioned plan are not identified.

Proposed Roadway Centerlines

1-Mile Radius Zone from Roadway Centerline

Not Visible From Project

Visible From Project

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0 .5 mile

APPROXIMATE

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Viewshed Map

Exhibit 5

Lincoln Avenue to Skyline Drive. Middleground and background views eastward of the project area include the northern foothills of the Santa Ana Mountains.

VIEWS SOUTH ONTO THE PROJECT SITE

Views southward are afforded by residential uses and associated small collector roads. Southern views include sparse rural residential uses, Wardlow Wash, blue-line streams associated with Mabey Canyon and Tin Mine Canyon, as well as undisturbed vacant land and natural hillside vegetation located to the south of the project site. South views from the western portion of the project site include views to on-site structures (approximately 830 feet amsl) located within Wardlow Wash (a horse rental facility, an automobile repair shop, and a mobile home structure). Middleground and background views include the northern foothills of the Santa Ana Mountains.

VIEWS WEST ONTO THE PROJECT SITE

Views westward are afforded by residential uses and motorists traveling westbound along Foothill Parkway and other smaller collector roads associated with residential uses located to the north and east of the project site. These views include the northern foothills of the Santa Ana Mountains, Wardlow Wash, blue-line streams associated with Mabey Canyon and Tin Mine Canyon, as well as low-density residential, rural residential, and agricultural uses located to the north and west of the project site. The majority of westward views consist of vacant undisturbed land associated with the foothills of the Santa Ana Mountains.

4.2 LIGHT AND GLARE

There are two primary sources of light: light emanating from building interiors that passes through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can disturb wildlife in natural habitat areas. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated.

The project area consists primarily of undeveloped land with the exception of one mobile home, one closed automobile shop, and an operating horse rental facility located at the western terminus of the project site. Therefore, minimal nighttime light and glare sources exist within the project site. Sources of light and glare from off-site uses include lighting from residential units and associated collector roads to the northwest, north, and east. Minimal light and glare sources exist to the south of the project site (within the foothills of the Santa Ana Mountains). The majority of land uses to the south include vacant land; however, sparse rural residential units and agricultural uses exist in the area which would contribute to minimal light and glare

visible within the project area. Streetlights and vehicle headlights are present from small residential collector roads located within the residential uses adjoining the project site to the north as well as along the westbound travel lane of the existing Foothill Parkway and the eastbound travel lane of the existing Green River Road. No signal lighting currently exists within the project boundary.

5.0 VISUAL ANALYSIS

5.1 THRESHOLDS OF SIGNIFICANCE

Appendix G, *Environmental Checklist Form*, of the CEQA Statutes and Guidelines contains analysis guidelines related to the assessment of aesthetic impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, a project may create a significant environmental impact if one or more of the following occurs:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character and quality of the site and its surroundings; and
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.2 SHORT-TERM (CONSTRUCTION) IMPACTS

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD RESULT IN GRADING AND CONSTRUCTION ACTIVITIES THAT WOULD TEMPORARILY ALTER THE VISUAL CHARACTER OF THE PROJECT SITE AND THE SURROUNDING AREA.**

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Impact Analysis: Construction activities associated with the proposed project would create short-term impacts. Project construction activities would alter views across the project area from surrounding locations, including views from motorists along Foothill Parkway, Lincoln Avenue, Green River Road, Paseo Grande, and smaller collector roads associated with residential uses to the north. In addition, views from the surrounding land uses including the low-density residential uses to the north, east, and west as well as rural residential uses to the south of the project would be impacted by construction activities.

Construction activities and phasing were determined in consultation with the project construction management team. It has been assumed that construction of the proposed project would require two years to complete. Significant amounts of earthwork and grading would be required. Grading activities would include approximately 1.7 million cubic yards of cut and 1.6 million cubic yards of fill. Additional cut and fill would be required to provide for the connection of Border Avenue and Chase Drive to Foothill Parkway. Border Avenue would

require 3,600 cubic yards of fill and Chase Drive would involve 3,400 cubic yards of cut and 23,400 cubic yards of fill.

Demolition operations, graded surfaces, construction materials, equipment, and truck traffic would be visible. Soil would be stockpiled and equipment for grading activities would be staged at various locations within the area. With implementation of the recommended Mitigation Measure AES-1, which requires equipment staging areas to have appropriate screening (i.e., temporary fencing with opaque material), impacts would be reduced. Although construction-related activities are anticipated to be short-term, surrounding residential uses would be exposed to construction activities for a period of approximately two years.

As construction activities would only occur during day-light hours (due to surrounding residential uses), short-term light and glare impacts associated with construction activities would be less than significant.

Although implementation of the recommended Mitigation Measure AES-1 would reduce impacts resulting from construction activities, surrounding residential areas would be exposed to the visually-related impacts of construction activities for approximately two years. Thus, construction-related visual impacts would be significant and unavoidable.

Mitigation Measures:

AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

5.3 LONG-TERM IMPACTS

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD RESULT IN AN ALTERATION TO THE EXISTING VISUAL CHARACTER AND QUALITY OF THE SITE AND ITS SURROUNDINGS.**

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Impact Analysis: The visual analysis of an area must consider visual quality and visual sensitivity. The project site's visual quality generally reflects a suburban, rural residential, and sloping native hillside landscape.

Implementation of the proposed project would alter the existing visual character of the area, as the project proposes to extend Foothill Parkway within an existing vacant/rural area. Existing views of undeveloped land would be replaced with views of a four-lane divided roadway with

an 88-foot R/W. Also, five structures located at the western terminus of the project site would be removed to accommodate the proposed Foothill Parkway alignment.

Views would be altered from the Santa Ana Mountains (adjoining the project to the south) located within the Cleveland National Forest (considered a major scenic resource) as well as views from travelers along Chase Drive (located within a designated City Scenic Highway) and from major north-south streets (south of Ontario Avenue) with views to the Santa Ana Mountains.

VIEWS NORTH ONTO THE PROJECT SITE

Views from sparse low-density rural residential and limited agricultural uses (located to the south of the project site) would have altered views to the north. Currently, views to the north (toward the project site) include Wardlow Wash, blue-line streams associated with Mabey Canyon and Tin Mine Canyon, as well as residential uses. Foothill Parkway extends along the northern hillsides of the canyons and valleys associated with the foothills of the Santa Ana Mountains; therefore, the roadway may obstruct northern views to hillsides from southern uses. The only sensitive receptors with views to the north include sparse low-density residential uses. Northern views may also include one bridge structure and three retaining walls. The two new parallel bridge structures (located at Wardlow Wash) would be composed of reinforced concrete and spans and would span approximately 220 feet in length and 38 feet, 5 inches in width. The new retaining walls are also composed of concrete and would range in height from 8 to 40 feet in height. All proposed retaining walls would face the proposed roadway. Background views include urban development associated with the City of Corona and ridgelines associated with the San Gabriel Mountains (Mount San Antonio approximately 10,064 feet amsl) located approximately 20 to 25 miles from the project site. Ornamental landscaping along Foothill Parkway would be visible. The proposed Foothill Parkway alignment would appear similar to the suburban background landscape.

VIEWS EAST ONTO THE PROJECT SITE

Views eastward are afforded for both residential uses and motorists traveling along Green River Road, Foothill Parkway, and other smaller collector roads associated with residential uses located to the north and west of the project site. Views visible from the western project limits looking east include Foothill Parkway (a four-lane divided roadway and associated R/W), residential uses to the north, and primarily vacant land to the south. Disturbed land associated with cut and fill activities along Foothill Parkway would be visible. Fill materials associated with Foothill Parkway would screen views to Wardlow Wash. Views eastward from the central portion of the project site consist of residential uses and associated collector roads located to the north of the project site. Disturbed land associated with cut and fill activities along these improved roadways would be visible. Views of the eastern portion of the project area consist of existing residential uses and grading/construction activities for proposed residential uses, as well as construction activities for Foothill Parkway from Skyline Drive to Lincoln Avenue.

Middleground and background views eastward of the project area include the foothills of the Santa Ana Mountains to the south. Also, after the realignment of Mangular Avenue (connecting to Foothill Parkway), additional travelers on Foothill Parkway may access Chase Drive (City-designated scenic roadway), thereby exposing additional viewers to the Santa Ana Mountains. Although Foothill Parkway would alter views to the foothills of the Santa Ana Mountains, the new roadway would also expose more travelers to views of the Santa Ana Mountains.

VIEWS SOUTH ONTO THE PROJECT SITE

Views to the south are currently from residential uses to the north and include sparse rural residential uses, Wardlow Wash, blue-line streams associated with Mabey Canyon and Tin Mine Canyon, as well as undisturbed vacant land and natural hillside vegetation located to the south of the project site. Visible project features would include a four-lane divided roadway, five-foot sidewalks, and ornamental vegetation (within the median and along the roadway). Roadway improvements to Border Avenue and Mangular Avenue, connecting to Foothill Parkway, would be visible from residential uses adjoining the project. Cut and fill activities resulting from project implementation would be visible from residential uses as well. Although major north/south streets within the City of Corona have views to the Santa Ana Mountains, southbound travelers would not have significant views to the project site due to topographic conditions, existing buildings, and mature ornamental/native vegetation.

VIEWS WEST ONTO THE PROJECT SITE

Views for residential uses and motorists traveling westbound along Foothill Parkway and other smaller collector roads associated with residential uses located to the north and east of Foothill Parkway would be altered due to partially screened views to valleys and canyons located along the foothills of the Santa Ana Mountains. Foothill Parkway would have an 88-foot R/W (with variations throughout the length of the project) and would include a landscaped median and ornamental vegetation along both sides of the roadway. Five-foot sidewalks would also be provided along both sides of the roadway. Residential uses in the area may have partially screened views to the valleys and canyons located along the Foothill Parkway alignment. Travelers heading westbound along Foothill Parkway would experience undisturbed native vegetation and rural landscape to the south, ornamental landscaping along Foothill Parkway, and suburban development to the north.

KEY OBSERVATION POINT SIMULATIONS

Key Observation Point (KOP) simulations were prepared for the project site to demonstrate the proposed change of on-site views from the current condition; refer to Exhibit 6 (Key Observation Point Locations). Selected KOPs (determined in consultation with City of Corona staff) represent locations with open unobstructed views of the various portions of the project area and public views toward each of the major project components. The following discussion

All viewshed analyses are based on an interpretation of the Basis of Design Report dated July 2007. Although every effort is made to include significant features in the view, those features not shown on the aforementioned plan are not identified.

Aerial photography flown April 2006

- Direction of Photograph
- Key Observation Point Location
- Key Observation Point Number
- Proposed Roadway Centerlines
- Proposed Retaining Wall Feature
- Not Visible From Project
- Visible From Project

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0 1,000' APPROXIMATE

8/16/07 JN 10-104629-12919

FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Key Observation Point Locations

Exhibit 6

analyzes the project site's potential impacts at each KOP. The primary focus is to avoid impacts on residential uses and commuters traveling on local roadways, with many of the potential impacts being avoided or lessened by the incorporation of recommended mitigation measures.

KOP 1

Existing Condition – Views from this KOP (approximately 860 feet amsl) afford views from motorists traveling eastbound along Green River Road as well as residential uses adjoining the project site to the west; refer to Exhibit 7 (KOP 1 Existing Condition). These views look east across Wardlow Wash. Existing on-site structures associated with APN 102-320-009 (approximately 830 feet amsl) are visible within Wardlow Wash and include a horse rental facility, an automobile repair shop, and a mobile home structure. Residential uses (approximately 880 feet amsl) are visible atop the hillside to the northeast of the on-site structures. Views are typical of low density and rural residential uses. Views to native vegetation (Coastal Sage Scrub and Chaparral) located within the foothills of the Santa Ana Mountains exist. Eastward views at this Key Observation Point consist of high quality visual resources.

Proposed Condition – These views are looking east along Foothill Parkway (a four-lane divided roadway); refer to Exhibit 8 (KOP 1 Proposed Condition). On-site structures associated with APN 102-320-009 (approximately 830 feet amsl) have been removed and replaced with a four-lane divided roadway (Foothill Parkway) and associated R/W. Foothill Parkway screens views to Wardlow Wash. Views to project landscaping exist along Foothill Parkway, which include native/drought tolerant streetscape and native/non-native hydroseed. Also, views to existing native vegetation located within the foothills of the Santa Ana Mountains are present.

KOP 2

Existing Condition – Views from this KOP (approximately 890 feet amsl) afford views from the western portion of the project site looking to the south; refer to Exhibit 9 (KOP 2 Existing Condition). These views are looking south across Wardlow Wash, toward the Wardlow Canyon. Undeveloped land associated with the Santa Ana Mountains is visible from this Key Observation Point. Views are typical of vacant foothills and associated wash features. Views to native vegetation (Coastal Sage Scrub, Chaparral, Oak Woodland, and Riparian Forest) located within the foothills of the Santa Ana Mountains exist. Southward views at this Key Observation Point consist of high quality visual resources.

Proposed Condition – Views include vacant land with native landscaping as well as a four-lane divided roadway; refer to Exhibit 10 (KOP 2 Proposed Condition). Foothill Parkway consists of a landscaped median and five-foot sidewalks. Views to native

Direction of Photograph
Key Observation Point Location
1 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Key Observation Point 1 • Existing Condition

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6/3/07 JN 10-104629-12919

Exhibit 7

Direction of Photograph
Key Observation Point Location
Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION ÕVISUAL IMPACT ASSESSMENT

Key Observation Point 1
ÕProposed Condition

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6/3/07 JN 10-104629-12919

Exhibit 8

Direction of Photograph
Key Observation Point Location
2 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION ÕVISUAL IMPACT ASSESSMENT

Key Observation Point 2 • Existing Condition

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6/3/07 JN 10-104629-12919

Exhibit 9

Direction of Photograph
Key Observation Point Location
2 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION ÕVISUAL IMPACT ASSESSMENT

Key Observation Point 2
• Proposed Condition

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Exhibit 10

vegetation (Coastal Sage Scrub, Chaparral, Oak Woodland, and Riparian Forest) located along the project site (within Wardlow Wash) have been replaced with native/drought tolerant streetscape and native/non-native hydroseed associated with cut and fill materials. The Foothill Parkway alignment blocks views to Wardlow Wash. Views to background native hillside vegetation as well as views to the Santa Ana Mountains remain.

KOP 3

Existing Condition – Views from this KOP (approximately 890 feet amsl) afford views from the western portion of the project site looking to the west; refer to Exhibit 11 (KOP 3 Existing Condition). These views are looking west across Wardlow Wash, toward the eastern terminus of Green River Road. Existing on-site structures associated with APN 102-320-009 (approximately 830 feet amsl) are visible within Wardlow Wash and include a horse rental facility, an automobile repair shop, and a mobile home structure. Rural residential uses located atop the hillsides to the south of Green River Road (associated with the Santa Ana Mountains) are visible (approximately 950 feet amsl) as well as low-density residential uses (approximately 850 feet amsl) visible to the north of Green River Road from this Key Observation Point. Views are typical of low density and rural residential uses and vacant land. Views to native vegetation (Coastal Sage Scrub, Chaparral, Oak Woodland, and Riparian Forest) located within the foothills of the Santa Ana Mountains exist. Also, views to Green River Road exist. Westward views at this Key Observation Point consist of moderately high quality visual resources.

Proposed Condition – Views include vacant land with native landscaping, as well as a four-lane divided roadway; refer to Exhibit 12 (KOP 3 Proposed Condition). The Foothill Parkway bridge structure is visible and appears to consist of reinforced concrete material. The two new parallel bridge structures (located at Wardlow Wash) would be composed of reinforced concrete and spans and would be approximately 220 feet in length and 38 feet, 5 inches in width. Foothill Parkway consists of a landscaped median and five-foot sidewalks. Views to native vegetation (Coastal Sage Scrub, Chaparral, Oak Woodland, and Riparian Forest) located along the project site have been replaced with native/drought tolerant streetscape and native/non-native hydroseed associated with cut and fill materials. Foothill Parkway screens views to Wardlow Wash. Views to background native hillside vegetation as well as views to Green River Road and residential uses to the north remain.

KOP 4

Existing Condition – Views from this KOP (approximately 1,150 feet amsl) afford views from the motorists traveling southbound on Border Avenue, looking to the south; refer to Exhibit 13 (KOP 4 Existing Condition). These views look south across the proposed

Direction of Photograph
Key Observation Point Location
3 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Key Observation Point 3 • Existing Condition

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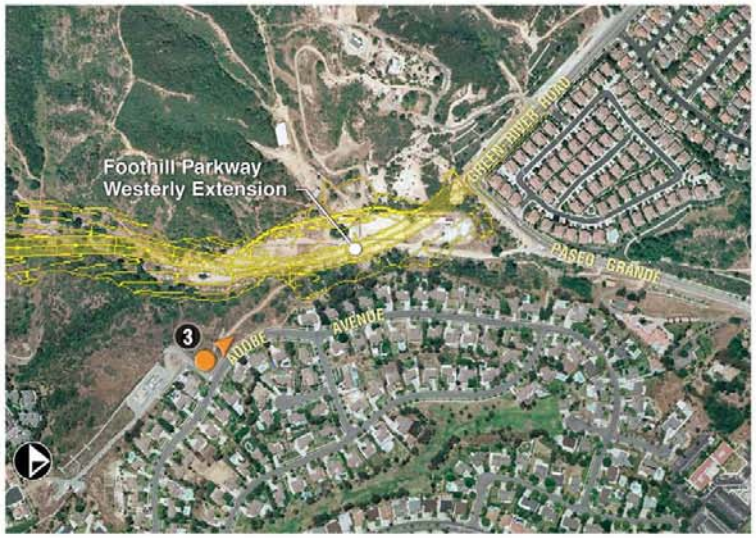
8/3/07 JN 10-104629-12919

Exhibit 11



Direction of Photograph
Key Observation Point Location
3 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Key Observation Point 3 • Proposed Condition

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Exhibit 12

▲ Direction of Photograph
● Key Observation Point Location
4 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Key Observation Point 4 • Existing Condition

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8/3/07 JN 10-104629-12919

Exhibit 13

Border Avenue/Foothill Parkway intersection toward the northern foothills of the Santa Ana Mountains. Views are typical of suburban development. Mature ornamental vegetation (large trees) are visible along Border Avenue. Eastward views at this Key Observation Point consist of moderately high quality visual resources.

Proposed Condition – Border Avenue has a slightly steeper grade than the existing Border Avenue, so that the roadway may connect to Foothill Parkway; refer to Exhibit 14 (KOP 4 Proposed Condition). Large trees have been removed and replaced with ornamental vegetation, exposing additional views to native vegetation (Coastal Sage Scrub/Ruderal, Oak Woodland, Chaparral, and Coastal Sage Scrub) located within the foothills of the Santa Ana Mountains in the background. Border Avenue appears slightly larger in scale. However, the overall dominance is reduced as a result of proposed ornamental landscaping (large trees).

KOP 5

Existing Condition – Views from this KOP (approximately 1,130 feet amsl) afford from the eastern portion of the project site looking to the south; refer to Exhibit 15 (KOP 5 Existing Condition). These views look south across the proposed Foothill Parkway alignment toward the northern foothills of the Santa Ana Mountains. As a result of existing topography, middleground and background views are screened. Native hillside vegetation (Coastal Sage Scrub/Ruderal, Chaparral, and Coastal Sage Scrub) is visible within this Key Observation Point.

Proposed Condition – Portions of cut and fill resulting from the Foothill Parkway alignment are visible; refer to Exhibit 16 (KOP 5 Proposed Condition). The visible topography has been altered, exposing more views to the sky. The presence of ornamental vegetation (a native/non-native hydroseed mix) reduces the color and textural contrast with bare soil and native vegetation. No hardscape features are visible within this Key Observation Point.

KOP 6

Existing Condition – Views from this KOP (approximately 1,045 feet amsl) afford views from the eastern portion of the project site looking to the west; refer to Exhibit 17 (KOP 6 Existing Condition). These views represent the residential uses and motorists traveling westbound on Chase Drive, looking west across the proposed Mangular Avenue/Chase Drive intersection. Views consist of low-density residential uses and small collector roads. Mature ornamental landscaping is visible in this view within the foreground. Background views include native hillside vegetation. The background ridgeline associated with the Santa Ana Mountains is visible. Southward views at this Key Observation Point consist of moderately high quality visual resources.

Direction of Photograph
Key Observation Point Location
4 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION | VISUAL IMPACT ASSESSMENT

Key Observation Point 4
• Proposed Condition

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8/3/07 JN 10-104629-12919

Exhibit 14

Direction of Photograph
Key Observation Point Location
5 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION ī VISUAL IMPACT ASSESSMENT

Key Observation Point 5 • Existing Condition

Exhibit 15

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Direction of Photograph
Key Observation Point Location
5 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION ÔVISUAL IMPACT ASSESSMENT

Key Observation Point 5 • Proposed Condition

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6/3/07 JN 10-104629-12919

Exhibit 16

Direction of Photograph
Key Observation Point Location
6 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Key Observation Point 6 • Existing Condition

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Exhibit 17

Proposed Condition – A roundabout is visible in the foreground at the Mangular Avenue/Chase Drive intersection; refer to Exhibit 18 (KOP 6 Proposed Condition). Mangular Avenue is realigned to connect to Foothill Parkway in the middleground views. Overall, project features have increased the developed appearance of this Key Observation Point. Mature ornamental landscaping (large trees) is visible in this view within the foreground. Middleground views include ornamental vegetation associated with Mangular Avenue and Foothill Parkway. Views to the background ridgeline associated with the Santa Ana Mountains remain.

KOP 7

Existing Condition – Views from this KOP (approximately 1,045 feet amsl) afford views from the eastern portion of the project site looking to the west; refer to Exhibit 19 (KOP 7 Existing Condition). These views represent the residential uses and motorists traveling westbound on Foothill Parkway, looking west across the proposed Foothill Parkway alignment connection to the existing Foothill Parkway connector. Views consist of low-density residential uses to the north of the proposed alignment and vacant land located to the south of the proposed alignment. Construction activities associated with the existing Foothill Parkway are visible in the foreground and middleground. Background views include native hillside vegetation. The background ridgeline associated with the Santa Ana Mountains is also visible. Southward views at this Key Observation Point consist of moderate quality visual resources.

Proposed Condition – Project changes include the Foothill Parkway Westerly Extension and associated ornamental vegetation; refer to Exhibit 20 (KOP 7 Proposed Condition). Mature ornamental landscaping is visible within the Foothill Parkway median as well as along the five-foot sidewalks. Middleground views also include one large retaining wall that is approximately 30 feet in height and 400 feet in length. Background views include native hillside vegetation and a native/non-native hydroseed mix that is planted along the proposed cut and fill slopes. Views to the background ridgeline associated with the Santa Ana Mountains remain.

IMPACT CONCLUSION

As previously discussed, the proposed project's visual quality is defined as primarily rural and suburban. Although the nature of the proposed roadway alignment is similar to the surrounding suburban landscape to the northwest, north, and east, the placement of the roadway alignment on the existing site would partially and permanently replace open space areas at the northern foothills of the Santa Ana Mountains, thus altering the visual quality of the site. However, implementation of the proposed project would not impact views from any State Designated Scenic Highway.

Direction of Photograph
Key Observation Point Location
6 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Key Observation Point 6 • Proposed Condition

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1/23/07 JN 10-104629-12919

Exhibit 18

Direction of Photograph
Key Observation Point Location
7 Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Key Observation Point 7 • Existing Condition

Exhibit 19

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6/3/07 JN 10-104629-12919

Direction of Photograph
Key Observation Point Location
Key Observation Point Number

FOOTHILL PARKWAY WESTERLY EXTENSION • VISUAL IMPACT ASSESSMENT

Key Observation Point 7 • Proposed Condition

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6/3/07 JN 10-104629-12919

Exhibit 20

As identified in the City of Corona *General Plan*, the eastern portion of the project (Chase Drive, from Mangular Avenue to State Street) is located within a designated City Scenic Highway. This designated highway provides views of the Santa Ana Mountains to the southwest (toward the project site), as well as views of the narrow pass between the San Bernardino Mountain foothills at the northwest end of the City, through which I-15 travels. The proposed project would not alter Chase Drive from Mangular Avenue eastward. However, westward views toward the Santa Ana Mountains would be altered by the built appearance of Foothill Parkway, the disturbance of native vegetation, and the introduction of ornamental vegetation.

Significant vistas in the project area encompass southern views of the northern foothills of the Santa Ana Mountains (from North/South Street) and panoramic views to the north and the San Gabriel Mountains. The proposed project would not alter panoramic views. Also, southern views from southbound travelers (toward the foothills of the Santa Ana Mountains) would not be altered. The roadway R/W would be landscaped and aligned to minimize visual impacts.

Finally, sensitive uses exist to the north and west of the project area and would be affected by temporary and permanent impacts associated with project features. The two new parallel bridge structures and the Foothill Parkway alignment would screen views to Wardlow Wash from residences adjoining the project site to the northwest and north. Existing native landscaping and mature trees would be removed and replaced with ornamental and native/draught tolerant streetscape and native and non-native hydroseed. Mitigation Measure AES-2 would reduce visual impacts by requiring the installation of roadway landscaping that is similar in appearance to the existing roadway vegetation surrounding the project site. Furthermore, implementation of Mitigation Measure AES-3 would require the restoration of disrupted areas of vegetation, wildlife habitat, natural watercourses and drainage swales, and other important viewshed features.

The new roadway and associated bridge and retaining wall structures would increase hardscape features within the area. Implementation of Mitigation Measure AES-4 would ensure that all project structures would appear similar to surrounding development. Motorists traveling along the proposed Foothill Parkway alignment would experience up to five retaining wall structures located to the north of the roadway and one retaining wall structure located to the south of the roadway. Mitigation Measure AES-5 would minimize the height of retaining walls. Additionally, with the implementation of Mitigation Measure AES-5, the retaining walls would be designed to have smooth flowing forms that follow topography and utilize material, colors, and textures that blend in with the surrounding landscape.

Adjoining residences would also experience a change in topography due to approximately 1.7 million cubic yards of cut and 1.6 million cubic yards of fill material proposed by the project. Additionally, approximately 3,600 cubic yards of fill materials would be used if the Border Avenue connection is constructed and 3,400 cubic yards of cut and 23,400 cubic yards of fill materials would be used if the Chase Drive connection is constructed. Mitigation Measure AES-6 would minimize the area of the cuts and fills, to the extent technically achievable, ensuring

that slope tops and bottoms are rounded and facilitate a smooth and seamless transition where natural and built slopes intersect.

Implementation of Mitigation Measures AES-2 through AES-6 would reduce long-term visual/aesthetic impacts. However, impacts resulting from the removal of the native habitat, altered topographic conditions, and obstructed views toward Wardlow Wash would remain significant and avoidable following implementation of recommended mitigation measures.

Mitigation Measures:

AES-2 To maintain the context of the project area, future on-site development shall install roadway landscaping (within the roadway median) that is similar in appearance to the existing ornamental landscaping along Green River Road and Foothill Parkway.

AES-3 Future on-site development shall restore disrupted areas of vegetation, wildlife habitat, natural watercourses and drainage swales, and other important viewshed features. Vegetation shall be arranged in informal masses to create a textured slope that is characteristic to a natural chaparral mountain slope terrain. Hillside and canyon slopes shall be planted with drought tolerant species to soften the impact of land grading, retaining walls, structures, and roads. All proposed landscaping species shall be selected to agree with the local climate, humidity, soil types, and local wind. All selected species shall share similar water requirements. The street tree maintenance and enhancement program and new landscaping palette and location shall be developed in accordance with applicable Goals and Policies (*2.1*) of the Community Design Element of the City *General Plan*, in consultation with the City Public Works Department.

AES-4 Future on-site development shall be completed in accordance with applicable Goals and Policies of the Community Design Element (*2.3*) of the City *General Plan*. To maintain consistency with the existing infrastructure (i.e., bridges, roadways, walls, sidewalks, signage, etc.) of the surrounding area, architectural treatments for the structural elements of the project shall be determined in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase.

AES-5 All aesthetic treatments to retaining walls shall be developed in accordance with applicable Goals and Policies of the Environmental Resources Element (*10.22*) of the City *General Plan*, in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase. The height of retaining walls shall be minimized. Retaining walls shall be designed with smooth flowing forms that follow topography and utilize material, colors, and textures that blend in with the surrounding landscape.

AES-6 All cut and fill activities for the project shall be developed in accordance with applicable Goals and Policies of the Environmental Resources Element (*10.22*) of the City *General Plan*, in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase. All future on-site development shall minimize the area and height of cuts and fills, to the extent technically achievable, ensuring that slope tops and bottoms are rounded and facilitate a smooth and seamless transition where natural and built slopes intersect.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

5.4 LONG-TERM LIGHT AND GLARE

- **DEVELOPMENT OF THE PROPOSED PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE INTO THE PROJECT AREA.**

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Impact Analysis: Implementation of the proposed project would introduce additional sources of light and glare such as street lighting, vehicle headlights, and traffic signals. Traffic signals may be installed along Foothill Parkway at the improved intersections of Paseo Grande, Chase Drive, and Border Avenue. Headlights from travelers along Foothill Parkway, as well as new traffic signals, would increase light and glare within the area. If this lighting is not adequately focused or shielded, it may cause spill-over lighting and glare that may present a nuisance to residential uses to the east of the project site or cause a potential safety hazard by distracting motorists during daylight hours. Project lighting may also act as a deterrent to wildlife in sensitive habitat areas during evening hours or may present a nuisance.

With implementation of Mitigation Measure AES-7, the project would be developed in accordance with the City of Corona's Street Lighting Standard (Standard Plan 50 -0), and in consultation with the City Public Works Department. Implementation of Mitigation Measure AES-8 would ensure that all street lighting would utilize directional lighting techniques and low wattage bulbs (without compromising site safety or security) that direct light downwards and minimize light spillover. Lighting fixtures would use shielding, if necessary, to prevent spillover onto adjacent off-site uses. Additionally, the streetlights would include high-pressure sodium vapor luminaire with 240 volt, swing down power module integral regulator ballast and lexan or glass refractor. Upon implementation of Mitigation Measures AES-7 and AES-8, impacts in this regard would be less than significant.

Mitigation Measures:

AES-7 Traffic signal and street lights shall comply with the City of Corona's Street Light Standard (Std. Plan 502-0), in consultation with the City Public Works Department.

AES-8 All on-site street lighting shall utilize directional lighting techniques and low wattage bulbs (without compromising site safety or security) that direct light downwards and minimize light spillover. Lighting fixtures shall use shielding, if necessary, to prevent spill lighting on adjacent off-site uses. Street lights shall include high pressure sodium vapor luminaire with 240 volt, swing down power module integral regulator ballast and lexan or glass refractor.

Level of Significance After Mitigation: Less than Significant Impact.

6.0 CUMULATIVE IMPACTS

- **DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT AND RELATED CUMULATIVE PROJECTS WOULD RESULT IN SIGNIFICANT CUMULATIVE AESTHETIC, LIGHT OR GLARE IMPACTS.**

Level of Significance Prior to Mitigation: Potentially Significant Impact.

Quantification of cumulative impacts requires speculative estimates including, but not limited to, the following:

- The geographic diversity of impacts in the project vicinity (impacts of future development may affect different areas);
- Variations in the timing of impacts (many of the project's future impacts, especially short-term construction-related impacts, would occur at different times, and would be reduced or removed before other short-term impacts occurred);
- Complete data is not available for all future development; and
- Data for future development may change during subsequent approvals.

Therefore, much of the cumulative evaluation is a qualitative judgment regarding the combined effects of the relationship between the different land uses.

Impact Analysis: Construction of currently approved and pending projects in the vicinity would permanently alter the nature and appearance of the area through the loss of undeveloped areas. As development occurs throughout the project area, residents and travelers in the area would notice the visual effects of increased development. However, the significance of these visual/aesthetic changes is difficult to determine, since aesthetic value is subjectively determined and potential impacts are site-specific. With implementation of Mitigation Measure AES-1, cumulative construction impacts would be reduced; however, impacts to increased development would remain significant and unavoidable.

Development of the proposed roadway alignment as well as other local projects would result in a decrease in the extent of open space and rural visual resources, including decreased views to the foothills of the Santa Ana Mountains (an important visual resource within the City). With the implementation of Mitigation Measures AES-2 through AES-6, on-site impacts pertaining to cumulative development would be lessened. Ornamental landscaping would be installed in a manner that is similar to surrounding development, and disturbed visual resources affected by the project site would be replaced to the extent feasible (Mitigation Measures AES-2 and AES-3, respectively). All structural features within the project site would appear similar in nature to

surrounding development (AES-4). Hardscape features imposed by retaining walls would be reduced through minimizing heights and designing retaining walls with smooth flowing forms that follow topography and utilize material, colors, and textures that blend in with the surrounding landscape (AES-5). Lastly, the area and height of cuts and fills (to the extent technically achievable) would be minimized, ensuring that slope tops and bottoms are rounded and facilitate a smooth and seamless transition where natural and built slopes intersect (AES-6).

Cumulative project impacts resulting from the project site would be reduced with the implementation of recommended Mitigation Measures AES-1 through AES-6. However, impacts resulting from the increased appearance of development, the alteration of topographic conditions, and the obstruction of views to natural habitat within the foothills of the Santa Ana Mountains would be significant and unavoidable following implementation of recommended mitigation measures.

Mitigation Measures: Refer to Mitigation Measures AES-1 through AES-6.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

7.0 SUMMARY OF MITIGATION MEASURES

AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible.

AES-2 To maintain the context of the project area, future on-site development shall install roadway landscaping (within the roadway median) that is similar in appearance to the existing ornamental landscaping along Green River Road and Foothill Parkway.

AES-3 Future on-site development shall restore disrupted areas of vegetation, wildlife habitat, natural watercourses and drainage swales, and other important viewshed features. Vegetation shall be arranged in informal masses to create a textured slope that is characteristic to a natural chaparral mountain slope terrain. Hillside and canyon slopes shall be planted with drought tolerant species to soften the impact of land grading, retaining walls, structures, and roads. All proposed landscaping species shall be selected to agree with the local climate, humidity, soil types, and local wind. All selected species shall share similar water requirements. The street tree maintenance and enhancement program and new landscaping palette and location shall be developed in accordance with applicable Goals and Policies (*2.1*) of the Community Design Element of the City *General Plan*, in consultation with the City Public Works Department.

AES-4 Future on-site development shall be completed in accordance with applicable Goals and Policies of the Community Design Element (*2.3*) of the City *General Plan*. To maintain consistency with the existing infrastructure (i.e., bridges, roadways, walls, sidewalks, signage, etc.) of the surrounding area, architectural treatments for the structural elements of the project shall be determined in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase.

AES-5 All aesthetic treatments to retaining walls shall be developed in accordance with applicable Goals and Policies of the Environmental Resources Element (*10.22*) of the City *General Plan*, in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase. The height of retaining walls shall be minimized. Retaining walls shall be designed with smooth flowing forms that follow topography and utilize material, colors, and textures that blend in with the surrounding landscape.

AES-6 All cut and fill activities for the project shall be developed in accordance with applicable Goals and Policies of the Environmental Resources Element (*10.22*) of the City *General Plan*, in consultation with the City Public Works Department during the

Plans, Specifications, and Estimate (PS&E) phase. All future on-site development shall minimize the area and height of cuts and fills, to the extent technically achievable, ensuring that slope tops and bottoms are rounded and facilitate a smooth and seamless transition where natural and built slopes intersect.

AES-7 Traffic signal and street lights shall comply with the City of Corona's Street Light Standard (Standard Plan 502-0), in consultation with the City Public Works Department.

AES-8 All on-site street lighting shall utilize directional lighting techniques and low wattage bulbs (without compromising site safety or security) that direct light downwards and minimize light spillover. Lighting fixtures shall use shielding, if necessary, to prevent spill lighting on adjacent off-site uses. Street lights shall include high pressure sodium vapor luminaire with 240 volt, swing down power module integral regulator ballast and lexan or glass refractor.

8.0 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Despite implementation of the recommended mitigation measures, the proposed project will result in significant and unavoidable short-term construction impacts, long-term off-site aesthetic impacts, and cumulative impacts due to the development of the proposed roadway.

Although implementation of the recommended Mitigation Measure AES-1 would reduce impacts resulting from construction activities, surrounding residential areas would be exposed to the visually-related impacts of construction activities for approximately two years. Thus, construction-related visual impacts would be significant and unavoidable.

Implementation of Mitigation Measures AES-2 through AES-6 would reduce long-term visual/aesthetic impacts. However, impacts resulting from removal of native habitat, altered topographic conditions, and obstructed views toward Wardlow Wash would remain significant and avoidable following implementation of recommended mitigation measures.

Implementation of the proposed project would introduce additional sources of light and glare such as street lighting, vehicle headlights, and traffic signals. Upon implementation of Mitigation Measures AES-7 and AES-8, impacts in this regard would be less than significant.

Cumulative project impacts resulting from the project site would be reduced with the implementation of recommended Mitigation Measures AES-1 through AES-6. However, impacts resulting from the increased appearance of development, the alteration of topographic conditions, and the obstruction of views to natural habitat within the foothills of the Santa Ana Mountains would be significant and unavoidable following implementation of recommended mitigation measures.

9.0 REFERENCES

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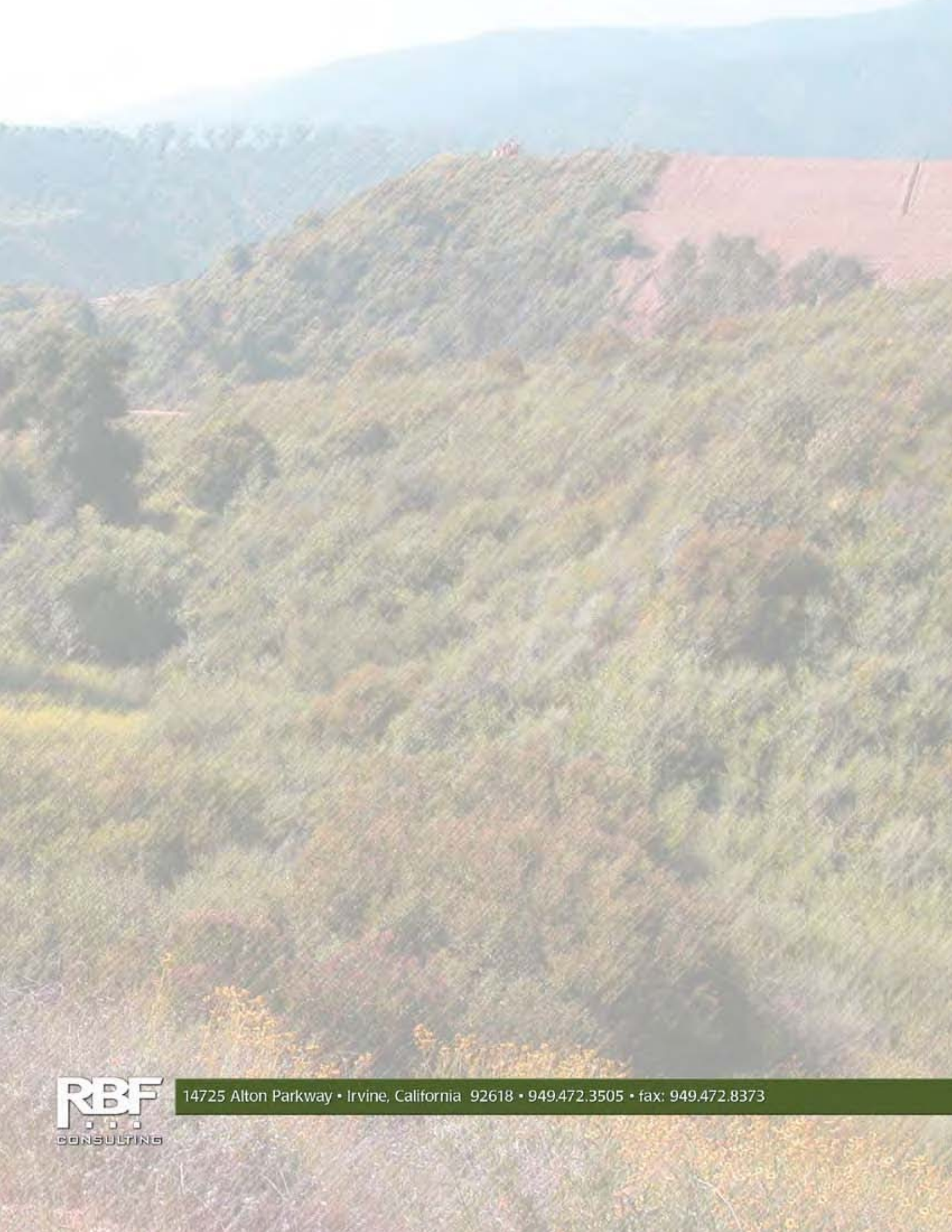

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