

4.1 AESTHETICS

4.1.1 Introduction

This section evaluates the potential changes to the existing visual characteristics of the project site and vicinity that could result from implementation of the proposed project. This analysis focuses on the change in the visual character, effects on views, visual compatibility with surrounding uses, and the potential for sensitive receptors to be disturbed by light and glare generated by the project.

No comments related to aesthetics were received during public review of the Notice of Preparation.

4.1.2 Environmental Setting

REGIONAL SETTING

The City of Roseville is in a transitional zone between the flat, open terrain of the Central Valley and the foothills of the Sierra Nevada. The gently rolling topography of the region and the distant foothills provide a backdrop and context for other elements of the visual setting.

Historically, the area had a rural character associated with regional ranching and agricultural operations. Grassland covered the hillsides and valleys, which were dotted with oak woodlands and accentuated by riparian vegetation associated with creeks and other drainage ways. Although undeveloped areas of the region are still characterized by these open grasslands, development (consisting of a variety of residential, commercial, and industrial land uses) has become a prominent component of the landscape in the City of Roseville. Where development has not completely replaced the natural setting, it has segmented natural areas, thereby increasing the aesthetic value of the remaining contiguous open spaces.

LOCAL SETTING

The trail would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. The properties adjacent to the proposed alignment include a mix of residential, commercial, parks, open space and public/quasi-public uses. Flood control improvements, including floodwalls, berms, bypass channels, and bypass culverts are located along the length of the project site. Commercially-zoned properties are concentrated along Sunrise Avenue to the north and south of the project site along Linda Creek. Commercial areas are also found near the western part of the proposed alignment along Riverside Avenue between Darling Way and Cirby Way. Exhibit 4.1-1 and Exhibits 4.1-2 through 4.1-8 (Photos 1 through 7) provide representative views of the proposed trail alignment.

Natural vegetation and watercourses are distinctive features within the otherwise urban environment. The nature of the area is typified by Photo 1, although the quality of the habitat (and thereby, the general richness of the views) varies, and there are areas of the trail corridor where the built environment is more prominent and the views appear more disturbed. (See Section 4.3, "Biological Resources," for a discussion of habitat quality.) Annual grassland occurs in open, cleared, or disturbed areas and forms the understory of mixed riparian and valley oak woodland communities. There are two groups of trees on the project site that are particularly distinctive in their scenic resource qualities: a group of oak trees located along an existing trail in the Sierra Gardens neighborhood and a group of trees along Linda Creek near Rocky Ridge Drive (see Photo 4). The trees and creek channel enhance the existing visual setting of the urban community by providing an open space corridor, natural landscape appearance, and scenes of moving water, all of which create elements of visual interest.

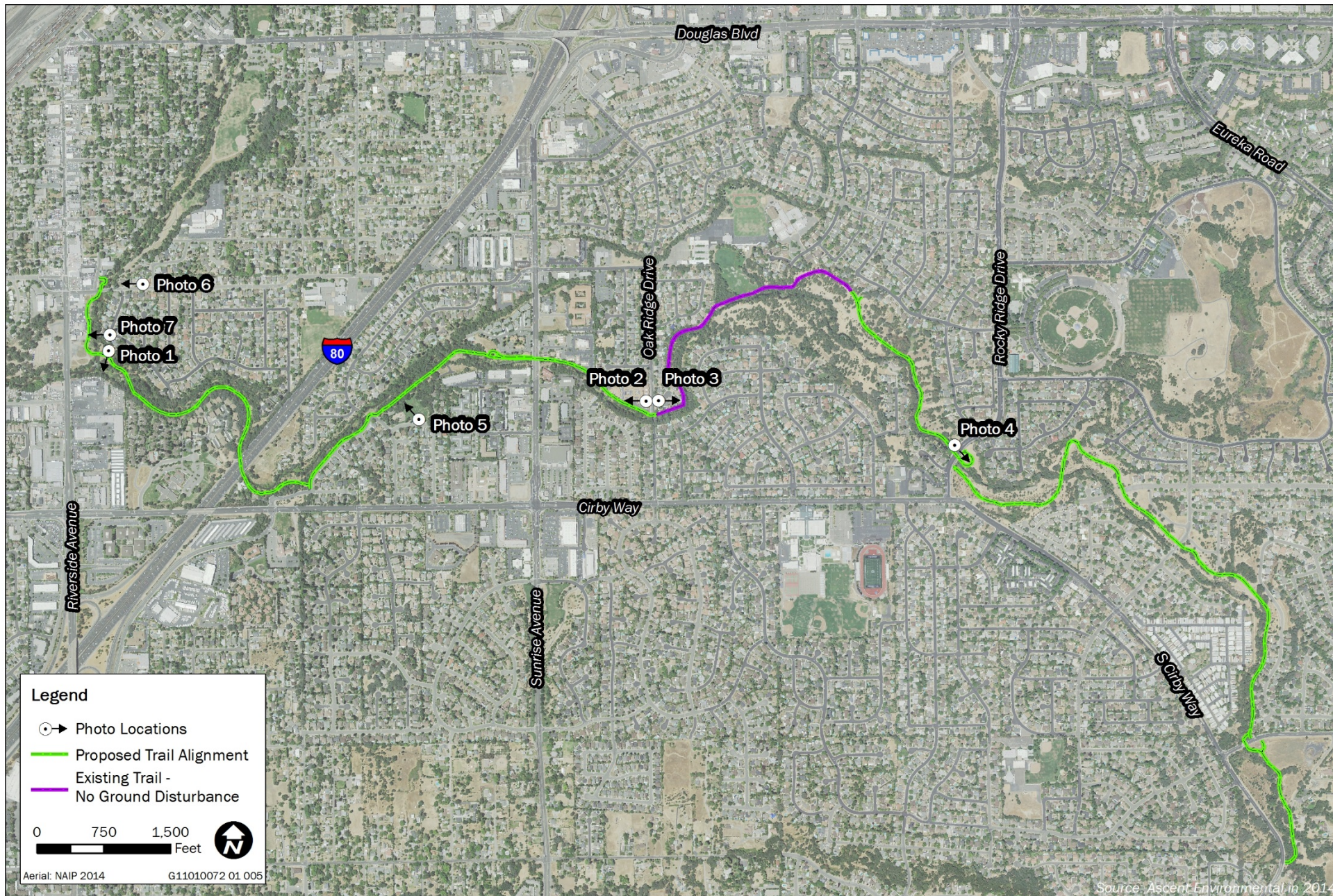
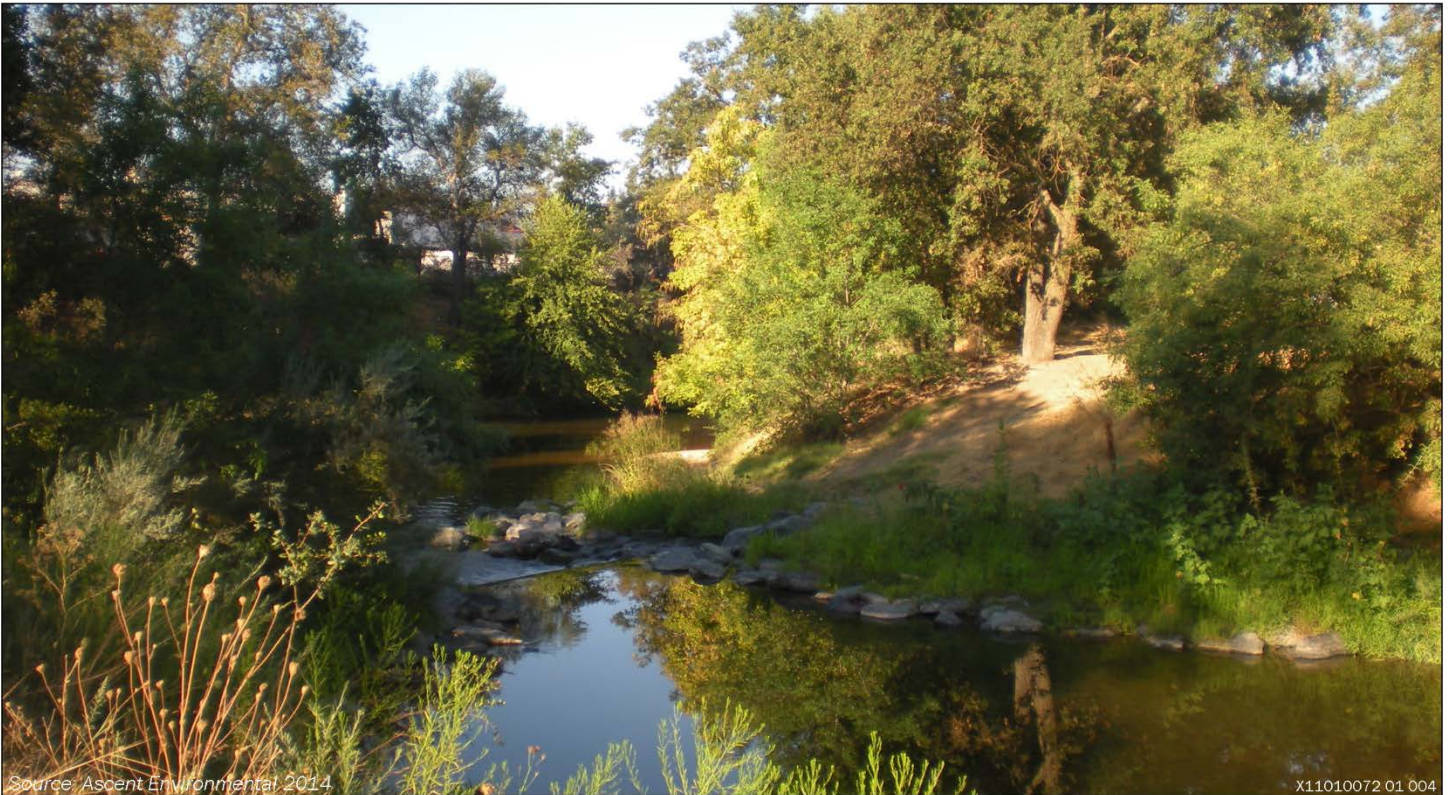


Exhibit 4.1-1

Photo Locations





Source: Ascent Environmental 2014

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Exhibit 4.1-2

Photo 1: Dry Creek, East of Proposed Riverside Trailhead



The creek corridors currently contain segments of existing, unimproved natural surface paths and paved multi-use paths (see Photos 2, 3, and 4). Much of the corridor is used for recreation, infrastructure maintenance access, and transportation. Other notable features along the project site include the I-80 overpass, existing bridges north of Marlin Way and west of York Court, and retaining walls along the creek corridor at Sunrise Avenue. There are no scenic roads or highways, designated visual landmarks, or long-range vistas of regional importance along the project site.

Views of the Site from the Surrounding Area

The project area includes well-traveled roadways, including Interstate (I-80), Sunrise Avenue, Rocky Ridge Drive, and Old Auburn Road. Short-range views onto the project site from adjacent uses are generally dominated by oak trees and riparian vegetation. In most locations, the steep creek bank limits views of the waterway.

Public facilities, including parks, are located adjacent to the proposed alignment. Eastwood Park, located at 950 Madden Lane, is a 4-acre neighborhood park featuring a school-aged play area, covered picnic area, baseball/softball field, multi-use field, and a basketball court. Cirby Creek is generally not visible from the amenities at Eastwood Park because of a small grove of oak trees at the northern boundary of the park. Photo 5 looks across the basketball courts at Eastwood Park towards an unimproved trail, which is blocked by vegetation. Photo 6 provides a representative view of the project site from an area roadway.



Exhibit 4.1-3 Photo 2: Existing Unimproved Trail, Looking West from Oak Ridge Drive



Exhibit 4.1-4 Photo 3: Existing Paved Trail, Looking East from Oak Ridge Drive



Source: Ascent Environmental 2012

Exhibit 4.1-5

Photo 4: View of Existing Trail, West of Rocky Ridge Drive,
Looking Southeast



Source: Ascent Environmental 2014

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Exhibit 4.1-6

Photo 5: View of Existing Trail from Eastwood Park,
Looking Northwest across Basketball Courts





Source: Ascent Environmental 2014

Exhibit 4.1-7

Photo 6: View of Darling Road Bridge, Looking West



Source: Ascent Environmental 2014

Exhibit 4.1-8

Photo 7: View of Existing Trail Looking West from the Corner, of Hernandez Lane and Machado Lane

Views from the Project Site

Views from the project site toward adjacent lands consist of riparian vegetation, houses and backyard structures (e.g., decks, sheds), and the occasional roadway undercrossing. Where the existing trail is nearer to established uses, the urban environment is more apparent (see Photo 2); while in other parts of the corridor views from the project site are more restricted by the existing vegetation. In general, individuals recreating on the project site experience views with a natural aesthetic (see Photo 7). Photo 4 depicts the view from the existing trail near the intersection with Rocky Ridge Drive. The foreground and background are dominated by vegetation, including native oak trees, that draws attention from the boulevard in the middleground.

Light and Glare Conditions

There are few sources of light and glare in the project area. There are existing street lights where the proposed trail crosses roadways, and there is some light trespass associated with interior and exterior lighting at existing residences and commercial buildings. These existing structures may also contribute some glare because of reflective surfaces, such as windows.

4.1.3 Regulatory Setting

Applicable local policies designed to protect the aesthetic resources are summarized below.

FEDERAL

There are no federal laws that pertain to aesthetic resources that are applicable to the proposed project.

STATE

There are no state laws that pertain to aesthetic resources that are applicable to the proposed project.

LOCAL

City of Roseville General Plan

The City of Roseville General Plan does not identify any scenic roadways or corridors requiring special consideration. Further, the General Plan does not have policies or elements that specifically address protection of aesthetic or visual resources. The General Plan, through the “Community Design” section of the Land Use Element, promotes high-quality design, distinctive development or community character, public artistic expression, and incorporation or preservation of natural features. Pursuant to the general plan, the City has adopted Community Design Guidelines that set development standards for site design, architecture, lighting, signs, and artwork.

City of Roseville Tree Preservation Ordinance

Chapter 19.66 of the zoning ordinance (the Tree Preservation Ordinance) establishes requirements for the preservation of native oak trees. The natural scenic beauty of oak trees is cited as one of the reasons for the ordinance. The ordinance regulates activities that may affect native oak trees in an effort to preserve them. The ordinance recommends avoiding impacts and removal of native oaks where feasible. In instances where native oaks are impacted or removed, the ordinance provides standards for mitigating the impact. City projects, including bikeway projects, are not required to obtain a Tree Permit but are otherwise required to implement the ordinance.

City of Roseville Design Standards

Section 13, Bikeways, of the City of Roseville Design Standards provides criteria intended to provide safe use of bikeways. The standards do not require illumination of bike trails, but indicate that lighting may be required, at the City's discretion, through underpasses, tunnels, roadway intersections, mid-block crossings, and whenever security could be an issue. Per the bikeway standards, all lighting must be designed with appropriate shielding to prevent unnecessary glare and be resistant to vandalism.

4.1.4 Impacts

METHODS OF ANALYSIS

Potential impacts on aesthetic resources that could result from project implementation were determined through a professionally-accepted practice that considers three primary factors: (a) the existing scenic quality of an area; (b) the level of viewer exposure and concern regarding visual change; and (c) the level of actual visual change caused by the project as seen by a given viewer group. The sensitivity of the viewer, or viewer concern, is based on such factors as: the visibility of resources in the landscape, proximity of the viewers to the visual resource, elevation of the viewers in relation to the visual resource, frequency and duration of views, numbers of viewers, and types and expectations of individuals and viewer groups. Viewer groups are differentiated by physical factors that modify perception. For trail projects, a distinction can be made between three basic groups, passers-by (motorists and passengers in cars or buses), recreationists (walkers/users of the creek corridors and adjacent recreation sites), and residents (those home occupants who view the trail from nearby areas). These groups are further differentiated by the activities they are engaged in. Activities such as commuting or working can distract the observer from the visual environment. On the other hand, activities such as walking, biking, or relaxing can heighten awareness of scenic surroundings. Once overall visual sensitivity is established (based on existing visual quality, viewer exposure, and viewer concern), these factors are then considered together with the level of expected change in basic visual attributes such as form, line, color, and texture as a result of the proposed project. Thus, a substantial adverse effect can occur when viewers with high levels of overall visual sensitivity (i.e., high viewer concern and visual exposure, in settings of high existing visual quality) encounter high levels of visual change or scenic view obstruction as a result of a project.

This analysis takes into consideration the following features that are included in the project:

- All new bridges are proposed to be pre-fabricated steel truss bridges that would have a weathered steel finish to blend into the natural environment and not cause glare.
- To the maximum extent feasible, native oak trees would be avoided. Where avoidance is not feasible, the following protection measures would be implemented to protect oak woodlands and associated native trees from project related impacts:
 - Temporary protective fencing would be installed at least 1 foot outside the dripline of the native oak tree before initiating construction to avoid damage to the tree canopy and root system. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb plus one foot would constitute the dripline radius protection area for each tree. Limbs must not be cut back to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area.
 - No vehicles, construction equipment, mobile home/office, supplies, materials or facilities would be driven, parked, stockpiled or located within the dripline of the native oak trees.
 - No grading would be allowed within the dripline of the protected native oak.
 - No trenching would be allowed within the dripline of the native oak tree. If it is necessary to install underground utilities within the dripline of the native oak tree, the utility line would be

bored and jacked under the supervision of a certified arborist (or by other methods such as hand tools as specified in the ordinance).

- Drainage patterns onsite would not be modified so that water collects or stands within, or is diverted across, the dripline of any native oak tree.
- If ground disturbance must occur within the protected zone of a native oak tree, the work would occur consistent with provisions of the ordinance (City of Roseville Zoning Ordinance – Tree Preservation [Chapter 19.66]).
- ▲ Where feasible, depending on detailed engineering analysis, retaining walls would take the form of gabion baskets with timber facing and root wads or willow stalks to provide additional stabilization and to provide a more natural finish.
- ▲ Lighting would only be placed in locations where the trail passes under roadways and on bridges, as a safety feature. Lighting may be installed at the trailhead parking lot and at-grade roadway crossings. In adherence with adopted City standards, all proposed lighting would be limited to the amount required to safely illuminate these undercrossings. Lights would be designed such that they do not create light that would be cast onto oncoming traffic, into the surrounding community or into surface waters. Lighting would be installed at the lowest allowable height and would be screened and directed away from sensitive uses.
- ▲ In addition, where appropriate, consideration would be given to screening the trail from existing residential and urban development, such as at the intersection of Sunrise Avenue south of Coloma Way, Oak Ridge Drive north of Rampart Drive, Rocky Ridge Drive north of Cirby Way, and Old Auburn Road north of South Cirby Way.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project would result in a significant impact to aesthetic resources if it would:

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

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

There are no designated scenic vistas within the City of Roseville, and the construction of the proposed trail would not obstruct existing view corridors. Therefore, potential effects on scenic vistas are not discussed further.

There are no designated scenic highways within the City of Roseville. Therefore, impacts related to the damage of scenic resources within a scenic highway are not evaluated further.

IMPACT ANALYSIS

Impact 4.1-1	Substantially degrade the visual character or quality of the site and its surroundings.
Applicable Policies and Regulations	City of Roseville General Plan Land Use Element, City of Roseville Tree Preservation Ordinance
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Implementation of the Dry Creek Greenway East Trail would involve the installation of signs, bridges, undercrossings, and other structures as well as the paved trail. The trail would traverse open space and parks, and would be located in proximity to residences and businesses. It would result in paving segments of currently unimproved natural surface paths and the construction of up to eight bridges to provide creek crossings. The project would also include the rehabilitation and widening of two existing bridges. These improvements would be similar to the physical characteristics of the existing environment (see Exhibits 4.1-2 through 4.1-8), but may introduce pavement, structures, and recreational users into areas that are currently undeveloped, which has the potential to change the character of the private viewsheds of nearby residents and businesses.

The existing trail and open space areas on the project site provide, on the whole, moderate quality scenic resources. While the natural aesthetic is of particular value to recreationalists on the trail, the urban and industrial uses that surround the project site dominate views from most other points of public access (i.e., area roadways) and the creeks are obscured by vegetation. Viewer exposure and concern, likewise, is high for residents and recreationalists and low to moderate for passersby. Residents and recreationalists have extended, proximate exposure to the riparian areas and creeks on the project site and expect the site to have a natural character. Passersby, including motorists on roads that cross the project site, have low to moderate sensitivity to changes in the character of the site.

Construction Impacts

Trail

The proposed trail is visible from existing recreation sites, residences, businesses, and area roadways. During construction, heavy equipment would be used that is incongruent with the expectation of a natural creek resource. However, the intrusion would be temporary (typically no more than one construction season).

Staging Areas

The proposed project would include construction staging areas where equipment and material would be temporarily stored. These staging areas are proposed on land owned by the City of Roseville and are described in Table 4.1-1, below. Most staging areas are either currently disturbed and have a low scenic quality or are in areas where there is limited viewer exposure. While equipment would be visible during construction, these staging areas would be temporary and would not result in a permanent change in visual character.

Table 4.1-1 Scenic Quality and Viewer Exposure to Proposed Staging Areas

Staging Area	Scenic Quality	Viewer Exposure
East of Riverside Avenue and north of Dry Creek	Low; Across from a BMX dirt bike park in an area dominated by used car lots and auto repair businesses. Site is partially disturbed/graveled.	High; Riverside Avenue is relatively heavily traveled and the site includes approximately 120 feet of frontage.
South of Marlin Drive and north of Cirby Way	Low; Undeveloped lot at the entry to a residential development.	Moderate to high; Off of a main road and near residences. No homes look directly on to the property.
Oak Ridge Drive north of Vinmar Court	Low; Grassy, undeveloped lot with a low wooden fence and palm trees partially blocking view from the street.	Moderate; Adjacent to residences and across Oak Ridge Drive from Alta Manor assisted living facility.
Riparian area south of Meadowlark Way and north of Linda Creek	High; Open, grassy area off of an existing, unpaved maintenance road.	Low; Set back approximately 175 feet from the existing paved trail south of the residences.
East of Rocky Ridge Drive and north of Linda Creek	Moderate; Undeveloped lot with a grassy, natural appearance. The trail would be constructed on three sides.	Moderate to high; Adjacent to a main road and near residences. No homes look directly onto site.
At the terminus of North Cirby Way on the north side of Linda Creek	Low; Asphalt-paved street between white fences marking the end of the street and the end of the pavement.	Low; There is no through traffic. In a residential neighborhood, but no homes look directly onto site.
Southwest corner of the Samoa Way/Champion Oaks Drive intersection	Moderate; Undeveloped grassy lot.	Low to moderate; Streets are residential and not heavily traveled.
Between the terminus of Meadow Lane and West Colonial Parkway on the north side of Linda Creek	High; Trail access developed from West Colonial Parkway.	Low; Residential roads are not heavily traveled and trees obstruct viewing. No homes look directly onto site.
West Colonial Parkway east of Linda Creek	Moderate to High; Grassy area with native tree plantings, developed with an unpaved trail	Moderate to Low; Frontage to residential road, which is not heavily traveled and adjacent to homes.

Use-related Impacts

Trail

Implementation of the proposed project would include some tree removal, which would result in a visual change to the landscape. Design of the Proposed Trail Alignment would, to the extent possible, avoid the larger trees along the creek corridor, especially the native oak trees, to minimize impacts to habitat and aesthetic values consistent with requirements of the City's Tree Preservation Ordinance. Also, the alignment travels through a dense riparian corridor, and views would not be substantially changed despite the removal of some trees because the prominent visibility of the riparian woodland would remain.

The two groups of oak trees that possess scenic importance, along the Sierra Gardens neighborhood and near Rocky Ridge Drive, would not be negatively affected by the project. The trail has been designed to avoid the approximately 30-year old trees in the Sierra Gardens neighborhood and no bridges or retaining walls would be constructed in that area. No bridges would be constructed in the vicinity of the older (approximately 200-year-old) trees near Rocky Ridge Drive. In fact, as described in Chapter 3, "Project Description," bank stabilization elements would be constructed in this vicinity because the bank of the creek adjacent to these trees is currently eroding. Therefore, the project could have a beneficial effect on the scenic value of these trees because the gabion baskets could serve to protect the trees in the future.

The proposed retaining walls would not have a negative effect on views of the area. The combination of steep banks and dense vegetation would shield most of the views from roadways. Architectural elements designed to improve the aesthetic quality and allow the walls to blend more naturally into the surrounding environment would be used where feasible. The project may also include landscaping to create a physical and visual separation between the trail and adjacent properties, as well as to restore graded areas outside of the trail profile or compensate for habitat removed by construction. Simple wood slate or more ornate benches may be placed at key areas and viewpoints to provide rest areas.

Once complete, the amount of visual change because of project implementation would be relatively low. The trail has been designed in consideration of visual resources, including: setbacks from native oaks, riparian areas, and wetlands; topography; setbacks from residences; and compliance with adopted design standards. Where there is an existing trail, the type of use on the project site would remain the same, although the pathway may appear more prominent. The project may benefit the community by cleaning and maintaining the existing trails, and providing more viewing opportunities.

Trailhead

The staging area on the eastern side of Riverside Avenue would be developed as a trailhead with a parking area. This portion of Riverside Avenue is characterized by used car lots and automotive repair shops. The proposed trailhead would not impair the visual quality of the area.

Bridges

One existing roadway bridge, the Darling Way Bridge, may be widened by 8 feet on the north side to accommodate a 10-foot multi-use trail and full lane widths across the bridge. The widening of this bridge would not alter the visual relationship of the existing bridge and roadway to the surrounding landscape and would not substantially change its visible mass.

The project also proposes installation of up to six new pedestrian bridges across Dry, Linda, and Cirby Creeks and the rehabilitation or widening of two bridges. The proposed new bridges would be pre-fabricated steel truss bridges that would have a weathered steel finish to blend into the natural environment and not cause glare. Examples of proposed bridge designs are shown in Exhibit 4.1-9 for the crossing of Dry Creek near Hernandez Lane and Exhibit 4.1-10 for the crossing of Cirby Creek near Machado Lane. The truss height of Bridge #2 across Dry Creek would be up to 8 feet, with a width of 16 feet, and an overall span of 110 feet. The truss height of Bridge #4 across Cirby Creek would be up to 14 feet with a width of 16 feet and an overall span length of 160 feet. Mid- to long-range views of these project elements from surrounding land uses would be mostly obscured by existing vegetation. Short-range views of the bridge elements, including the bridge structure and bridge approaches would be available for bicyclists and pedestrians using the trail for the time they are in sufficiently close proximity to bridges. Where some residents may have a clearer view of the bridges, including the locations shown in Exhibits 4.1-9 and 4.1-10, the bridges would not be inconsistent with other elements of the viewshed, such as the commercial and automotive repair uses across the creek. Adding bridges would not significantly change the scenic character of the project site because there are existing bridges across roads and existing commercial and industrial uses within the existing viewshed across the creeks. Views for recreational users would be temporary and would be similar to other existing bridge elements, such as the Darling Way Bridge.

Conclusion

During construction, there would be a temporary change in the visual character of the project site from vacant creek corridors to a construction site containing construction equipment and workers. The general community would have limited exposure to this visual change, because there are few existing public viewpoints from the outside that provide a view of the project site, because of topography and intervening vegetation. Recreation use of the portion of the trail under construction would not occur during construction. Area residents would be able to see any changes that occur within the viewshed of their homes. Staging areas may be more apparent to the public than trail construction. However, as described



Source: Received from PSOMAS in 2014

Exhibit 4.1-9

Proposed Bridge Rendering – Dry Creek near Hernandez Lane



Source: Received from PSOMAS in 2014

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Exhibit 4.1-10

Proposed Bridge Rendering –Cirby Creek near Machado Lane

in Table 4.1-1, none of the proposed staging areas are located in areas of high scenic quality where viewer exposure is also high. The temporary use of these locations is not anticipated to substantially degrade the visual character of the area.

The scenic character of the site is valued by viewer groups that are exposed to the site for extended durations of time. Although the visual quality of the site would be temporarily degraded during active construction, once completed, there would be minimal changes to the scenic character of the project site. Prominent parts of the construction would be bridges at creek crossings and a few taller retaining walls. These features also would improve trails and public access to stream corridor views, which may be perceived as a benefit by some viewer groups.

Therefore, although the visual quality of the site would be temporarily degraded during construction, implementation of the Dry Creek Gateway East Trail would have a **less-than-significant** impact on the visual character or quality of the site and its surroundings.

Alignment Option 1A

Construction activities under Option 1A would be of the same type and magnitude as the Proposed Trail Alignment. This option would cross under Darling Way as described for the Proposed Trail Alignment, but would remain on the south side of the creek, closer to the commercial uses on Riverside Avenue and further from the residences that front Machado Lane. Option 1A would also cross Dry Creek with one bridge (Bridge #3) rather than the two bridges (Bridges #2 and #4) required for the Proposed Trail Alignment. The retaining wall for this option would be located on the south side of Dry Creek, closer to the commercial uses. For these reasons, the trail may be less visible to existing residents under Option 1A than with the Proposed Trail Alignment. This could result in less potential for the perceived visual character or quality of the project area to be effected by construction or use of the trail.

As discussed above for the Proposed Trail Alignment, the actual visual change because of implementation of Option 1A would be relatively low. Although the visual quality of the site would be temporarily degraded during active construction, the proposed physical changes to the project area would be consistent with the area's character and may improve upon the existing quality of views. Therefore, for the same reasons discussed above for the Proposed Trail Alignment, implementation of Option 1A would have a **less-than-significant** impact on the visual character or quality of the site and its surroundings.

Alignment Option 1C

Option 1C would require the same bridges and a similar undercrossing as the Proposed Trail Alignment, but would be located closer to the residences that front Hernandez and Machado Lanes. Because Option 1C would result in constructing elements of the trail closer to residences than the Proposed Trail Alignment, there could be more potential for the perceived visual character or quality of the project area to be effected by construction or use of the trail because it would be more visible to area residents. However, as discussed above for the Proposed Trail Alignment, the actual visual change because of implementation of Option 1C would be relatively low. Although the visual quality of the site would be temporarily degraded during active construction, the proposed physical changes to the project area would be consistent with the area's character and may improve upon the existing quality of views. Therefore, as discussed above for the Proposed Trail Alignment, implementation of Option 1C would have a **less-than-significant** impact on the visual character or quality of the site and its surroundings.

Alignment Option 5A

Option 5A would cross under Sunrise Avenue on the south side of Linda Creek, rather than the north side as described for the Proposed Trail Alignment. Surrounding land uses are commercial, and this option is generally anticipated to result in the same effects as the Proposed Trail Alignment. With Option 5A, the bridge over Linda Creek (Bridge #14) would be constructed on the eastern side of Sunrise Avenue, immediately adjacent to residences on either side of the creek. This bridge may be visible from nearby residences, while the corresponding bridge for the Proposed Trail Alignment (Bridge

#13) would be less visible or not visible, because the residences located to the north of Bridge #13 are screened by at least 200 feet of dense vegetation. Option 5A also includes a connection to the residences on Meadow Gate Drive, which would increase the visibility of the project. As discussed above for the Proposed Trail Alignment, the actual visual change because of implementation of Option 5A would be relatively low. Although the visual quality of the site would be temporarily degraded during active construction, the proposed physical changes to the project area would be consistent with the area's character and may improve upon the existing quality of views. Therefore, as discussed above for the Proposed Trail Alignment, implementation of Option 5A would have a **less-than-significant** impact on the visual character or quality of the site and its surroundings.

Mitigation Measures

None required.

Impact 4.1-2	Create a new source of substantial light or glare that would adversely affect day or nighttime views of the area.
Applicable Policies and Regulations	City of Roseville General Plan Land Use Element, City of Roseville Community Design Guidelines
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Construction Impacts

Construction activities would not result in substantial light or glare. All construction activities would occur during the daytime; no lighting would be required and no impact would occur.

Use-related Impacts

The Dry Creek Greenway East Trail would not be intended for nighttime use. Therefore, lighting of the complete trail alignment is not proposed. However, to enhance public safety, the project may include lit undercrossings in locations where the trail passes under roadways, including Darling Way east of Riverside Avenue, I-80 north of Cirby Way, Sunrise Avenue south of Coloma Way, Rocky Ridge Drive north of Cirby Way, and Old Auburn Road north of South Cirby Way. Bridges may also be illuminated and would have a weathered steel finish to blend into the natural environment and not cause glare. Lighting may also be installed at the trailhead parking lot and at-grade roadway crossings to enhance visibility of bicyclists and pedestrians to motorists. The project would not include the installation or construction of elements with reflective surfaces and, therefore, would not result in glare that causes public hazards or annoyance for a sustained period of time.

In adherence with adopted City standards, all proposed lighting would be limited to the amount required to safely illuminate roadways and sidewalks. Streetlights would be designed such that they do not create light that would be cast onto oncoming traffic or directly into the aquatic environment. Lighting would be installed at the lowest feasible height and would be screened and directed away from sensitive uses.

Conclusion

The Proposed Trail Alignment would not result in substantial increases in light or glare that would affect any light sensitive uses on or near the site. The project would have a **less-than-significant** impact on views of the area because of light or glare.

Alignment Option 1A

Option 1A would cross under Darling Way as described for the Proposed Trail Alignment, but would remain on the south side of the creek, closer to the commercial uses on Riverside Avenue and further from the residences that front Machado Lane. As discussed above for the Proposed Trail Alignment, there would not be light and glare impacts associated with the construction of Option 1A. Because there would be one less bridge with associated lighting, and the bridge would be further from residences, which have more potential to be light sensitive than commercial land uses, there would be less potential for Option 1A to have adverse effects related to light and glare. However, as discussed for the Proposed Trail Alignment, compliance with adopted City standards would effectively reduce the impact on views of the area because of light or glare to a **less-than-significant** level.

Alignment Option 1C

As discussed above for the Proposed Trail Alignment, there would not be light and glare impacts associated with the construction of Option 1C. This option would require the same bridges and a similar undercrossing as the Proposed Trail Alignment. The Darling Way undercrossing would be on the side of the creek closer to residences, but is unlikely to affect these receptors because any lighting would be below street level. As discussed above, the main portion of the trail would not be lit. Further, as discussed for the Proposed Trail Alignment, compliance with adopted City standards would effectively reduce the impact on views of the area because of light or glare to a **less-than-significant** level.

Alignment Option 5A

Construction of Option 5A would not result in substantial light or glare for the same reasons discussed above for the Proposed Trail Alignment. Option 5A would cross under Sunrise Avenue on the south side of Linda Creek, rather than the north side as described for the Proposed Trail Alignment. In this commercial area, which already has ample street and business lighting, this change would not substantially affect views of the project area. Installation of Bridge #14 instead of Bridge #13 would result in a bridge with associated illumination in closer proximity to residences than the Proposed Trail Alignment. However, as discussed for the Proposed Trail Alignment, compliance with adopted City standards would effectively reduce the impact on views of the area because of light or glare to a **less-than-significant** level.

Mitigation Measures

None required.