

4.1 AESTHETICS

This section describes the existing aesthetic character of the City of Rancho Cucamonga and views of and from the City. It also analyzes the potential aesthetic impacts that may occur with implementation of the proposed 2010 General Plan Update and future development and redevelopment projects allowed under the proposed Update within the Study Area.

Aesthetics generally refer to the identification of visual resources, the quality of one's view, and/or the overall visual perception of the environment. The issue of light and glare is related to both the creation of daytime glare due to the reflection of the sun (such as on glass surfaces) and/or an increase in nighttime ambient lighting levels (such as from building lights, street lights, and vehicle headlights). The information presented in this section is based on field reconnaissance and review of relevant portions of the proposed 2010 General Plan Update.

4.1.1 RELEVANT POLICIES AND REGULATIONS

State

Scenic Highway Program

The California Department of Transportation's (Caltrans) Scenic Highways Program (as contained in the *California Streets and Highways Code*, Sections 260 to 263) recognizes the visual resources and natural scenic beauty of California highways and adjacent corridors. These highways are designated based on the natural landscape seen by travelers, the scenic quality of the landscape, and the extent to which development is kept away from the corridor to preclude intrusion on the traveler's enjoyment of the view.

The program includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. The status of a scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval and adopts a Corridor Protection Program that (1) regulates land use and density of development along the highway; (2) controls outdoor advertising; (3) provides guidelines for site planning; (4) controls earth-moving and landscaping activities; and (5) provides design guidelines for the appearance of structures and equipment. Caltrans approval leads to official designation and inclusion in the list of the State's Scenic Highways.

County

County of San Bernardino Scenic Routes

The *County of San Bernardino General Plan* identifies a number of scenic routes and the County desires to preserve the scenic character of these visually important roadways. Scenic routes within the valley area of the County (which includes the southwestern section of the County located south of the San Bernardino and San Gabriel Mountains) are located in the eastern section of the County near the cities of Loma Linda, Redlands, and Yucaipa and in the southwestern corner of the County. Other scenic routes are in the mountain and desert regions, where natural settings remain. The nearest scenic route is the I-15 freeway from its junction with the I-215 Freeway in the Cajon Pass, northeast to the Nevada State line. This segment is approximately 6.7 miles northeast of the boundary of the City of Rancho Cucamonga, outside of the City and SOI boundaries, and is not visible from the City or the SOI.

Wilson Avenue and Day Creek Boulevard were formerly designated as scenic routes by the County, but no scenic routes in or near the City of Rancho Cucamonga are identified in the County's current General Plan.

Local

Rancho Cucamonga General Plan

Chapter III of the 2001 Rancho Cucamonga General Plan - Developing the Community, addresses issues related to land use, transportation, housing, public facilities and services, community design, and economic development. Community design considerations in the General Plan include preservation of the City's cultural heritage, natural environment, and scenic views; the creation of a unified image, activity centers, attractive streetscapes, and distinctive neighborhoods; and innovative and quality design for the site planning, landscaping, and architectural design of new developments.

Rancho Cucamonga Development Code

Title 17 of the Rancho Cucamonga Municipal Code is the City's Development Code. The Code contains regulations that identify the permitted land uses on all parcels in the City through assigned districts. It also identifies applicable use regulations, site development criteria (e.g., lot size, density/intensity, yard setbacks, open space, heights, parking, landscaped areas), performance standards, and general design regulations (e.g., site design, building orientation, access, parking areas, landscaping, fencing/screening, lighting, building design).

Special Boulevards and Beautification Master Plans

The City's current and proposed General Plans designate a number of streets as Special Boulevards, which are developed with extensive landscape setback areas. The Special Boulevards include landscape and hardscape design, trails, and setback standards that are consistent with the development guidelines of adopted Specific Plans within the City. Special Boulevards in the City include the following:

- Haven Avenue
- Milliken Avenue
- Day Creek Boulevard
- Base Line Road
- Foothill Boulevard
- Arrow Highway
- Church Street
- 6th Street
- 4th Street
- Archibald Avenue
- Rochester Avenue
- Etiwanda Avenue
- East Avenue
- Wilson Street
- Victoria Parkway

The City has developed beautification master plans for designated Special Boulevards that are not addressed in adopted Specific Plans, as listed in Table 4.1-1.

**TABLE 4.1-1
BEAUTIFICATION MASTER PLANS**

Beautification Street	Elements Addressed by Concept
Archibald Avenue	Parkway/background/accent trees, perimeter walls
Base Line Road, west of Haven Avenue	Parkway/background/accent trees
Base Line Road, east of Haven Avenue	Parkway/background trees, entire median
Day Creek Boulevard	Parkway/background/accent trees, entire median, perimeter walls, community art
Haven Avenue	Parkway/background trees, entire median
Milliken Avenue	Parkway/background trees, entire median
4th Street	Parkway/background/accent trees, shrubs and hardscape
6th Street	Parkway trees, entire median
19th Street	Parkway/accent trees, perimeter walls
Source: Hogle-Ireland 2009.	

The Beautification Master Plans provide identifiable themes along major City streets; provide attractive, enduring and maintainable streetscapes; complement other community improvements; and protect the public's health, safety, and welfare.

In addition, the City has identified sections of Etiwanda Avenue, Hellman Avenue, and Hillside Road for special aesthetic treatment due to their historic character.

Foothill Boulevard/Historic Route 66 Visual Improvement Plan and Mural Program

The Foothill Boulevard/Historic Route 66 Visual Improvement Plan was adopted January 2002 and guides the design concepts for the streetscapes, entry areas, and rights-of-way along Foothill Boulevard/Historic Route 66 through the City. The plan establishes a set of unique and unifying historic themes, with specific design concepts for the westerly and easterly gateways into the City and for eight centers along the corridor. The plan also provides concepts for the Suburban Parkway enhancement areas at various locations, a palette of streetscape furniture, Route 66 icons, artwork, and other concepts that can be utilized in future development and improvements along the Boulevard.

In addition, the Foothill Boulevard/Route 66 Mural Program was developed by the City's Redevelopment Agency to create an aesthetically pleasing environment for residents and visitors and to increase interest and activity along Foothill Boulevard. The program is intended to provide cultural, educational, and artistic visual displays that depict the rich history of Rancho Cucamonga.

Landscape Maintenance Districts

The City has established Landscape Maintenance Districts (LMDs) for the maintenance of parkways and medians in the City. The districts feature water-conserving landscapes, and the City employs several strategies to reduce operation and maintenance costs within the LMD, while maintaining attractive, enduring landscapes.

Tree Preservation Ordinance

The City's Tree Preservation Ordinance (Chapter 19.08 of the Municipal Code) promotes the preservation of heritage trees as scenic and historical assets of the City. The ordinance establishes regulations for the preservation of heritage trees on private property, including

eucalyptus, palm, oak, sycamore, and pine trees. In particular, eucalyptus windrows¹ are considered a unique inheritance, and the City aims to protect selected Blue Gum Eucalyptus windrows and expand the windbreaks through planting new Spotted Gum Eucalyptus windrows along an established grid pattern throughout the City.

Water Efficient Landscaping Ordinance

In 2009, the City adopted a Water Efficient Landscaping Ordinance (Chapter 17.42) that meets the requirements of the Water Conservation in Landscaping Act of 2006 (AB 1881). The overarching theme of this ordinance is to design thoughtful, water efficient landscapes. Landscape water use accounts for more than 60 percent of all domestic water use within the City and the Chino Basin as a whole. While this ordinance is not designed to encourage or require desert-type landscaping, it does require a more scientific approach to landscape design by determining how much water should be used on a specific site and to use that as the basis for an appropriate landscape. The key component of this ordinance is the water budget – a calculation of how much water can be used on a landscape based on environmental factors. Once the water budget is established, an appropriate landscape can be created.

Sign Ordinance

The City's Sign Ordinance, Title 14 of the Municipal Code, balances the need for advertisement and identification of businesses with the creation of a desirable image for the City. The objectives of the ordinance are:

- To direct persons to various activities and enterprises in order to provide for the maximum public convenience;
- To provide a reasonable system of controls for signs to ensure the development of a high quality environment;
- To encourage signs which are well designed and pleasing in appearance and to provide incentive and latitude for variety, good design relationship, and spacing;
- To encourage a desirable urban character which has a minimum of overhead clutter;
- To enhance the economic value of the community and each area thereof through the regulation of such things as size, number, location, design, and illumination of signs;
- To encourage signs that are compatible with adjacent land uses;
- To reduce possible traffic and safety hazards through good signing; and
- To protect the general public health, safety, and welfare of the community.

This ordinance is implemented as part of the development and design review of individual development applications.

¹ A windrow is a continuous row of trees originally planted to create a windbreak or physical separation between two uses.

Wireless Communication Ordinance

The City's Wireless Communication Ordinance (as contained in Chapter 17.26 of the City's Municipal Code) regulates the siting, design and configuration of communication towers and antenna by promoting co-location of multiple facilities and creative design solutions to screen or hide views of the antenna and supporting structures.

Placing Utility Lines Underground

Section 16.36.090 of the Municipal Code requires all utilities within a subdivision and along peripheral streets to be placed underground except those facilities exempted by California Public Utilities Commission regulations. The City may accept a fee in lieu of placing existing facilities along peripheral streets underground. However, no in-lieu fee is allowed for new residential subdivisions.

Chapter 13.04 of the City's Municipal Code allows for the designation of underground utility districts if the City finds that removal and underground installation of utility lines would avoid or eliminate if (1) there is an unusually heavy concentration of overhead electric facilities; (2) a street carries a heavy volume of pedestrian or vehicular traffic; and (3) a street through a civic area or public recreation area or an area of unusual scenic interest.

Design Guidelines

The City has adopted design guidelines for residential developments to address the following:

- Site planning techniques for multi-family and single-family housing;
- A subdivision layout;
- Architectural guidelines;
- Grading techniques and standards;
- Landscaping guidelines;
- Fencing materials; and
- Trail design for pedestrian, bicycle, and equestrian use.

These guidelines are intended to develop residential developments that are pedestrian-oriented, to promote site planning that incorporates outdoor gathering areas such as plazas or courtyards, and to create streetscapes that encourage pedestrian and bicycle activity.

The City has also developed design guidelines for commercial and industrial developments (both neighborhood and community-level) to address site planning, architectural design, landscaping, sign programs, and master planning requirements.

Grading Ordinance

The City's Grading Ordinance is contained in Title 19, Environmental Protection - Chapter 19.04 of the Municipal Code. These regulations discourage mass grading and development of excessive slopes so as to retain the natural terrain; encourage preservation of significant topographic features; limit construction on identified seismic or geologic hazard areas; and

encourage variations in housing styles, lot sizes, design densities, and views. The ordinance calls for grading plans to be reviewed by a committee consisting of one representative from the Building and Safety Department, one representative from the Engineering Department, and one representative from the Planning Department. This committee reviews all grading plans for compliance with City standards and guidelines relating to grading practices for topography, drainage structures, slopes, irrigation, planting, building pad differential heights, accessibility, and other features or functions that meet this ordinance's objectives.

Hillside Development Regulations

The Development Code contains hillside development regulations in Chapter 17.24 of Title 17 to prevent the disturbance of natural slopes. Guidelines and development standards for site design, architecture, driveways/roadways, walls and fences, landscaping, grading, drainage, trails and corrals², public safety, and development density are included in these regulations for use in the review of developments on sites with slopes that are five percent or greater.

Grading for development is permitted in areas with slopes between 5.00 and 7.99 percent, but the natural character of landforms must be retained. According to the Development Code, contour grading, combined slopes, limited cut and fill, split level architectural prototypes, or padding for structures may be necessary to reduce the amount of grading, depending upon individual site conditions. Cluster development is encouraged to reduce disturbance areas.

Development within the Hillside Overlay District (areas generally located north of Hillside Avenue and areas around Red Hill and Beryl Hill), as shown on Exhibit 3-3 in Section 3.0, Project Description, or areas with slopes between 8.0 and 14.9 percent, are required to comply with hillside architectural and design techniques that minimize grading. The use of split level foundations greater than 18 inches, stem walls, stacking, and clustering is expected for these areas.

Development in areas with slopes between 15.0 and 29.9 percent grade is limited to the less visually prominent slopes and where it can be shown that safety, environmental, and aesthetic impacts can be minimized on a project-specific basis. Anticipated development in these areas would include large lots, variable setbacks, and variable building structural techniques (i.e., stepped or pole foundations). Structures should blend with the natural environment in terms of shape, materials, and colors. Roadways should follow natural contours or use grade separations.

Development is prohibited in areas with slopes 30 percent or greater, except for (1) parcels that are located south of Banyan Street; (2) where at least 75 percent of the lots or parcels of the development site are surrounded by lots or parcels improved with structures; and (3) the proposed development appropriately addresses slope stability and other on-site geological factors.

Light and Glare Regulations

Title 17 of the Development Code contains regulations for light and glare from temporary uses and from developments in residential, commercial and industrial districts; hillside residential areas; and districts along Foothill Boulevard. The regulations require lighting to be directed away from and shielded from adjacent residential areas and to prevent stray light or glare from becoming a nuisance on adjacent properties. Also, levels of spillover light and glare are

² Corrals for use with horses.

regulated in the performance standards for residential districts and parking areas to avoid creating areas of intense light or glare.

4.1.2 EXISTING CONDITIONS

Existing Development

The City of Rancho Cucamonga is largely developed and features a mix of old and new urban land uses at varying densities and intensities. Residential areas are mainly characterized by low-density neighborhoods developed with single-family detached units. Larger lots are located in the northern areas, with gradually smaller lots south of Banyan Street. Higher-density housing such as townhomes, condominiums, and apartment complexes are located in the central portion of the City in the Terra Vista and Victoria neighborhoods. The historic communities in the City include Alta Loma, Cucamonga, and Etiwanda, each with its own style of development and types of land uses. Northtown is also a historic neighborhood within the original Cucamonga community. Newer developments include the Terra Vista, Victoria, and Caryn communities, although some new development has occurred in nearly all portions of the City.

Commercial uses include commercial shopping centers on Foothill Boulevard (east of Haven Avenue) and a regional shopping center at Victoria Gardens (at Day Creek Boulevard, Foothill Boulevard, and the I-15 Freeway), and neighborhood shopping centers found at most major intersections. Financial and administrative offices, office condominiums, medical offices, and other general office uses are primarily located on Haven Avenue and near the Civic Center. Older neighborhood shopping centers are located in the western portion of the City.

Industrial developments are generally located south of Foothill Boulevard and include heavy industrial uses, warehouses, distribution centers, light industrial uses, and business parks. Most of the heavy industrial uses are located east of the I-15 Freeway, at the City's southeastern section.

Civic and public facilities are found in the southern section of the City and include government buildings, City Hall, the County courts complex, the post office, fire stations, and multi-purpose community facilities, as well as a County correctional facility. Open space areas, parks and recreation facilities, golf courses, and agricultural lands are found in scattered locations throughout the City.

Over 2,500 acres of vacant land remain in the City, with another 1,922 acres in the SOI. The vacant lands are located on scattered sites and are surrounded by urban developments, except for the larger parcels along and near Etiwanda Creek in the northeastern section of the City. Vacant lands in the SOI consist of large, contiguous parcels outside the Deer, Day, and East Etiwanda canyons and creeks.

Streetscapes and Gateways

Rancho Cucamonga is visible from roadways that lead into the City, as well as from the I-15 and SR-210 freeways. The City has installed gateway markers and entry monuments at major streets along its southern, eastern, and western borders and along the I-15 and SR-210 Freeways to serve as identification of entrances into the City, as shown on Exhibit 4.1-1, Entry Monuments. The markers follow the design elements that have been established since 1989 and create a unified theme for all gateways.

Major roadways in the City have enhanced treatments (such as landscaped medians, street lighting, street trees, bike and pedestrian paths, setback of adjacent structures, street

furnishings, and hardscape treatments) as part of the City's street beautification plans and Special Boulevard designation (refer to Exhibit 4.1-2, Roadway Treatments).

Travelers on the I-15 Freeway see views of business parks and industrial uses at the southeastern section of the City, which changes into regional commercial uses around Foothill Boulevard. Farther north on the freeway, the views are of single-family homes at the northeastern section of the City, with vacant lands near the SR-210 Interchange. Along the SR-210 Freeway, berms, block walls, and dense landscaping block most of the views of the City, except for partial views of commercial buildings near the ramps and near single-family homes in areas where the freeway is at-grade or above-grade. Homes at the foothills are also visible due to their higher elevations. These views are depicted on Exhibits 4.1-3, Views from the I-15 Freeway, 4.1-4, Views from the SR-210 Freeway, and 4.1-5, Views of the Foothill Areas.

Scenic Resources

The City sits at the southern base of the San Gabriel Mountains at the eastern end of the range. The San Bernardino Mountains are just east of the San Gabriel Mountains, divided by the Cajon Pass. Views of the San Gabriel and San Bernardino Mountains are available from most areas in the City and provide a scenic backdrop for the community, as shown in Exhibit 4.1-6, Views of Nearby Mountains. North-south roadways, such as Archibald, Haven, and Etiwanda Avenues, provide unobstructed views of the San Gabriel Mountains to the north and, from the foothills, of the lower-lying valley to the south.

The City recognizes other scenic resources, including remaining stands of eucalyptus windrows, scattered vineyards and orchards, and natural vegetation in flood-control channels and utility corridors, as shown in Exhibit 4.1-7, Scenic Resources. The foothills at the northern end of the City provide views of wide open spaces, steep slopes, and natural vegetation, with limited development.

Scenic Highways

No designated scenic highways are present in or near the City of Rancho Cucamonga. The nearest officially designated scenic highway is State Route (SR) 2 (Angeles Crest Scenic Highway), located on the north side of the San Gabriel Mountains and approximately 12 miles from the northern City boundary. Another designated scenic highway is the SR-38 (Rim of the World Scenic Highway), which is approximately 24 miles east of the City's boundary. These scenic highways are located on the western, northern, and eastern slopes of the San Gabriel and San Bernardino Mountains, far from the City of Rancho Cucamonga and its Sphere of Influence.

Highways eligible for Scenic Highway designation include SR-38 from SR-2 near Wrightwood to the SR-18 near Mount Anderson (approximately 10 miles north of the City of Rancho Cucamonga); and SR-39 from the SR-210 Freeway near Azusa to the SR-2 (approximately 13 miles west of the City). Other eligible scenic highways (the I-10 Freeway between SR-38 and SR-62 and the I-15 Freeway south of the SR-91 Freeway and north of SR-58) are farther away. These eligible scenic highways are not visible from the City nor are areas in the City or SOI visible from these scenic highways.

4.1.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact on aesthetics if it would:



Entry monument on Archibald Avenue.



Entry monument on Haven Avenue.



Entry monument on Foothill Boulevard.



Entry monument on Day Creek Boulevard.

Entry Monuments

Rancho Cucamonga General Plan Update

Exhibit 4.1-1

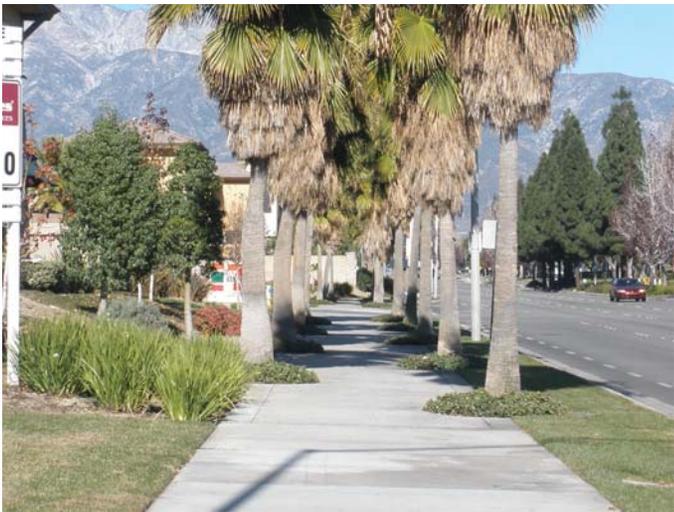
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Median on Haven Avenue.



Parkway on Day Creek Boulevard.



Sidewalk on Milliken Avenue.



Trail fencing.

Roadway Treatments

Rancho Cucamonga General Plan Update

Exhibit 4.1-2

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Industrial uses along I-15 Freeway.



Residential uses along I-15 Freeway.

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Views from the I-15 Freeway

Exhibit 4.1-3

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Residential areas north of I-210 Freeway.



Berm along I-210 Freeway.

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Views from the I-210 Freeway

Exhibit 4.1-4

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Foothill development east of Day Creek.



Northern end of Haven Avenue.

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Views of the Foothill Areas

Exhibit 4.1-5

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San Gabriel Mountains to the north.



San Bernardino Mountains to the east.

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Views of Nearby Mountains

Exhibit 4.1-6

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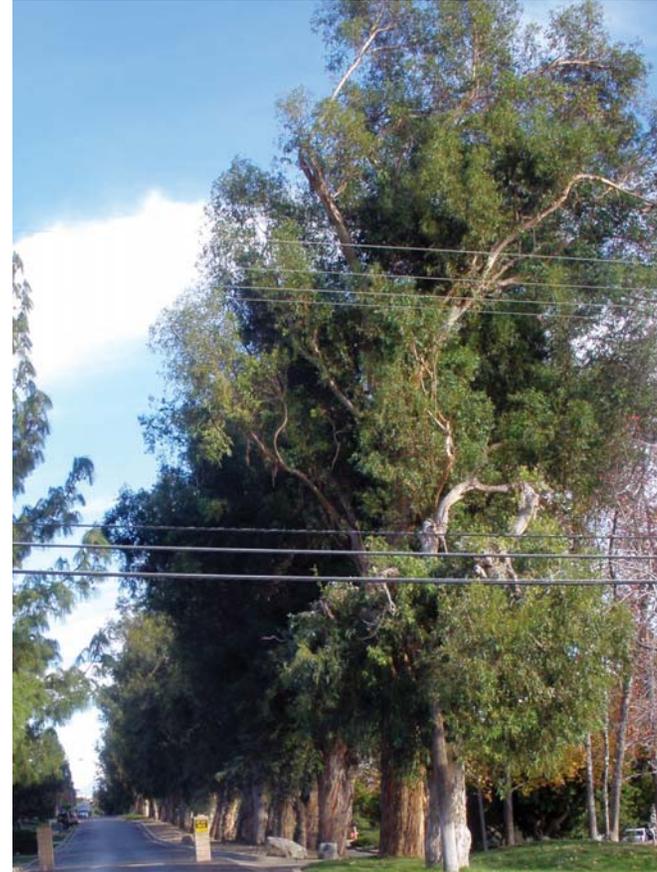
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Existing vineyard.



Orange Grove.



Eucalyptus windrow.

Scenic Resources

Rancho Cucamonga General Plan Update

Exhibit 4.1-7

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- Threshold 4.1a:** Have a substantial adverse effect on a scenic vista;
- Threshold 4.1b:** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- Threshold 4.1c:** Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Threshold 4.1d:** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.4 GENERAL PLAN GOALS AND POLICIES

A number of goals and policies in the proposed 2010 General Plan Update address the protection of the aesthetic and visual resources in the City. Implementation of these goals and policies would maintain or improve views in and of the City, ensuring the aesthetic qualities of future development. Applicable goals and related policies are identified below in italics. Each goal and policy is followed by an implementation action which identifies the programs and procedures that will be used to put General Plan goals and policies into action.

GOAL LU-1: Ensure established residential neighborhoods are preserved and protected, and local and community-serving commercial and community facilities meet the needs of residents.

Policy LU-1.4: Continue code enforcement activities to ensure proper maintenance of homes, buildings, yards, and neighborhoods in all areas of the City, and work with businesses and homeowners to gain compliance.

Implementation Action: Continue to enforce property maintenance standards, noise regulations, and other property related regulatory standards adopted by the City.

GOAL LU-2: Facilitate sustainable and attractive infill development that complements surrounding neighborhoods and is accessible to pedestrians, bicycles, transit, and automobiles.

Policy LU-2.1: Plan for vibrant, pedestrian-friendly mixed use and high-density residential areas at strategic infill locations along transit routes.

Implementation Action: Review and modify the Development Code and Specific Plans to ensure that those areas identified in Table LU-2 of Chapter 2: Managing Land Use, Community Design, and Historic Resources allow for the type and densities/intensities of development as outlined.

Policy LU-2.4: Promote complementary infill development, rehabilitation, and re-use that contribute positively to the surrounding residential neighborhood areas.

Implementation Action: Develop guidelines or standards that are specific to potential infill development sites to ensure that developers have considered the individual needs of the community and unique characteristics of the aesthetics, particularly those lots identified within each of the specific Mixed Use designations.

GOAL LU-3: Encourage sustainable development patterns that link transportation improvements and planned growth, create a healthy balance of jobs and housing, and protect the natural environment.

Policy LU-3.6: Create focused, pedestrian-friendly neighborhoods that are reminiscent of the qualities found in earlier days, particularly within the original communities of Cucamonga, Alta Loma, and Etiwanda, and along Historic Route 66 (Foothill Boulevard).

Implementation Action: Continue to identify, prioritize, and install streetscape and landscape amenities that provide pleasant and comfortable streets, enhance City identity, and promote walking.

Policy LU-3.9: Facilitate revitalization of aging commercial centers by working with property owners, developers, local businesses, and other community organizations to coordinate efforts.

Implementation Action: Review and modify previously adopted Specific Plans and Community Plans to ensure that the plans remain consistent with updates to the General Plan and provide for standards for redevelopment or rehabilitation versus new development proposals.

Policy LU-4.5: Continue to reinforce the identity of the intersection of Foothill Boulevard and Haven Avenue by supporting development projects that are comparable to the quality of the Civic Center and County Courthouse complex, Terra Vista Town Center, and the adaptive re-use of the historic Virginia Dare Winery.

Implementation Action: Establish clear public realm and private property improvements that are required for the intersection, either through a Specific Plan amendment or a zoning overlay.

Policy LU-5.2: Encourage development along the Haven Avenue Corridor that incorporates appropriate intensity and design excellence for an important gateway to Rancho Cucamonga.

Implementation Action: Review and update, as necessary, design guidelines for the Haven Avenue Corridor to ensure that the City's high standards for design are focused on the creation of the gateway.

Policy LU-5.3: Promote the Haven Avenue Corridor as a distinctive, attractive, and pleasant office park atmosphere that caters to professional, technological, and similar businesses in a campus-like setting with a prestigious identity.

Implementation Action: Review and update, as necessary, design guidelines for the Haven Avenue Corridor to ensure that the City's high standards for design are focused on the creation of the gateway.

Policy LU-5.5: Require development to provide courtyards and plazas, public art, and landscaped open spaces that promote safe and convenient pedestrian movement with continuous landscaped pathways between buildings and along Haven Avenue.

Implementation Action: Assess the streetscape and landscape amenities along the Haven Avenue corridor to determine where enhancements can be programmed into new development or redevelopment in the future.

GOAL LU-8: Encourage visually attractive hillsides where the natural environment is protected, a sustainable level of development is ensured, and appropriate measures to protect against hazards are in place.

Policy LU-8.1: Regulate development on natural slopes of eight percent grade or greater through the City's Hillside Development Ordinance.

Implementation Action: Continue to apply adopted standards to development within the hillsides, and update those standards as needed to reflect current industry standards as they may change.

Policy LU-8.2: Approve only those residential densities that do not exceed the capacity of the land or the ability to reasonably provide public services and adequate public safety.

Implementation Action: Continue to utilize the adopted hillside regulations to limit residential densities.

Policy LU-8.4: Prohibit extensive disturbances and scarring of ridgelines and other distinctive landforms in the hillsides.

Implementation Action: Continue to apply adopted standards to development within the hillsides, and update those standards as needed to reflect current industry standards as they may change.

Policy LU-8.5: Protect natural resources and sensitive habitat areas, and avoid encroachment from new hillside development.

Implementation Action: Continue to coordinate the review of hillside development proposals with Federal, State, and regional agencies with purview over natural resources and sensitive habitats.

Policy LU-8.6: Require that hillside development minimize alteration of natural landforms, and encourage clustering where feasible to retain maximum open space.

Implementation Action: Continue to apply adopted standards to development within the hillsides, and update those standards as needed to reflect current industry standards as they may change.

Policy LU-8.7: Blend hillside development with natural surroundings through architecture and the use of appropriate construction materials, colors, and natural vegetation.

Implementation Action: Continue to apply adopted standards to development within the hillsides, and update those standards as needed to reflect current industry standards as they may change.

Policy LU-8.8: Provide conveniently located places to experience nature in the northerly reaches of the Planning Area, particularly through trail extensions and educational programs.

Implementation Action: As open space areas within the City's Sphere are incorporated, the trails systems within this area should be expanded, designed for educational experiences, and dedicated for public use.

Policy LU-8.10: Hillside development shall be controlled by customized regulations.

Implementation Action: Continue to apply adopted standards to development within the hillsides, and update those standards as needed to reflect current industry standards as they may change.

GOAL LU-9: Foster a cohesive, healthy community through appropriate patterns and scales of development, including complementary transitions between districts, neighborhoods, and land uses.

Policy LU-9.1: Preserve and enhance the special qualities of existing districts and neighborhoods through focused attention on land use, community design, and economic development.

Implementation Action: Develop specific neighborhood preservation plans and/or design guidelines for identified neighborhoods and districts. Inventory and address the needs within the distinct districts to prioritize improvements that would further enhance each area.

Policy LU-9.2: Integrate districts and neighborhoods into the overall City structure and image.

Implementation Action: Develop specific neighborhood preservation plans and/or design guidelines for identified neighborhoods and districts. Inventory and address the needs within the distinct districts to prioritize improvements that would further enhance each area. Also, ensure that public improvements are carried out with well-defined linkages, open space, and landscape themes.

Policy LU-9.3: As the City revitalizes areas through redevelopment and infill development, provide a transition between the developed and natural (unbuilt) environment through landscaping techniques, open space linkages, preservation of landforms, sensitive site planning, architectural design, and public art.

Implementation Action: Ensure that the Design Guidelines are implemented whether the project consists of public or private improvements.

Policy LU-9.4: Ensure that infill development is sensitive and compatible with the design and scale of all adjacent historic properties.

Implementation Action: Develop guidelines or standards that are specific to potential infill development sites to ensure that developers have considered the individual needs of the community and unique characteristics of the aesthetics, particularly those lots identified within each of the specific Mixed Use designations.

Policy LU-9.5: Establish mixed-use areas as higher intensity “urban centers” where there is sensitive integration of land uses, convenient modes of transportation, and a focused “sense of place” that emanates from the architectural and landscape design.

Implementation Action: Review and modify the Design Guidelines to include principles for development within the Mixed Use designations.

Policy LU-9.6: Maintain the rural development pattern and character of the Etiwanda area through the Etiwanda Specific Plan.

Implementation Action: Continue to apply all standards, requirements, and guidelines to development within the Etiwanda Specific Plan.

GOAL LU-10: *Encourage sustainable landscaping and streetscape design.*

Policy LU-10.4: Encourage streetscape design and landscaping programs for commercial frontages that create vibrant places which support walking, bicycling, transit, and sustainable economic development.

Implementation Action: Adopt a sustainable development program that incorporates green building standards.

Policy LU-10.5: Consult with and coordinate with the Santa Fe Railway to develop and install a landscape plan for the enhancement of the railroad right-of-way.

Implementation Action: Inventory and assess the landscaping needs of the rail corridor, and consult with the rail agency to develop a plan.

Policy LU-10.6: Continue to pursue strategies to reduce long-term operation and maintenance costs within the City's Landscape Maintenance Districts and other publicly funded areas.

Implementation Action: Inventory and prioritize the removal of turf areas within landscape medians to be replaced with plantings that reduce long-term operations and maintenance costs.

GOAL LU-11: *Ensure that community aesthetics are maintained through appropriate regulations.*

Policy LU-11.1: Continue to implement and update as necessary the City's Sign Ordinance in order to provide for a reasonable system of review and incentives for well-designed signs throughout the City.

Implementation Action: Establish a periodic review schedule of all City ordinances that govern aesthetics to determine if industry standards have changed or if other objectives are desirable that require amendments.

Policy LU-11.2: Continue to require the undergrounding of utility lines and facilities wherever feasible to minimize the unsightly appearance of overhead utility lines and utility enclosures.

Implementation Action: Require undergrounding of utilities for new development. Develop a strategy and prioritization list for the undergrounding utilities in developed areas.

Policy LU-11.3: Require communication towers to be located and designed to blend with the surrounding environment.

Implementation Action: Review and update design guidelines for the siting and general appearance of communication towers to facilitate the least amount of visual intrusion. Emphasize use of stealth and architecturally integrated antenna.

GOAL LU-12: Foster a variety of travel routes that are enjoyable ways to experience Rancho Cucamonga.

Policy LU-12.1: Ensure that streetscape design along roadways creates a strong landscaped edge, provides a coherent high-quality appearance along each route, and enhances the image of adjacent development.

Implementation Action: Adopt a sustainable development program that incorporates green building standards.

GOAL LU-13: Take full advantage of view lines and vista points with carefully designed development.

Policy LU-13.1: On north-south roadways, open space corridors, and other locations where there are views of scenic resources, trees, and structures, encourage framing and orientation of such views at key locations, and endeavor to keep obstruction of views to a minimum.

Implementation Action: Review development proposals to ensure that design guidelines, including sites within view corridors, have been applied to address siting of buildings and other vertical elements to retain views of local visual resources.

GOAL LU-14: Support public art as an important amenity of a beautiful city.

Policy LU-14.1: Pursue the placement of public art in prominent locations particularly along major travel corridors.

Implementation Action: Continue to require art as a condition of approval for projects at key locations, and continue to seek funding to provide public art within public rights-of-way, including the Metrolink corridor.

Policy LU-14.2: Continue to promote the establishment of entry monumentation as a means of identifying community, district, and neighborhood.

Implementation Action: Identify timing for implementation of the remaining monumentation within the City, including the addition of SR-210 and Day Creek Boulevard.

Policy LU-14.3: Incorporate a public art ordinance in the Development Code.

Implementation Action: Investigate the types and locations of projects, both new and redevelopment, where the adoption of a public art ordinance would provide the greatest aesthetic impact. Adopt and implement the ordinance.

Policy LU-18.1: Prepare a Cultural Landscape Report.

Implementation Action: Create a comprehensive plan for local cultural landscape preservation to complement architectural preservation efforts, including the update of existing surveys of historic resources.

Policy LU-18.2: Update files for identified historic resources to include extant cultural landscape features.

Implementation Action: Create a comprehensive plan for local cultural landscape preservation to complement architectural preservation efforts, including the update of existing surveys of historic resources.

Policy LU-18.3: Create a conservation easement program for cultural landscapes.

Implementation Action: Develop an application and process for the creation and use of conservation easements.

Policy LU-18-4: Continue to rebuild agricultural landscapes.

Implementation Action: Through the development review process, encourage incorporation of historic landscape features such as vineyards, fruit trees, and windbreaks into new development projects.

Policy LU-18.5: Retain and restore windbreaks where appropriate.

Implementation Action: Through the development review process, encourage incorporation of historic landscape features such as vineyards, fruit trees, and windbreaks into new development projects.

Policy LU-19.1: Identify historic districts and Neighborhood Character Areas (NCAs).

Implementation Action: Include the identification of boundaries for potential historic district designations as part of the preparation of the updated historic survey.

Policy LU-19.2: Create new and modify existing specific plans to guide development of historic districts and Neighborhood Character Areas (NCAs).

Implementation Action: Review and amend Specific Plans to address potential development proposals within historic districts.

Policy LU-19.3: Evaluate post-World War II buildings for historic significance.

Implementation Action: Include the evaluation of eligible residential building tracts as part of the preparation of the updated historic survey.

Policy LU-20.1: Create a historic resource interpretation program aimed at enhancing both public awareness of local history and opportunities for heritage tourism.

Implementation Action: Inventory the types of educational and awareness programs regarding historic resources already in place, and review methods for expanding the number of sites and available information.

Policy LU-21.1: Evaluate Route 66 properties and designate Route 66-related historic resources.

Implementation Action: Include the identification of significant Route 66 resources as part of the preparation of the updated historic survey. Amend zoning and/or land use exhibits to reflect the specific linear boundaries of Route 66 to include specific identified resource properties.

Policy LU-21.2: Amend existing Foothill Boulevard Specific Plan (Development Code §17.32) to include a linear Route 66 Neighborhood Character Area (NCA).

Implementation Action: *Include the identification of significant Route 66 resources as part of the preparation of the updated historic survey. Amend zoning and/or land use exhibits to reflect the specific linear boundaries of Route 66 to include specific identified resource properties.*

Policy LU-21.3: Clarify the Foothill Boulevard Specific Plan and Route 66/Foothill Boulevard Visual Improvement Plan/Foothill Boulevard/Route 66 Mural Program to include policies that prioritize preservation of documented historic character of Route 66.

Implementation Action: *Include the identification of significant Route 66 resources as part of the preparation of the updated historic survey. Amend zoning and/or land use exhibits to reflect the specific linear boundaries of Route 66 to include specific identified resource properties.*

4.1.5 STANDARD CONDITIONS OF APPROVAL

The City has existing regulations that relate to aesthetics and visual quality, compliance with which would reduce negative aesthetic impacts. Compliance with these regulations would be required for all new development and redevelopment in the City. These include those listed below.

- SC 4.1-1** Future development and redevelopment within the City shall comply with the City's Grading Ordinance, as contained in the Rancho Cucamonga Municipal Code (Title 19 Environmental Protection, of Chapter 19.04). This ordinance requires the submission of grading plans for approval by the grading committee to ensure that grading activities (1) retain the natural terrain; (2) preserve significant topographic features; and (3) limit construction on identified seismic or geologic hazard areas in the City's hillside areas.
- SC 4.1-2** Future development and redevelopment within the City shall comply with the City's Hillside Development Regulations, which are found in Chapter 17.08 of the Development Code. These regulations require that development within the Hillside Residential District, in the Hillside Overlay Zone, or on sites with slopes 8 percent or greater comply with the Guidelines and development standards for site design, architecture, driveways/roadways, walls and fences, landscaping, grading, drainage, trails and corrals, public safety, and development density. These regulations seek to prevent the disturbance of natural slopes.
- SC 4.1-3** In accordance with its Water Efficient Landscaping Ordinance, the City shall continue to evaluate proposed landscape and irrigation plans and to determine if they meet the requirements of the ordinance and can be approved. This ordinance will allow the establishment of landscaped areas that are visually appealing and drought resistant.
- SC 4.1-4** Future development and redevelopment within the City shall comply with the City's Tree Preservation Ordinance in order to preserve mature trees in the City, which are considered scenic and cultural assets.
- SC 4.1-5** Future development and redevelopment within the City shall comply with the City's Light and Glare regulations, which are found throughout the Development

Code and require lighting to be directed away and shielded from adjacent residential areas. The regulations also prohibit the creation of areas with intense light or glare. As discussed above, the regulations call for the use of fences, walls, berms, screens, and landscaping to reduce light and glare spillover. The regulations are included under the special development criteria, performance standards, general design guidelines, special use regulations, and development standards for land uses in different development districts to prevent light and glare impacts on adjacent properties.

- SC 4.1-6** The Foothill Boulevard/Route 66 Visual Improvement Plan and Mural Program shall be implemented through future development and redevelopment along Foothill Boulevard to enhance the streetscape and to create a unified theme for this major corridor in the City.
- SC 4.1-7** Future development and redevelopment within the City shall comply with the City's Beautification Master Plans for designated Special Boulevards, as well as design guidelines for these Special Boulevards in existing and future specific plans.
- SC 4.1-8** The Rancho Cucamonga General Plan regulates all land uses in the City. Consistency with the goals, policies and programs related to community design in the Rancho Cucamonga General Plan, as amended, shall be required for all development projects.
- SC 4.1-9** Future development and redevelopment within the City shall comply with the City's Development Code, which provides development standards and design guidelines for different development districts. Future development and redevelopment projects shall comply with applicable design guidelines in the Development Code.
- SC 4.1-10** Future development and redevelopment within the City shall comply with the City's Design Guidelines for Residential and Commercial-Industrial land uses that promote quality development in new development and redevelopment projects. These design guidelines address site planning, subdivision layout, architecture, grading, landscaping, fencing, trails, sign programs, and master planning requirements. They are used in the design review of individual development proposals that are submitted to the City for approval.
- SC 4.1-11** Future development and redevelopment within the City shall comply with the City's Sign Ordinance in order to limit the visual clutter and improve streetscapes in the City by regulating the size, color, location, number, design, lighting, and types of signs that are installed in the City.
- SC 4.1-12** As part of the City's Landscape Maintenance Districts, parkways and public landscapes in the City shall be continually maintained to enhance the City's positive visual image.
- SC 4.1-13** Future development and redevelopment within the City shall comply with the City's Wireless Communication Ordinance to avoid the visual incompatibility of communication towers and antennas with the local streetscape or with views of the City from freeways and major roadways. Siting, design, and configuration standards shall limit the number of communication towers and antennas in the City and/or screen them from public views.

- SC 4.1-14** A detailed on-site lighting plan, including a photometric diagram, shall be reviewed and approved by the Planning Director and Police Department (477-2800) prior to the issuance of building permits. Such plan shall indicate style, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties.
- SC 4.1-15** Solar access easements shall be dedicated for the purpose of assuming that each lot or dwelling unit shall have the right to receive sunlight across adjacent lots or units for use of a solar energy system. The easements may be contained in a Declaration of Restrictions for the subdivision which shall be recorded concurrently with the recordation of the final map or issuance of permits, whichever comes first. The easements shall prohibit the casting of shadows by vegetation, structures, fixtures, or any other object, except for utility wires and similar objects, pursuant to Development Code Section 17.08.060-G-2.

4.1.6 ENVIRONMENTAL IMPACTS

Future development and redevelopment in the City pursuant to the proposed 2010 General Plan Update would introduce new structures and site improvements that would change the visual quality of individual sites and the surrounding areas, as well as add new sources of light and glare.

Scenic Vistas

Threshold 4.1a: Would the proposed General Plan Update have a substantial adverse effect on a scenic vista?

Scenic vistas in and near the City include views of the nearby San Gabriel and San Bernardino Mountains to the north and northeast. Future development and redevelopment could create obstructions to the views of land uses located immediately south of individual development sites. Depending on the building heights of new structures, some views of the mountains may be partially blocked, including views of the foothills at lower elevations. Building separation and setback requirements pursuant to the City Code for individual structures would preserve some distant mountain views and prevent total view obstruction. The mountains rise to heights over 6,000 feet above mean sea level (msl) and will remain partially visible from most areas of the City, despite future development pursuant to the proposed 2010 General Plan Update.

Goal LU-13 in the Managing Land Use, Community Design, and Historic Resources Chapter of the proposed 2010 General Plan Update seeks to take full advantage of view lines and vista points with carefully designed development. Under this goal, Policy LU-13.1 encourages minimizing view obstruction through framing and orientation of views at key locations on north-south roadways, open space corridors, and other locations where views of scenic resources, trees, and structures are present. Compliance with this goal and policy would reduce impacts relative to mountain views.

The foothills at the northern end of the City and in the SOI provide views of wide open spaces, steep slopes, and natural vegetation, with limited development. Residential development in the foothills would change these views. The City's Grading Ordinance (SC 4.1-1), Hillside Development Regulations (SC 4.1-2), Water Efficient Landscaping Ordinance (SC 4.1-3), Tree Preservation Ordinance (SC 4.1-4), and Lighting Standards (SC 4.1-5) would limit the density, intensity, and visual intrusion of development at the foothills while preserving the existing topography and natural vegetation. These standard conditions would also limit the introduction of overhead utility lines and light sources, retaining the area's rural character.

Goal LU-8 in the proposed 2010 General Plan Update encourages visually attractive hillsides where (1) the natural environment is protected, (2) a sustainable level of development is ensured, and (3) appropriate measures to protect against hazards are in place. Supporting policies include Policy LU-8.1 (Hillside Development Ordinance); Policy LU-8.2 (land capacity, available services and adequate public safety); Policy LU-8.4 (limit scarring of ridgelines and distinctive landforms); Policy LU-8.5 (natural resources and sensitive habitats); Policy LU-8.6 (clustering for more maximum open space); Policy LU-8.7 (blending with the natural surroundings); Policy LU-8.8 (places to experience nature); and Policy LU-8.10 (hillside regulations).

Impacts to other scenic resources—such as eucalyptus windrows, scattered vineyards, and natural vegetation in flood-control and utility corridors—would be reduced through compliance with the City’s Water Efficient Landscaping Ordinance (SC 4.1-3) and Tree Preservation Ordinance (SC 4.1-4). Despite implementation of and compliance with applicable standard conditions and general plan goals and policies, impacts on a scenic vista would remain significant and unavoidable.

Impact 4.1a: Future development and redevelopment could change views of the San Gabriel and San Bernardino Mountains, the foothill areas, and areas with eucalyptus windrows, scattered vineyards, and natural vegetation. Compliance with goals LU-8, LU-13, LU-18, LU-19, LU-20, and LU-21 and supporting policies in the Land Use, Community Design, and Historic Resources Chapter of the proposed 2010 General Plan Update and with SCs 4.1-1 through 4.1-5 would reduce impacts; however, a significant and unavoidable impact would occur.

Scenic Highways

Threshold 4.1b: Would the proposed General Plan Update substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As discussed above, there are no scenic highways in or near the City or the SOI that could be affected by future development pursuant to the proposed 2010 General Plan Update. Views of the City from the I-15 and SR-210 freeways would change with future development and redevelopment under the proposed 2010 General Plan Update, although these freeway segments are not designated scenic highways. Thus, no impacts on scenic highways would occur.

While not a designated scenic highway, Foothill Boulevard is considered a historic route by many. Changes in views along Foothill Boulevard/Route 66 may occur with future development and redevelopment along this corridor. However, the City’s Foothill Boulevard/Route 66 Visual Improvement Plan and Mural Program (SC 4.1-6) and Special Boulevard designation (SC 4.1-7) regulate the frontage of developments and the streetscape along this roadway to promote an attractive corridor for travelers and visitors. Compliance with these standard conditions would prevent adverse aesthetic impacts along Foothill Boulevard.

Impact 4.1b: There are no scenic highways in or near the City, which may be affected by future development and redevelopment under the proposed 2010 General Plan Update. Adherence to SCs 4.1-6 and 4.1-7 would ensure that impacts would occur.

Visual Character and Quality

Threshold 4.1c: Would the proposed General Plan Update substantially degrade the existing visual character or quality of the site and its surroundings?

Visual Quality

Future development and redevelopment pursuant to the proposed 2010 General Plan Update would change the visual quality of individual development sites, as structures and site improvements are introduced on vacant and undeveloped lands and as older developments are replaced with newer structures and site improvements. This change would lead to greater urbanization within the Study Area, with the proposed introduction of 7,584 new homes and approximately 19.77 million square feet of non-residential development. These developments would change the overall visual quality of the City.

The Managing Land Use, Community Design, and Historic Resources Chapter of the proposed 2010 General Plan Update conveys the City's goals and policies for visually appealing community design. Specifically, Goal LU-2 facilitates sustainable and attractive infill development that complements surrounding neighborhoods and is accessible to pedestrians, bicycles, transit, and automobiles. Supporting policies call for vibrant, pedestrian-friendly, mixed-use and high-density residential areas; complementary infill development; focused, pedestrian-friendly enclaves; revitalization of aging commercial centers; and reinforcement of corridor identities and gateways.

Goal LU-8 calls for visually attractive hillside development, with supporting policies to regulate development intensities on steep slopes; prohibits disturbances of ridgelines and natural landforms; strives to protect natural resources and sensitive habitats; encourages clustering; and blends development with the natural surroundings.

Goal LU-9 fosters a cohesive, healthy community through appropriate patterns and scales of development, including complementary transitions between districts, neighborhoods, and land uses. Supporting policies call for enhancing the special qualities of existing districts and neighborhoods; integrating districts and neighborhoods into the overall City structure and image; revitalizing older areas; creating compatible infill development; incorporating urban centers with a focused "sense of place"; maintaining rural character of the Etiwanda area; creating vibrant places; enhancing the railroad right-of-way; and establishing Landscape Maintenance Districts.

Goal LU-11 ensures that community aesthetics are maintained through appropriate regulations. Supporting policies include the City's Sign Ordinance; of the ordinance to place utility lines and facilities underground wherever feasible; and communication towers that blend with the surrounding environment.

Additionally, the City would have to review and approve the site plans of individual development and redevelopment projects for compliance with the goals and policies of the City's General Plan (SC 4.1-8), applicable design guidelines for different development districts under SC 4.1-9, and the Residential and Commercial/Industrial Design Guidelines under SC 4.1-10.

Despite compliance with goals and policies in the proposed 2010 General Plan Update and applicable design guidelines (SCs 4.1-9 and 4.1-10), the change in visual quality from future development and redevelopment under the proposed 2010 General Plan Update is considered a significant adverse aesthetic impact.

Public Views

Future development and redevelopment under the proposed 2010 General Plan Update would change public views along roadways and freeways in and near the City. New streets may be developed as part of new development, existing streets may be improved with new development and redevelopment, or building facades may be replaced or revised for redevelopment projects. These actions would change views along major streets and gateways in the City.

Goal LU-12 in the Managing Land Use, Community Design, and Historic Resources Element of the proposed 2010 General Plan fosters a variety of travel routes that are enjoyable ways to experience Rancho Cucamonga. Supporting policies call for streetscape design with a strong landscaped edge, high-quality appearance, and image and transit stops that are compatible with adjacent development.

Goal LU-14 supports public art as an important amenity of a beautiful city, with supporting policies for the placement of public art along major travel corridors; establishment of entry monumentation; and a public art ordinance in the Development Code. In addition, Policy LU-1.4 calls for code enforcement for proper maintenance of existing developments.

Also, compliance with the streetscape and landscaping standards and design guidelines would reduce the appearance of visual clutter along roadways. Specifically, future development and redevelopment would need to comply with the City's Sign Ordinance (SC 4.1-11), the Foothill Boulevard/Route 66 Visual Improvement Plan and Mural Program (SC 4.1-6), Special Boulevards and Beautification Master Plans (4.1-7), Landscape Maintenance Districts (SC 4.1-12), and Wireless Communication Ordinance (SC 4.1-13). Despite compliance with these standard conditions and goals and policies, impacts related to changes in visual quality would remain significant and unavoidable.

Impact 4.1c: Changes in visual quality from future development and redevelopment under the proposed 2010 General Plan Update would be significant. Compliance with goals and policies of the Managing Land Use, Community Design, and Historic Resources Element of the proposed 2010 General Plan Update and SCs 4.1-6 through 4.1-13 would reduce impacts; however, impacts would remain significant and unavoidable.

Light and Glare

Threshold 4.1d: Would the proposed General Plan Update create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Future development and redevelopment under the proposed 2010 General Plan Update would be accompanied by new sources of light and glare. These would include streetlights on planned roadways and abutting roadways, exterior security lighting, lighted signs, parking lot lighting, and pedestrian pathway lighting. These new light sources would result in an increase in the lighting levels of individual sites and the surrounding areas, which may impact adjacent land uses, especially residences. However, any new light sources would be confined to the individual future project sites and abutting streets to the extent possible and would not significantly affect adjacent areas, with compliance with the City's light and glare regulations (SC 4.1-5). Additionally future development shall comply with SCs 4.1-14 and 4.1-15 that require a lighting plan and solar access easements.

The buildings could also create new sources of glare in the form of glazed building surfaces, use of mirrors and glass as exterior building surfaces, and other reflective materials that would reflect the sun or light sources and create glare. However, the City's light and glare regulations (SC 4.1-5) prohibit the creation of areas of intense light and glare through the use of fences, walls, berms, screens, and landscaping to reduce light and glare spillover, as the City also has regulations for outdoor lighting poles and fixtures for allowable illumination and glare levels, standards for exterior lighting and lighted signs, and parking lot lighting regulations, with which all future developments would need to comply. Also, setback requirements for structures would provide distance separation from building materials with glare potential and adjacent streets and buildings. Thus, compliance with the City's lighting standards would prevent significant adverse light and glare impacts.

Impact 4.1d: New sources of light and glare that would accompany future development and redevelopment under the proposed 2010 General Plan Update would need to comply with the City's lighting standards (SC 4.1-5) to prevent spillover onto adjacent properties prepare a lighting plan (SC 4.1-14) and maintain adequate solar easements to allow adequate sunlight (SC 4.1-15). Impacts would be less than significant.

4.1.7 CUMULATIVE IMPACTS

The cumulative impact analysis on aesthetics is based on potential changes in the visual quality in the City, the SOI, and the surrounding area.

More intense urban development in the City of Rancho Cucamonga and in the adjacent cities and unincorporated County area is expected as vacant land is used for development of new residential, commercial, light industrial and other institutional or public land uses, or the redevelopment of existing, older structures. These future developments and redevelopments would alter the visual quality of the landscape through the introduction of structures in currently open areas and the redevelopment of older structures to other land uses or with higher density/intensity uses. Future developments would contribute to the cumulative loss of undeveloped land in the City and adjacent cities, and in San Bernardino County.

The transition from vacant land and lower density development to urban structures reflects the urbanizing trend that has occurred in Rancho Cucamonga and in the surrounding communities during the past decade. As vacant lands are developed and replaced with residential tracts or commercial, institutional, public, and industrial uses, views of the area would change from an area in transition to one that is fully developed. These changes would include the introduction of new structures, parking lots, landscaped areas, parks, outdoor signs, and other infrastructure improvements, creating an overall higher development intensity and urbanized setting for the area in and near Rancho Cucamonga and in southwestern San Bernardino County.

Development and design review of individual development projects by surrounding cities and the County and compliance with applicable design standards and guidelines by individual development projects would reduce visual impacts; however, these impacts would remain cumulatively significant.

There are no scenic highways in the surrounding area that would be affected by development. Thus, cumulative impacts to scenic resources in the vicinity of a scenic highway are not expected to occur.

New sources of light and glare would be introduced with new development and redevelopment in the City and surrounding areas. An overall increase in lighting levels throughout the Study

Area and vicinity can be expected with these new development and redevelopment projects. Similarly, glass and glazing in new structures would potentially create additional sources of glare in the area. Compliance with applicable City and County lighting standards would prevent light spillover and adverse impacts on adjacent light-sensitive uses. Glare impacts would be directly related to the amount of glazing and mirror surfaces used on building facades. Setbacks, landscaping, and development standards relating to lighting are expected to prevent substantial light intrusion and spillover.

4.1.8 MITIGATION MEASURES

No mitigation measures are available to reduce impacts to aesthetics.

4.1.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Scenic Vistas

Significant and Unavoidable.

Scenic Highways

No Impact.

Visual Character and Quality

Significant and Unavoidable.

Light and Glare

Less Than Significant.

Cumulative Impacts

Significant and Unavoidable.