

VISUAL IMPACT ASSESSMENT

SR-60/World Logistics Center Parkway Interchange Project

June 2019

California Department of Transportation
District 08, Riverside County, State Route 60
PM 20.0 to PM 22.0
EA 0M590



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Statement of Compliance: Produced in compliance with National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements, as appropriate, to meet the level of analysis and documentation that has been determined necessary for this project.

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VISUAL IMPACT ASSESSMENT

SR-60/World Logistics Center Parkway Interchange Project

I. PURPOSE OF STUDY

The purpose of this Visual Impact Assessment (VIA) is to document potential visual impacts caused by the proposed project and propose measures to lessen any detrimental impacts that are identified. Visual impacts are demonstrated by identifying visual resources in the project area, measuring the amount of change that will occur as a result of the project, and predicting how the affected public will respond to or perceive those changes.

II. PROJECT DESCRIPTION

A segment of Theodore Street has been renamed to World Logistic Center Parkway (WLC Parkway). The SR-60/Theodore Street Interchange Project is now referred to as the SR-60 World Logistics Center Project (project). The City of Moreno Valley (City), in cooperation with the California Department of Transportation (Caltrans), District 8, proposes to reconstruct and improve the State Route 60 (SR-60)/WLC Parkway interchange. The majority of the project site is located in the City; however, the northeast quadrant of the site is located within unincorporated Riverside County (County) but within the City's Sphere of Influence; refer to [Figure 1, Regional Vicinity Map](#), and [Figure 2, Site Vicinity Map](#). The proposed project would construct modifications to the existing SR-60/WLC Parkway interchange from Post Mile (PM) 20.0 to PM 22.0 on SR-60, a distance of two miles. Major improvements to the interchange would include: (1) reconstruction of the westbound and eastbound on- and off-ramps to SR-60, (2) replacement of the existing Theodore Street/WLC Parkway overcrossing with an expanded four-lane overcrossing (two through lanes in each direction) with a minimum 16.5-foot vertical clearance between the eastbound and westbound SR-60 ramps and a six-lane cross-section on Theodore Street between the southern limits of the project and the eastbound SR-60 ramps, and (3) construct three lanes each direction on WLC Parkway between the eastbound SR-60 ramps and Eucalyptus Avenue west (Eucalyptus Avenue west of WLC Parkway); construct two lanes each direction but grade for three lanes each direction on WLC Parkway between Eucalyptus Avenue west and Eucalyptus Avenue east (Eucalyptus Avenue east of WLC Parkway); south of Eucalyptus Avenue east WLC Pkwy would narrow to one lane in each direction. All eastbound and westbound ramp intersections would be signalized. The proposed improvements to the on- and off-ramps would extend west and east of the proposed overcrossing on SR-60 for proposed auxiliary lanes in each direction. The proposed improvements to Theodore Street/WLC Pkwy would extend north of SR-60 to Ironwood Avenue and south of SR-60 to south of Eucalyptus Avenue. Project construction is anticipated to begin in early 2022 and be completed in winter 2023.

An existing Caltrans paved material transfer area located in the southwest quadrant of the existing SR-60/WLC Parkway interchange, within the existing eastbound loop on-ramp, is currently used as a temporary site for the transfer of street sweeping materials. The existing paved material transfer area would be relocated as part of the proposed project.

The project also proposes a number of nonvehicular and pedestrian access improvements, including an 8-foot wide sidewalk on the east side of WLC Parkway along the limits of the WLC Parkway improvements, a 6-foot wide sidewalk on the west side of WLC Parkway between the southern project limits and

Eucalyptus Avenue, a 6-foot wide sidewalk on both sides of Eucalyptus Avenue from WLC Parkway to Redlands Boulevard, and an 11-foot wide multi-use trail on the east side of WLC Parkway between Eucalyptus Avenue and Ironwood Avenue. The project would also accommodate a future 11-foot wide multi-use trail on the north side of Eucalyptus Avenue between Redlands Boulevard and WLC Parkway. A grade-separated trail and pedestrian crossing over the eastbound SR-60 direct on-ramp would potentially be provided with the proposed project based on available funding.

The project would require relocation or protection in place of several utility facilities. An existing Southern California Edison (SCE) overhead 115 kilovolt (kV) transmission line and 12 kV distribution line that are currently adjacent to the west side of WLC Parkway would be relocated to the east side of WLC Parkway between the westbound ramps intersection and the southern limits of the proposed project. North of the westbound ramps intersection, the SCE utility lines would cross WLC Parkway and be relocated to the parkway on the west side of WLC Parkway.

Infiltration basins and highway planting would be installed in the areas between the on-/off-ramps and SR-60. Landscaping may be provided at the SR-60 on- and off-ramp intersections, and along WLC Parkway throughout the project limits. Lines of trees and limited shrubbery would be installed within landscaped medians and along both sides of WLC Parkway. Landscaping palettes and concept plans will be implemented in consultation with the City of Moreno Valley and Caltrans District Landscape Architect. Any proposed monument signage would be consistent with the Gateway Monument policy described in Chapter 29 of Caltrans' Project Development Procedures Manual (PDMP). In lieu of monument signage, the project could incorporate community identification features at the SR-60/WLC Parkway overcrossing. Any proposed community identification features would be consistent with the Corridor Master Plan and PDMP Chapter 29, Section 10 Community Identification.

In addition to the No Build Alternative (Alternative 1), this VIA examines two build alternatives (Alternatives 2 and 6) and Design Variations (Design Variations 2a and 6a). Alternatives 1, 2, and 6, and the Design Variations are described further below:

- Alternative 1 (No Build Alternative): The No Build Alternative assumes that no improvements would be made to the freeway mainline or to the SR-60/WLC Parkway interchange. Without the planned improvements proposed as part of the project, the LOS at the on- and off-ramps and traffic operations at the interchange would continue to worsen over time. Alternative 1 was determined to not meet or satisfy the project purpose and need.
- Alternative 2 (Modified Partial Cloverleaf): Alternative 2 proposes to reconstruct the SR-60/WLC Parkway interchange in a modified partial cloverleaf configuration. Improvements under Alternative 2 would include the construction of a new westbound direct on-ramp and a new westbound loop off-ramp in the northwest quadrant of the interchange, in a cloverleaf configuration. A new eastbound direct off-ramp, a new eastbound loop on-ramp, and

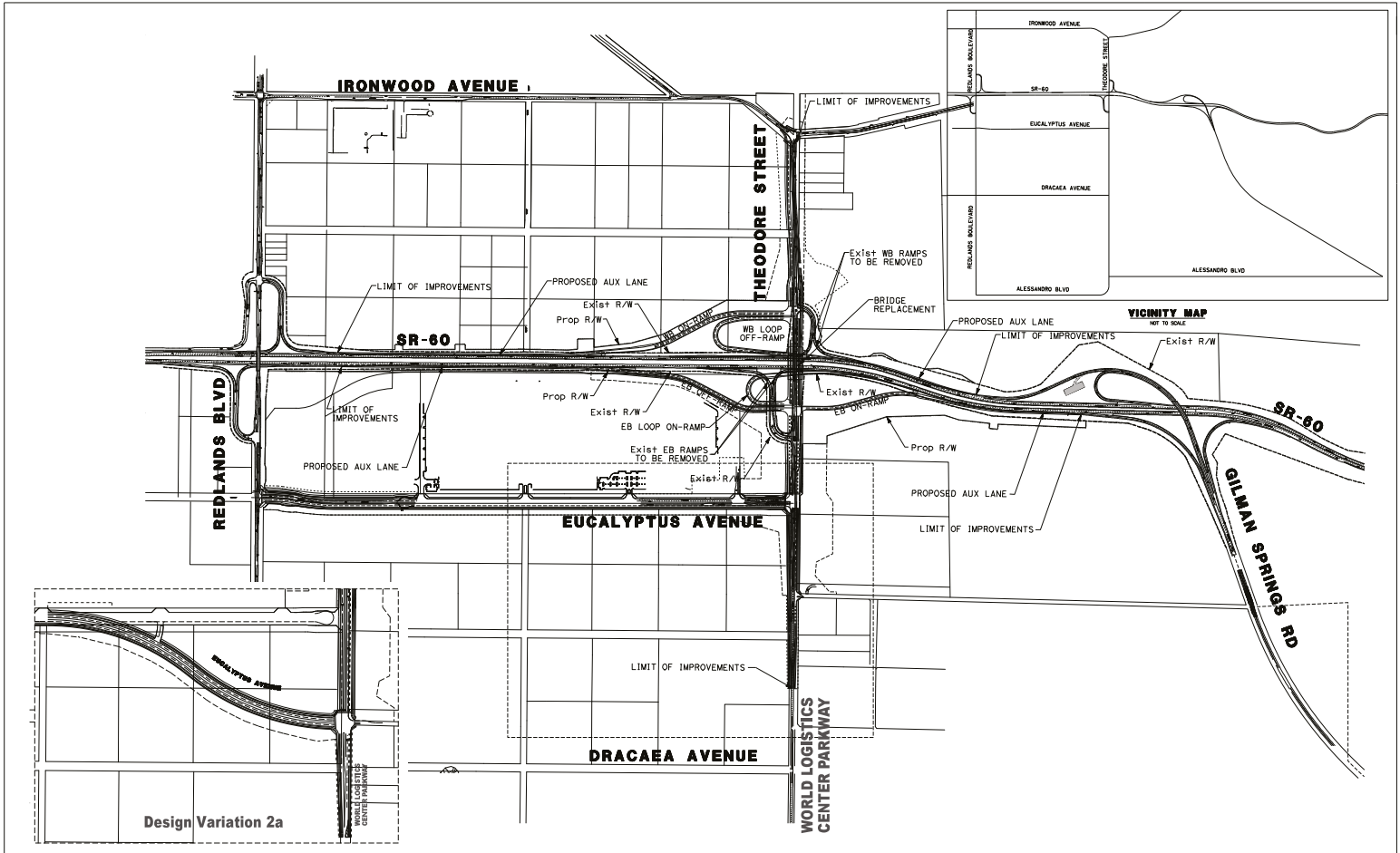
a new eastbound direct on-ramp would be constructed in the southwest and southeast quadrants, in a partial cloverleaf configuration; refer to [Figure 3, Site Plan – Alternative 2](#). Alternative 2 would also remove the existing two-lane (one lane in each direction) WLC Parkway overcrossing and replace it with a new four-lane (two lanes in each direction) overcrossing that would be 137 feet wide and 298 feet long. The proposed overcrossing would accommodate three turn lanes: two left-turn lanes in the northbound direction and one right-turn lane in the southbound direction.

Additional improvements as part of Alternative 2 include the installation of signals at both the proposed eastbound and westbound ramp intersections, as well as at the intersection of Eucalyptus Avenue/WLC Parkway. Bike lanes would be provided on both sides of WLC Parkway and Eucalyptus Avenue throughout the project limits.

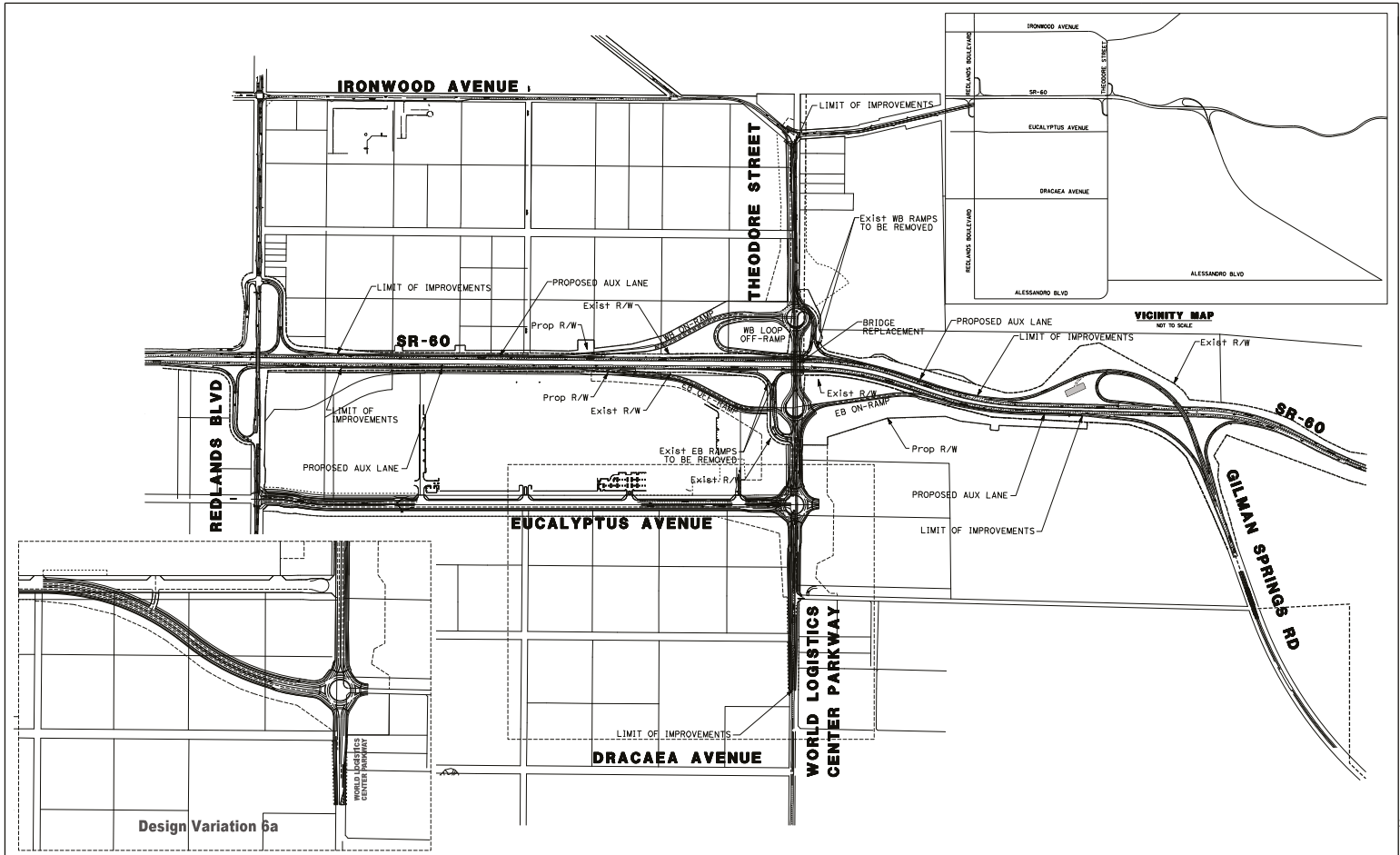
- [Design Variation 2a – \(Alternative 2 with Design Variation\)](#). Design Variation 2a would have the same features as Alternative 2 with the exception of the location of the Eucalyptus Avenue/WLC Parkway intersection; refer to [Figure 3](#). The Design Variation would consist of moving the current Eucalyptus Avenue/WLC Parkway intersection approximately 900 feet south from its current location. The shift would cause a partial realignment of Eucalyptus Avenue from approximately 2,600 feet west of WLC Parkway to connect with the west side of WLC Parkway.
- [Alternative 6 \(Modified Partial Cloverleaf with Roundabout Intersections\)](#): Alternative 6 proposes to reconstruct the SR-60/WLC Parkway interchange in a modified partial cloverleaf configuration. Improvements under Alternative 6 would include the construction of a new westbound direct on-ramp and a new westbound loop off-ramp in the northwest quadrant, in a partial cloverleaf configuration. New eastbound direct off- and on-ramps would be constructed in the southwest and southeast quadrants, respectively, in a partial cloverleaf configuration; refer to [Figure 4, Site Plan – Alternative 6](#).

Similar to Alternative 2, Alternative 6 would also remove the existing two-lane (one lane in each direction) WLC Parkway overcrossing and replace it with a new four-lane (two through lanes in each direction) overcrossing that would be 90 feet wide and 245 feet long. Additional improvements included as part of Alternative 6 include the installation of roundabouts at both the proposed eastbound and westbound ramp intersections, as well as at Eucalyptus Avenue/WLC Parkway. On WLC Parkway north of the Eucalyptus Avenue intersection and on Eucalyptus Avenue, bike lanes are provided on both sides within the width of the proposed shoulders. Bicyclists would have the option to merge with vehicular traffic to navigate through the roundabout or exit the travel lane prior to each roundabout and cross the roundabout with pedestrian traffic.

- [Design Variation 6a – \(Alternative 6 with Design Variation\)](#). Design Variation 6a would have the same features as Alternative 6 with the exception of the location of the Eucalyptus Avenue/WLC Parkway intersection; refer to [Figure 4](#). The Design Variation would consist of moving the current Eucalyptus Avenue/WLC Parkway intersection approximately 900 feet south from its current location to function as a roundabout. The shift would cause a partial realignment of Eucalyptus Avenue from approximately 2,600 feet west of WLC Parkway to connect to the west side of WLC Parkway. Construction of



SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA
Site Plan – Alternative 2



SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA
Site Plan – Alternative 6

the roundabout at WLC Parkway and Eucalyptus Avenue east would result in one residential displacement in the southeast quadrant of WLC Parkway and Eucalyptus Avenue east.

III. 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 (ROW), and is determined by topography, vegetation, and viewing distance.

The proposed project is located on SR-60 between PM 20.0 and PM 22.0 in the City of Moreno Valley (City), Riverside County, California. The project is located in the South Coast bio-region of northwestern Riverside County, California. The landscape is characterized by a relatively flat valley floor surrounded by rugged hills and mountains. The topography of Moreno Valley is defined by the Box Springs Mountains and Reche Canyon area to the north, the “Badlands” to the east, and the Mount Russell area to the south. The land use within the corridor is primarily rural vacant land/open space, but also includes areas of suburban residential, industrial, and institutional uses.

The project site is located within the eastern boundary of the City of Moreno Valley, and a small portion of unincorporated Riverside County (within the City of Moreno Sphere of Influence). The proposed interchange is located approximately 1 mi east of the SR-60/Redlands Boulevard interchange and 0.7 mi west of the SR-60/Gilman Springs Road interchange. The City of Moreno Valley is located in northwestern Riverside County, approximately 66 miles east of Los Angeles, 42 miles west of Palm Springs and 100 miles north of San Diego. The community is situated in a crescent of land bounded by the Box Springs Mountains to the north, the steep hills of the Badlands to the east, and the mountains of the Lake Perris Recreation Area to the south. The surrounding jurisdictions include the City of Riverside, the City of Perris, and the County of Riverside. The State of California owns and operates regional recreation and open space areas south of the city limits: the San Jacinto Wildlife Area and Lake Perris State Recreation Area. A joint civilian and military airport under the jurisdiction of the March Air Reserve Base and the March Joint Powers Authority is located at the southwestern boundary. The City is located in proximity to regional transportation routes Interstate 60, which traverses the City, and Interstate 215, which is located near the western boundary of the planning area. Land uses adjoining the proposed interchange include vacant, residential, and commercial land uses; refer to [Figure 5, Existing Conditions Photographs](#). The most visually prominent developed use adjoining the project site includes a 1.8 million-square-foot Skechers Distribution Center and Factory Outlet (Skechers) facility that adjoins the project site to the southwest.

The City of Moreno Valley General Plan (General Plan) has designated a number of view corridors throughout the City, including views to the north, east, south, and west of the project site. City-designated visual resources within the corridor include the Reche Canyon area to the north, Badlands to the north/east, Mount Russell area and Moreno Peak to the south, and Box Springs Mountains to the west of the project site. The project site does not include any officially designated or eligible State scenic highways.¹ However, SR-60 is designated as a local Scenic Route within the City in the General Plan Conservation Element.

¹ California Department of Transportation, *California Scenic Highway Mapping System*, accessed at http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed on September 4, 2018.



Northern view along World Logistics Center Parkway toward project site and surrounding Skechers facility, residential uses, and vacant land.



Northern view of the project site.



Southern view along Theodore Street toward project site and surrounding Skechers facility and vacant land.



Southern view of the project site.

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA
Existing Conditions Photographs

IV. ASSESSMENT METHOD

This visual impact assessment generally follows the guidance outlined in the publication *Visual Impact Assessment for Highway Projects* published by the Federal Highway Administration (FHWA) in January 1988.

The following steps were followed to assess the potential visual impacts of the proposed project:

- A. Define the project location and setting.
- B. Identify visual assessment units and key views.
- C. Analyze existing visual resources, resource change, and viewer response.
- D. Depict (*or describe*) the visual appearance of project alternatives.
- E. Assess the visual impacts of project alternatives.
- F. Propose measures to offset visual impacts.

For the purposes of this analysis, several Key Views were selected (in consultation with the City and Caltrans District 8) on July 8, 2015 and September 25, 2018 to represent public views from both public ROW and publicly accessible areas located within and adjacent to the project site. Michael Baker International (Michael Baker) staff visited the site to take photographs and make observations from Key Views that were selected. The camera locations were recorded utilizing Global Positioning System (GPS) equipment. Primary photographs were taken using a Fuji G-617 Panoramic camera with a 1:8/105 millimeter lens, as it yields an accurate representation of human visual perception. Back-up photographs were taken using a Nikon D1X digital camera with a fixed 50 millimeter lens, which captures a similar field of view.

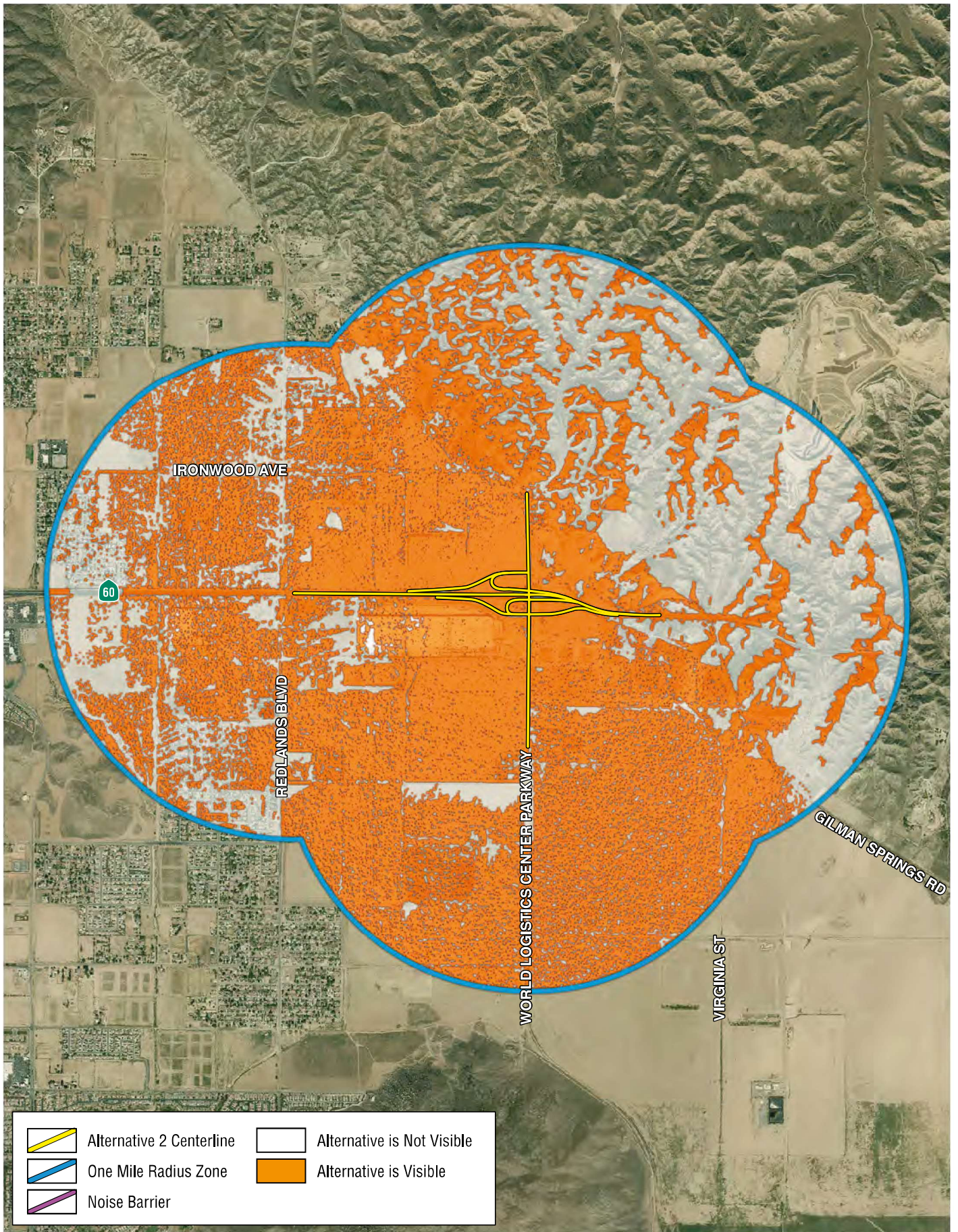
Michael Baker created two three-dimensional wire frame models, one for each build alternative, using Project Engineer-provided CADD files. Imaging software was used to align the computer models to the site photographs. The computer models were then superimposed over photographs from each of the Key Views, and minor camera alignment changes were made to all known reference points within view. Foreground masking of objects was performed with Adobe Photoshop to enhance realism.

V. VISUAL ASSESSMENT UNITS AND KEY VIEWS

The project corridor is considered an “outdoor room” or *visual assessment unit* (VAU) for the proposed project. It is typically defined by the limits of a particular viewshed; refer to [Figure 6a, *Viewshed Map Alternative 2*](#), and [Figure 6b, *Viewshed Map Alternative 6*](#). The viewshed maps portray the visible and non-visible areas of the project corridor within a one-mile radius of the project site. For this project, the following VAU and its associated key views have been identified:

- [Visual Assessment Unit 1](#)

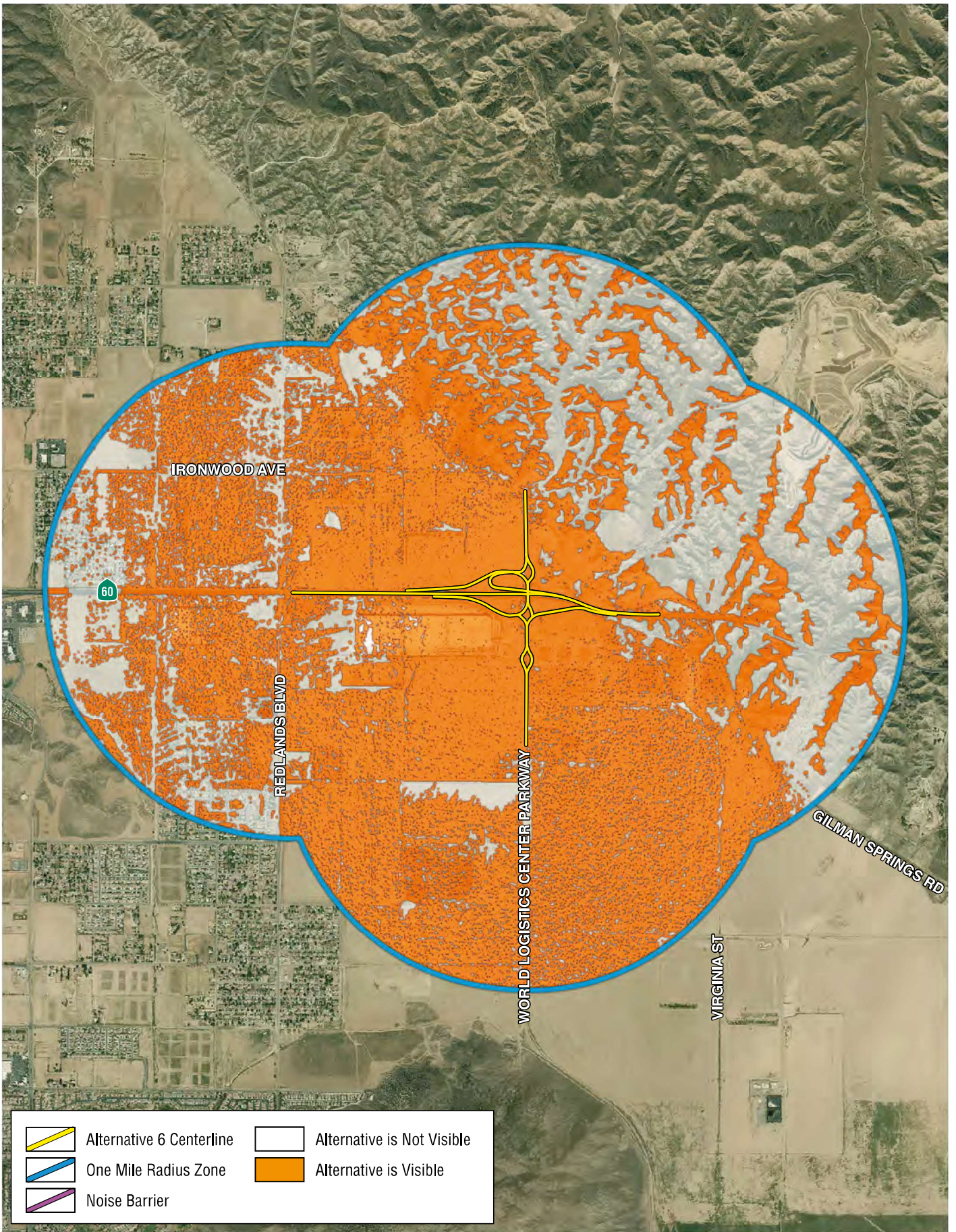
Visual Assessment Unit 1 (VAU1) is located in the eastern portion of the City, generally situated within the northwestern portion of Riverside County; refer to [Figure 7, *Visual Assessment Unit*](#). [Figure 7](#) delineates the VAU associated with the proposed project. Geographic features that form this VAU include ridgelines associated with the Reche Canyon area to the north, the Badlands to the north and east, the Mount Russell area and Moreno Peak to the south, and the Box Springs Mountains to the west. These ridgelines and sloping hills visually contrast with the relatively flat form of Moreno Valley, allowing for more distant views.



SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Viewshed Map

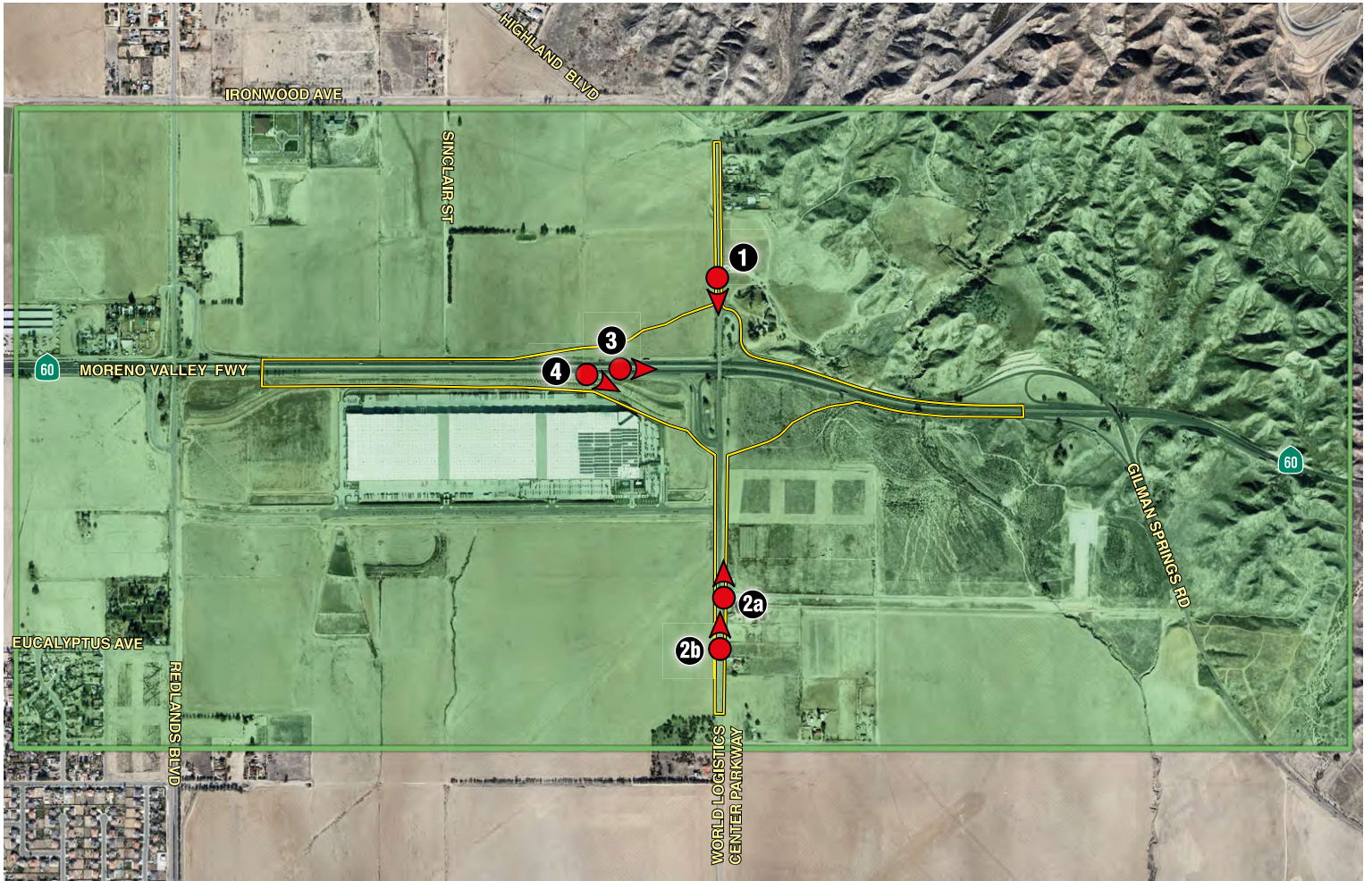
Alternative 2



SR-60/THEODORE STREET INTERCHANGE PROJECT

Viewshed Map

Alternative 6



SOURCE: Google Earth Pro Aerial, April 14, 2015.



SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA
Visual Assessment Unit

10/10/18 JN 137065 MAS

Figure 7

VAU1 contains varying topography, with elevations ranging from 2,150 feet above mean sea level (msl) in the Badlands to the east, to 1,678 feet above msl in the southernmost portion along WLC Parkway. The project site is located to the south and west of the Badlands, ranging between approximately 1,675 and 1,865 feet above msl within the easternmost portion of the City.

Vegetative communities within VAU1 consist of Disturbed Alluvial, Non-native Grassland, Oak Woodland, Field Croplands, and Dairy and Livestock Feedyards.² There are no ponds, lakes, or any other water features within VAU1.

Development within VAU1 consists of residential, industrial, agricultural, commercial, and institutional uses. Other visible features within the landscape unit include open space, hillsides, and transportation uses.

One VAU was determined to be sufficient for the visual analysis of the proposed project due to the homogenous character of the project area. Although there are multiple land uses within VAU1, all are within similar proximity to the project site and have similar views to the SR-60/WLC Parkway interchange. Thus, one VAU was selected for the analysis of the proposed project in order to avoid repetitive analyses. Four Key View locations within VAU1 were selected (in consultation with Caltrans District 8) on July 8, 2015 and September 25, 2018 to depict visual changes to the project corridor from the proposed project. Each Key View location is described in detail below:

Key View 1 is located in the northern portion of VAU1, along WLC Parkway and adjacent to a single-family residential use. Key View 1 represents a typical view from southbound WLC Parkway and shows the changes that would occur as a result of the proposed improvements to the SR-60/WLC Parkway interchange. Key View 1 depicts the proposed westbound loop off-ramp (Alternatives 2 and 6), direct westbound on-ramp (Alternatives 2 and 6), westbound roundabout intersection (Alternative 6), traffic signals (Alternative 2), multi-use trail (Alternatives 2 and 6), new overcrossing (Alternatives 2 and 6), and landscape improvements.

Key View 2a is located in the southern portion of VAU1, along WLC Parkway and adjacent to a single-family residential use. Key View 2a represents a typical view from northbound WLC Parkway and shows the changes that would occur as a result of the proposed improvements to the SR-60/WLC Parkway interchange. Key View 2a provides views of the widened WLC Parkway and landscaped medians (Alternatives 2 and 6), traffic signals (Alternative 2), multi-use trail (Alternatives 2 and 6), and landscaped sidewalks (Alternatives 2 and 6). Although not visible in the foreground of this Key View, it is noted that the 1.8 million-square-foot Skechers facility is located to the south of the project site and is highly visible from motorists traveling along WLC Parkway.

Key View 2b is located in the southern portion of VAU1, approximately 400 feet south of Key View 2a along WLC Parkway. Key View 2b represents a typical view from northbound WLC Parkway and shows the changes that would occur to the Eucalyptus Avenue/WLC Parkway intersection as a result of the proposed Design Variations (Design Variations 2a and 6a). Key View 2b depicts realignment of the Eucalyptus Avenue/WLC Parkway intersection approximately 900 feet south

² City of Moreno Valley, *Moreno Valley General Plan EIR, Figure 5.9-2, July 2006.*

of its existing location, as well as the partial realignment of Eucalyptus Avenue from approximately 2,600 feet west of WLC Parkway to connect to the west side of WLC Parkway.

Key View 3 is located in the western portion of VAU1, along the eastbound travel lanes of SR-60, to the west of the SR-60/WLC Parkway interchange. Key View 3 represents a typical view from eastbound SR-60 travelers and shows the changes that would occur as a result of the improved WLC Parkway overcrossing and new on- and off-ramps. Although not visible in this Key View, the Skechers facility is located to the south of the project site and is highly visible from motorists traveling along SR-60.

Key View 4 is located in the western portion of VAU1, along the shoulder of the eastbound travel lanes of SR-60, to the west of the SR-60/WLC Parkway. Key View 4 represents a typical view from eastbound SR-60 travelers and the changes that would occur as a result of the WLC Parkway overcrossing and eastbound direct off-ramp. Although not visible in this Key View, the Skechers facility is located to the south of the project site and is highly visible from motorists traveling along SR-60.

VI. VISUAL RESOURCES AND RESOURCE CHANGE

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. Resource change is one of the two major variables in the equation that determine visual impacts (the other is *viewer response*, discussed below in *Section VII Viewers and Viewer Response*).

The FHWA method of visual resource analysis (guidance derived from the FHWA publication entitled *Visual Impact Assessment for Highway Projects*, dated January 1988) has been used to evaluate visible change as a result of project implementation. A formal evaluation team has not convened to determine the visual resource change. Visual resource change will be measured by low, moderate-low, moderate, moderate-high, and high ratings.

First, visual character must be identified. Visual character is descriptive and non-evaluative, which means it is based on defined attributes that are neither good nor bad. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. If there is public preference for the established visual character of a regional landscape and resistance to a project that will contrast that character, then changes in the visual character can be evaluated.

Next, visual quality must be assessed. Visual quality is evaluated by identifying the vividness, intactness, and unity present in the viewshed. FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for mitigating each adverse impact that may occur as a result of a project.

Visual Resources

Visual resources of the project setting are defined and identified below by assessing visual character and visual quality in the project corridor.

VISUAL CHARACTER

Visual character includes attributes such as form, line, color, texture, and is used to describe, not evaluate; that is these attributes are neither considered good nor bad. However, a change in visual character can be evaluated when it is compared with the viewer response to that change. Changes in visual character can be identified by how visually compatible a proposed project will be with the existing condition by using visual character attributes as an indicator. For this project, the following attributes were considered:

- **Form** - visual mass or shape
- **Line** - edges or linear definition
- **Color** - reflective brightness (light, dark) and hue (red, green)
- **Texture** - surface coarseness
- **Dominance** - position, size, or contrast
- **Scale** - apparent size as it relates to the surroundings
- **Diversity** - a variety of visual patterns
- **Continuity** - uninterrupted flow of form, line, color, or textural pattern

The visual character of the proposed project would be somewhat compatible with the existing visual character of the corridor. The following includes a discussion on the existing visual character of VAU1 and Alternatives 2 and 6 and/or Design Variations, and the change of existing visual character in VAU1 as a result of Alternatives 2 and 6 and/or Design Variations.

- Visual Assessment Unit 1

The surrounding area is mainly characterized by rural development and open space, although large-scale industrial development is increasing in the vicinity of the project site (e.g., the existing Skechers facility to the south); refer to [Section IX, Project Visual Impact Summary, Cumulative Visual Impacts](#), for a discussion of cumulative analysis considerations for the proposed WLC that is located to the south of the project site. On-site uses consist of freeway (SR-60) and roadway uses (WLC Parkway and Eucalyptus Avenue), as well as vacant land and open space. Surrounding uses include single-family residential, industrial (including a Skechers Distribution Center and Factory Outlet and Aldi Distribution Center), institutional (Crosswinds Church and Trinity Baptist Church), commercial (Moreno Ranch Supply), vacant land, and open space uses.

Existing visual resources visible within the project viewshed include the Reche Canyon area to the north, Badlands to the north and east, Mount Russell area and Moreno Peak to the south, and Box Springs Mountains to the west of the project site. The peaks, ridgelines, and hillsides associated with the aforementioned topographic features are the most prominent visual resources in the project area. These ridgelines are generally uniform in color and texture. Overall, the distant views toward these hills, mountains, and ridgelines provide visual diversity in form, line, and color compared to the relatively flat Moreno Valley floor. Vegetation within the area mainly consists of non-native grassland, croplands, vacant land, and disturbed land associated with highway and roadway ROW. Water flow within VAU1 generally flows in a southern direction toward the City's drainage channels, which drain to the San Jacinto River, Canyon Lake, and ultimately to Lake Elsinore (located southwest of the project site). Man-made features within the project area consist of rural residential and industrial development, as well as transportation uses. Existing freeway structures located on-site consist of the WLC Parkway overcrossing.

The visible form of the SR-60 corridor in VAU1 is fairly consistent, with a continuous width, following a generally straight line with edges defined by shoulders, guardrails, etc. The colors

throughout VAU1 are predominantly shades of grey associated with the freeway; however, the surrounding open space, vacant land, and mountains consist of tans, browns, and greens. The freeway texture appears to be granular throughout VAU1, while the textures of surrounding open space, vacant land, and mountains are coarse, rigid, and smooth. The scale of the features visible along the SR-60 corridor within VAU1 are generally consistent due to vast open space and rural development, although the Skechers facility increases visible hardscape along the SR-60 corridor. The lowest elevations in VAU1 are located to the south of SR-60 (approximately 1,678 feet above msl). The highest elevations within VAU1 are at the Badlands (approximately 2,150 feet) to north and east of the project site. VAU1 is generally continuous, with repeating form, line, color, and textural pattern.

- *Alternative 2 and Design Variation 2a*

Alternative 2 and its Design Variation are characterized by both man-made features (a new WLC Parkway overcrossing, traffic signals, landscaping and newly paved/widened roadways, sidewalks, and a multi-use trail, etc.), and natural features (desert shrubs, hillsides, etc.). The improved roadway (WLC Parkway), new overcrossing, sidewalks, and multi-use trail are generally similar in line, color, and texture, and provide fairly consistent visible form. The overcrossing structure and widened roadway exert visual dominance of the surrounding area. The landscaping, mature trees, and other vegetation features are relatively uniform in form, color, and texture, although their visual dominance is moderate.

Alternative 2 and its Design Variation would include minor view obstruction of the surrounding natural elements in VAU1, as the form would be altered due to the new WLC Parkway overcrossing (as the height, width, and length of the structure would be larger than the existing overcrossing structure), new on- and off-ramps, traffic signals, and a potential future grade-separated trail/pedestrian crossing over the eastbound SR-60 direct on-ramp (based on available funding). Distant views of the Reche Canyon area to the north, Badlands to the north and east, San Jacinto Mountains to the southeast, Mount Russell area and Moreno Peak to the south, and the Box Springs Mountains to the west would partially remain. Compared to the existing visual character in VAU1, implementation of Alternative 2 would decrease the form, line, and diversity of the surrounding topographic features. The Design Variation would also result in a decrease in the form, line, and diversity of the surrounding topographic areas, although to a lesser degree (due to increased landscaping and the proposed realignment of the Eucalyptus Avenue/WLC Parkway intersection). However, as noted above, views to the surrounding mountains, hillsides, and ridgelines would remain. Although Alternative 2 and its Design Variation include vegetation removal, the new landscaping would increase the color, form, and texture in VAU1. As such, the visual character of the proposed project would be mostly compatible with the existing corridor.

- *Alternative 6 and Design Variation 6a*

The visual character of Alternative 6 and its Design Variation are similar to that of Alternative 2 and its Design Variation. However, Alternative 6 and its Design Variation include landscaped roundabouts at three intersections along WLC Parkway. With installation of the landscaped roundabouts and the Design Variation's proposed realignment of the Eucalyptus Avenue/WLC Parkway intersection, the visual dominance and scale of the new overcrossing structure and widened roadway is lessened, and the variety of form, color, and texture in the project corridor is increased. The landscaped roundabout intersections provide diverse line patterns, and great continuity within the project corridor and VAU1 compared to Alternative 2 and its Design Variation.

Alternative 6 and its Design Variation would include minor view obstruction of the surrounding natural elements in VAU1, as the form would be altered due the new WLC Parkway overcrossing (as the height, width, and length of the structure would be larger than the existing overcrossing structure), new on- and off-ramps, traffic signals, and a potential future grade-separated trail/pedestrian crossing over the eastbound SR-60 direct on-ramp (based on available funding). Distant views of the Reche Canyon area to the north, Badlands to the north and east, San Jacinto Mountains to the southeast, Mount Russell area and Moreno Peak to the south, and the Box Springs Mountains to the west would remain. Compared to the existing visual character in VAU1, implementation of Alternative 6 and/or its Design Variation would decrease the form, line, and diversity of the surrounding topographic features. However, as noted above, Alternative 6 and its Design Variation would appear more compatible with the existing visual character of VAU1 compared to Alternative 2 and its Design Variation (due to increased landscaping and reduced hardscape). Views to the surrounding mountains, hillsides, and ridgelines would remain. As such, the visual character of the proposed project would be mostly compatible with the existing corridor.

It is understood that cumulative development in the surrounding area would cumulatively change the visual character in VAU1, as discussed in Section IX, *Project Visual Impact Summary, Cumulative Visual Impacts*.

VISUAL QUALITY

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the project corridor. Public attitudes validate the assessed level of quality and predict how changes to the project corridor can affect these attitudes. This process helps identify specific methods for addressing each visual impact that may occur as a result of the project. The three criteria for evaluating visual quality are defined below:

- **Vividness** is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements.
- **Intactness** is the integrity of visual features in the landscape and the extent to which the existing landscape is free from non-typical visual intrusions.
- **Unity** is the extent to which all visual elements combine to form a coherent, harmonious visual pattern.

The visual quality of the existing corridor would be altered by the proposed project. The following includes a discussion on the existing visual quality of VAU1 and the proposed Build Alternatives and/or Design Variations, and the change of existing visual quality in VAU1 as a result of Alternatives 2 and 6 and/or Design Variation 2a or 6a.

- Visual Assessment Unit 1

Generally, existing pattern characteristics are vivid and consist of varying landscape ranging from the sloping topography of the surrounding hillsides, to the Moreno Valley (flat in appearance) in the central portion of VAU1, and the ridgelines associated with the Reche Canyon area to the north, Badlands to the north and east, Mount Russell area and Moreno Peak to the south, distant views of the San Jacinto Mountains to the southeast, and Box Springs Mountains to the west. Expansive views of the aforementioned topographic features in the surrounding area increase the vividness and intactness in the project corridor. However, rural development, large-scale industrial development, fencing, overhead power lines, streetlights, and other visually obstructive elements encroach onto these views, and decrease the intactness in the area. The visibility and vividness of views to developed features within Moreno Valley and the surrounding ridgelines provide relatively unified viewsheds.

- *Alternative 2 and Design Variation 2a*

The vividness of Alternative 2 and its Design Variation is reduced due to substantial hardscape (associated with the new overcrossing structure and widened WLC Parkway), generally unvaried color palette (greys, whites, tans/browns, etc.), and lack of diverse project features (e.g., minimal landscaping, etc.). Partially obstructed views of surrounding topographic features, vegetation removal, and increased hardscape decrease the intactness in the area. Unity within the viewshed is fair due to visually obtrusive project features, and increased hardscape.

With implementation of Alternative 2 and/or its Design Variation, the visual quality in VAU1 would be reduced. The newly constructed overcrossing proposed under Alternative 2 would partially obstruct views of the Badlands and Mount Russell area, effectively decreasing the intactness in VAU1. Design Variation 2a would also result in partially obstructed views of the surrounding topographic features, vegetation removal, and increased hardscape; however, realignment of the Eucalyptus Avenue/WLC Parkway intersection would facilitate more expansive views of the Badlands area, increasing the overall intactness compared to Alternative 2. The vividness of VAU1 would be lessened, as the scale of the overcrossing, and hardscape in the project corridor would increase. The overall unity within the viewshed of VAU1 would be increased due to new landscaping and mature trees provided along SR-60 and WLC Parkway.

- *Alternative 6 and Design Variation 6a*

Diverse landscaping, mature trees, and other vegetation along WLC Parkway and within the three roundabout intersections provide increased vividness compared to Alternative 2 and its Design Variation. The proposed landscaped areas, and lack of visually intrusive man-made elements (e.g., traffic signals) allow for relatively cohesive views of the project site and surrounding project corridor, although minor visual obstruction of the Badlands and Mount Russell area would occur. In comparison to Alternative 2, unity within the project area is enhanced due to the proposed diversity of texture and colors (associated with the landscape design features along WLC Parkway and at the SR-60/WLC Parkway interchange), and decreased hardscape.

With implementation of Alternative 6 and/or its Design Variation, the visual quality in VAU1 would be reduced, although to a lesser extent than Alternative 2 and its Design Variation. The newly constructed overcrossing would partially obstruct views of the Badlands and Mount Russell area, effectively decreasing the intactness in VAU1. The vividness of VAU1 would be reduced, as the scale of the overcrossing, and increased hardscape within the project corridor would encroach

onto views of surrounding topographic features. However, in comparison to Alternative 2 and its Design Variation, Alternative 6 and its Design Variation include increased landscaping improvements that would help maintain and enhance the diverse visual elements of VAU1. Overall unity within the viewshed of VAU1 would be slightly reduced due to the increased hardscape features (due to new on- and off-ramps, the widening of WLC Parkway, and construction of sidewalks and a multi-use trail), and partial obstruction of views to the surrounding topographic features.

It is understood that cumulative development in the surrounding area would alter the character of the surrounding area and could decrease the visual quality in VAU1. Refer to [Section IX, *Project Visual Impact Summary, Cumulative Visual Impacts*](#), for a discussion of visual impacts from cumulative development in the vicinity of the project site.

Resource Change

The following summarizes the changes in the visual resources for each alternative, noting in particular the changes to visual character and quality.

Alternative 2 and Design Variation 2a

With regards to visual character, the proposed condition would include minor view obstruction of the surrounding natural elements, as the form would be altered due the new WLC Parkway overcrossing (as the height, width, and length of the structure would be larger than the existing overcrossing structure), new on- and off-ramps, traffic signals, sidewalks, bike lanes, multi-use trail, and a potential future grade-separated trail/pedestrian crossing over the eastbound SR-60 direct on-ramp (based on available funding). Distant views of the Reche Canyon area to the north, Badlands to the north and east, San Jacinto Mountains to the southeast, Mount Russell area and Moreno Peak to the south, and the Box Springs Mountains to the west would partially remain. Implementation of Alternative 2 would decrease intactness through the project site, as the new project features would increase encroachment onto the natural landscape. The overall visual resource change in VAU1 as a result of Alternative 2 is expected to be moderate, as visual character and quality would be altered compared to existing conditions.

Proposed changes under Design Variation 2a would appear similar to that of Alternative 2. The overall visual resource change in VAU1 as a result of Design Variation 2a is expected to be moderate, as visual character and quality would be altered compared to existing conditions.

Alternative 6 and Design Variation 6a

Project changes within VAU1 as a result of Alternative 6 would be reduced. However, unlike Alternative 2, Alternative 6 would not include an eastbound loop on-ramp. Alternative 6 would include the installation of landscaped roundabouts at both the proposed eastbound and westbound ramp intersections, as well as at Eucalyptus Avenue/WLC Parkway that would increase the unity of form, color, diversity, and continuity in the project area. Thus, the overall visual resource change in VAU1 as a result of Alternative 6 is expected to be moderate, as visual character and quality would be altered compared to the existing conditions.

Proposed changes under Design Variation 6a would appear similar to that of Alternative 6. The overall visual resource change in VAU1 as a result of Design Variation 6a is expected to be moderate, as visual character and quality would be altered compared to existing conditions.

VII. VIEWERS AND VIEWER RESPONSE

The population affected by the project is composed of *viewers*. Viewers are people whose views of the landscape may be altered by the proposed project – either because the landscape itself has changed or their perception of the landscape has changed.

Viewers, or more specifically, the response that viewers have to changes in their visual environment, are one of two variables that determine the extent of visual impacts that would be caused by the construction and operation of the proposed project. The other variable is the change to visual resources discussed earlier in *Section VII, Visual Resources and Resource Change*.

Types of Viewers

There are two major types of viewer groups for highway projects: highway neighbors and highway users. Each viewer group has their own particular level of *viewer exposure* and *viewer sensitivity*, resulting in distinct and predictable visual concerns for each group which help to predict their responses to visual changes.

HIGHWAY NEIGHBORS (VIEWS TO THE ROAD)

Highway neighbors are people who have views *to* the road. They can be subdivided into different viewer groups by land use. For example, residential, commercial, industrial, retail, institutional, civic, educational, recreational, and agricultural land uses may generate highway neighbors or viewer groups with distinct reasons for being in the corridor and, therefore, having distinct responses to changes in visual resources. For this project, there are two viewer groups with views to the proposed interchange:

- Residential uses to the north and south of the project site along WLC Parkway; and
- Viewers from the industrial use (Skechers Distribution Center and Factory Outlet) adjoining the project site to the southwest.

HIGHWAY USERS (VIEWS FROM THE ROAD)

Highway users are people who have views *from* the road. They can be subdivided into different viewer groups in two different ways—by mode of travel or by reason for travel. For example, subdividing highway users by mode of travel may yield pedestrians, bicyclists, transit riders, car drivers and passengers, and truck drivers. Dividing highway users or viewer groups by reason for travel creates categories like tourists, commuters, and haulers. It is also possible to use both mode and reason for travel simultaneously, creating a category like *bicycling tourists*, for example. For this project the following highway users were considered:

- SR-60 freeway travelers. These viewers are composed of commuters, haulers, and tourists, as this stretch of highway connects the City of Moreno Valley with the coastal cities and the greater Los Angeles area to the west. It also merges with Interstate 10 (I- 10) to the east, and connects to the communities of Beaumont, Banning, and the cities of the Coachella Valley.
- WLC Parkway travelers. These viewers are comprised of local street users, as this roadway provides connections to residential, institutional, and industrial uses in the project vicinity.

- Eucalyptus Avenue travelers: These viewers are comprised of employees, haulers, and commercial consumers accessing the Skechers Distribution Center and Factory Outlet to the southwest of the SR-60/WLC Parkway interchange.

Viewer Response

Viewer response is a measure or prediction of the viewer's reaction to changes in the visual environment and has two dimensions as previously mentioned, viewer exposure and viewer sensitivity.

VIEWER EXPOSURE

Viewer exposure is a measure of the viewer's ability to see a particular object. Viewer exposure has three attributes: location, quantity, and duration. *Location* relates to the position of the viewer in relationship to the object being viewed. The closer the viewer is to the object, the more exposure. *Quantity* refers to how many people see the object. The more people who can see an object or the greater frequency an object is seen, the more exposure the object has to viewers. *Duration* refers to how long a viewer is able to keep an object in view. The longer an object can be kept in view, the more exposure. High viewer exposure helps predict that viewers would have a response to a visual change.

- Freeway Travelers

As noted above, SR-60 provides commuters, haulers, and tourists connections to the Coachella Valley and greater Los Angeles Area. Existing daily traffic volumes along SR-60 are approximately 64,000 vehicles.³

Daily commuters may have an increased awareness of views from the road due to the amount of time spent on the freeway (near the project area) each day. Drivers traveling in congested traffic conditions would likely perceive detailed views of the project features for longer durations of time. Drivers traveling at normal freeway speeds usually focus attention on long-range non-peripheral views and would have short duration of views to project features. Overall viewer exposure for freeway travelers along the project site is considered to be moderate.

- WLC Parkway Travelers

As WLC Parkway runs in a north-south direction toward the project site, travelers along WLC Parkway would have an increased awareness of views to the proposed interchange. Drivers traveling along WLC Parkway towards SR-60 would likely perceive detailed views of the project features for short-to-moderate durations of time. However, average daily traffic (ADT) volumes along WLC Parkway in the vicinity of the project site are between 600 and 800.⁴ As such, overall viewer exposure of the project site from travelers along WLC Parkway is considered to be moderate-low.

³ California Department of Transportation, *2016 Traffic Volumes on California State Highways*, http://www.dot.ca.gov/trafficops/census/docs/2016_aadt_volumes.pdf, accessed October 11, 2018.

⁴ City of Moreno Valley, *Moreno Valley General Plan EIR*, July 2006.

- Eucalyptus Street Travelers
As Eucalyptus Avenue runs in an east-west direction toward WLC Parkway, travelers along this roadway would have an increased awareness of views to the proposed interchange. Drivers traveling east along Eucalyptus Avenue would likely perceive detailed views of the project features for short-to-moderate durations of time. However, these viewers are not considered sensitive viewers (per the City's General Plan). As such, overall viewer exposure of the project site from travelers along WLC Parkway is considered to be moderate-low.
- Residential Uses
Only a few residents live near the project area and have direct views of the freeway. These residents would have direct, long-duration views to project changes and would likely have a high concern for the project and its effect on views from their homes and neighborhood. Overall viewer exposure for residential uses along the project site is considered to be moderate.
- Industrial Use Employees and Customers (Skechers Distribution Center and Factory Outlet)
The Skechers facility adjoins the project site to the southwest. The people that see the project site from this industrial use include visitors walking from the parking lot to the Skechers facility, and the employees. Although intervening topography slightly limits views to the project site from visitors and employees at the Skechers facility, these users would have some direct views to project changes. The duration of views from these users are considered to be moderate. Overall viewer exposure for commercial employees and clientele would likely be moderate-low.

This analysis acknowledges that although the existing character of the surrounding landscape is mostly rural in character, large-scale industrial development is increasing in the vicinity of the project site (e.g., the existing Skechers facility to the south). It is anticipated that Industrial use employees and customers would become a much larger population of viewers in the future for the project area. Refer to Section IX, Project Visual Impact Summary, Cumulative Visual Impacts, for a discussion of cumulative analysis considerations for the proposed WLC that is located to the south of the project site.

VIEWER SENSITIVITY

High viewer sensitivity helps predict that viewers will have a high concern for any visual change. Viewer sensitivity is a measure of the viewer's recognition of a particular object. It has three attributes: activity, awareness, and local values. *Activity* relates to the preoccupation of viewers—are they preoccupied, thinking of something else, or are they truly engaged in observing their surroundings. The more they are actually observing their surroundings, the more sensitivity viewers will have of changes to visual resources. *Awareness* relates to the focus of view—the focus is wide and the view general or the focus is narrow and the view specific. The more specific the awareness, the more sensitive a viewer is to change. *Local values* and attitudes also affect viewer sensitivity. If the viewer group values aesthetics in general or if a specific visual resource has been protected by local, state, or national designation, it is likely that viewers will be more sensitive to visible changes. High viewer sensitivity helps predict that viewers will have a high concern for any visual change.

Community Values

The project site is located within the *Route 60 Corridor Master Plan for Aesthetics and Landscaping Moreno Valley City Limits* (Corridor Master Plan), prepared by California Department of Transportation (Caltrans) District 8, dated August 2010. The Corridor Master Plan is a design guideline for all highway projects on Route 60 in Moreno Valley City Limits, creating a unified and cohesive

corridor. The Corridor Master Plan provides aesthetic guidelines for new retrofit highway projects, which would be accomplished by the following major actions:

- Create a sense of place relating to the City’s history and natural surrounding.
- Preserve and enhance community character.
- Include aesthetics on structures.
- Employing decorative rock and inert material.
- Use materials reflecting the character of the area.
- Coordinating of colors of materials.
- Ensuring a safe and durable design.
- Recommending appropriate plants for a lasting roadside environment that meet the following applicable landscape design objectives:
 - Low growing ground covers allow views of the patterns.
 - Ground cover for color, preserving the line of sight.
 - Drought-tolerant plant palette material to be low water use.
 - Landscape areas within the interchange shall have bands of gravel mulch.
 - The gravel mulch will consist of three colors in shades of red and brown.
 - A specimen oak tree or suitable replacement may be planted in all interchanges considered gateways.
 - Plant palette to substantially conform with Master Plan.
 - Plant palette to incorporate majority of plants listed in existing “Highway 60 Corridor Design Manual Landscape Guidelines”.
- Implementing water conservation techniques.
- Coordinating with water quality best management practices.
- Identify potential gateway interchanges and recommend enhancements.

Further, as previously noted, the project site is located within the City of Moreno Valley. The City of Moreno Valley has developed policies and objectives pertaining to visual resources within the General Plan. Policies from the City’s General Plan with regard to visual resources that are applicable to the proposed project can be found below:

Policy 2.10.7 On-site lighting should not cause nuisance levels of light or glare on adjacent properties.

Policy 5.11.1 Landscaping adjacent to City streets, sidewalks and bikeways shall be designed, installed and maintained so as not to physically or visually impede public use of these facilities.

(a) The removal or relocation of mature trees, street trees and landscaping may be necessary to construct safe pedestrian, bicycle and street facilities.

(b) New landscaping, especially street trees shall be planted in such a manner to avoid overhang into streets, obstruction of traffic control devices or sight distances, or creation of other safety hazards.

Objective 7.7 Where practical, preserve significant visual features significant views and vistas.

Policy 7.7.4 Gilman Springs Road, Moreno Beach Drive, and State Route 60 shall be designated as local scenic roads.

Visual resources, which the residents within the project area have deemed important, include views of the surrounding mountains (Reche Canyon area to the north, Badlands to the east, Mount Russell area and Moreno Peak to the south, and Box Springs Mountains to the west) and southerly views of the valley. The General Plan also values the man-made environment (e.g., buildings, landscaping, and signage), as well as agricultural uses (e.g., citrus groves) as aesthetic resources within the City. The General Plan designates SR-60 as a Scenic Route, and states that “Special attention to the location and design of buildings, landscaping, and other features should be made to protect and enhance views from scenic roadways.”

Viewer Sensitivity Analysis

- Freeway Travelers
Freeway travelers are generally considered to be engaged in their surrounding visual environment. The degree of awareness of change for freeway travelers varies depending on the frequency of travels. In general, it is anticipated that motorists traveling along SR-60 through the project area would have a moderate awareness of change. However, as noted above, SR-60 is designated as a Scenic Route in the City's General Plan. Therefore, overall viewer sensitivity for freeway travelers along the project alignment is considered to be moderate-high.
- WLC Parkway Travelers
WLC Parkway travelers (near the proposed interchange) are anticipated to be engaged in their visual surroundings due to the extent of views of the hillsides and ridgelines associated with the Badlands and San Jacinto Mountains to the east. Therefore, it is anticipated that in general, motorists traveling along WLC Parkway would have a moderate-high awareness of change. Therefore, overall viewer sensitivity for WLC Parkway travelers along the project alignment is considered to be moderate.
- Eucalyptus Avenue Travelers
Eastbound Eucalyptus Avenue travelers are anticipated to be engaged in their visual surroundings due to the extent of views of the surrounding hillsides and ridgelines associated with the Badlands and San Jacinto Mountains. Therefore, it is anticipated that in general, motorists traveling along Eucalyptus Avenue would have a moderate-high awareness of change. However, as noted above, these travelers are not considered sensitive viewers. Overall viewer sensitivity for Eucalyptus Avenue travelers in the project vicinity is considered to be moderate-low.
- Residential Uses
Residential viewers are generally considered to be engaged in their surrounding visual environment. While some residential viewers in the vicinity of the project site would not be aware of visual change due to intervening trees, varying topography, and residential buildings, the residents located at the northeast portion of the SR-60/WLC Parkway interchange would be highly aware of change due to their elevation (approximately 45 feet above SR-60) and location adjoining the project site. Based on the General Plan, community residents are concerned with the quality of views from their communities. As a result, residents are likely to have a high concern for the project and its effect on views from their homes and neighborhoods. Therefore, overall viewer sensitivity for residential uses in the project vicinity is considered to be moderate-high.
- Industrial Use Employees and Customers (Skechers Distribution Center and Factory Outlet)
Employees and customers are typically people located indoors that are preoccupied (e.g., at work), and are not engaged in the surrounding outdoor visual environment. These viewers typically have a low awareness. Industrial uses are not considered to be concerned by visual change. Overall viewer sensitivity for industrial uses (Skechers Distribution Center and Factory Outlet) is considered to be moderate-low.

GROUP VIEWER RESPONSE

The narrative descriptions of viewer exposure and viewer sensitivity for each viewer group were merged to establish the overall viewer response of each group.

- Freeway Travelers
Overall viewer exposure and viewer sensitivity for freeway travelers along the project site are considered to be moderate, and moderate-high, respectively. Because SR-60 is designated as a Scenic Route in the City's General Plan, the overall viewer response for this viewer group is moderate-high.
- WLC Parkway Travelers
Overall viewer exposure and viewer sensitivity for WLC Parkway travelers in the project vicinity are considered to be moderate-low, and moderate, respectively. The overall viewer response for this viewer group is moderate.
- Eucalyptus Avenue Travelers
Overall viewer exposure and viewer sensitivity for Eucalyptus Avenue travelers in the project vicinity are considered to be moderate-low. As travelers along Eucalyptus Avenue would have a short-to moderate viewer duration, the overall viewer response for this viewer group is moderate-low.
- Residential Uses
As previously noted, overall viewer exposure for residential uses along the project site is considered to be moderate, while the overall viewer sensitivity is considered to be moderate-high. As the residences with views to the project site (the residence adjoining the project site to the northeast in particular) would be aware of the visual change, the overall viewer response for this viewer group is moderate-high.
- Industrial Use Employees and Customers (Skechers Distribution Center and Factory Outlet)
As previously noted, overall viewer exposure and viewer sensitivity for industrial employees and customers within the project area (i.e., at the Skechers Distribution Center and Factory Outlet) are considered to be moderate-low. As the majority of the employees and customers at the Skechers Distribution Center and Factory Outlet are not generally engaged in the surrounding outdoor visual environment, the overall viewer response for this viewer group is moderate-low.

Group viewer response from surrounding cumulative development would depend on the type, size, viewers, distance to project features, etc. It is understood that cumulative development in the surrounding area could be exposed to visual impacts associated with the proposed project. Refer to Section IX, Project Visual Impact Summary, Cumulative Visual Impacts, for a discussion of visual impacts from cumulative development in the vicinity of the project site.

VIII. VISUAL IMPACT

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. These impacts can be beneficial or detrimental. Cumulative impacts and temporary impacts due to the contractor’s operations are also considered. A generalized visual impact assessment process is illustrated in the following diagram:

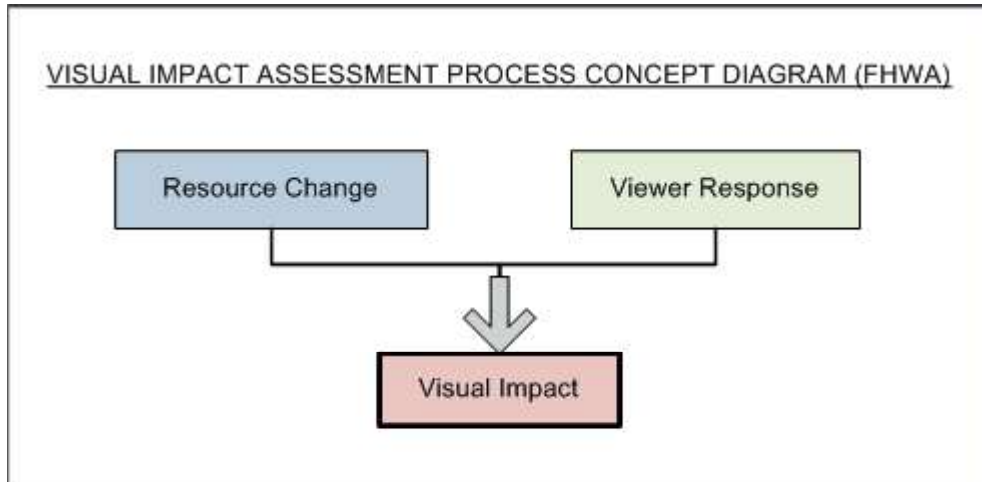


Table 1, *Visual Impact Ratings Using Viewer Response and Resource Change*, below provides a reference for determining levels of visual impact by combining resource change and viewer response.

Table 1
Visual Impact Ratings Using Viewer Response and Resource Change

		Viewer Response (VR)				
		Low (L)	Moderate-Low (ML)	Moderate (M)	Moderate-High (MH)	High (H)
Resource Change (RC)	Low (L)	L	ML	ML	M	M
	Moderate-Low (ML)	ML	ML	M	M	MH
	Moderate (M)	ML	M	M	MH	MH
	Moderate-High (MH)	M	M	MH	MH	H
	High (H)	M	MH	MH	H	H

Visual Impacts by Visual Assessment Unit and Alternative

Because it is not feasible to analyze all the views in which the proposed project would be seen, it is necessary to select a number of key views associated with VAUs that would most clearly demonstrate the change in the project’s visual resources. Key views also represent the viewer groups that have the highest potential to be affected by the project considering exposure and sensitivity. In addition, these key views

would be analyzed for each proposed alternative. Figure 8, Key View Locations Map, depicts the four key view locations which have been selected to show the visual change that would occur with project implementation.

This VIA also considers the potential impacts of a No Build Alternative. The No Build Alternative would result in no change to the project corridor. Therefore, the visual character and quality of the project site and vicinity would remain similar to that described in Section VI, Visual Resources and Resource Change. The No Build Alternative would result in no changes to the topography at the project site and increased hardscape from the new interchange would not occur.

Michael Baker staff visited the site to take photographs and make observations from Key Views that were selected (in consultation with Caltrans District 8 staff) on July 8, 2015 and September 25, 2018. The camera locations were recorded utilizing Global Positioning System (GPS) equipment. Primary photographs were taken using a Nikon D1X digital camera with a fixed 50 millimeter lens. A backup Fuji G-617 Panoramic camera with a 1:8/105 millimeter lens was used, as it yields an accurate representation of human visual perception.

Michael Baker created two three-dimensional wire frame models, one for each build alternative, using Project Engineer-provided CADD files. Imaging software was used to align the computer models to the site photographs. The computer models were then superimposed over photographs from each of the Key Views, and minor camera alignment changes were made to all known reference points within view. Foreground masking of objects was performed with Adobe Photoshop to enhance realism. As a draft Landscape Concept Plan is being prepared by Michael Baker, these concepts have been included in the photosimulations, although they are subject to change as part of the design review process. Hardscape design treatments of the proposed bridge, fencing, plinth, decorative lighting, decorative abutment walls, slope paving, and colored gravel may be implemented per the Corridor Master Plan, but have not been included, as these specific features would be determined in the design phase. It is too speculative to include these features in this analysis at this time.

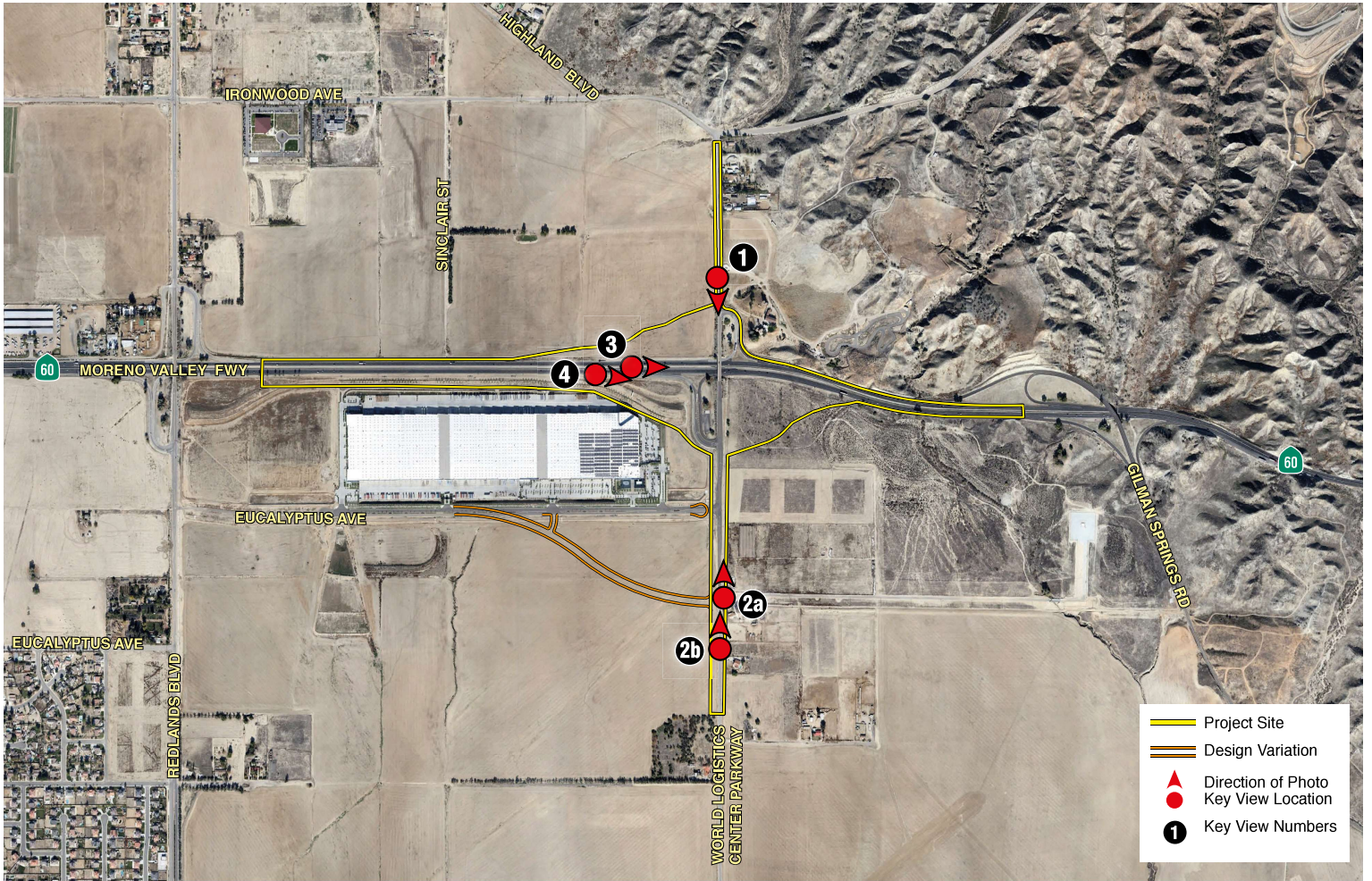
The following section describes and illustrates visual impacts within VAU1, compares existing conditions to the proposed alternatives, and includes the predicted viewer response.

VISUAL ASSESSMENT UNIT 1

KEY VIEW 1 – Key View 1 was taken from the southbound travel lane of WLC Parkway, to the north of the proposed interchange. This view looks south toward the improved SR-60/WLC Parkway Interchange (refer to Figure 9a, Key View 1 Existing Condition). Views at this Key View mainly consist of the WLC Parkway overcrossing and associated roadside utilities and vegetation, overhead power lines, the varying topography of the Mount Russell area, and non-native desert landscaping. SR-60 is present within the view trending in an east-west direction.

Existing Condition

The visual form in Key View 1 appears to be relatively consistent throughout the view. WLC Parkway appears to be linear and continuous with edges defined by soft edges and shoulders. Uniform colors are visible throughout Key View 1, including tans/browns associated with the Mount Russell area and disturbed roadside vegetation, grey colors associated with the WLC Parkway/SR-60 westbound off-ramp pavement/asphalt and streetlights, and a small amount of green colors associated with mature trees and vegetation. Textures throughout this Key View consist of the cobbled hillsides associated with the Mount



SOURCE: Google Earth Pro Aerial, April 14, 2015.

not to scale

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA
Key View Locations Map

Figure 8

Russell area, relatively smooth pavement along WLC Parkway, and granular disturbed roadside vegetation. The contrast between the roadway hardscape and cobbled hillsides of the Mount Russell area provide some diversity in Key View 1. Vividness in Key View 1 is moderate-high due to background views of varying topography associated with the Mount Russell area. Man-made hardscape and vertical elements associated with WLC Parkway utilities and signage decreases the intactness of background views of the Mount Russell area. Key View 1 appears fairly unified as a result of the consistent line, form, texture, and continuity of the Mount Russell area in background views.

Viewer Response

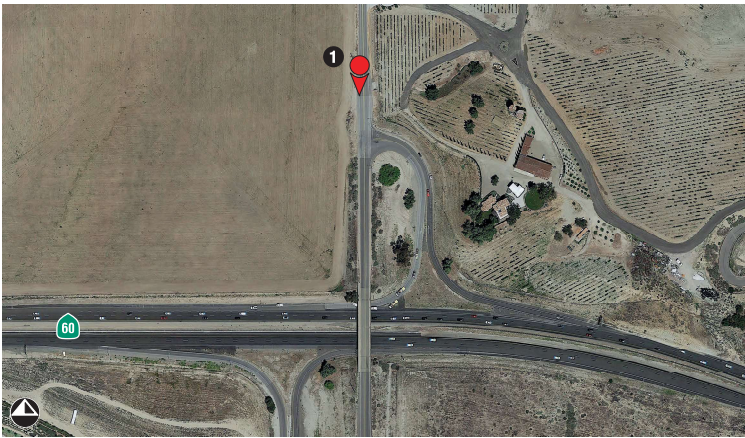
Key View 1 represents a typical view from southbound WLC Parkway motorists, bicyclists, and pedestrians to the north of the SR-60/WLC Parkway interchange. The southbound traveler in Key View 1 would be directly exposed to the changes along WLC Parkway and the SR-60/WLC Parkway interchange in VAU1. However, as the project corridor is located within a rural setting, traffic along WLC Parkway is nominal. As such, overall viewer response in Key View 1 would be moderate.

KEY VIEW 1 Proposed Condition – Alternative 2

Completion of the proposed project would result in visible changes to the existing condition of the SR-60/WLC Parkway interchange, as seen from this Key View. Visible project features from this Key View under Alternative 2 include the new WLC Parkway overcrossing, westbound loop off-ramp, widened WLC Parkway, traffic signals, sidewalks, and landscaping (refer to [Figure 9b, Key View 1 Proposed Condition – Alternative 2 and 6](#)).

Resource Change

Under Alternative 2, the visible form and scale of the SR-60/WLC Parkway interchange would be altered due to the introduction of a new overcrossing (increased height, width, and length compared to the existing overcrossing structure), westbound loop off-ramp, and widened WLC Parkway. The proposed condition would appear similar to the existing condition with regards to colors, although an increase in grey colors (associated with new overcrossing, widened WLC Parkway, sidewalks, and traffic signals), a slight decrease in green colors (from vegetation removal/new landscaping), and a decrease in tan/brown colors (as a result of increased hardscape) would result. The texture and continuity associated with the proposed condition would be similar to existing conditions, although to a lesser extent. Mature trees and vegetation in the foreground and middleground have been removed, and new lines of trees with limited shrubbery have been planted along WLC Parkway. Fencing has also been introduced along the new overcrossing and southbound WLC Parkway. Increased hardscape, partial view blockage of the Mount Russell area, and vegetation removal activities have resulted in the decrease of vividness, intactness, and unity, as seen from this Key View. Overall, the resource change in Key View 1 as a result of Alternative 2 is considered to be moderate due to the increase in hardscape and scale of the new overcrossing, and widened WLC Parkway. To ensure consistency with the design intent of the Corridor Master Plan and Caltrans' Gateway Monument policy, as well as to ensure landscape treatments reduce the appearance of hardscape features from the overcrossing and widened WLC Parkway, Avoidance/Minimization Measures MM-1 and MM-2 are recommended.



- ▲ Direction of Photo
- Key View Location
- 1** Key View Number

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Key View 1
Existing Condition

Figure 9a



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, scale, and scale of the proposed improvements within the project area.

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Key View 1
Proposed Condition - Alternative 2 and 6

Figure 9b

KEY VIEW 1 Proposed Condition – Alternative 6

Completion of the proposed project would result in visible changes to the existing condition of the SR-60/WLC Parkway interchange, as seen from this Key View. Under Alternative 6, visible project features would include the new WLC Parkway overcrossing, westbound loop off-ramp, westbound roundabout intersection, multi-use trail and sidewalks, and landscaping (refer to [Figure 9b](#)).

Resource Change

Under the proposed condition, the visible form of the SR-60/WLC Parkway interchange would be altered due to the introduction of a new overcrossing (increased height, width, and length compared to the existing overcrossing structure), westbound loop off-ramp, westbound roundabout intersection, and widened WLC Parkway. The proposed overcrossing would result in a larger bridge structure, although to a lesser extent than under Alternative 2 (i.e., the Alternative 6 overcrossing would be approximately 47 feet shorter in width, and 53 feet shorter in length than Alternative 2 structure). Fencing has also been introduced along southbound WLC Parkway. Although hardscape has increased, the colors, texture, diversity, and continuity under Alternative 6 would appear more similar to existing conditions compared to Alternative 2. The use of varied landscaping and architectural treatments at the westbound roundabout intersection for Alternative 6 have lessened the appearance of hardscape in the project corridor, resulting in relatively cohesive unity, vividness, and intactness in this Key View. Overall, the resource change in Key View 1 as a result of Alternative 6 is considered to be moderate-low due to the increase in landscaping and architectural treatments, and the reduced dimensions of the new overcrossing (which would slightly obstruct views of the Mount Russell area). To ensure consistency with the design intent of the Corridor Master Plan and Caltrans' Gateway Monument policy, as well as to ensure landscape treatments reduce the appearance of hardscape features from the overcrossing and widened WLC Parkway, Avoidance/Minimization Measures MM-1 and MM-2 are recommended.

KEY VIEW 2A – Key View 2a was taken from the northbound travel lane of WLC Parkway, to the south of the proposed interchange. This view looks north toward the improved SR-60/WLC Parkway Interchange (refer to [Figure 10a](#), [Key View 2a Existing Condition](#)). Views at this Key View mainly consist of the varying topography of the Badlands to the north, WLC Parkway, the WLC Parkway overcrossing, vacant disturbed land, disturbed roadside vegetation, overhead power lines, and sporadic mature vegetation. Although not visible in the foreground of this Key View, the Skechers facility is located to the south of the project site and is visible from surrounding viewers in VAU1.

Existing Condition

The visual form in Key View 2a appears to be relatively consistent throughout the view. WLC Parkway appears to be linear and continuous with edges defined by rough edges and shoulders. Uniform colors are visible throughout Key View 2a, including tans/browns associated with the Badlands and disturbed roadside vegetation, grey colors associated with the WLC Parkway pavement/asphalt, and a small amount of green colors greens associated with mature trees and vegetation. Textures throughout this Key View consist of the cobbled hillsides associated with the Badlands, relatively smooth pavement along WLC Parkway, and granular disturbed roadside vegetation. The contrast between the roadway hardscape, cobbled hillsides of the Badlands, and granular roadside vegetation provide some diversity in Key View 2a. Background views of varying topography associated with the Badlands provide vivid, diverse views at this Key View. The hardscape and vertical ROW utilities associated with WLC Parkway partially encroach onto background views of the Badlands, resulting in moderately fair intactness. Key View 2a appears fairly unified as a result of the consistent line, form, texture, and continuity of the Badlands in background views.

Viewer Response

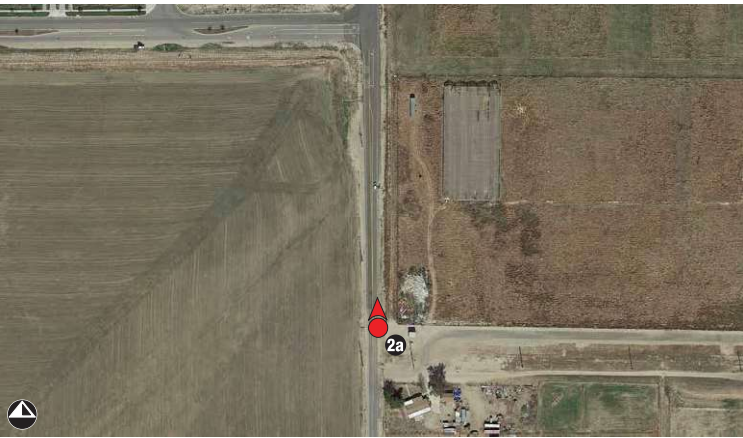
Key View 2a represents a typical view from northbound WLC Parkway motorists, bicyclists, and pedestrians, and a residential use to the south of the SR-60/WLC Parkway interchange. Northbound travelers and residents in Key View 2a would be directly exposed to the changes along WLC Parkway and the SR-60/WLC Parkway interchange in VAU1. However, as the project corridor is located within a rural setting, traffic along WLC Parkway is nominal. Due to site distance and the nature of improvements along WLC Parkway, the residential use at Key View 2a would have minimal exposure to the proposed project. As such, overall viewer response in Key View 2a for is moderate.

KEY VIEW 2A Proposed Condition – Alternatives 2 and 6

Completion of the proposed project would result in visible changes to the existing condition of the SR-60/WLC Parkway interchange, as seen from this Key View. Under Alternatives 2 and 6, visible project features would include the widened WLC Parkway, traffic signals (under Alternative 2 only), multi-use trail and sidewalks, landscaping along WLC Parkway, and landscaped medians (refer to [Figure 10b, Key View 2a Proposed Condition – Alternative 2 and 6](#)).

Resource Change

Under the proposed condition, the visible form of the WLC Parkway would be altered due to the introduction of a new overcrossing (increased height, width, and length compared to the existing overcrossing structure), and improvements to WLC Parkway (widened ROW, and vertical alignment has increased). The increased hardscape and vertical alignment of WLC Parkway would result in an increased scale of the roadway at this view, and would add to the existing hardscape of existing uses (e.g., the Skechers facility). Refer to [Section IX, Project Visual Impact Summary, Cumulative Visual Impacts](#), for an analysis of potential cumulatively considerable impacts associated with the WLC. Fencing has also been introduced along a portion of northbound WLC Parkway along with the lines of trees along the sidewalk, providing a limited and fleeting view of the fencing. The grey colors and texture associated with WLC Parkway dominate northbound views of the Badlands, decreasing the vividness and intactness at this Key View. However, distant views of the Badlands to the north would largely remain. Although vegetation removal is visible new plants would be placed within landscaped medians and along the sidewalks, and multi-use trails, providing additional natural elements increasing unity and continuity. Overall, the resource change in Key View 2a for both Alternatives 2 and 6 is considered to be moderate-high due to the increased hardscape and vertical alignment of WLC Parkway. To ensure consistency with the design intent of the Corridor Master Plan and Caltrans' Gateway Monument policy, as well as to ensure landscape treatments reduce the appearance of hardscape features from the overcrossing and widened WLC Parkway, Avoidance/Minimization Measures MM-1 and MM-2 are recommended.



- ▲ Direction of Photo
- Key View Location
- 2 Key View Number

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Key View 2a Existing Condition

Figure 10a



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, scale, and scale of the proposed improvements within the project area.

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Key View 2a
Proposed Condition Alternative 2 and 6

Figure 10b

KEY VIEW 2B – Key View 2b was taken from the northbound travel lane of WLC Parkway, to the south of the proposed interchange. This view looks north toward the improved SR-60/WLC Parkway Interchange (refer to [Figure 11a, Key View 2b Existing Condition](#)). This Key View mainly consist of the varying topography of the Badlands to the north, residential uses to the east, WLC Parkway, the WLC Parkway overcrossing, Eucalyptus Avenue, vacant disturbed land, disturbed roadside vegetation, overhead power lines, and sporadic mature vegetation. Although not visible in the foreground of this Key View, the Skechers facility is located to the south of the project site and is visible from surrounding viewers in VAU1.

Existing Condition

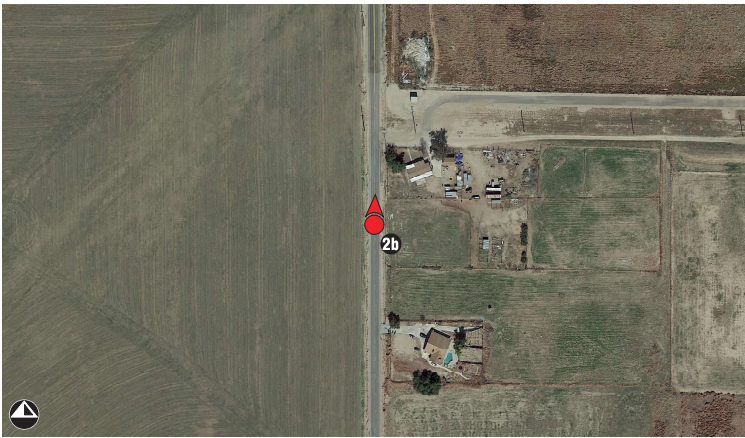
The visual form in Key View 2b appears to be relatively consistent throughout the view. WLC Parkway appears to be linear and continuous with edges defined by rough edges and shoulders. Uniform colors are visible throughout Key View 2b, including tans/browns associated with the Badlands, disturbed roadside vegetation, and residential uses to the east, grey colors associated with the WLC Parkway pavement/asphalt, and a small amount of green colors greens associated with mature trees and vegetation. Textures throughout this Key View consist of the cobbled hillsides associated with the Badlands, relatively smooth pavement along WLC Parkway and residential uses to the east, and granular disturbed roadside vegetation and mature trees. The contrast between the roadway hardscape, residential uses, cobbled hillsides of the Badlands, and granular roadside vegetation and mature trees provide some diversity in Key View 2b. Background views of varying topography associated with the Badlands provide vivid, diverse views at this Key View, although to a lesser extent than Key View 2a due to screening from residential uses and mature trees to the east. These features along with the hardscape and vertical ROW utilities associated with WLC Parkway partially encroach onto background views of the Badlands, resulting in moderately fair intactness. Although Key View 2b exhibits consistent line, form, and texture, the continuity of the Badlands in background views is reduced due to existing residential development. As a result, Key View 2b is less unified than Key View 2a.

Viewer Response

Key View 2b represents a typical view from northbound WLC Parkway motorists, bicyclists, and pedestrians, and a residential use to the south of the existing Eucalyptus Avenue/WLC Parkway intersection. Northbound travelers and residents in Key View 2b would be directly exposed to the Design Variation’s proposed changes along WLC Parkway, Eucalyptus Avenue, and the SR-60/WLC Parkway interchange in VAU1. However, as the project corridor is located within a rural setting, traffic along WLC Parkway is nominal. As such, overall viewer response in Key View 2b is moderate-low.

KEY VIEW 2B Proposed Condition – Alternatives 2 and 6 Design Variation

Completion of the proposed project would result in visible changes to the existing condition of the SR-60/WLC Parkway interchange as well as the Eucalyptus Avenue/WLC Parkway intersection, as seen from this Key View. Under Design Variation 2a and Design Variation 6a, visible project features would include the proposed realignment of the Eucalyptus Avenue/WLC Parkway intersection approximately 900 feet south from its current location and resultant partial realignment of Eucalyptus Avenue, the widened WLC Parkway, traffic signals (under Alternative 2 only), multi-use trail and sidewalks, landscaping along WLC Parkway, and landscaped medians (refer to [Figure 11b, Key View 2b Proposed Condition – Alternative 2 and 6 Design Variation](#)).



- ▲ Direction of Photo
- Key View Location
- ② Key View Number

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Key View 2b
Existing Condition

Figure 11a



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, scale, and scale of the proposed improvements within the project area.

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Key View 2b
Proposed Condition Alternative 2 and 6 Design Option

Figure 11b

Resource Change

Under the proposed condition, the visible form of the WLC Parkway would be altered due to the introduction of a new overcrossing (increased height, width, and length compared to the existing overcrossing structure), realignment of the Eucalyptus Street/WLC Parkway intersection, and improvements to WLC Parkway (widened ROW, and vertical alignment has increased). The increased hardscape and vertical alignment of WLC Parkway would result in an increased scale of the roadway at this view, and would add to the existing hardscape of existing uses (e.g., the Skechers facility). Refer to Section IX, *Project Visual Impact Summary, Cumulative Visual Impacts*, for an analysis of potential cumulatively considerable impacts associated with the WLC. Fencing has also been introduced along northbound and southbound WLC Parkway, along with lines of trees and limited shrubbery, that soften the increased hardscape experienced at this Key View. Although vegetation removal is visible, the new landscaping within landscaped medians and along the sidewalks/multi-use trail provide some unity and continuity. Distant views to the Badlands would largely remain intact. Overall, the resource change in Key View 2b for both Design Variations is considered to be moderate-high due to the increased hardscape, permanent acquisition of an existing residential use and mature trees along WLC Parkway, and the vertical alignment of World Logistics Center Parkway. To ensure consistency with the design intent of the Corridor Master Plan and Caltrans' Gateway Monument policy, as well as to ensure landscape treatments reduce the appearance of hardscape features from the overcrossing and widened WLC Parkway, Avoidance/Minimization Measures MM-1 and MM-2 are recommended.

KEY VIEW 3 – Key View 3 was taken from the shoulder of the eastbound travel lane of SR-60, to the west of the proposed interchange. This view looks east toward the new WLC Parkway/SR-60 overcrossing (refer to Figure 12a, *Key View 3 Existing Condition*). Views at this Key View mainly consist of SR-60, the WLC Parkway eastbound off-ramp, WLC Parkway overcrossing, and varying topography of the Badlands to the east. Although not visible in the foreground of this Key View, the Skechers facility is located to the south of the project site and is visible from surrounding viewers in VAU1.

Existing Condition

Foreground and middle ground views include eastbound SR-60 travel lanes, a center divider concrete barrier, freeway signage, the WLC Parkway eastbound off-ramp, and disturbed roadside vegetation. Middle ground and background views of the WLC Parkway overcrossing, mature trees, and varying topography of the Badlands provide fairly diverse vividness at this Key View. Distant views to the hillsides of the Badlands distract travelers from visual intrusions, resulting in increased intactness. The unity throughout this view is fair, due to the hardscape associated with SR-60, overcrossing, and disturbed vegetation that encroach onto views of the Badlands in background views.

The visual form in Key View 3 appears to be fairly consistent throughout the view. SR-60 appears to be generally linear and continuous, with the exception of the curved WLC Parkway eastbound off-ramp. The colors throughout Key View 3 are similar to those in Key Views 1 and 2, consisting of shades of grey associated with the freeway, tan/brown colors associated with disturbed roadside vegetation and cobbled hillsides of the Badlands, greens associated with surrounding trees, and light blues of the visible skyline. The texture of the SR-60 eastbound lanes appears to be granular. The vegetation and trees, hillsides of the Badlands, freeway, barriers, signage, and overcrossing, increase the diversity in Key View 3.

Viewer Response

Key View 3 represents a typical view from eastbound SR-60 travelers. The eastbound traveler would be directly exposed to the changes at the SR-60/WLC Parkway interchange in VAU1. As noted above, thousands of vehicles travel this portion of SR-60 each day. The viewer exposure duration is ultimately

dependent on the density of traffic, especially during peak travel periods. Although eastbound SR-60 travelers may or may not be highly aware in Key View 3 depending on the speed of travel, these viewers would likely notice change in this portion of the project site. Overall viewer response in Key View 3 would be moderate-high.

KEY VIEW 3 Proposed Condition – Alternatives 2 and 6

Completion of the proposed project would result in visible changes to the existing condition of the SR-60/WLC Parkway interchange, as seen from this Key View. Visible project features from this Key View under Alternatives 2 and 6 include the new WLC Parkway overcrossing, direct eastbound off-ramp, landscaping, and the new eastbound loop on-ramp (Alternative 2) (refer to [Figure 12b](#), [Key View 3 Proposed Condition – Alternative 2 and 6](#)).

Resource Change

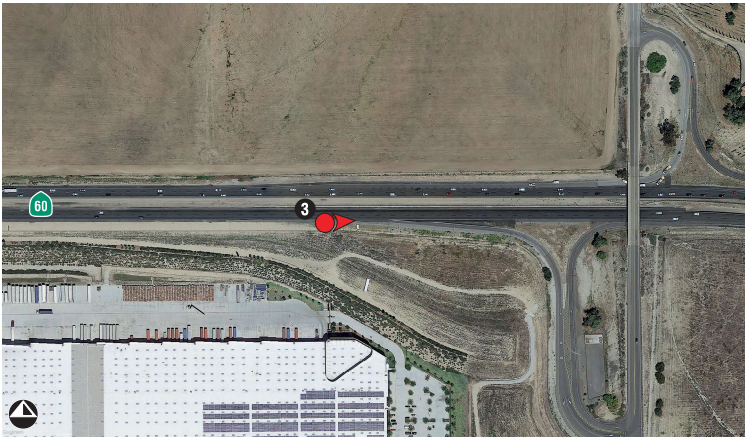
The project changes under Alternatives 2 and 6 are generally consistent with the existing condition of the area. The proposed condition in Key View 3 would appear generally similar to the existing condition with regards to colors, texture, scale, diversity, and continuity. However, the visible form would be altered due to the scale of the new WLC Parkway overcrossing structure, and the new eastbound direct on-ramp associated with Alternative 2. Vividness has nominally decreased due to vegetation removal within highway ROW, although the installation of landscaping along WLC Parkway and SR-60 have increased the unity in this view. Hardscape features in this Key View have increased as a result of the vegetation removal and the new overcrossing structure, which have slightly decreased the intactness of this view. In addition, the project would increase hardscape in relation to existing uses (e.g., the Skechers facility). Refer to [Section IX, Project Visual Impact Summary, Cumulative Visual Impacts](#), for an analysis of potential cumulatively considerable impacts associated with the WLC.

A minimal increase in view blockage of the Badlands to the east has occurred, which minimizes the effect of the additional hardscape in the foreground and middle ground views. Overall, the resource change in Key View 3 for both Alternatives 2 and 6 is considered to be moderate-low as the proposed condition appears generally relatively similar to the existing condition with implementation of hardscape treatment and new landscaping (Avoidance/Minimization Measures MM-1 and MM-2).

KEY VIEW 4 - Key View 4 was taken from the shoulder of the eastbound travel lane of SR-60, to the west of the proposed interchange. This view looks east toward the new SR-60/WLC Parkway interchange (refer to [Figure 13a](#), [Key View 4 Existing Condition](#)). Views at this Key View mainly consist of SR-60, the eastbound SR-60 shoulder, SR-60/WLC Parkway interchange, distant views of the Badlands and San Jacinto Mountains, and open space. Although not visible in this Key View, the Skechers facility is located to the south of the project site and is visible from surrounding viewers in VAU1.

Existing Condition

Foreground and middle ground views include eastbound SR-60 travel lanes, a center divider concrete barrier, freeway signage, disturbed roadside vegetation, and vacant land/open space. Intermittent mature trees are visible in foreground and middle ground views. Partial background views of the World



- ▲ Direction of Photo
- Key View Location
- ③ Key View Number

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Key View 3
Existing Condition

Figure 12a



Alternative 2



Alternative 6

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.

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Key View 3

Proposed Condition - Alternative 2 and 6

Figure 12b



- ▲ Direction of Photo
- Key View Location
- ④ Key View Number

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Key View 4
Existing Condition

Figure 13a



Alternative 2



Alternative 6

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.

SR-60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE PROJECT • VIA

Key View 4
Proposed Condition - Alternative 2 and 6

Figure 13b

Logistics Center Parkway overcrossing, mature trees, and the varying topography of the Badlands and San Jacinto Mountains are visible to the east and southeast, respectively. Distant views to the varying topography of the Badlands and San Jacinto Mountains distract travelers from visual intrusions, resulting in consistent vividness and intactness at this Key View. The hardscape associated with SR-60, overcrossing, and disturbed vegetation nominally encroach onto expansive views of the Badlands and San Jacinto Mountains in background views, resulting in consistent unity throughout this view.

The visual form in Key View 4 appears to be consistent throughout the view. SR-60 appears to be generally linear and continuous, and the scale of the ridgelines and profiles associated with the Badlands and San Jacinto Mountains provide unified diversity, dominance, and continuity throughout the view. The colors throughout Key View 4 are similar to those in Key Views 1, 2, and 3, and consist of shades of grey associated with the freeway, tan/brown colors at the disturbed roadside vegetation and cobbled hillsides of the Badlands, greens from with surrounding trees, and light blues associated with the visible skyline. The faded grey color of the San Jacinto Mountains in background views is noted in Key View 4 and provides increased diversity at this viewshed. The texture of the SR-60 eastbound lanes, asphalt on the freeway shoulder area, and cobbled hillsides of the Badlands appears to be granular. The vegetation, freeway alignment, barriers, signage, overcrossing, open space, and hillsides of the Badlands and San Jacinto Mountains increase the diversity in Key View 4.

Viewer Response

Key View 4 represents a typical view from eastbound SR-60 travelers. The eastbound traveler would be directly exposed to the changes at the SR-60/WLC Parkway interchange in VAU1. As noted above, thousands of vehicles travel this portion of SR-60 each day. The viewer exposure duration is ultimately dependent on the density of traffic, especially during peak travel periods. Although eastbound SR-60 travelers may or may not be highly aware in Key View 4 depending on the speed of travel, these viewers would likely notice change in this portion of the project site. Overall viewer response in Key View 4 would be moderate-high.

KEY VIEW 4 Proposed Condition – Alternatives 2 and 6

Completion of the proposed project would result in visible changes to the existing condition of the SR-60/WLC Parkway interchange, as seen from this Key View. Visible project features from this Key View under Alternatives 2 and 6 include the new WLC Parkway overcrossing, direct eastbound off-ramp, and landscaping (refer to [Figure 13b, Key View 4 Proposed Condition – Alternative 2 and 6](#)).

Resource Change

The proposed condition in Key View 4 would appear generally similar to the existing condition with regards to colors, texture, scale, diversity, and continuity. However, the visible form would be slightly altered due to the scale of the new WLC Parkway overcrossing structure, and the new eastbound direct off-ramp. Vividness has nominally decreased due to vegetation removal within highway ROW, although the installation of landscaping along WLC Parkway and SR-60 have increased the unity in this view. Hardscape features in this Key View have minimally increased as a result of the vegetation removal and the new overcrossing structure, resulting in a slight decrease in intactness within this view. In addition, the project would increase hardscape compared to existing conditions (e.g., the Skechers facility). Overall, the resource change in Key View 4 for both Alternatives 2 and 6 is considered to be moderate-low as the proposed condition appears generally relatively similar to the existing condition with implementation of hardscape treatment and new landscaping (Avoidance/Minimization Measures MM-1 and MM-2).

Refer to *Section IX, Project Visual Impact Summary, Cumulative Visual Impacts*, for an analysis of potential cumulatively considerable impacts associated with the WLC. Nominal view blockage of the Badlands (to the east), and San Jacinto Mountains (to the southeast) has occurred, which minimizes the effect of the additional hardscape in middle ground views. Overall, the resource change in Key View 4 for both Alternatives 2 and 6 is considered to be moderate-low as the proposed condition appears generally relatively similar to the existing condition.

SUMMARY OF VISUAL IMPACTS BY VISUAL ASSESSMENT UNIT AND ALTERNATIVE

A summary of visual impacts has been prepared for the project's VAU:

Visual Assessment Unit 1

Alternative 2

The visual character and quality would be reduced as compared to existing conditions. Although implementation of Alternative 2 and its Design Variation would result in vegetation removal and additional hardscape surfaces within VAU1, several existing mature trees, and views of the Badlands (to the north and east) and Mount Russell Area (to the south) would remain visible. Distant views of the San Jacinto Mountains to the southeast would also remain. New landscaping would increase the diversity, color, and continuity in VAU1, and decrease the scale of the new SR-60/WLC Parkway overcrossing, on- and off-ramps, and widened WLC Parkway. Viewers within VAU1 include eastbound and westbound SR-60 travelers, WLC Parkway travelers, Eucalyptus Avenue travelers, residential uses, and industrial uses (Skechers Distribution Center and Factory Outlet in particular). As previously discussed, the group viewer response is moderate-high for SR-60 travelers, moderate for WLC Parkway travelers, moderate-low for Eucalyptus Avenue travelers, moderate-high for residential uses, and moderate-low for employees and customers at the Skechers Distribution Center and Factory Outlet. Key Views 1, 2a, and 2b depict a typical view from a southbound WLC Parkway traveler (north of the project site), and northbound WLC Parkway traveler (south of the project site) and residence, respectively. Key Views 3 and 4 depict a typical view from an eastbound SR-60 traveler to the west of the project site. Although change is noticeable in VAU1 particularly from views along WLC Parkway (as shown in Key Views 1, 2a, and 2b due to increased hardscape, decreased views to hillsides, and vegetation removal), the overall change viewed from motorists traveling along SR-60 (as seen in Key Views 3 and 4) would be moderate low (as the resultant increase in visible bridge structure and vegetation removal would generally appear fairly similar to the existing views). Thus, when considering the overall resource change in VAU1 and the group viewer responses, the overall visual impact within VAU1 under Alternative 2 and its Design Variation is considered to be moderate.

Alternative 6

Similar to Alternative 2, the visual character and quality in VAU1 under Alternative 6 and its Design Variation would be reduced as compared to existing conditions, although to a lesser extent compared to Alternative 2. Although the project would result in vegetation removal, and additional hardscape surfaces within VAU1, the overcrossing structure would be smaller in scale, and several existing mature trees and views of the Badlands (to the north and east) and Mount Russell Area (to the south) would remain partially visible. Distant views of the San Jacinto Mountains to the southeast would also remain partially visible. Unlike Alternative 2, Alternative 6 and its Design Option would include three roundabouts with landscaping, which would decrease the scale of the new SR-60/WLC Parkway overcrossing and create more unified views within VAU1. The additional landscaping would also increase the visible diversity in color and would increase continuity in VAU1 due to a variety of mature trees, shrubs, and architectural treatments at roundabout intersections.

The group viewer response is moderate-high for SR-60 travelers, moderate for WLC Parkway travelers, moderate-low for Eucalyptus Avenue travelers, moderate-high for residential uses, and moderate-low for employees and customers at the Skechers Distribution Center and Factory Outlet. Although change is noticeable in VAU1 particularly from views along WLC Parkway (as shown in Key Views 1, 2a, and 2b due to increased hardscape, nominally decreased views to hillsides, and vegetation removal), the overall change viewed from motorists traveling along SR-60 (as seen in Key Views 3 and 4) would be moderate low (as the resultant increase in visible bridge structure and vegetation removal would generally appear fairly similar to the existing views). However, the overall resultant change from Alternative 6 and its Design Variation would be reduced, compared to that resultant change presented in Alternative 2, due to increased landscaping and architectural treatments allowed by the proposed roundabout features. Thus, although reduced compared with Alternative 2, when considering the resource change in VAU1 and the group viewer responses, the overall visual impact within VAU1 under Alternative 6 and its Design Variation is considered to be moderate.

It is noted that increased warehousing development in the surrounding area has occurred in recent years and is expected to continue in the future. A discussion of these cumulative projects, and their cumulative contribution to visual impacts in the surrounding area are discussed in Section IX, Project Visual Impact Summary, Cumulative Visual Impacts.

KEY VIEW SUMMARY

Table 2, Summary of Key View Narrative Ratings, below summarizes and compares the narrative ratings for visual resource change and viewer response between alternatives for each key view.

**Table 2
Summary of Key View Narrative Ratings**

VISUAL ASSESSMENT UNIT	KEY VIEW	ALT. 2			ALT. 6		
		Resource Change	Viewer Response	Visual Impact	Resource Change	Viewer Response	Visual Impact
1	1	M	M	M	ML	M	M
	2a	MH	M	MH	MH	M	MH
	2b	MH	ML	M	MH	ML	M
	3	ML	MH	M	ML	MH	M
	4	ML	MH	M	ML	MH	M

IX. PROJECT VISUAL IMPACT SUMMARY

Overall Visual Impact of the Project

Alternatives 2 and 6

The SR-60/WLC Parkway interchange would be introduced to the project area. Visual elements included with the interchange would consist of an overcrossing, paved on- and off-ramps (including loop on- and off-ramps), traffic signals, and new landscaping throughout the project limits. Alternative 2 would result in a greater amount of hardscape than Alternative 6, as Alternative 2 would include an eastbound loop on-ramp (Alternative 6 does not), and Alternative 6 would include three roundabout intersections with landscaping and increased architectural treatments. Viewer groups affected by the proposed project include eastbound and westbound SR-60 travelers, WLC Parkway travelers, residential uses, and industrial uses (Skechers Distribution Center and Factory Outlet). Visual impacts associated with a project are determined by a measurement of the resource change and viewer response. The overall visual impact of both Alternatives 2 and 6 and their respective Design Variations is considered to be moderate. Recommended minimization measures MM-1 through MM-4 would ensure the character and quality of the project area is maintained and is not degraded.

California Environmental Quality Act Appendix G Checklist

The following includes a discussion of California Environmental Quality Act (CEQA) areas Appendix G Checklist topic areas, including scenic vistas, visual character, scenic resources along scenic highways, and light and glare.

SCENIC VISTAS

The City's General Plan designates SR-60 as a local Scenic Corridor. Key Views 3 and 4 depict typical views from eastbound SR-60 travelers. Views to the north, east, south, and west of the project site provide expansive views of the Reche Canyon area/Badlands, Badlands/San Jacinto Mountains, Moreno Valley floor and Mount Russell area, and Box Springs Mountains, respectively, for travelers along SR-60 and WLC Parkway. However, as shown in [Figures 9b, 10b, 11b, 12b, and 13b](#), the proposed project structure would not result in substantial view blockage of these visual resources and the overall visual resource change from both Key Views 3 and 4 for both Alternatives 2 and 6 would be moderate-low. However, as the overall potential viewer response if considered moderate-high as a result of the large number of viewers along SR-60 as well as the local Scenic Corridor designation. Avoidance/Minimization Measures MM-1 through MM-4 would ensure the character and quality of the project area is maintained and is not substantially degraded.

VISUAL CHARACTER

Changes in visual character can be identified by how visually compatible a proposed project would be with the existing condition by using visual character attributes as an indicator. As previously discussed under [Section VI, *Visual Resources and Resource Change*](#), the project corridor is characterized with visual resources such as views to surrounding hillsides, views of the vast Moreno Valley, and desert scrub vegetation. After project implementation, the visual character of the area may be affected by the removal of vegetation and grading activities to accommodate the interchange improvements. Alternatives 2 and 6 would result in similar visual character impacts due to the interchange, new overcrossing, new loop on- and off-ramps, traffic signals, pedestrian safety lighting, sidewalks, multi-use trail, and some vegetation removal. The Design Variations would involve similar project features as those described for Alternatives

2 and 6 and thus would result in similar visual impacts. Implementation of recommended Avoidance/Minimization Measures MM-1 through MM-4 would ensure the character and quality of the project area is maintained and is not substantially degraded.

SCENIC RESOURCES ALONG SCENIC HIGHWAYS

According to Caltrans, a State route must be included on the list of highways eligible for scenic highway designation in Streets and Highways Code Section 263. It can then be nominated for official designation by the local governing body. The project site does not include any officially designated or eligible State scenic highways.⁵

LIGHT AND GLARE

Implementation of the Alternatives 2 and 6 would introduce additional sources of light and glare to the project area from the proposed bridge overcrossing structure, traffic signals, and pedestrian safety lighting along WLC Parkway. The Design Variation's proposed partial realignment of Eucalyptus Avenue would result in additional sources of light and glare; however, it should be noted that selection of either option would remove existing residential uses along northbound WLC Parkway such that no impacts to these light sensitive uses would occur. Motorists along SR-60 and WLC Parkway would be nominally impacted by lighting from the proposed traffic signals and pedestrian safety lighting due to high travel speeds and short duration of exposure. The residential uses in the general vicinity would be sensitive to increased lighting from the proposed project. However, existing lighting features already exist in the project area, particularly along WLC Parkway. The proposed project would also increase trees along WLC Parkway, further screening new lighting features from residential uses in the area. Avoidance/Minimization Measures MM-3 and MM-4 (compliance with Caltrans Standard Design Practices – use of directional lighting, and Moreno Valley Municipal Code Section 9.10.110) would reduce short- and long-term lighting impacts.

Temporary Construction Visual Impacts

Implementation of the proposed project would expose sensitive uses to views of the project site. Construction-related vehicle access and staging of construction materials would occur within California Department of Transportation (Caltrans) and City ROW and disturbed or developed areas along the length of the project site. The project construction would expose surfaces, construction debris, equipment, and truck traffic to nearby sensitive viewers. Construction vehicle access and staging of construction materials would be visible from motorists traveling along the project site as well as residents located in the project vicinity. These impacts are short-term and would cease upon project completion. Adhering to Caltrans Standard Specifications for Construction would minimize visual impacts through the use of opaque temporary construction fencing that would be situated around construction staging areas.

Demolition of the existing WLC Parkway overcrossing and erection/removal of falsework for the new WLC Parkway overcrossing would require full closure of both the eastbound and westbound SR-60 mainline lanes on three separate occasions. Mainline closures would occur during either nighttime or weekend hours to avoid disruption of traffic flows to the greatest extent possible. Nighttime construction would be limited to the hours of 10:00 p.m. to 6:00 a.m., in accordance with Caltrans regulations. Necessary lighting for safety and construction purposes would be directed away from land uses outside the project

⁵ California Department of Transportation, *California Scenic Highway Mapping System*, accessed at http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed on September 4, 2018.

area and contained and directed toward the specific area of construction. With implementation of Avoidance/Minimization Measure MM-3, construction lighting types, plans, and placement would be reviewed at the discretion of the District Landscape Architect. Implementation of Avoidance/Minimization Measure MM-3 would ensure that appropriate lighting controls are applied to reduce light and glare impacts.

Cumulative Visual Impacts

There are a number of transportation and non-transportation projects that are under construction, approved, and planned in the surrounding area; refer to Table 3, Cumulative Projects, for a detailed listing of proposed projects within the area. The largest project in the study area, the World Logistics Center, proposes nearly 41 million square feet of warehouse distribution facilities on approximately 2,610 acres on both sides of WLC Parkway and south of SR-60. Other development projects listed in Table 3 would provide retail and industrial uses in the study area. Table 3 also lists a number of street improvement and widening projects including projects on local streets and SR-60 in the study area.

**Table 3
Cumulative Projects**

Project Name	Jurisdiction/Location	Project Description	Status
Industrial Projects in the City of Moreno Valley			
World Logistics Center ¹	In Moreno Valley, at SR-60 and WLC Parkway and Gilman Springs Road	Includes a General Plan Amendment, Specific Plan, Zone Change, Tentative Parcel Map, development agreement, and annexation to construct 40,600,000 sf of logistics facilities and associated infrastructure providing for modern high-cube logistics warehouse distribution facilities on 2,610 ac	In the environmental review and planning phases
Residential Projects in the City of Moreno Valley			
TM 32460 – Sussex Capital Group	North of Ironwood Avenue, west of Redlands Boulevard, south of Kalmia Avenue, east of Pettit Street	58 single-family residential units	Approved
TM 33962 – Pacific Scene Homes	North of Ironwood Avenue, west of Redlands Boulevard, south of Kalmia Avenue, east of Pettit Street	31 single-family residential units	Approved
TM 32459 – Sussex Capital Group	North of Ironwood Avenue, west of Redlands Boulevard,	11 single-family residential units	Approved

Project Name	Jurisdiction/Location	Project Description	Status
	south of Kalmia Avenue, east of Pettit Street		
TM 30998 – Pacific Communities	North of Ironwood Avenue, west of Redlands Boulevard, south of Kalmia Avenue, east of Pettit Street	47 single-family residential units	Approved
TM 36372 – Motlagh Family Trust	Southwest corner of Wilmot Street and Alessandro Boulevard	25 single-family residential units	In entitlement process
TM 35823 – Lansing Companies	Northeast corner of Moreno Beach Drive and Cottonwood Avenue	562 single-family residential units	In entitlement process
45 – TM 37424 – Sid Chan	North side of Alessandro Boulevard, between Moreno Beach Drive and Wilmot Street	7 single-family residential units	In entitlement process
TM 33222 – 26th Corp	Southeast corner of Merwin Street and Alessandro Boulevard	235 single-family residential units	In entitlement process
PEN18-0053 – Canterbury	North side of Brodiaea Avenue, between Moreno Beach Drive and Wilmot Street	45 single-family residential units	In entitlement process
TM 36719 – Kuo Ming Lee	Southeast corner of Theodore Street (now WLC Pkwy) and Eucalyptus Avenue	34 single-family residential units	In entitlement process
TM 35377 – Michael Dillard	Southeast corner of Theodore Street (now WLC Pkwy) and Eucalyptus Avenue	9 single-family residential units	Approved
TM 36436 – KB Homes	Between Brodiaea Avenue, Wilmot Street, Cactus Avenue, and Quincy Street	159 single-family residential units	Under construction
TM 30411 – Pacific Communities	Northwest Corner of Redlands Boulevard and Juniper Avenue	24 single-family residential units	In entitlement process
Street Improvement and Widening Projects in the City of Moreno Valley			
Alessandro Boulevard Widening and Realignment	Between Nason Street and Gilman Springs Road	Widening of Alessandro Boulevard from two to four lanes, realignment of Alessandro Boulevard between Theodore Street	In programming documents but not yet funded

Project Name	Jurisdiction/Location	Project Description	Status
		(now WLC Pkwy) and Gilman Springs Road, and associated street improvements	
Cactus Avenue Widening	Between Nason Street and Redlands Boulevard	Widening of Cactus Avenue from two to six lanes	Planned for completion by 2020
Gilman Springs Road Widening ¹	Between SR-60 and Alessandro Boulevard	Widening of Gilman Springs Road from two to six lanes with street improvements	In programming documents but not yet funded
Gilman Springs Road Widening	Between Alessandro Boulevard and Bridge Street	Widening of Gilman Springs Road from two to six lanes and associated street improvements	In programming documents but not yet funded.
Ironwood Avenue Widening	Between Nason Street and Redlands Boulevard	Widening of Ironwood Avenue from two to four lanes	Planned for completion by 2022
Moreno Beach Drive Widening ¹	Between Auto Mall Drive and Cactus Avenue	Widening of Moreno Beach Drive from two to six lanes from Auto Mall Drive to Cactus Avenue, including signals at Cottonwood Avenue, Alessandro Boulevard, and Cactus Avenue	In programming documents but not yet funded
Moreno Beach Drive Widening	Between Reche Canyon Road and SR-60	Widening of Moreno Beach Drive from two to four lanes.	Planned for completion by 2022
Nason Street Widening	Between Elder Avenue and Ironwood Avenue	Widening of Nason Street from two to four lanes	Planned for completion by 2022
Redlands Boulevard Widening	Between Spruce Avenue and Ironwood Avenue	Widening of Redlands Boulevard from two to four lanes including street improvements	Planned for completion by 2022
Redlands Boulevard Widening	Between Ironwood Avenue and Kalmia Avenue	Widening of Redlands Boulevard from two to four lanes	Planned for completion by 2022
Redlands Boulevard Widening	Between Kalmia Avenue and Locust Avenue	Widening of Redlands Boulevard from two to four lanes	Planned for completion by 2022
Redlands Boulevard Widening ¹	Between SR-60 and Cactus Avenue	Widening of Redlands Boulevard from two to four lanes and other street improvements	In programming documents but not yet funded
SR-60 Freeway Improvements			
SR-60 at Redlands Boulevard Overcrossing and Ramp Widening	In Moreno Valley at SR-60/Redlands Boulevard	Widening of the overcrossing from two to six through lanes; widening of the westbound exit and entrance ramps from one lane to three lanes at the	Approved, PSR/PDS in 2016; planned for completion by 2025

Project Name	Jurisdiction/Location	Project Description	Status
		exit/entrance and three lanes at the arterial with an HOV lane at the entrance; widening of the eastbound exit and entrance ramps from one lane to two lanes at the exit/entrance with an HOV lane at the entrance; addition of auxiliary lanes 1,000 ft in each direction west of the intersection and 1,700 ft in each direction east of the intersection.	
SR-60/Gilman Springs Road Interchange Improvements	In Moreno Valley at the SR-60/Gilman Springs Road interchange	Realignment of Gilman Springs Road, removal of existing eastbound/westbound ramps, widening of interchange from two lanes to six lanes, widening of westbound exits from one to two/three lanes, and addition of auxiliary lanes to west of interchange 1,200 ft eastbound and 2,200 ft westbound.	In programming documents but not yet funded
SR-60/Moreno Beach Drive Interchange (Phase 2)	In Moreno Valley at SR-60/Moreno Beach Drive	Replacement and widening of the overcrossing from two to six through lanes. Reconfiguration of the north side of SR 60/ Moreno Beach Drive interchange and associated westbound auxiliary lane. Construction of a cloverleaf in the northeast quadrant, and a dedicated southbound Moreno Beach Drive to westbound SR-60 on-ramp. Raising of the eastbound ramp terminals to meet the new grade of the bridge. Completion of a portion of line K-1 in Ironwood Avenue.	Planned for completion by 2022
SR-60 Widening	In Moreno Valley along SR-60 between Redlands Boulevard and Gilman Springs Road	Widening of SR-60 from two to three lanes in each direction in the existing median	Planned for completion by 2022

Project Name	Jurisdiction/Location	Project Description	Status
Truck Lanes and Shoulder Improvements on SR 60 near Beaumont	On SR-60 near Beaumont	Construction of new eastbound and westbound truck lanes from Gilman Springs Road to 1.47 mi west of Jack Rabbit Trail and upgrading the existing inside and outside shoulder to standard widths	Planned for completion by 2021
<p>Notes:</p> <ol style="list-style-type: none"> The EIR for the World Logistics Center has been updated and was recirculated for public review between July 25, 2018 and September 7, 2018. The public review period will allow for the review of revised sections of the Final EIR in response to a court ruling. The court ruling does not affect any of the prior entitlements in place, including the General Plan and zoning designations, the Specific Plan, a request for annexation of unincorporated land, and the development agreement. This project is associated with the World Logistics Center. <p>ac = acre(s) City = City of Moreno Valley ft = foot/feet HOV = high-occupancy vehicle MHSP = Moreno Highlands Specific Plan mi = mile(s) PSR/PDS = Project Study Report/Project Development Support sf = square foot/feet SR-60 = State Route 60 WLC Pkwy = World Logistics Center Parkway</p>			
Source: Correspondence with LSA Associates, Inc., March 8, 2019.			

Due to the distance, existing topography, and vegetation within the project area, most of the projects listed in [Table 3](#) are not visible from the project site. However, three development projects (the World Logistics Center, TTM 36719 – Kuo Ming Lee, and TTM 35377 – Michael Dillard), and three street improvement projects (the SR-60 at Redlands Boulevard Overcrossing and Ramp Widening, SR-60/Gilman Springs Road Interchange Improvements, and SR-60 Widening projects) are directly visible from the project area. These cumulative projects would be readily visible by users of the proposed SR-60/WLC Parkway interchange. A cumulative analysis for each of these projects is provided below.

World Logistics Center⁶

The World Logistics Center (WLC) project area is generally situated to the south of SR-60, between Redlands Boulevard and Gilman Springs Road (the easterly City limit), extending to the southerly City Limit. It is noted that the WLC project area is generally similar to the MHSP area. The WLC consists of a General Plan Amendment, Specific Plan, Zone Change, Tentative Parcel Map, development agreement, and annexation to construct 40.6 million square feet of building area providing for modern high-cube logistics warehouse distribution facilities on 2,665 acres. This cumulative project would significantly change the character of the area, due to the size and scope of the project (i.e., a 40.6 million square feet of high-cube logistics warehouse distribution facilities). Due to the proximity and topographical elevation differences from the project site, and the nature of the WLC immediately adjoining the project site, employees at the WLC would have

⁶ As noted in [Table 3](#), if the World Logistics Center Project is approved, it will replace the Moreno Highlands Specific Plan project.

readily available views of the proposed project. However, industrial uses such as the WLC are not considered to be sensitive viewers, as described in Section VII, *Viewers and Viewer Response*.

TTM 36719 – Kuo Ming Lee and TTM 35377 – Michael Dillard

TTM 36719 would construct 34 single-family residential units while TTM 35377 would construct 9 single-family residential units at the southeast corner of WLC Parkway and Eucalyptus Avenue. This area adjoins the proposed SR-60/WLC Parkway Interchange Project to the east and is currently characterized by rural development and open space, with mature trees along WLC Parkway. This cumulative project would significantly change the character of the area, due to the size and scope of the proposed residential developments. Due to the proximity and topographical elevation differences from the project site, and the proposed built-out nature of these land uses immediately adjoining the project site, future single-family residential development associated with TTM 36717 and 353377 would have readily available views of the proposed project. The proposed project would supplement TTM 36717 and 35377, as the proposed interchange would provide connections for future residents to various areas within the City of Moreno Valley, and communities to the west.

SR-60 at Redlands Boulevard Overcrossing and Ramp Widening

The SR-60 at Redlands Boulevard Overcrossing and Ramp Widening project would widen the existing Redlands Boulevard overcrossing from two to six through lanes; widen the westbound exit and entrance ramps from one lane to three lanes at the exit/entrance and three lanes at the arterial with an HOV lane at the entrance; widen of the eastbound exit and entrance ramps from one lane to two lanes at the exit/entrance with an HOV lane at the entrance; addition of auxiliary lanes 1,000 feet in each direction west of the intersection and 1,700 feet in each direction east of the intersection. Although this project is would result in an increase in hardscape in the western extent of the project area, this cumulative project consists of infrastructure improvements (to existing infrastructure) that would not significantly change the character of the area. Views of surrounding visual resources within the project viewshed (i.e., the Reche Canyon area to the north, Badlands to the north and east, Mount Russell area and Moreno Peak to the south, and Box Springs Mountains to the west) would remain.

SR-60/Gilman Springs Road Interchange Improvements

The SR-60/Gilman Springs Road Interchange Improvements project would result in the realignment of Gilman Springs Road, removal of existing eastbound/westbound ramps, widening of interchange from two lanes to six lanes, widening of westbound exits from one to two/three lanes, as well as the addition of auxiliary lanes to west of interchange 1,200 feet eastbound and 2,200 feet westbound. Although this project would result in an increase in hardscape in the eastern extent of the project area, this cumulative project consists of infrastructure improvements (to existing infrastructure) that would not significantly change the character of the area. Views of surrounding visual resources within the project viewshed would remain.

SR-60 Widening

As discussed, SR-60 is proposed to be widened from two to three lanes in each direction in the existing median between Redlands Boulevard and Gilman Springs Road. Although this cumulative

project would result in an increase in hardscape, this cumulative project consists of infrastructure improvements (to existing infrastructure) that would not significantly change the character of the project area. Views of surrounding visual resources within the project viewshed would remain.

In general, the extent of the impacts arising from the cumulative projects is considered to be moderate. As shown in [Table 3](#), the overall development in the project area would be increased due to future development projects approved (and in review) by the City. As a result, a growth in the population, industrial operations, employees, and improved roadways in the project area is expected. However, development of the proposed project would increase the visual compatibility/unity of the SR-60/WLC Parkway Intersection with the future development in the surrounding area, compared to the existing condition.

Landscape palettes would be selected to be consistent with the City's design standards for the project area. With implementation of Caltrans Standard Specifications for Construction and recommended minimization measures (MM-1 through MM-4), impacts pertaining to cumulative projects would be further reduced.

X. AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Caltrans and the FHWA mandate that a qualitative/aesthetic approach should be taken to address visual quality loss in the project area. This approach fulfills the letter and the spirit of FHWA requirements because it addresses the actual cumulative loss of visual quality due to a project. This approach also results in avoidance, minimization, and/or mitigation measures that can lessen or compensate for a loss in visual quality. The inclusion of aesthetic features in the project design, discussed in [Section II](#), can help generate public acceptance of a project. This section describes additional avoidance, minimization, and/or mitigation measures to address specific visual impacts. These would be designed and implemented with concurrence of the District Landscape Architect.

The following minimization measures to avoid or minimize visual impacts will be incorporated into the project:

- MM-1 **Architectural Treatments and Review.** All Architectural Treatments proposed shall be developed during the Plans, Specifications, and Estimates Phase in consultation with the City of Moreno Valley and the Caltrans District Landscape Architect and shall be consistent with the guidelines presented in the *Route 60 Corridor Master Plan for Aesthetics and Landscaping Moreno Valley City Limits* (Corridor Master Plan), prepared by California Department of Transportation (Caltrans) District 8, dated August 2010, as well as the Gateway Monument policy identified in Chapter 29 of the *Project Development Procedure Manual*, prepared by Caltrans, dated May 2016. All proposed architectural treatments shall be reviewed and approved by Caltrans prior to final design and implementation.

- MM-2 **Landscaping.** Freeway landscaping should retain the character of the existing desert scrub. An informal mixture of low-growing native desert plants should be protected in place and/or filled in where needed. A few tall specimens should be incorporated at the overcrossing structure to give scale without impacting the broader vista. Landscape palettes and concept plans will be implemented in consultation with the City of Moreno

Valley and the Caltrans District Landscape Architect. All proposed landscaping should include the following measures:

- a. All proposed landscaping species should be well suited for the local climate, humidity, soil types, and local wind.
- b. All selected species should share similar water requirements.
- c. Appropriate plant spacing should be allowed to avoid overcrowding.
- d. Landscape concepts should include zoning areas of medium and low water use to meet the needs for usage and achieve efficiency. It is Caltrans policy to conserve water and use drought-tolerant and low to moderate water-using plants. High water using plants are discouraged.
- e. The construction of unnaturally steep slopes should be avoided.
- f. Mulches, gravels or other inert materials, and drip or other non-spray irrigation should be implemented.

MM-3 **Construction Lighting.** Construction lighting types, plans, and placement shall be reviewed at the discretion of the District Landscape Architect, and in accordance with Moreno Valley Municipal Code Section 9.10.110, in order to minimize light and glare impacts on surrounding sensitive uses. Specifically, Section 9.10.110 of the Moreno Valley Municipal Code states:

“No operation, activity, sign or lighting fixture shall create illumination which exceeds 0.5 foot candles minimum maintained on any adjacent property, whether the illumination is direct or indirect light from the source. All lighting shall be designed to project down-ward and shall not create glare on adjacent properties.”

MM-4 **Operational Lighting.** Compliance with Caltrans Standard Design Practices, including the use of directional lighting, and Moreno Valley Municipal Code Section 9.10.110, will be used to reduce new sources of light and glare impacts.

Implementation of the proposed Alternatives 2 or 6 will not require mitigation measures, as the previously identified avoidance/minimization measures will sufficiently reduce potential visual impacts.

Summary of Avoidance, Minimization, and/or Mitigation Measures by Alternative

Table 4, *Summary of Avoidance, Minimization, and/or Mitigation Measures by Alternative*, below summarizes the numbered avoidance/minimization measures from above for each alternative.

**Table 4
Summary of Avoidance, Minimization, and/or Measures by Alternative**

Alternative	Avoidance/ Minimization Measure	Mitigation Measures
Alternative 2	1 through 4	None
Alternative 6	1 through 4	None

XI. CONCLUSIONS

As concluded above, the proposed project would result in moderate visual impacts with implementation of both Alternatives 2 and 6. Alternatives 2 and 6 would include additional hardscape, a new overcrossing structure, new on- and off-ramps (including new loop on- and off-ramps), vegetation removal, the widening of WLC Parkway, traffic signals, new sidewalks, and a multi-use trail. Recommended avoidance/minimization measures MM-1 through MM-4 would allow the project to blend into the existing landscape and reduce any potential visual impacts to viewer groups in the project vicinity. The installation of new landscaping and architectural treatments (particularly under Alternative 6) would also lessen visual impacts from the proposed project.

XII. REFERENCES

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Documents

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APPENDIX A
QUESTIONNAIRE TO DETERMINE VIA LEVEL

Questionnaire to Determine Visual Impact Assessment (VIA) Level

Use the following questions and subsequent score as a guide to help determine the appropriate level of VIA documentation. This questionnaire assists the VIA preparer (i.e. Landscape Architect) in estimating the probable visual impacts of a proposed project on the environment and in understanding the degree and breadth of the possible visual issues. The goal is to develop a suitable document strategy that is thorough, concise and defensible.

Enter the project name and consider each of the ten questions below. Select the response that most closely applies to the proposed project and corresponding number on the right side of the table. Points are automatically computed at the bottom of the table and the total score should be matched to one of the five groups of scores at the end of the questionnaire that include recommended levels of VIA study and associated annotated outlines (i.e., minor, moderate, advanced/complex).

This scoring system should be used as a preliminary guide and should not be used as a substitute for objective analysis on the part of the preparer. Although the total score may recommend a certain level of VIA document, circumstances associated with any one of the ten question-areas may indicate the need to elevate the VIA to a greater level of detail. For projects done by others on the State Highway System, the District Landscape Architect should be consulted when scoping the VIA level and provide concurrence on the level of analysis used.

Calculate VIA Level Score

PROJECT NAME: Sr-60/Theodore Street Interchange Project	
CHANGE TO VISUAL ENVIRONMENT	
<p>1. Will the project result in a noticeable change in the physical characteristics of the existing environment?</p> <p><i>Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.</i></p>	Moderate Level of Change (2 points) ▼
<p>2. Will the project complement or contrast with the visual character desired by the community?</p> <p>Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents, or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community.</p>	Moderate Compatibility (2 points) ▼
<p>3. What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed?</p> <p>Certain project improvements can be of special</p>	Moderate Concern (2 points) ▼

<p>interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis.</p>	
<p>4. Will the project require redesign or realignment to minimize adverse change or will mitigation, such as landscape or architectural treatment, likely be necessary?</p> <p>Consider the type of changes caused by the project, i.e., can undesirable views be screened or will desirable views be permanently obscured so a redesign should be considered?</p>	<p>Mitigation Likely (1 point) ▼</p>
<p>5. Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character?</p> <p>Identify any projects (both Caltrans and local) in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.</p>	<p>Cumulative Impacts Likely to Occur Within 6-10 Years (2 points) ▼</p>

VIEWER SENSITIVITY

<p>1. What is the potential that the project proposal will be controversial within the community, or opposed by any organized group?</p> <p>This can be researched initially by talking with Caltrans and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.</p>	<p>Moderate Potential (2 points) ▼</p>
<p>2. How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?</p> <p>Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other Caltrans staff, local agencies and community representatives familiar with the affected community's sentiments and demonstrated concerns.</p>	<p>Moderate Sensitivity (2 points) ▼</p>
<p>3. To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?</p> <p>Although the State is not always required to comply with local planning ordinances, these documents are</p>	

<p>critical in understanding the importance that communities place on aesthetic issues. The Caltrans Environmental Planning branch may have copies of the planning documents that pertain to the project. If not, this information can be obtained by contacting the local planning department. Also, many local and state planning documents can be found online at the California Land Use Planning Network.</p>	<p>High Compatibility (1 point) ▼</p>
<p>4. Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?</p> <p>Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitted, may be determined by talking with the project Environmental Planner and Project Engineer. Note: coordinate with the Caltrans representative responsible for obtaining the permit prior to communicating directly with any permitting agency.</p>	<p>Yes (3 points) ▼</p>
<p>5. Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?</p> <p>Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.</p>	<p>Yes (3 points) ▼</p>
<p><input type="button" value="Calculate Total"/></p> <p>It is recommended that you print a copy of these calculations for the project file.</p>	
<p>PROJECT SCORE: 20</p>	

Select An Outline Based Upon Project Score

The total score will indicate the recommended VIA level for the project. In addition to considering circumstances relating to any one of the ten questions-areas that would justify elevating the VIA level, also consider any other project factors that would have an effect on level selection.

SCORE 6-9

No noticeable visual changes to the environment are proposed and no further analysis is required. Print out a copy of this completed questionnaire for your project file or Preliminary Environmental Study (PES).

SCORE 10-14

Negligible visual changes to the environment are proposed. A brief [Memorandum](#) (see sample) addressing visual issues providing a rationale why a technical study is not required.

SCORE 15-19

Noticeable visual changes to the environment are proposed. An abbreviated VIA is appropriate in this case. The assessment would briefly describe project features, impacts and any avoidance and minimization measures. Visual simulations would be optional. Go to the [Directions](#) for using and accessing the Minor VIA Annotated Outline.

SCORE 20-24

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate. This technical study will likely receive public review. Go to the [Directions](#) for using and accessing the Moderate VIA Annotated Outline.

SCORE 25-30

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate that includes photo simulations. It is appropriate to alert the Project Development Team to the potential for highly adverse impacts and to consider project alternatives to avoid those impacts. Go to the [Directions](#) for using and accessing the Advanced/Complex VIA Annotated Outline.