

Source: Google Earth Pro aerial, 2014.

 Project Boundary  New Advanced Signage Area

 not to scale

SR-241/SR-91 EXPRESS LANES CONNECTOR PROJECT • VIA  
**Aerial Photograph**

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ft in length and up to 28 ft in height. This retaining wall faces vacant land to the south; only the top three ft of retaining wall cap would be visible to the public. All proposed retaining walls will be treated with a Fractured Fin Texture. All proposed design features will comply with the Foothill/Eastern Transportation Corridor Agency (F/ETCA) *Aesthetic Design Guidelines*, Addendum 4 dated July 15, 1994.

Specific design strategies emphasized by the Aesthetic Design Guidelines include the following, as applicable to the project site:

- Reduce the amount of hardscape in one place.
- Maintain and enhance views and vistas.
- Use similar simple geometric shapes for all structures for continuity, simplicity, and identity of the corridor.
- Simplify bridges and other structures by developing the engineering potential to reduce their size, bulk, and mass.
- Use uniformity of structure appearance for continuity unless exceptions are required for engineering or desired for special emphasis.
- Carefully detail walls to blend into the background.
- Fit the roadway to the land.
- Preserve existing trees and rock outcroppings to the extent possible.
- Replace or relocated trees that are removed.
- Use indigenous plant materials, emphasizing drought tolerance.

Approximately 3,600 ft west of Coal Canyon Undercrossing, grading would also occur to accommodate the shift of the lanes to the south. The grading and construction of an access road would encroach into County-owned land on Assessor's Parcel Number (APN) 085-071-56. Approximately five ac of land on this parcel would be acquired from the County of Orange for Caltrans right-of-way.

This VIA examines two alternatives, including the No Build Alternative. The alternatives assessed in this study are:

- Built Alternative (Two-lane Express Lanes Connector) – Implementation of this alternative would result in the construction of a median-to-median bridge connector between SR-241 and SR-91. The southbound median of SR-241, beginning at the Windy Ridge Wildlife Crossing and spanning for approximately 5,300 ft northward towards the SR-241/SR-91 interchange would be widened; an additional center lane and shoulder would be constructed along this alignment. At this point, two lanes, one in both the northbound and the southbound direction, would be added by widening the roadway within the existing median area. The two new lanes for the connector would be constructed as bridge structures and would be located between the existing SR-241 general purpose connectors and would merge with the existing SR-91 Express Lanes.
- No Build – Under this alternative, no direct toll connector would be constructed between SR-241 and SR-91. The No Build Alternative would not close the toll connector gap between SR-241 and the SR-91 Express Lanes and would maintain the existing connections SR-241 and SR-91 in the Project Area resulting in increased weaving in both directions of SR-91 to access the SR-91 Express Lanes during peak hour traffic.

## PROJECT LOCATION AND SETTING

The project location and setting provides the context for determining the type and severity of changes to the existing visual environment. The terms *visual character* and *visual quality* are defined below and are used to further describe the visual environment. The project setting is also referred to as the corridor or project corridor which is defined as the area of land that is visible from, adjacent to, and outside the highway right-of-way, and is determined by topography, vegetation, and viewing distance.

### Location

The Proposed Project is located on SR-241 and SR-91, from south of the Windy Ridge Wildlife Crossing on SR-241 to Coal Canyon Undercrossing on SR-91, in the cities of Anaheim and Yorba Linda, Orange County, California; the remaining 2.8 mi of the Proposed Project is limited to FasTrak signage improvements (advance signage) in the cities of Anaheim (1.2 mi total), Yorba Linda (0.1 mi), and Corona (1.5 mi), in the counties of Orange and Riverside, California. The Proposed Project encompasses 12-ORA-241 (PM 36.1/39.1), 12-ORA-91 (PM 14.7/18.9), and 08 RIV-91 (PM 0.0/1.5) for a length of approximately 8.7 mi. The Project Location and Vicinity are shown in Exhibits 1 and 2.

### Existing Visual Setting

Generally, the majority of the Proposed Project is located in the Hill and Canyon Area within in the eastern portion of the City of Anaheim, County of Orange, California. The Hill and Canyon Area of Anaheim is generally bounded by Anaheim City limits to the east and south, Orangethorpe Avenue/Esperanza Road to the north, and SR-55 to the west. The Hill and Canyon area comprises vast open space and abuts open space resources, including the Chino Hills State Park, the Cleveland National Forest and the Santa Ana River. Biological features in the hillside areas include coastal sage scrub and chaparral communities, including rare Tecate cypress woodlands. Natural slopes, hillsides, and ridgelines create a scenic viewshed for motorists and residents in the Hill and Canyon area. The Project Site is characterized by substantial elevation variation from Windy Ridge Wildlife Crossing to SR-91.

The Project view corridor is defined as the area of land that is visible from, adjacent to, and outside the highway right-of-way and is determined by topography, vegetation, and viewing distance. The Project view is characterized by residential uses, open space, hillsides, the Santa Ana River, and recreational uses; refer to Exhibit 5. Visual resources within the Project view corridor include views of the Santa Ana Mountains, Chino Hills State Park, Cleveland National Forest, open space, and the Santa Ana River.

SR-91 is an officially designated as a Scenic Highway per the Caltrans Scenic Highway Program from the west of the Project corridor to SR-55, as determined by Caltrans.<sup>1</sup> SR-91, including the Project Site and to the east to I-15, is an eligible State Scenic Highway. It also should be noted that South Weir Canyon Road, located approximately 0.58-mile west of the Project view corridor, is designated by the City of Anaheim General Plan as a Scenic Expressway. However, views of the Project Site, along this designated Scenic Expressway, are not afforded due to intervening topography.

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<sup>1</sup> State of California Department of Transportation, California Scenic Highway Mapping System, <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>, accessed on July 16, 2014.



SR-241/SR-91 EXPRESS LANES CONNECTOR PROJECT • VIA  
**Proposed Connector and Pier Locations**

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## **VISUAL RESOURCES AND RESOURCE CHANGE**

Visual resources of the Project setting are defined and identified below by assessing *visual character* and *visual quality* in the Project corridor. *Resource change* is assessed by evaluating the visual character and the visual quality of the visual resources that comprise the Project corridor before and after the construction of the Proposed Project.

The visual character of the Proposed Project would be compatible with the existing visual character of the Project view corridor. The proposed median connector-to-connector would appear similar to the existing bridge connector along SR-241/SR-91. The new bridge structures would be of similar profile as the existing structures and would be positioned within Caltrans right-of-way between the existing SR-241/SR-91 northbound/southbound connectors; refer to Exhibits 5 and 6. Changes to the visual character as a result of the Proposed Project would be moderate-low.

The visual quality of the existing corridor would be altered by the Proposed Project. The existing visual quality experienced through the Project corridor is moderate-high. Consistent form and color patterns are visible throughout the Project corridor, as similar surrounding views of open space, hills, ridgelines, valleys, canyons, and peaks associated with the Chino Hills State Park, Cleveland National Forest, Santa Ana Mountains, and Santa Ana River are present along SR-241/SR-91 and surrounding land uses. Various textural elements including mature vegetation, rock outcroppings, and open space areas are visible throughout the Project corridor, and create a sense of unity for surrounding viewers.

The Proposed Project would include grading improvements consisting of re-vegetation with native vegetation at the slope south of eastbound SR-91 (approximately 3,600 ft west of the Coal Canyon Undercrossing) to accommodate the shift of the lanes to the south. Re-vegetation would employ soil roughening/track walking of the graded slopes, incorporating straw or wood fiber mulch into the surface by disking or rolling with a bladed roller, and dry seeding. All grading would be designed to reflect the natural topography of adjacent areas; slopes would be land-form graded for stability. As such, grading improvements associated with the Build Alternative would result in similar visual quality as existing conditions in this area.

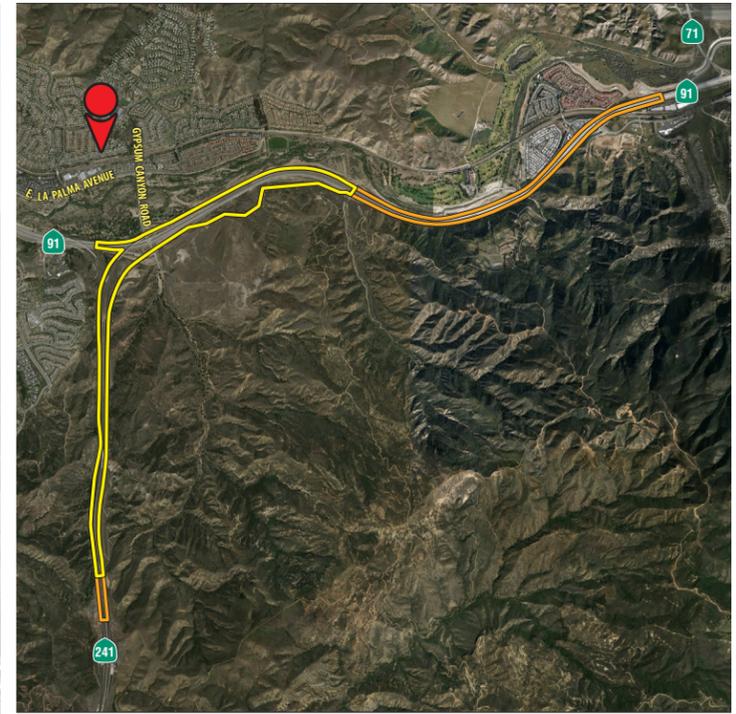
Views to and from the Project corridor consisting of open space areas, hills, and ridgelines associated with the Santa Ana Mountains, Chino Hills State Park, Cleveland National Forest, and Santa Ana River would remain. Although encroaching features such as SR-241, SR-91, bridge structures, and retaining walls are present in the area, the existing hillsides and associated vegetation allow for moderate-high visual unity throughout the Project corridor. Implementation of the Proposed Project features would result in similar encroaching features as the existing developed freeways on-site and in the area. The proposed bridge connector would be constructed of similar mass, profile, paving, and other construction materials to the existing bridge connector in the Project Area. Further, the proposed wall features would be similar to those currently experienced on-site and in the area. The visual quality experienced within the Project corridor would not be substantially reduced as a result of the Proposed Project, as seen from motorists and surrounding residents in the community. Changes in visual quality would be moderate-low.

As the Proposed Project would result in moderate-low changes to visual character and moderate-low changes to visual quality, the overall resource change would be moderate-low.

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Existing



Index Map

-  Project Boundary
-  New Advanced Signage Area
-  Direction of Photo  
Photo Location

"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 with information on the form, size, and scale of the proposed improvements within the project area."



Proposed

Approximate Connector Alignment

SR-241/SR-91 EXPRESS LANES CONNECTOR PROJECT • VIA  
**Conceptual View of  
 Proposed SR-241/SR-91 Connector**

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## **VIEWERS AND VIEWER RESPONSE**

*Neighbors* (people with views *to* the road) and *highway users* (people with views *from* the road) would be affected by the Proposed Project. The only public views to the Project Site include motorists utilizing SR-241 and SR-91, and residents in the surrounding communities (i.e., Anaheim and Yorba Linda).

### Viewer Sensitivity

Based on available documentation for the Project Area, the Project Site is considered to be of moderate-high viewer sensitivity. The Project corridor is eligible for listing as a State Scenic Highway, per the Caltrans Scenic Highway Program. The corridor is designated as a Scenic Expressway in the City of Anaheim General Plan. Additionally, as noted above, the Project Site is located within the Hill and Canyon area of the City of Anaheim. The City considers the Hill and Canyon area to be of aesthetic value to its residents, and has provisions in the General Plan to protect visual resources in this area. Sensitive viewers in the Project Area include motorists traveling along SR-241 and SR-91, and residents in the surrounding communities. As such, viewer sensitivity in the Project Vicinity is considered moderate-high.

### City of Anaheim

#### *City of Anaheim General Plan*

The *City of Anaheim General Plan* (Anaheim General Plan) (adopted in May 2004) is the guiding document for the City of Anaheim (City). The Anaheim General Plan identifies the City's land use, transportation, environmental, economic, and social goals and policies as they relate to land use and development. The General Plan forms the basis for local government decision-making, including decisions on proposed development, provides residents with opportunities to participate in the planning and decision-making processes of their community, and informs residents, developers, and decision makers of the ground rules that guide development within the City. The Anaheim General Plan provides guiding goals and policies regarding scenic views, vistas, routes and corridors within the Hill and Canyon area applicable to the Proposed Project.

Guiding Policies: Circulation

#### State-Designated Scenic Highways

Goal 4.1 Preserve and enhance uniquely scenic or special visual resource areas along highways and designated State scenic routes for enjoyment of all travelers.

Policies:

- Continue to work with Caltrans in its implementation of the State Scenic Highway Program. Ensure the preservation and enhancement of scenic routes through special highway design and building regulation.
- Consider the unique natural features of the Hill and Canyon Area when arterial streets and highways are improved or constructed.

Guiding Policies: Green Element

Ridgelines, Views and Vistas

Goal 2.1 Preserve views of ridgelines, natural open space and other scenic vistas wherever possible.

Policies:

- Encourage development that preserves natural contours and views of existing backdrop ridgelines or prominent views.

Guiding Policies: Community Design Element

Hill and Canyon Area

Goal 21.1 Preserve the Hill and Canyon Area's sensitive hillside environment and the community's unique identity.

Policies:

- Work with Caltrans to achieve enhanced landscaping within the Riverside (SR-91) Freeway right-of-way to enhance the image of the area as viewed from the freeway.

City of Yorba Linda

*City of Yorba Linda General Plan*

The City of Yorba Linda borders the Project corridor to the north (north of SR-91). As such, it is necessary to address scenic resources as determined by the City of Yorba Linda that could be affected by the Proposed Project. The *City of Yorba Linda General Plan* (Yorba Linda General Plan) (adopted in December 1993) is the guiding document for Yorba Linda. The Yorba Linda General Plan identifies Yorba Linda's land use, transportation, environmental, economic, and social goals and policies as they relate to land use and development. The Yorba Linda General Plan provides guiding goals and policies regarding scenic views, vistas, corridors, and open space within its City. The following are those that apply to the Proposed Project.

Guiding Policies: Land Use

Goal 9 Preservation and enhancement of the natural setting of the City.

Policy 9.1: Preserve sensitive open space areas within the City.

Policy 9.2 Protect the scenic and visual qualities of hillside areas and ridgelines.

Policy 9.3 Ensure that land uses within designated and proposed scenic corridors are compatible with scenic enhancement and preservation.

## City of Corona

### *City of Corona General Plan*

The City of Corona borders the Project corridor to the east (to the north and south of north of SR-91). As such, it is necessary to address scenic resources as determined by the City of Corona that could be affected by the Proposed Project. The *City of Corona General Plan* (Corona General Plan) (adopted in March 2004) is the guiding document for Corona. The Corona General Plan provides guiding goals and policies regarding the conservation of significant hillsides, valley lands, floodplains, and other aesthetic view corridors, or viewsheds within its City. The Corona General Plan acknowledges SR-91, from the I-15 interchange to the SR-55 interchange near Santa Ana, as a State-eligible scenic corridor. In addition, the following goals and policies from the Corona General Plan apply to the Proposed Project.

#### Guiding Policies: Environmental Resources – Visual Resources

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.

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

Policy 10.23.2 Regulate new development through provisions that require an analysis of development on the quality of the City's designated highways and corridors.

### Viewer Awareness/Exposure/Response

#### Motorists

Motorists traveling through the Project corridor are anticipated to have moderate-high viewer sensitivity to the Proposed Project. SR-241 and SR-91 (east of Weir Canyon Road, including the Project Site) are not currently designated as State Scenic Highways; however, SR-91 is eligible to become a designated State Scenic Highway east of Weir Canyon Road, including the Project Site. SR-91's listing as an eligible State Scenic Highway is a result of its views of the surrounding unique landscape (i.e., hillsides, ridgelines,

valleys, and canyons associated with the surrounding Santa Ana Mountains, Chino Hills State Park, Cleveland National Forest, and Santa Ana River), lack of visual intrusions to visual resources, strong local support for listing, and appropriate length.<sup>2</sup> The Project corridor provides views of scenic resources including the surrounding hills and ridgelines of the Santa Ana Mountains and Chino Hills State Park, Santa Ana River, and other open space areas. Motorists within the Project corridor have moderate-to-long duration of views to the Proposed Project improvements. Traffic counts taken by the Orange County Transportation Authority (OCTA), published in October, 2013, recorded an average daily traffic (ADT) volume on SR-91 (east of SR-241) of 262,000 vehicles, and an ADT of 52,000 along SR-241 (south of SR-91) within the Project corridor. In addition, motorists currently have views of existing bridge connector structures, freeway infrastructure (i.e., piers/supports), retaining walls, graded slopes, etc., in the Project Area. As such, viewers in the Project Area would have a low-to-moderate visual awareness of the Project features. The resultant viewer response of motorists is anticipated to be moderate-low.

Community Residents

Residential uses are located to the north (City of Yorba Linda) and west (City of Anaheim) of the Project Site, within approximately 0.10-mile of the proposed improvements. However, due to topographical elevations, residents to the west do not have views of the proposed bridge connectors. Views from residents to the north at the Canyon RV Park (located approximately 100 ft below SR-91) are obstructed by vegetation. Residents located to the north in Yorba Linda have long-duration views to the Project Site; as such, viewer awareness of the proposed improvements is high. It should be noted that the Proposed Project was previously analyzed for visual impacts in the 1994 ETC Final EIS, in which residents were apprised of the finished condition of the project at that time.

The proposed bridge connectors would be constructed of similar mass, profile, and architectural treatments as the existing bridge connectors in the Project Area; refer to Exhibits 5 and 6. The four proposed retaining walls would not be readily visible from residents in the surrounding area due to sight distance, intervening vegetation screening, and varying topographical elevations. Grading improvements of disturbed hillsides would be visible. Existing views of the surrounding open space visual resources would not be obstructed by the Proposed Project. The overall resultant viewer response of community residents in the Project corridor is anticipated to be moderate-low.

Viewer Response

As depicted in Table 1 (Viewer Response), it is anticipated that the average response of all viewer groups would be moderate.

**Table 1  
Viewer Response**

Viewer Group	Viewer Sensitivity	Viewer Awareness/Exposure	Viewer Response
Motorists	Moderate-High	Moderate-Low	Moderate
Community Residents	High	Moderate-Low	Moderate

<sup>2</sup> City of Anaheim, *City of Anaheim General Plan*, May 2004.

## Cumulative Impacts

### Mountain Park Specific Plan

The Mountain Park Specific Plan (MPSP), adopted by the City of Anaheim City Council on August 27, 1991, allows for the development of up to 2,500 dwelling units, institutional, recreational, and open space uses amongst 3,001 acres (ac) in the eastern portion of the City of Anaheim. The MPSP area is located to the south of SR-91, and to the east and west of SR-241; portions of the MPSP area are located within the Project corridor. Upon buildout of the MPSP, it is possible that views to the new bridge connector would be afforded. However, as noted above, the new bridge connector would be constructed of similar mass, profile, and architectural treatments as the existing bridge connectors in the Project Area. As such, it is anticipated that the visual character of the surrounding area would not be altered by the Proposed Project, and would not result in degradation of surrounding views to residents in the MPSP area.

## **VISUAL IMPACT**

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. Implementation of the Proposed Project would result in the widening/shifting of SR-241 and SR-91, the construction of bridge connectors, and other modifications including the construction of two retaining walls, grading improvements, improvements to two existing bridge connectors, and the widening of existing roadway undercrossings. The proposed bridge connectors would be constructed of similar mass and profile as the existing bridge connectors, as would the modifications to existing bridge connectors. The two retaining walls would not be readily visible from SR-91.

### Short-Term Construction Impacts

Implementation of the Proposed Project would expose motorists to construction activities. Construction activities would occur in one stage with three or more phases, and would allow for traffic movement along SR-241 and SR-91 in all directions. The Proposed Project construction would expose surfaces, construction debris, equipment, and truck traffic to motorists along SR-241 and SR-91 and residents (distant views from the north in Yorba Linda). It is noted that all disturbed areas associated with cut and fill activities would appear similar in color to existing topography. Manufactured fill slopes will not exceed a four-to-one ratio. Manufactured cut slopes will not exceed a two-to-one ratio, and rounding of manufactured slopes will be applied; refer to Minimization Measure 2. These impacts are short-term and would cease upon completion of construction.

### Long-Term Operational Impacts

Implementation of the Proposed Project would result in moderate-low changes to the Project corridor. The Proposed Project would result in new bridge connectors along the existing SR-241/SR-91 interchange, within existing Caltrans right-of-way and between two bridge connectors. Alterations to existing roadways (widening of SR-241/SR-91 and existing roadway undercrossings), grading improvements, and the implementation of new retaining walls, piers/supports, and buffers would also occur. The new bridge connectors would be constructed of similar massing, profile, and architectural treatments compared to the existing connectors in the Project Area.

As noted above, SR-91 from the Project Site to the east is eligible for listing as a State Scenic Highway. Motorist views along SR-91 of the new bridge connectors and retaining walls would be afforded.

However, views of the surrounding open space visual resources along SR-241 and SR-91 would not be obstructed, as the proposed bridge connectors would be located between, and similar to the massing and profile of the existing SR-241/SR-91 connectors. Graded slopes would be contoured to follow general topography and would be seeded with native, draught tolerant species, similar to the surrounding hillsides. As such, these Proposed Project changes would result in similar visual character/quality as the existing built environment. The visual changes associated with the Proposed Project would be consistent with the goals and policies identified in the Anaheim General Plan and Yorba Linda General Plan related to the preservation of scenic viewsheds, as well as views of hillsides, open space, ridgelines, and other natural open space areas along State Scenic Highways.

Stationary viewers (i.e., residents to the north in Yorba Linda) would have distant long-term views to the new bridge connectors, and have a high viewer sensitivity. The new bridge connectors would be constructed of similar mass, and profile as the existing bridge connectors in the Project Area, and existing views of hillsides, ridgelines, and open space from these residential viewers would not be obstructed. As such, the anticipated viewer response to the Proposed Project from residential viewers is moderate-low, and the Proposed Project would comply with the Anaheim General Plan and Yorba Linda General Plan goals and policies related to the preservation and enhancement of visual resources discussed above. Because the Proposed Project would result in similar developed landscape as the existing conditions, with implementation of the recommended minimization measures these changes to the overall character/quality and resultant change in the Project corridor will result in moderate-low visual impacts.

#### Scenic Vistas

There are no designated scenic vistas located within the viewshed of the Project corridor. No impact would occur in this regard. Refer to the discussion below regarding potential impacts along State scenic highways.

#### State Scenic Highways

SR-91 is eligible for listing as a State scenic highway from SR-241 eastward to I-15 in County of Riverside.<sup>3</sup> As noted above, views to State scenic route SR-91 (west of the Project corridor), and eligible State scenic route SR-91 (through the Project corridor and eastward) would be affected by the Proposed Project. The bridge connectors and associated piers/supports would be constructed to a similar massing and profile as the existing connectors in the area, and would not significantly obstruct any scenic views along SR-91, compared to the existing condition. Thus, the Proposed Project features would not substantially degrade scenic resources along a State designated scenic highway. Although the visual sensitivity is moderate-high, the overall change is moderate-low due to minimal view blockage to surrounding visual resources from SR-91.

#### Visual Character/Quality

Implementation of the Proposed Project would result in new bridge connectors along the SR-241/SR-91 interchange within the Project corridor. Proposed Project features would appear similar in character to the existing connectors in the Project Area. Construction of the bridge structures would occur in one stage with three or more phases, and would allow for traffic movement along SR-241 and SR-91 in all directions.

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<sup>3</sup> State of California Department of Transportation, California Scenic Highway Mapping System, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/scenic_highways/), accessed on July 16, 2014.

Overall, the Proposed Project would result in increased visual encroachment onto the natural hillsides as a result of proposed grading activities. However, these new Proposed Project features would be similar to the existing developed features in the Project corridor. Further, with implementation of the recommended minimization measures these changes to character/quality will result in moderate-low visual impacts.

### Light and Glare

The Project Area currently experiences limited lighting typical of rural/suburban areas. Signalized intersections, street lighting, pedestrian lighting, and vehicle headlights are the primary sources of light in the surrounding communities of Anaheim and Yorba Linda. SR-91 is currently aligned with roadway lighting along the eastbound and westbound directions in the immediate Project Vicinity. The primary source of light and glare in the area, however, is from motor vehicle headlights. The Proposed Project includes safety/security lighting used during night construction in accordance with California Division of Occupational Safety and Health (Cal/OSHA) standards. Nighttime construction is estimated to periodically occur during some stages of construction (for approximately 22 months of the construction schedule); however, this would be a temporary condition, and with Implementation of Minimization Measure MM-5, temporary lighting impacts would be reduced the furthest extent possible. Further, the Proposed Project may result in safety/security lighting along the Proposed Project; all new lighting fixtures will be required to comply with minimization measures. Thus, no substantial lighting would result.

### No Build Alternative

With implementation of the “No Build” Alternative, the Proposed Project would not be constructed. No other improvements are planned for the Project corridor. Thus, the Project corridor would remain in its existing condition. The proposed bridge connectors would not be constructed, and the existing SR-241/SR-91 interchange would remain. The Project corridor would lack a SR-241/SR-91 express lane direct connection, and would continue to operate under existing conditions. With implementation of the “No Build” Alternative, the overall visual character/quality of the Project corridor would not be altered.

## **AVOIDANCE AND MINIMIZATION MEASURES**

Avoidance or minimization measures, including Context Sensitive Solutions, have been identified and can lessen visual impacts caused by the Proposed Project. Also, the inclusion of aesthetic features in the design previously discussed can help generate public acceptance of a project. This section describes additional avoidance and/or minimization measures to address specific visual impacts. These will be designed and implemented with concurrence of the County Planning Department.

The following measures to avoid or minimize visual impacts will be incorporated into the Proposed Project:

Note: Modifications to the 1994 ETC Final EIS mitigation measures are made in strikethrough and double underline text. The changes to the 1994 ETC Final EIS mitigation measures have been made to clarify/update the information and/or present the measure in a project-specific manner.

**MM-1** (Mitigation Measure L-1 from the 1994 ETC Final EIR and Final EIS)

In conjunction with final design, proposed lighting fixtures ~~at toll plazas and interchanges~~ shall be hooded where feasible and lighting shall be directed on-site to minimize potential intrusion of light and glare onto nearby land uses. Lighting shall be designed consistent with the existing lighting along the SR-241 corridor ~~to utilize the latest style of lighting (known as “mused Lighting”)~~ to further minimize potential glare effects.

The following minimization measures are new measures:

**MM-2**

To avoid visual impacts resulting from cut hillsides and filled topography, hills should be preserved where possible. All disturbed areas associated with cut and fill activities should appear similar in color to existing topography. Manufactured fill slopes should not exceed a four-to-one ratio. Manufactured cut slopes should not exceed a two-to-one ratio. Rounding of manufactured slopes should be applied.

**MM-3**

To maintain consistency with the existing infrastructure (i.e., bridges, walls, etc.) in the Project Area, landscape and/or architectural treatments (i.e., color, texture, etc.) for the structure elements of the Proposed Project shall be determined in consultation with the District Landscape Architect during the Final Design process.

**MM-4**

To maintain the context of the Project Area (color, form, and texture) the Proposed Project shall install landscaping that is compatible with the existing landscape along the freeway. The landscape concept and plant palette shall be determined in consultation with the District Landscape Architect during the Final Design process. Erosion control plant species utilized shall be determined by the District Landscape Architect to ensure that the mix and application strategy is appropriate for the specific soil composition of the area.

**MM-5**

For all nighttime construction activities, necessary lighting for safety and construction purposes shall be contained and directed toward the specific area of construction.

## **CONCLUSIONS**

Implementation of the Proposed Project would result in moderate-low visual impacts, as the Proposed Project would be constructed in an area already dominated by freeways and freeway structures. With implementation of the recommended minimization measures, impacts in this regard will be further reduced.

## REFERENCES

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