

# Ontario International Airport Connector Project



## APPENDIX B AESTHETICS AND VISUAL QUALITY TECHNICAL REPORT

October 2024

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## ACRONYMS AND ABBREVIATIONS

a.m.	ante meridiem
ADA	Americans with Disabilities Act
API	area of potential impact
APE	area of potential effect
BRT	bus rapid transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CRI	Color Rendering Index
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HID	High Intensity Discharge
I-10	Interstate 10
I-15	Interstate 15
KOP	Key Observation Point
LEDs	light emitting diodes
MEP	Mechanical, electrical, and plumbing
MSF	Maintenance and Storage Facility
NEPA	National Environmental Policy Act
OIAA	Ontario International Airport Authority
ONT	Ontario International Airport
p.m.	Post meridiem
PM	Post Mile
Project	Ontario International Airport Connector Project
ROW	right-of-way
Route 66	Foothill Boulevard
SANBAG	San Bernardino Associated Governments
SBCTA	San Bernardino County Transportation Authority
SCRRA	Southern California Regional Rail Authority
SR-2	State Route 2

SR-60	State Route 60
SR-210	State Route 210
TBM	tunnel boring machine
UPRR	Union Pacific Railroad
USC	United States Code
USDOT	United States Department of Transportation
VAU	Visual Assessment Unit
Vent shaft	Ventilation Shaft
VMT	Vehicle Miles Traveled



## 1 INTRODUCTION

San Bernardino County Transportation Authority (SBCTA), in cooperation with the Federal Transit Administration (FTA), proposes to construct a 4.2-mile-long transit service tunnel directly connecting the Southern California Regional Rail Authority (SCRRA) Cucamonga Metrolink Station to the Ontario International Airport (ONT). The proposed ONT Connector Project (Project) is to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. The proposed Project is subject to federal and state environmental review requirements pursuant to National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). FTA is the lead agency for NEPA, while SBCTA is the lead agency under CEQA. Partner agencies include the Ontario International Airport Authority (OIAA), Omnitrans, the City of Ontario and the City of Rancho Cucamonga.

ONT is located approximately two miles east of downtown Ontario in San Bernardino County. The airport services more than 25 major cities via 10 commercial carriers. ONT is owned and operated under a joint powers agreement between the City of Ontario and San Bernardino County. OIAA provides overall direction, management, operations, and marketing for ONT. In 2014, the San Bernardino Associated Governments (SANBAG), now SBCTA, prepared the Ontario Airport Rail Access Study (SANBAG 2014), which identified the need for a direct rail-to-airport connection to ONT to support its projected growth. ONT is one of the fastest growing commercial airports, forecasted to serve 14 million annual passengers by 2045 (OIAA 2019).

The purpose of this technical report is to evaluate potential environmental impacts of Aesthetics and Visual Resources that the proposed Project may have within the proposed Project area. This technical report describes existing setting, applicable regulatory settings, methodology, and potential impacts from construction and operation of the proposed Project and the No Project Alternative. The information contained in this technical report will be used to prepare the required environmental documents under CEQA.

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## 2 PROJECT DESCRIPTION

### 2.1 PROJECT PURPOSE AND OBJECTIVES

The purpose of the proposed Project is to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. This new connection would increase mobility and connectivity for transit patrons, improve access to existing transportation services, provide a connection to future Brightline West service to/from ONT, and support the use of clean, emerging technology for transit opportunities between Cucamonga Metrolink Station and ONT. More specifically, the proposed Project's objectives are as follows:

- Expand access options to ONT by providing a convenient and direct connection between ONT and the Metrolink network, and other transportation services at the Cucamonga Station.
- Reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT.
- Support autonomous electric vehicle technology usage for transit projects.

### 2.2 PROJECT NEED

The proposed Project need includes:

- Lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules. The lack of a direct transit connection between Cucamonga Metrolink Station and ONT creates mobility challenges for air passengers accessing ONT. In many cases, the lack of a last-mile connection between the Metrolink system and ONT forces airport passengers to use rideshare services or private single-occupancy vehicles, adding congestion to the local roads between the Cucamonga Metrolink Station and ONT. This congestion results in delays for the public to reach their destination, community services, and facilities.
- Roadway congestion affecting trip reliability and causing traffic delays. ONT travelers using rideshare services or private single-occupancy vehicles adds traffic volumes and increasing congestion on the local roads between Cucamonga Metrolink Station and ONT. Increases in future traffic volumes and roadway congestion affects trip reliability for travelers and commuters to and from ONT.
- Increasing Vehicle Miles Traveled (VMT) resulting from ONT travelers and lack of a direct transit connection.
- Increased greenhouse gas emissions within communities surrounding ONT from single-occupancy vehicle travel to and from ONT.

## 2.3 ALTERNATIVES EVALUATED

### 2.3.1 No Project Alternative

CEQA requires that existing conditions and the proposed Project be evaluated against a No Project Alternative in an Environmental Impact Report (EIR). The No Project Alternative represents the proposed Project area if the proposed Project is not constructed, and additional municipal projects would still be developed in the area. The No Project Alternative is used for comparison purposes to assess the relative benefits and impacts of constructing a new transit project versus only constructing projects which are already funded and planned for in local and regional plans.

The No Project Alternative would result in no new direct electrically powered, on-demand fixed transit guideway connection from the Cucamonga Metrolink Station to ONT. Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would remain operational under the No Project Alternative. ONT Connect currently operates Monday through Sunday, with bidirectional (northbound and southbound) service frequencies ranging from 35-60 minutes. However, ONT Connect travels with general/mixed traffic on existing roadways. The No Project Alternative assumes that the existing roadway system near ONT (such as the Interstate 10 [I-10] and Interstate 15 [I-15]) will implement some planned expansion and improvement projects and undergo routine maintenance activities. The SBCTA and California Department of Transportation (Caltrans) propose to construct Express Lanes, including tolled facilities, in both directions of I-15. In addition, Caltrans is proposing to improve I-10 by constructing freeway lane(s) and other improvements through all or a portion of the 33-mile-long segment of I-10 from the Los Angeles/San Bernardino County line to Ford Street in San Bernardino County.

A detailed list of the planned projects included in the No Project Alternative is found in the Cumulative Impacts Technical Report (SBCTA 2024a).

### 2.3.2 Proposed Project

The proposed Project includes a 4.2-mile tunnel alignment, three passenger stations, a maintenance and storage facility (MSF), and an access and ventilation shaft (vent shaft) in the cities of Rancho Cucamonga and Ontario within San Bernardino County (see Figure 2-1). The proposed Project would include autonomous electric vehicles that would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. The following sections provide additional details on the proposed Project location and land uses, and on the proposed design, construction, and operation, as applicable, for these project elements.

#### 2.3.2.1 Project Location

The proposed Project is located in the City of Rancho Cucamonga and in the City of Ontario within San Bernardino County. Figure 2-1 illustrates the proposed Project site's regional location and vicinity. The proposed Project alignment is a reversed L-shaped alignment consisting of the Cucamonga Metrolink

Station, Milliken Avenue, East Airport Drive, and ONT. Figure 2-2 (illustrates the proposed Project area. Cucamonga Metrolink Station is located at 11208 Azusa Court in the City of Rancho Cucamonga and serves the Metrolink San Bernardino Line commuter rail. ONT is located at 1923 East Aviation in the City of Ontario and provides international airport service with over 10 different airline partners. Information related to the proposed Project design is found in Section 2.3.2.3.

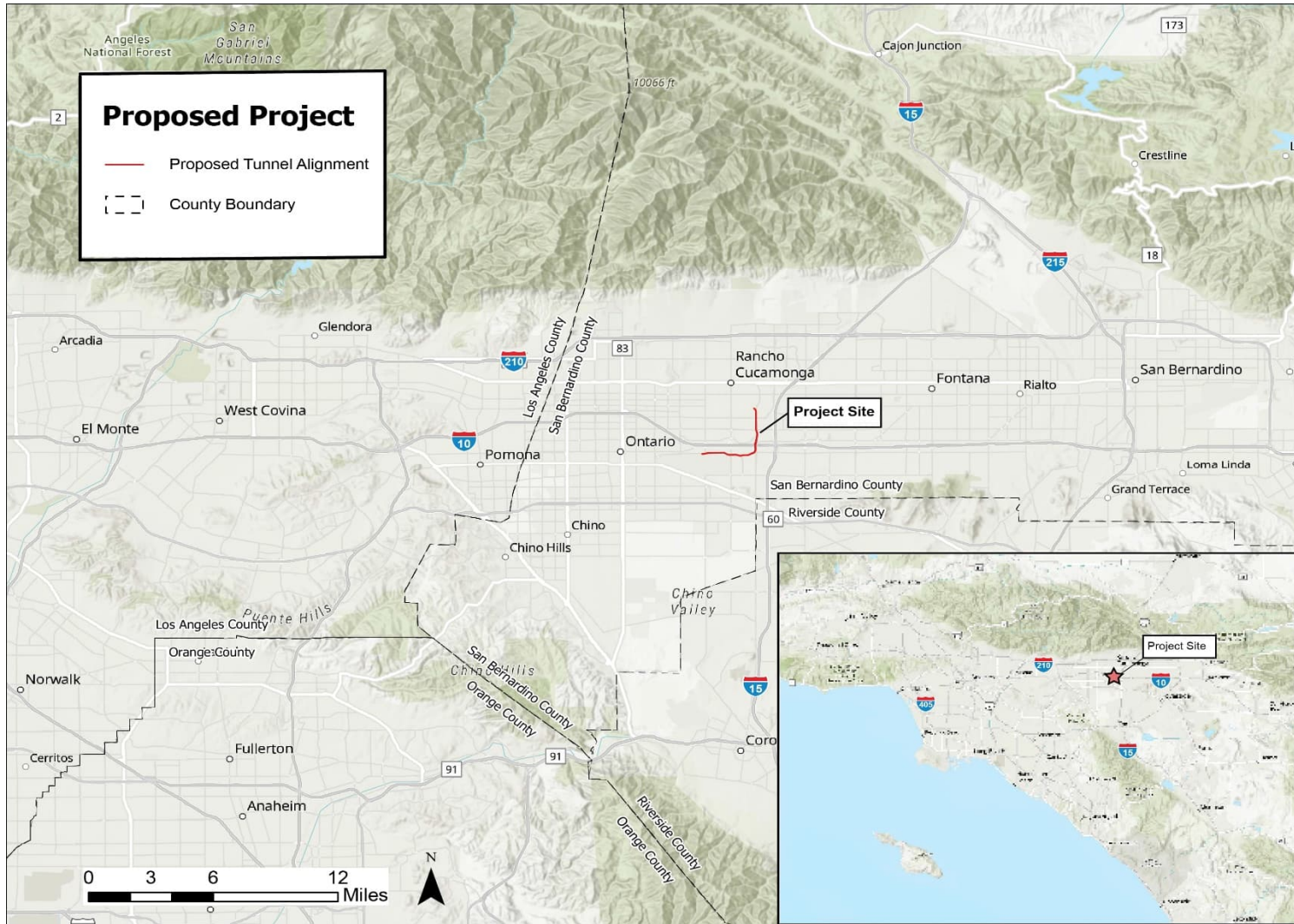
### 2.3.2.2 Existing Land Uses

The northwestern portion of the proposed Project alignment includes the Cucamonga Metrolink Station. There are 980 standard parking stalls and 24 Americans with Disabilities Act (ADA) compliant stalls at the Cucamonga Metrolink Station (Metrolink 2022).

From the northwestern portion of the proposed Project site, the tunnel alignment travels under Milliken Avenue, which is a major north-south arterial roadway. Milliken Avenue consists of three travel lanes north of Inland Empire Boulevard and four travel lanes south of Inland Empire Boulevard. From Milliken Avenue, the alignment travels south crossing under the existing I-10. I-10 is an east-west cross-country highway and has six lanes in each direction at the proposed Project site. The alignment eventually connects to East Airport Drive, which is an east-west arterial roadway with three travel lanes in each direction.

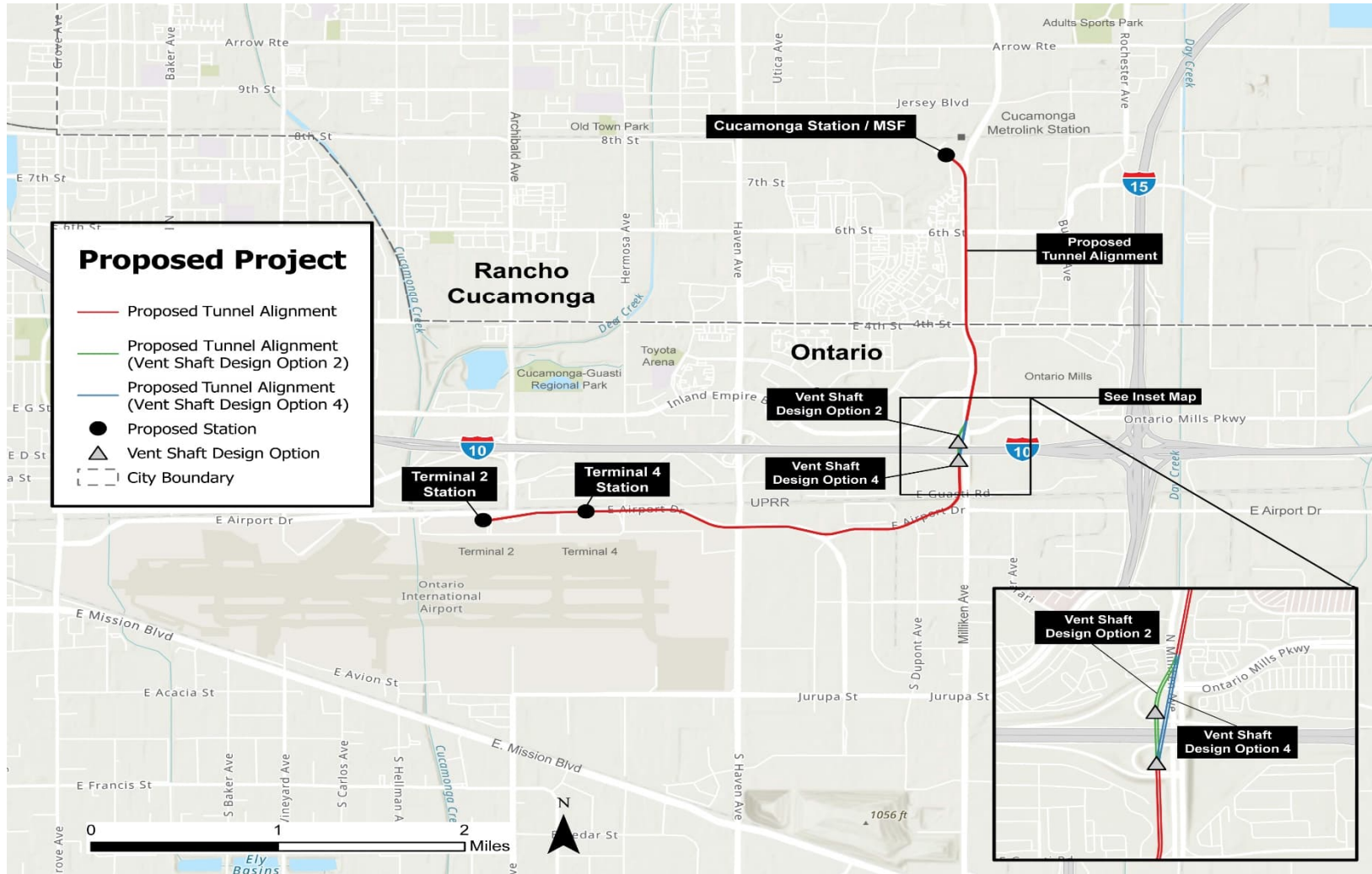
The southwestern portion of the proposed Project tunnel alignment terminates at ONT. Parking Lots 2 through 5 are located on the northern side of ONT. Parking Lots 2, 3, and 4 are surface lots that provide general parking and are a short walk away from the terminals at ONT. Parking Lot 5 is a surface economy lot at which a shuttle service is available.

Figure 2-1: Regional Location Map



Source: AECOM 2024

Figure 2-2: Proposed Project Site



Source: AECOM 2024

#### 2.3.2.2.1 Surrounding Land Uses

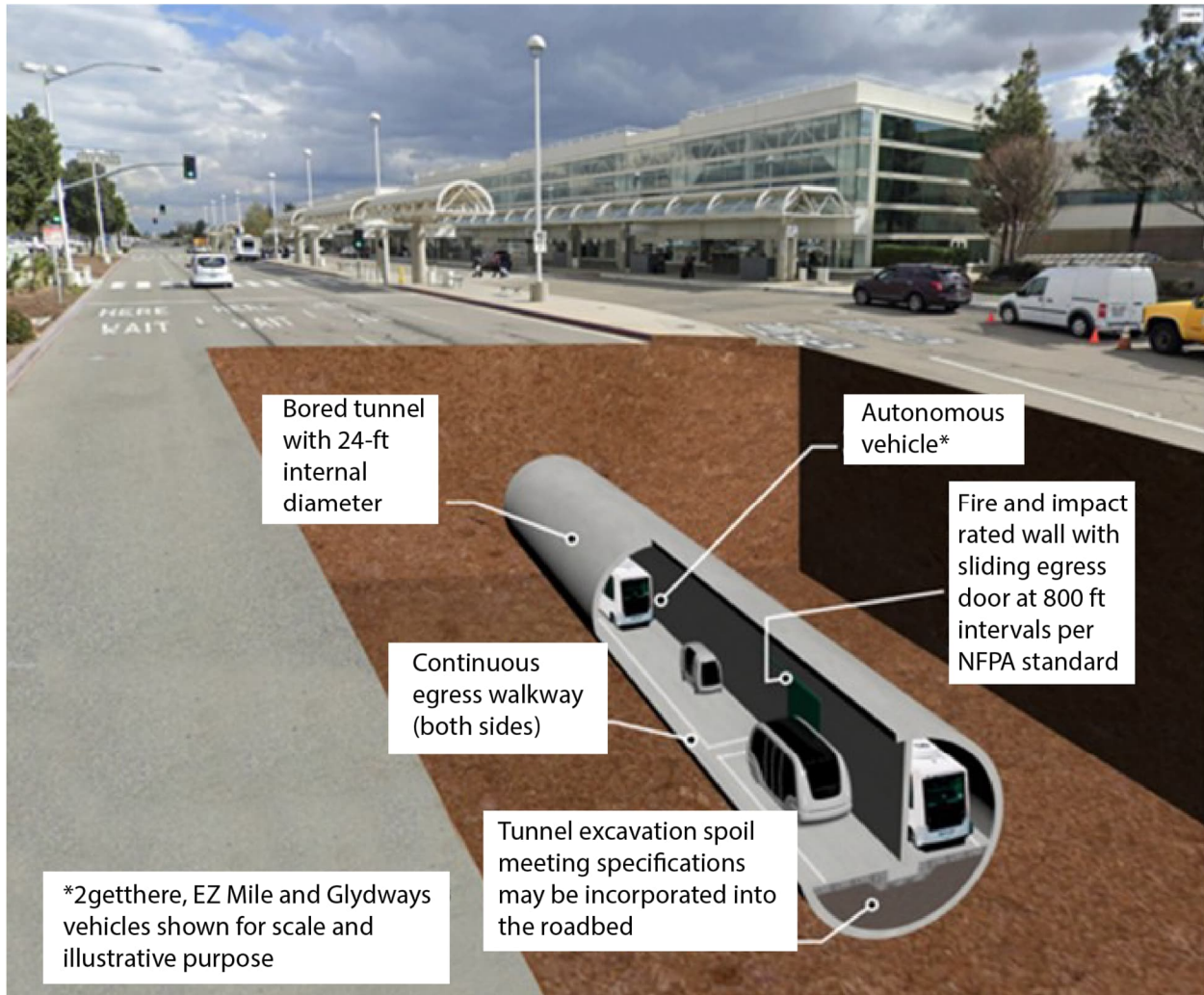
Development in the immediate vicinity of the proposed Project site includes a mix of industrial, commercial, manufacturing, transportation, office, multi-family residential, hotel, and airport related land uses. The proposed Project site's surrounding land uses are located within the City of Rancho Cucamonga and City of Ontario. Immediately adjacent uses include the following:

- North: Railroad tracks, industrial and manufacturing uses, trucking facilities, surface parking lots, Rancho Cucamonga Fire Station Number 174, and All Risk Training Center for the Rancho Cucamonga Fire Protection District.
- South: Industrial and manufacturing uses, along with trucking facilities, rental car facilities, parking lots, hotel uses, and other airport related uses. ONT includes two passenger terminals, general aviation facilities, air freight buildings, parking lots, and numerous airport and aircraft maintenance and support services.
- East: The eastern side of Milliken Avenue from 5<sup>th</sup> Street south to 4<sup>th</sup> Street consists primarily of hotel uses. Concentrated areas of commercial uses and restaurants are located along Milliken Avenue from 4<sup>th</sup> Street south to I-10, including Ontario Mills, which is a regional shopping mall complex. Hotel uses are also located adjacent to the Ontario Mills shopping mall.
- West: The western side of Milliken Avenue from approximately 7<sup>th</sup> Street south to 4<sup>th</sup> Street consists primarily of multi-family residential uses. Concentrated areas of large retail, commercial uses, restaurants, hotels, and the Toyota Arena are located along Milliken Avenue from 4<sup>th</sup> Street south to I-10.

#### 2.3.2.3 Proposed Project Design

The proposed Project includes construction of transit facilities, including three at-grade passenger stations, one MSF, and one emergency access and vent shaft. The proposed alignment would run primarily within a 4.2-mile single underground tunnel (24-foot inner diameter bidirectional tunnel) alignment that begins at the Cucamonga Metrolink Station and travels south along Milliken Avenue and crosses beneath 6<sup>th</sup> Street and 4<sup>th</sup> Street, I-10, and the Union Pacific Railroad (UPRR), before traveling west beneath East Airport Drive to connect to Terminals 2 and 4 at ONT. A tunnel configuration has been identified as the proposed Project based on technical analysis, evaluation, and stakeholder input. Figure 2-3 depicts a typical transit tunnel section. Please see the Alternatives Considered Report for additional background on the development and refinement of the proposed Project design.

Figure 2-3: Typical Transit Tunnel Section View



Source: HNTB 2024

The three proposed at-grade stations would be constructed to serve Cucamonga Metrolink Station, ONT Terminal 2, and ONT Terminal 4. The MSF would be located adjacent to Cucamonga Metrolink Station and would support operations for the proposed Project by storing, maintaining, and cleaning autonomous electric transit vehicles, and it would also include employee amenities and parking. The access and vent shaft would be constructed to provide a means of emergency passenger egress and first responder access.

The proposed Project would include autonomous electric vehicles that would transport passengers on demand between Cucamonga Metrolink Station and ONT. The autonomous electric vehicles would run on rubber tires, and the vehicles are proposed to travel on a dedicated asphalt guideway within the proposed tunnel. The tunnel will include access ramps for the transit vehicles to surface to grade and provide access to the three proposed at-grade stations for passenger boarding and alighting.



### 2.3.2.3.1 Stations

The proposed Project includes three passenger stations. One station would be located in the northwestern corner of the existing Cucamonga Metrolink Station parking lot, which is owned and maintained by the City of Rancho Cucamonga. The other two proposed stations would be located within two of the existing parking lots at ONT, specifically Parking Lot 2 and Parking Lot 4, which are located across from Terminals 2 and 4. These proposed stations would be located at-grade and would connect to their associated tunnel portals along Terminal Way at ONT. Stations are proposed to be one to two stories and up to approximately 40 feet in height. All three stations would be connected to the bored tunnel via a cut-and-cover structure and an at-grade guideway. The guideway would be enclosed by fencing, and the walls would be buffered with landscaping. A pedestrian walkway would be provided bordering the outside of the guideway. Figure 2-4) and Figure 2-5 illustrate the overview of the proposed station footprint.

The proposed at-grade station Cucamonga Station would be approximately 8,000 square-feet and would be located at the northwest corner of the existing Cucamonga Metrolink Station parking lot. The existing Cucamonga Metrolink Station parking lot is owned and maintained by the City of Rancho Cucamonga. Approximately 180 parking stalls would be permanently removed from the existing Cucamonga Metrolink Station parking lot to accommodate the proposed Cucamonga Station. Two other stations, each approximately 10,000 square-feet, would be located at-grade within two of the existing parking lots at ONT Terminal 2 and Terminal 4. The Cucamonga Station also includes the proposed Project's MSF.

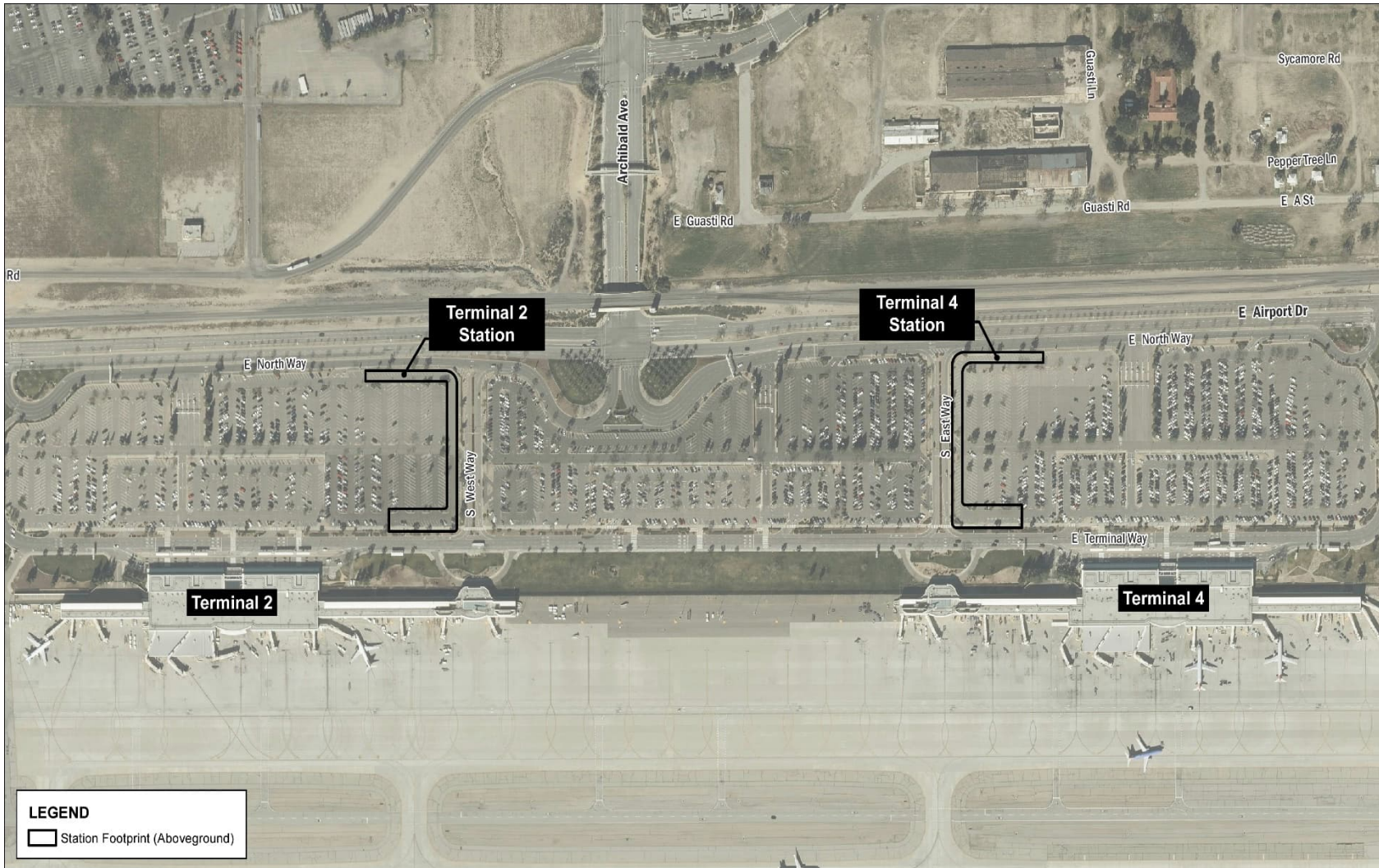
The two airport-serving stations would connect to their associated tunnel portals along Terminal Way via an at-grade connection. The proposed stations would be entirely located within the ONT right-of-way (ROW). Approximately 80 parking stalls would be permanently removed to accommodate the ONT Terminal 2 station, and approximately 115 spaces would be permanently removed to accommodate the ONT Terminal 4 station.

Figure 2-4: Cucamonga Station



Source: HNTB 2024

Figure 2-5: Ontario International Airport - Terminal 2 Station and Terminal 4 Station



Source: HNTB 2024

### 2.3.2.3.2 Maintenance and Storage Facility

The proposed Cucamonga Station would include an adjacent maintenance and storage facility with enclosed bays to store, clean, and maintain vehicles. The MSF would be approximately 11,000 square feet, with an additional 5,000 square feet second story and would contain an operations control center with lockers, breakrooms, and restrooms. Employee parking for the facility would be provided at the existing parking lot owned by SBCTA, in the southeastern quadrant of the Milliken Avenue/Azusa Court intersection.

### 2.3.2.3.3 Description of Vent Shaft Design Options

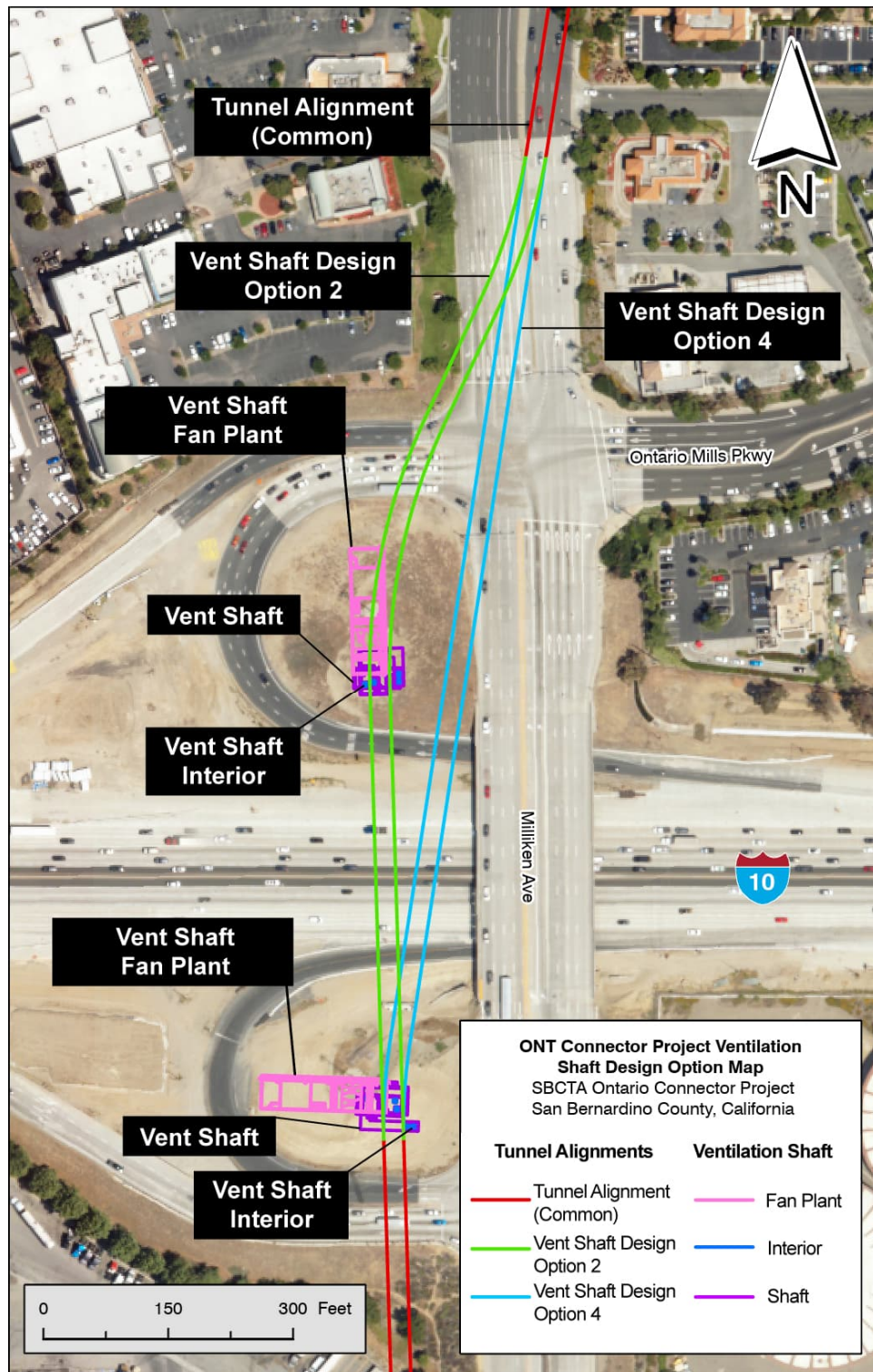
A vent shaft would be constructed to provide a means of emergency passenger egress and first responder access to and from the tunnel. Two locations are being considered west of Milliken Avenue on the north and south sides of I-10, as shown in Figure 2-6. A final decision about the location of the vent shaft would be made after the completion of the CEQA and NEPA environmental processes, and consideration of operational needs, environmental impacts, and stakeholder coordination.

The location option on the north side of I-10 would be in the ROW for the westbound off-ramp and would provide surface ground access from the Milliken Avenue/I-10 westbound off ramp intersection or from the westbound off ramp right lane near the ramp termini or directly from Milliken Avenue. The location option on the south side of I-10 would be in the ROW for the eastbound on-ramp and would provide surface ground access from Milliken Avenue near the eastbound on-ramp.

The vent shaft would consist of both underground and above ground structures. The underground shaft would extend to the tunnel level and the surface structures would consist of a one-(1) story structure above ground.

Access points would include underground, surface, and road access for emergencies to and from the tunnel. The proposed vent shaft would include associated electrical and ventilation equipment, and access would be controlled via a lock and key.

Figure 2-6: Vent Shaft Design Option 2 and Vent Shaft Design Option 4



Source: HNTB 2024

#### 2.3.2.4 Proposed Operations

The proposed Project includes operation of autonomous electric vehicles to transport passengers to and from the proposed stations. The autonomous electric vehicles would be grouped and queued at their origin station and would depart toward the destination station once boarded with passengers. After the group of vehicles arrives at the destination station and passengers disembark, new passengers would board, and the group of vehicles would return to its origin station. If no new passengers are present, empty vehicles would be returned to the origin station to pick up new passengers. The proposed Project would provide a peak one-way passenger throughput of approximately a minimum of 100 per hour. Operations would be managed by Omnitrans, with on-demand service provided daily from 4:00 a.m. to 11:30 p.m., including weekends and holidays.

Fleet size and capacity of the vehicles will be up to the Operating System Provider and Design-Builder to determine to provide an initial operating system capable of transporting a minimum of 100 passengers per hour per direction and scalable to meet ridership demand. Based on the initial operating requirements and preliminary vehicle capacities, SBCTA is anticipating initial fleet sizes of between 7 and 60 vehicles to be required. Vehicles are rubber-tired electric autonomous vehicles.

#### 2.3.2.5 Proposed Construction

This section describes the construction approach for the proposed Project. Overall construction of the proposed Project would last approximately 56 months, with project elements varying in their specific construction duration. Construction is projected to start in 2025 and is anticipated to be completed in 2031. The Construction Methods Technical Report (SBCTA 2024b) provides additional details regarding the construction approach and process for the key project elements (stations, MSF, tunnel construction, and vent shaft) associated with the proposed Project.

##### 2.3.2.5.1 Stations and Maintenance and Storage Facility Construction

A construction staging area would be required at each of the three proposed Project stations, which includes the MSF at Cucamonga Station, and at the vent shaft location. Construction staging areas would be used to store building materials and construction equipment, assemble the tunnel boring machine (TBM), temporarily store excavated materials, and serve as temporary field offices for the contractor. Heavy-duty, steel, track-out grates (i.e., rumble plates) would be staged at the entrance of the construction staging areas to capture dirt and soil debris from the wheels of trucks and construction equipment. Best management practices would minimize a public nuisance that can result from soil and mud tracks on the public roadway. For security purposes, construction staging areas would be equipped with fences, lighting, security cameras, and guards to prevent vandalism and theft.

Cut-and-cover sites would occur at each proposed station location. Cut-and-cover activities involve the excavation of a shallow underground guideway from the existing street surface. During the construction

phase, the cut-and-cover sites at Cucamonga Metrolink Station and Terminal 2 at ONT would be used as the TBM launching and receiving pits. Ultimately, the station cut-and-cover sites would serve as the vehicle ramps for the proposed Project's operations where the underground guideway would transition to at-grade.

Following the mass excavation and grading, the stations would require the installation of the waterproof membrane around the station box. The construction sequence for the station structures would typically commence with construction of the foundation base slab, followed by installation of exterior walls any interior column elements, and pouring of the station roof. Once station structure work is complete, the station excavation would be backfilled, and the permanent roadway would be constructed. Decking removal and surface restoration would then occur. Stations are proposed to be one to two stories, up to approximately 40 feet in height.

Generally, stations would be built simultaneously with or following guideway construction. However, construction of the Cucamonga Station may need to occur after the completion of all excavation and in-tunnel work. Truck haul routes, described in Table 2-1, would be designated for each staging site to transport excavated material from the staging sites. Additional construction details for the proposed stations and MSF are described in Table 2-1, and in the Construction Methods Technical Report (SBCTA 2024b). Table 2-2 provides an overview of the typical sequencing for transit construction activities.

#### *2.3.2.5.1.1 Construction Details for Cucamonga Station and Maintenance and Storage Facility*

Construction at the proposed Cucamonga Station would require a mass excavation and the TBM would be launched from the invert of the Cucamonga Station and retrieved from the ONT Terminal 2 Station construction site. Construction at the proposed Cucamonga Station would require approximately 3.2 acres. Approximately 170 parking stalls would be temporarily unavailable at the Cucamonga Metrolink Station parking lot. Construction at the Cucamonga Station would occur for up to 37 months. No road closures are anticipated for staging at the Cucamonga Station. Equipment needs would include the following: excavators, backhoes, a vertical conveyor system, a gantry crane, a crawler crane, concrete trucks, haul trucks, a wheel loader, Foamplant, cooling towers, a tunnel fan grout plant, segment cars, and flatcars.

Additionally, construction would not interrupt Metrolink service at the Cucamonga Metrolink Station, as construction activities and staging would occur within the existing Cucamonga Station parking lot. SBCTA will coordinate construction at Cucamonga Station with SCRRA, prior to the start of construction and throughout the construction period, to maintain station access and to coordinate station parking, as needed.

Table 2-1: Stations, Maintenance and Storage Facility Construction Details

Proposed	Construction Area	Duration	Haul Route
Cucamonga Station and MSF	Would require approximately 3.2 acres within the existing Cucamonga Metrolink Station parking lot. Approximately 170 parking stalls would be temporarily unavailable from the existing Metrolink parking lot.	Construction at the Cucamonga Station would occur for up to 37 months.	<p>Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes.</p> <p>Haul trucks would exit the staging area, travel north along Milliken Avenue, and turn right on Foothill Boulevard to access I-15. No road closures are anticipated for staging at the Cucamonga Station.</p>
ONT Terminal 2 Station	Would require approximately 3.4 acres within the existing ONT Terminal 2 parking lot. Approximately 300 parking stalls would be temporarily unavailable from the ONT parking lot.	Construction at ONT Terminal 2 would occur for up to 27 months.	<p>Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes.</p> <p>Haul trucks would exit the staging area, travel east along Terminal Way, and turn left on Haven Avenue to access I-10. No road closures are anticipated for staging at the Terminal 2 Station.</p>
ONT Terminal 4 Station	Would require approximately 3.2 acres within the existing ONT Terminal 4 parking lot. Approximately 300 parking stalls would be temporarily unavailable from the ONT parking lot.	Construction at ONT Terminal 4 would occur for up to 15 months.	<p>Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes.</p> <p>Haul trucks would exit the staging area, travel east along Terminal Way, and turn left on Haven Avenue to access I-10. No road closures are anticipated for staging at the Terminal 4 Station.</p>



Table 2-2: Typical Sequencing of Transit Construction Activities

At Grade or Underground	Activity	Typical Duration (Total Months)	Description
At Grade Construction Activities	Utility Relocation	7-14	Relocate utilities from temporary and permanent elements related to the construction and/or operation of the Project.
At Grade Construction Activities	Construction Staging Laydown Yard	3-6	Prepare existing lots to store construction equipment and materials, including the TBM, office space.
At Grade Construction Activities	Roadway	6-18	Reconfigure roadway, demolition of existing roadway installation of curb and gutter and other public ROW improvements.
At Grade Construction Activities	At-grade Guideway	6-18	Install asphalt and striping for guideway.
At Grade Construction Activities	Station Construction (overall)	24-48	Install mechanical, electrical, and plumbing (MEP), canopies, faregates, ticketing, finishes, stairs, and walkways.
At Grade Construction Activities	Parking	3-6	Restoring existing parking stalls temporarily unavailable due to construction, as applicable.
At Grade Construction Activities	MSF	8-12	Install MEP, fencing, enclosed bays, specialized washing equipment, and rebar installation, and concrete pours.
Underground Construction Activities	Utility Relocation	7-14	Relocate and hang underground utilities from temporary and permanent elements related to the construction and operation of the Project.
Underground Construction Activities	Open Cut and Cut and Cover Construction	18-24	Supports the construction of the TBM launching and receiving pit, and of the access ramps connecting the tunnel with the at-grade stations. Install soldier piles for beam and lag support of excavation and excavation. Cover excavation with temporary decking.
Underground Construction Activities	Bored Tunnel	16-24	Underground guideway construction.
Underground Construction Activities	Ventilation and Emergency Access Shaft	6-8	Install ventilation and emergency access shaft.
Underground Construction Activities	Underground Guideway	12-18	Install asphalt and striping for guideway.

The proposed Cucamonga Station includes an MSF to store, clean, and maintain vehicles. The MSF would be approximately 11,000 square feet, with an additional 5,000 square feet second story and would contain an operations control center with lockers, breakrooms, and restrooms. The MSF would be constructed adjacent to the Cucamonga Station and would include enclosed bays.

#### *2.3.2.5.1.2 Construction Details for ONT Terminal 2 Station*

Construction staging at the proposed ONT Terminal 2 station would require approximately 3.4 acres within the existing ONT Terminal 2 parking lot. Approximately 300 parking stalls would be temporarily unavailable at the ONT Terminal 2 parking lot. Construction at the ONT Terminal 2 Station would occur for up to 27 months. No road closures are anticipated for staging at the ONT Terminal 2 Station. Equipment needs would include the following: a piling rig, a gantry crane, a crawler crane, excavators, concrete trucks, muck trucks, a wheel loader, Foamplant, cooling towers, a tunnel fan, a grout plant, segment cars, and flatcars.

#### *2.3.2.5.1.3 Construction Details for ONT Terminal 4 Station*

Construction Staging at the proposed ONT Terminal 4 station would require approximately 3.2 acres within the existing ONT Terminal 4 parking lot. Approximately 300 parking stalls would be temporarily unavailable at the ONT Terminal 4 parking lot. Construction at the ONT Terminal 4 Station would occur for up to 15 months. No road closures are anticipated for staging at the ONT Terminal 4 Station. Equipment needs would include the following: a piling rig, a crawler crane, concrete trucks, muck trucks, a compressor, a generator, a water treatment plant, a wheel wash, a wheel loader, backhoes, and excavators.

#### *2.3.2.5.2 Tunnel Construction*

The proposed Project will travel in a below grade tunnel configuration for most of its proposed alignment. A TBM will be utilized in the construction of the tunnel. TBMs are typically used in the construction of infrastructure projects to build deep underground tunnels by boring, or excavating, through soil, rocks, and/or other subsurface materials. The TBM would be launched from the Cucamonga Metrolink Station to construct the tunnel. Additional details regarding the underground construction process for the Project are included in the Construction Methods Technical Report (SBCTA 2024b).

The TBM would be launched from the invert of the Cucamonga Station and retrieved from the ONT Terminal 2 Station construction site. A large crane would be used to assemble and disassemble the TBM from the excavation and receiving pits. OIAA height limits at ONT and Rancho Cucamonga, 135 feet and 160 feet, respectively, would restrict crane heights. The TBM would operate six days a week, with maintenance occurring each Sunday. Construction of the entire tunnel would take approximately 22 months. Both ends of the tunnel would need to be constructed via direct excavation (cut and cover) to launch or retrieve the TBM. After mining is completed and TBM logistics are demobilized, both ends of the tunnel would be utilized to build the invert roadway, walkways, center wall and MEP systems, etc.

Vehicle ramps connecting to the tunnel would be constructed via direct excavation, as well. Equipment at the TBM launch site would include trucks, a crane, excavators, a grout plant, a compressor plant, a tunnel fan, and cooling towers. The launch area would also store tunnel construction materials (rail, pipe, ducts, etc.) and stockpile excavated material.

Truck haul routes at the proposed launch site at Cucamonga Station and the proposed retrieval site at ONT Terminal 2 Station are described in Table 2-1. The Construction Methods Technical Report includes additional details on the overall construction approach for the proposed tunnel (SBCTA 2024b).

#### 2.3.2.5.3 Vent Shaft Construction

Two vent shaft design options with different access points are being considered for the proposed Project. Vent shaft design option 2 would be located west of Milliken Avenue on the westbound off-ramp of the I-10. Vent shaft design option 4 would be located west of Milliken Avenue on the eastbound on-ramp of the I-10. The vent shaft will consist of both underground and above ground structures. The underground shaft will extend to the tunnel level and the surface structure will consist of a one-(1) story structure above ground. One vent shaft would be constructed along the tunnel alignment.

The vent shaft could be constructed before or after the construction of the tunnel and would be installed using a similar construction methodology to that of the tunnel and take approximately 6 months to complete. A drill rig would install up to 5 piles deep per day, each 70 feet deep. Piles would be drilled (i.e., no impact driving). The access shaft would then be excavated. The excavation would be supported by an internal bracing system. The vent shaft would require a construction staging area approximately 0.62-acres (27,000 square feet). Anticipated equipment at the location would include haul trucks, a drill rig, a crane, an excavator, a wheel loader, a compressor, and a ventilation fan. The staging area would include material storage, stockpiles of excavated material, water treatment, a workshop, a construction office, and an employee parking. Additional details regarding the construction process for the vent shaft are included in the Construction Methods Technical Report (SBCTA 2024b).

#### 2.3.2.5.4 Utilities

Utility relocations are anticipated at the launch and retrieval locations at the Cucamonga Metrolink Station site, ONT, and ventilation/emergency access shaft. Multiple utilities would be relocated to allow for the construction of the access shaft, including: potential electric underground distribution cables owned and operated by Southern California Edison; landscape irrigation line owned and operated by the City of Ontario; and Caltrans fiber optic duct bank. In a future project phase, coordination with the existing utility service providers prior to utility relocation would be conducted to reduce potential impacts to utility service and minimize disruptions. Relocations of existing utilities would be coordinated with utility service providers and would be in previously disturbed areas or established ROW close to their existing locations and would stay within the evaluated Project footprint.

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### 2.3.2.6 Proposed Project Easements

The proposed Project would require easements from 19 properties. This includes the need for 12 permanent subsurface easements, two permanent surface easements, and five parcel acquisitions for both subsurface and surface easements. Seven of the easements would be for the three stations and would total approximately 2 acres. SBCTA would require these easements for construction and/or operation of the proposed Project. There are two locations that are options for the location of the Vent Shaft, both belonging to Caltrans. This document evaluates the impacts for both options without selection of a preferred site. The decision of the preferred site will depend in part on the CEQA and NEPA processes, including any potential input from the public. The final decision as to which option is preferred may occur after the completion of the CEQA/NEPA process. Land uses for the parcels where these easements would be required include industrial, transportation facilities, utilities, and commercial. The owners of these parcels include SBCTA and City of Rancho Cucamonga (Cucamonga Metrolink Station west and east parking lots), OIAA, a utility service provider, and some private owners. No relocations of businesses and residences would be required to construct the proposed Project.

### 3 REGULATORY SETTING

In addition to the federal and state environmental regulations, local agencies may also have requirements or recommendations regarding developments within their boundaries. The proposed Project alignment falls within the City of Ontario and the City of Rancho Cucamonga within the San Bernardino County.

#### 3.1 FEDERAL

There are several federal regulations that govern the assessment and consideration of visual quality and aesthetic character. These regulations consider the protection and enhancement of existing resources and aesthetic character, as well as the incorporation of design considerations in the development and construction of projects. The following federal regulations and policies apply to the evaluation of visual effects for the proposed Project.

- NEPA; 42 United States Code [USC] Section 4231) puts regulatory responsibility on the federal government to “use all practicable means” to “assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings.” NEPA requires federal agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions.
- Federal Highway Administration (FHWA) and Urban Mass Transportation Administration, now Federal Transit Administration (FTA), established Environmental Impact and Related Procedures (23 Code of Federal Regulations 771) for the evaluation of urban mass transit projects and the compliance of these projects with 23 USC Sections 109(h) and 303, as well as other federal statutes.
- FTA Circular 9400.1A, Design and Art in Transit Projects, encourages the use of design and artistic considerations in transit projects. FTA recognizes that specific types of transit projects require an assessment of visual effects. The Circular provides guidance on opportunities for incorporating art and design into transit projects.
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Sections 6002-6009 places additional emphasis on environmental considerations such as mitigation, enhancement activities, context sensitive solutions, and Section 4(f). It also advances the idea of coordinating public and agency involvement and promoting the use of visualization techniques to improve stakeholder understanding of the proposed alternatives.
- United States Department of Transportation (USDOT) Act, Section 4(f) applies to agencies within the USDOT and is generally referred to as 49 USC 303. Section 4(f) focuses on the preservation of public parks and recreation lands, wildlife and waterfowl refuges, and historic sites, and includes the preservation of their aesthetic integrity.

- Section 106 of the Historic Preservation Act of 1966 furthers the preservation of historic resources, including resources that any Indian Tribe or Native Hawaiian Organization has attached religious and cultural significance to or with. Section 106 is applicable to a visual impacts analysis because historic resources are often considered to be potential visual resources.

## 3.2 STATE

### 3.2.1 California Environmental Quality Act

CEQA declares that it is the policy of the State to take all action necessary to provide people “with...enjoyment of aesthetic, natural, scenic, and historic environmental qualities” (California Public Resources Code Section 21001[b]).

CEQA requires an evaluation of several aspects of visual and aesthetic issues including effects on scenic vistas; damage to scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway; effects on the visual character or quality of the site and its surroundings; conflicts with applicable zoning and other regulations governing scenic quality and effects from new light or glare which may affect nighttime views in the area.

### 3.2.2 California Department of Transportation

The proposed Project would encroach on Caltrans ROW with the construction and operation of the tunnel vent shaft in either the northwestern or southwestern quadrant of the I-10/Milliken Avenue Interchange. The encroachment will require the removal of vegetation.

#### 3.2.2.1 Scenic Routes

Caltrans manages the California Scenic Highway Program, which was created by the State Legislature in 1963. The purpose of the California Scenic Highway Program is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The program includes a system of highways that are either eligible for designation as scenic highways or have been officially designated. The status of a proposed State scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated as a scenic highway (Caltrans 2022a).

#### 3.2.2.2 Caltrans Landscape Regulations

Caltrans has established a plant selection and setback guide for all new landscape plantings. In most instances, these guidelines are more limiting than previous requirements. The primary concern of the requirements is the safety of maintenance workers and travelers on the roadway. Under the revised

guidelines, new plantings may be restricted in their locations, and it cannot be assumed that new plantings will be in-kind and in-place of the existing plantings. In addition, an increase in disease and insect vectors has limited the species that can be replanted.

### 3.3 REGIONAL AND LOCAL

#### 3.3.1 San Bernardino County

In August 2008, the Board of Supervisors launched Green County San Bernardino (2008) to spur the use of “green” technologies and building practices among residents, business owners, and developers in the County. In addition, the County has established a set of development standards for businesses and developments that are adjacent to freeway corridors within unincorporated County area. These standards include landscaping and sign regulations, among other standards.

#### 3.3.2 Ontario International Airport Authority Design and Construction Handbook

The ONT Design and Construction Handbook (2019) simplifies and standardizes the development process for all projects undertaken at ONT. The handbook includes design standards that projects at the airport must incorporate. The standards pertaining to aesthetics, including lighting, are described as follows:

- Lighting fixtures and design shall provide the lighting levels, visual comfort, color rendering and aesthetics to complement the area where it is installed. Lighting of public areas is especially important and all lighting design in public areas shall be approved by ONT Authority prior to submitting documents for plan check. All lighting shall be installed in areas accessible by ladder or lift for ease of maintenance.
- All lighting design shall be as energy efficient as possible and shall comply with the latest Title 24 requirements. Dimmable light emitting diodes (LEDs) shall be required in lieu of fluorescent luminaries utilizing the appropriate color temperature; provide consistent color temperature (tight binning), high Color Rendering Index (CRI) [85+], and rated life >50,000 hours. Where necessary provide pulse-start metal halide High Intensity Discharge (HID) sources.
- The following signs and sign material are not permitted and may not be displayed on a temporary basis:
  - Paper, poster, or foam board signs.
  - Hand-written signs.
  - Paper banners.
  - Signs not approved by the ONT Authority Owner’s Representative.

- Vertical lettered signs.
- Sign mounted using visible tape.
- Fencing shall be used at exterior construction locations as approved by the ONT Authority Owner's Representative. Contractor to submit renderings and barricade specifications for approval prior to installation. All fencing installation shall be secured or anchored using approved means and methods at the discretion of ONT.
- Two types of fencing may be feasible depending on the location and conditions. Standard 6 or 8-foot construction fencing with post buried in the ground are required. Where K-rails or concrete barriers are used, screen chain link fencing shall be secured atop the barrier in order to reach the appropriate height. A screened 4-foot chain link fence shall be secured along the top of the concrete barriers. The top of the fence shall be uniform and even along the entire length of the fence.
- Construction entrances shall be constructed of framed and screened chain linked fences. The gate width shall be approved by the ONT. Gates shall be chained and locked at all times. Exterior door signage is required.

### 3.3.3 City of Ontario

City of Ontario has established guidelines and requirements for development within the community through its General Plan, *Ontario Plan 2050* (City of Ontario 2022). The *Ontario Plan 2050* reinforces the need for landscaping and other aesthetic treatments to roadways within the City to maintain the City's unique aesthetics and visual cohesion.

#### 3.3.3.1 Design Quality

The City of Ontario's *Ontario Plan 2050* Community Design Element (2020) articulates design qualities to be applied citywide to preserve the eclectic built environment that has developed across the city for more than century. These design elements achieve distinct neighborhoods, centers, corridors, and district and are as follows:

- Rich blend of architectural styles, including the historic downtown, residential neighborhoods, equestrian properties, commercial centers, and industrial and office complexes.
- Encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.



- Encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed-use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

### 3.3.3.2 Pedestrian and Transit Environments

The City of Ontario's *Ontario Plan 2050* Community Design Element (2020) envisions a variety of urban environments that are organized around conveniently located developments, public spaces and pedestrian and transit environments that are safe, comfortable, and visually appealing.

- Require that pedestrian, vehicular, bicycle, and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.
- Utilize landscaping to enhance the aesthetics, functionality, and sustainability of streetscapes, outdoor spaces, and buildings.

### 3.3.3.3 City Identity

For many people, the primary image of Ontario is shaped by what is seen from transportation and view corridors. Enhancing these transportation corridors to provide aesthetically pleasing visual experiences will make people want to experience more of what Ontario has to offer. The *Ontario Plan 2050* Community Design Element (2020) includes transportation and view corridors as part of its unique identity.

- Enhance major transportation corridors within the City through landscape, hardscape, signage, and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.
- All major north-south streets will be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.

## 3.4 OTHER STUDIES AND PLANS

In addition to the policies and goals established in the *Ontario Plan 2050*, the City of Ontario also has several specific plans and studies that relate to the proposed Project. Specifically, these are:

- California Commerce Center Specific Plan (amended 2018)
  - Provide for transportation points, if appropriate.
- Ontario Center Specific Plan (amended 2006)

- A major center open space/view corridor area located adjacent to the I-10 freeway which provided a visual focus to the Center.
- Landscaping treatment adjacent to the freeway is a minimum 20-foot-wide setback area from the freeway ROW. This requirement may be reduced by one foot for each foot of landscaping constructed within Caltrans ROW, provided, that a minimum of ten feet of landscaping shall be provided outside of and adjacent to Caltrans ROW and that the freeway ROW be landscaped as approved by Caltrans.
- Signs are to be located and designed to complement the architecture of the building and overall appearance of the Center; as well as being in conformance with Federal and State Highway standards, where applicable.
- Ontario Mills Specific Plan
  - Where practical, the use of skylights for natural lighting, solar orientation, and the use of deciduous trees for winter sunlight and summer shade for glass window areas should be incorporated.
  - Architecture should display a “timeless” quality. The use of contemporary, clean expressions are encouraged.
  - Where buildings will be visible from a public ROW or public street, the staggering of planes to create pockets of light and shadow and to provide relief from the monotonous, uninterrupted expanses of wall is encouraged.
  - Exterior mechanical plants should be screened or contained so as not to be visible from adjacent streets.
  - Where mechanical equipment cannot feasible be screened from view from the adjacent elevated freeways, it shall be designed as an integral element, including being painted in a matching color.
  - Service areas should not be visible from public rights-of-way or primary building entrances.
  - All ground-mounted utility appurtenances shall be located away from public view or shall be adequately screened. Screening shall be of material complementary to the structure and/or heavy landscaping and berming.
  - No utility appurtenances (e.g. electrical vaults) shall be permitted directly within a pedestrian area.

- Landscaping should not only be used for an aesthetic purpose, but also to provide visual and user comfort, as well as for energy conservation.
- The location of plant material should coincide with architectural design such as providing:
  - Emphasis to certain areas and building entries.
  - Contrast with or reinforce building lines.
  - Visual screening of undesirable elements.
  - Softening of hard lines of buildings.
- Plant materials should be used to alter or modify microclimates by providing shade or wind control, be drought tolerant, and define outdoor spaces such as street edges, formal and informal areas, and pedestrian paths.

### 3.4.1 City of Rancho Cucamonga

City of Rancho Cucamonga, through its General Plan, PlanRC (2021a) and other documents, emphasizes the aesthetics and landscaping as important aspects of the community. The General Plan emphasizes a “strength of spirit and a cohesive vision shared by residents, businesses, and City leaders.”

#### 3.4.1.1 Managing Land Uses, Community Design, and Historic Resources

According to the Land Use and Community Character chapter of PlanRC (2021a), Rancho Cucamonga strives to display a mix of historical, cultural and architectural heritage to provide a visual connection to the past while embracing the future. In addition to the designation of Milliken Avenue and Foothill Boulevard as “Special Boulevards” that incorporate extensive landscape and hardscape design and setbacks, the following guidelines help ensure new developments provide a sense of community character and cohesion.

- Encourage streetscape design and landscaping programs for commercial frontages that create vibrant places which support walking, bicycling, transit, and sustainable economic development.
- 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 community.
- Require the design of transit stops to be compatible with adjacent development and provide for adequate seating, signage, shade, and refuse containers.
- Support development projects that are designed to facilitate convenient access for pedestrians, bicycles, transit, and automobiles.
- Pursue the placement of public art in prominent locations particularly along major travel corridors.

### 3.4.1.2 Community Mobility

PlanRC (2021a) Mobility and Access chapter describes the City's goals to encourage and incorporate more mobility choices to connect residents and visitors to family, friends, jobs, goods, services, education and entertainment, both locally and regionally. In addition, the City's mobility system should be safe, healthy, and enjoyable, as follows:

- Provide an integrated network of roadways that provides for convenient automobile, transit, bicycle, and pedestrian circulation movement around the City.
- Encourage all feasible measures to reduce total vehicle miles traveled by automobiles, including enhanced transit access and land use approaches that provide compact and focused development along major transit corridors.
- Support SBCTA's expansion of bus rapid transit (BRT) into Rancho Cucamonga, along Foothill Boulevard, with stops at all major north-south streets and with direct routing via Victoria Gardens.
- Continue to require pedestrian amenities on sidewalks on major streets that are key pedestrian routes, including the provision of benches, shade trees, and trash cans.
- Continue to require the siting and architectural design of new development that promotes safety, pedestrian-friendly design, and access to transit facilities.

### 3.4.1.3 Public Facilities and Infrastructure

PlanRC (2021a) Public Facilities and Services chapter details the importance of public facilities to sense of community and to meet the needs of the areas and populations served. The following support the City's long-term strategy for public facilities and infrastructure.

- Provide state-of-the-art facilities to accommodate future need that are accessible to all members of the community.
- Continue to implement high-quality standards for new public facilities and improvements to existing facilities.

### 3.4.1.4 Other Studies and Plans

In addition to the policies and goals established in the General Plan, the City of Rancho Cucamonga also has a specific plan related to the proposed Project:

- The Resort Planning Area 1B Mixed Use Infill Area Specific Plan.

In 1994, the City of Rancho Cucamonga adopted the Empire Lakes Specific Plan development of 380 acres within a previously adopted industrial specific plan area east of Milliken Avenue, from the Rancho

Cucamonga Metrolink Station, south to 4<sup>th</sup> Street (Rancho Cucamonga Municipal Code 2022). In 2022, the City of Rancho Cucamonga reformatted the Empire Lakes Specific Plan into two new sections, one for the area south of 6<sup>th</sup> Street, and one for the area north of 6<sup>th</sup> Street, and renamed this part of the city as The Resort Planning Area 1B Mixed Use Infill Area (City of Rancho Cucamonga 2022). In addition to incorporating a variety of mixed-use development in this area, the specific plan intended development to maximize use of the Metrolink station. The reformatted Specific Plan incorporates several design elements that support the aesthetic and visual goals of *PlanRC*, including:

#### 3.4.1.4.1 Landscape Design

- Create special design accent features that enhance important places such as project entries and building entrances.
- Provide amenities along pedestrian walkways and plazas, as well as shade/wind protection.
- Soften and buffer parking area.
- Screen service areas.
- Landscape design that will appropriately reflect the arid climate of the setting with extensive use of drought tolerant plant materials and water-conserving irrigation techniques.
- The use of walls, sound attenuation walls, and/or landscape features will be considered in the design of adjacent development.

## 4 METHODOLOGY

The primary purpose of this Aesthetics and Visual Quality Technical Report is to describe the existing visual and aesthetic conditions, as well as the results of the impact analysis for the proposed Project. Visual and aesthetics topics covered in this report include scenic vistas and resources, visual character, light and glare.

Visual or aesthetic resources are the natural and built features of the landscape that can be seen. The combination of landform, water, and vegetation patterns represents the natural landscape features that define an area's visual character. Built features, such as buildings, roads, utility structures, and ornamental plantings, reflect human modifications to the landscape. These natural and built landscape features, or visual resources, contribute to the public's experience and appreciation of the environment.

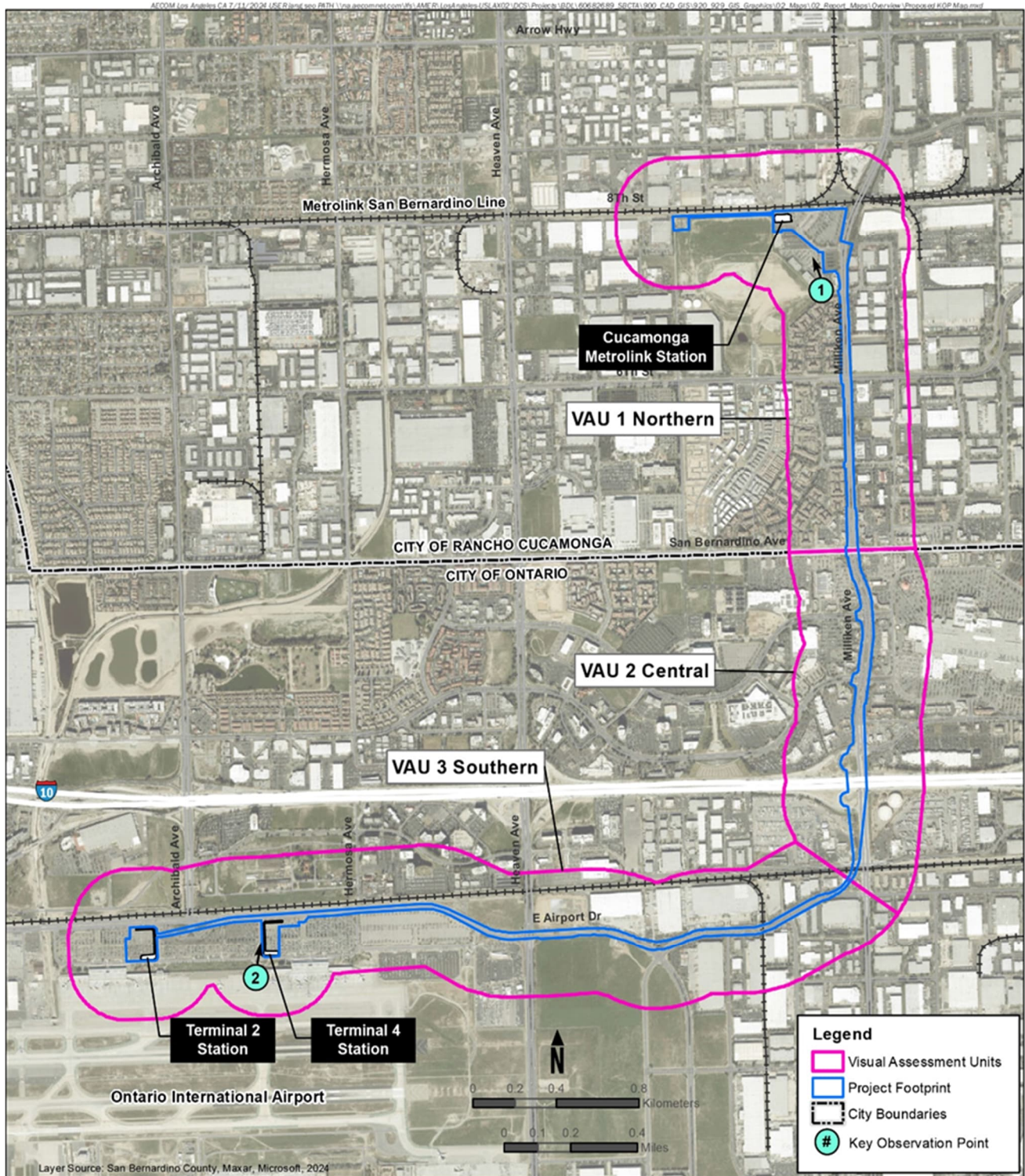
FTA has not established a methodology for assessing the visual impacts of a project. For this Project, due to its linear nature along roadways, this visual impact assessment generally follows the guidance outlined in the Guidelines for the Visual Impact Assessment of Highway Projects (USDOT 2015) published by FHWA. Despite assessment guidance, it is acknowledged that the findings of an analysis of existing visual or aesthetic resources and potential visual or aesthetic impacts can be highly subjective, dependent upon the background of the assessor and the opinions of viewers. The qualities that create an aesthetically pleasing setting or that result in the perception of a visual element as aesthetically positive or negative vary from person to person. Different viewers may consider a change in the visual environment as either beneficial or adverse.

The analysis of aesthetics considers the visual quality of the area immediately surrounding the proposed Project alignment and the impacts of the proposed Project with respect to the existing aesthetic environment. The analysis considers the physical aspects of the proposed Project and its associated design features, as well as an evaluation of visual simulations showing existing and future conditions at representative locations.

### 4.1 AREA OF POTENTIAL IMPACT

The geographic area of Project visibility is referred to as the area of potential impact (API). It is determined by the physical constraints of the environment—landform (i.e., topography); land cover (i.e., vegetation and structures); and temporary presence of typical atmospheric conditions (i.e., smoke, dust, fog, and precipitation). In addition, the extent to which a project is visible is constrained by the physiological limits of human sight—location, proximity, and lighting. A review of the proposed Project alignment was conducted to fully understand the viewsheds and its context. This review included field visits and review of existing proposed Project area photographs taken for this report, aerial photography (Google Earth Pro), recent street views readily available online (Google Maps), and consideration of variations in Project area topography. As a result, it was determined that viewshed distances would vary along and adjacent to the proposed Project alignment. Viewsheds would vary from approximately 125 feet up to approximately 900 feet from the proposed Project alignment, which is appropriate to define the API (Figure 4-1).

Figure 4-1: Visual Assessment Units and Key Observation Points



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## 4.2 VISUAL ASSESSMENT UNITS AND KEY OBSERVATION POINTS

The proposed Project alignment was subdivided into three Visual Assessment Units (VAUs) to capture the overall characteristics of different areas along the alignment. VAUs are typically defined by the limits of a particular viewshed or the distinct transition in the aesthetic setting that correspond primarily to changes in land use. Key Observation Points (KOPs; also known as key views) are critical or representative of the visual character of the area. These views may include the presence or absence of landscaping, predominant land uses, scale of buildings, or scenic vistas, scenic resources, and substantive visual elements that are available, such as open space resources, street trees, and building frontages. KOPs are representative of the range of views that may potentially be affected by the proposed Project, and most sensitive to change by viewers. The VAUs and KOPs are illustrated in Figure 4-1.

### 4.2.1 Visual Resources

Visual or aesthetic resources are the natural and built features of the landscape that can be seen. Natural landscape features include a combination of landform, water and vegetation patterns. Built landscape features reflect human modifications such as buildings, roads, utility structures and ornamental plantings. Visual resources are further defined and identified by assessing visual character and visual quality. These natural and built landscape features, or visual resources, contribute to the public's experience and appreciation of the environment. As described in the following sections, visual character and visual quality, the assessment of visual resources was made based on the cohesion or variation in form, level of upkeep or deterioration of the built environment, and level of natural elements versus the built environment for each VAU.

#### 4.2.1.1 Visual Character

Visual character may include the following defined attributes, and is used to describe, not evaluate:

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



#### 4.2.1.2 Visual Quality

Visual quality refers to the aesthetics of the landscape, which is based in part on the viewer's values and notions about what constitutes a quality setting. To establish an objective framework, FHWA (2015) concludes that vividness, intactness, and unity are valid and reliable criteria for evaluative appraisals of visual quality. Each criterion was assigned a qualitative ranking (low, moderate, and high) for each VAU. The combined result of all three criteria indicates the degree of visual quality. The criteria are defined as follows:

- Vividness is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements. For example, high vividness represents dramatic background views toward the San Gabriel Mountains.
- Intactness is the integrity of visual features in the landscape, and the extent to which the landscape is free from non-typical visual intrusions. For example, high intactness embodies a consistent image of well-maintained homes or multi-family structures and street edge treatment.
- Unity is the extent to which visual elements combine to form a coherent, harmonious visual pattern. For example, high unity attests to the careful design and organization of buildings, structures, railroads, and streets.

### 4.3 VIEWERS AND VIEWER RESPONSE

Viewers are people whose views of the landscape may be altered by the proposed Project—either because the landscape itself has changed or their perception of the landscape has changed. Viewer groups were identified by observing the land uses and circulation patterns throughout the proposed Project area.

Viewer response is a prediction of the viewer's reaction to changes in the visual or aesthetic environment and has two dimensions—viewer exposure and viewer sensitivity. As shown in Table 4-1, viewer sensitivity is strongly influenced by a viewer's activity, the amount of time spent looking at a view, and awareness of his or her surroundings. People who view a landscape infrequently, view it for short periods of time (such as motorists), or are not attentive to it due to focusing on other activities (such as commercial and office building tenants), are often less sensitive to changes and are assumed to have low viewer sensitivity. Local values may confer visual significance on landscape components and areas.

Table 4-1: Viewer Groups

Viewers	Description	Viewer Response - Viewer Exposure	Viewer Response - Viewer Sensitivity
Pedestrians	People walking to or from land uses (e.g., business patrons, employees, students, transit users, retail shoppers, restaurant-goers, and civic building users)	High due to long duration of views and walking at a leisurely pace	Moderate due to primary focus in other activities or engaged in observing their surroundings
Recreationalists	Users of parks, open space and trails (e.g., bicyclists, hikers)	Moderate due to somewhat long duration of views and riding or generally traveling at a slower speed	High due to specifically seeking a pleasant visual setting or experience
Motorists	Commuters, local residents, bus drivers and commercial truck drivers traveling to and from land uses	Low due to short duration of views and high travel speeds	Low due to task or demand of paying careful attention to the road ahead

Source: FHWA 2015

Viewers with moderate and high sensitivity generally include pedestrians and recreationalists, respectively. Pedestrians are self-propelled and travel at a slower rate than other modes of transportation. Pedestrian movement is the most common mode of transportation and is the mode that begins and ends all trips that use other means of transportation (FHWA 2015). Recreationalists travel on a highway primarily for enjoyment, usually to a pre-determined destination. These trips tend to cover longer distances and take more time than commuting trips (FHWA 2015). Both pedestrians and recreationalists spend more time observing the views and scenic resources and tend to be interested in project coherence, cultural order and natural harmony (FHWA 2015). Less sensitive viewers include motorists or commuters. These viewers use vehicles that are not self-propelled such as cars, trucks, buses and motorcycles, tend to be regular travelers of the same route, travel at higher speeds than pedestrians or recreationalists, and are frequently the only occupant in the vehicle. Between the routine of commuting, and the concentration required of driving, the focus is less on the view outside the vehicle (FHWA 2015).

Visual impacts are assessed based on changes to views from publicly accessible locations or public views. Commercial and office tenants within local buildings are not considered a viewer group in the analysis because their views are private views. Community residents generally are familiar with the existing visual quality and existing aesthetic of their local area and roadways. However, community residents in the vicinity of the proposed Project are limited. There is a large multi-family residential complex located approximately 0.25 miles south of the Cucamonga Metrolink Station, between 7<sup>th</sup> Street and 6<sup>th</sup> Street, on the western side of Milliken Avenue. Another multi-family residential complex is located approximately 0.50 miles south of the Metrolink station, between 6<sup>th</sup> Street and 4<sup>th</sup> Street, west of Fairway View Place, and Milliken Avenue. These are large, landscaped complexes made up of numerous, multi-story buildings containing multiple units. The residential areas do not face out directly into the proposed Project vicinity;

however, residents may have views in the context of commuters as they travel to and from their homes. As such, community residents within residential buildings are not considered a sensitive viewer group in this analysis.

#### 4.4 VISUAL OR AESTHETIC IMPACT

Visual or aesthetic impacts may include the loss of scenic resources, obstruction of scenic views, and the introduction of new project-related features that may influence the significance, scale, or character of the existing visual environment.

The extent of visual impacts is determined for each VAU, with as much objectivity as is practical given the subjective nature of aesthetic perceptions, by assessing changes to the visual resources (i.e., visual character and visual quality) and predicting viewer response to those changes.

Changes in visual character are evaluated by identifying how visually compatible a project would be with the existing visual condition. If the visual character of a project would be similar to the existing visual character, visual compatibility would be high. If the visual character of a project contrasts strongly with the existing visual character, the visual compatibility would be low. Similarly, to evaluate the change in visual quality, the existing visual quality ratings are compared to the overall ratings for post-project conditions. In terms of viewer response, a minor change to the existing visual resource would have a low viewer response to change; a moderate change with moderate viewer response; and a high level of change with high viewer response. Architectural renderings and photo-realistic visual simulations could be created for select locations and used to illustrate where visual changes would be most noticeable after implementation of the proposed Project. These renderings, if prepared, would be conceptual and would not represent the final design of the proposed Project.

Based on the assessment framework described, the overall visual impacts were qualitatively categorized or ranked as low, moderate, or high, as described in Table 4-2.

Table 4-2: Visual Impacts

Visual Impact	Change in Visual Resources	Change in KOPs	Level of Viewer Response
Low	Slight change; new project features would be built in a manner generally compatible with the existing environment	No change	Little or no response to change because it is barely noticeable
Moderate	Moderate change	Moderate or negligible change	Moderate or sensible response
High	Extensive change; new visual elements would be incompatible with the existing environment	Prevalent change; new views would be incompatible with the existing environment	High due to visual dominance

Source: FHWA 2015

## 4.5 EVALUATION OF IMPACTS UNDER CEQA

This analysis examines whether the proposed Project has the potential to cause significant visual impacts. CEQA does not describe specific significance thresholds. According to the Governor's Office of Planning and Research, significance thresholds for a given environmental effect are at the discretion of the Lead Agency and are at the levels at which the Lead Agency finds the effects of the proposed Project to be significant. Therefore, the following thresholds from Appendix G of the 2024 State CEQA Guidelines were used as criteria to determine impact significance.

### 4.5.1 CEQA Significance Thresholds

In accordance with Appendix G of the 2024 CEQA Guidelines, the proposed Project would have a significant impact on aesthetics and visual resources if it would:

- a) Have a substantial adverse effect on a scenic vista;
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point.) If the proposed Project is in an urbanized area, would the proposed Project conflict with applicable zoning and other regulations governing scenic quality. In 2019, the State CEQA Guidelines updated the scope of Aesthetic impact analysis. Under the new guidelines, aesthetic impacts related to visual quality no longer need to be considered for a project located in urbanized environments such as the proposed Project area, and consideration only to a project's consistency with applicable zoning and other regulations governing scenic quality need be addressed. However, for the purposes of this report, analysis of the potential to affect visual character and quality is present in Section 6.3 for informational purposes.

Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

## 5 EXISTING CONDITIONS

### 5.1 REGIONAL SETTING

The proposed Project alignment is located with developed portions of San Bernardino County within developed portions of the City of Ranch Cucamonga and the City of Ontario at the southern base of the San Gabriel Mountain range, in the upper Santa Ana Valley. The San Gabriel Mountains and San Bernardino Mountains can be seen from most areas in the proposed Project vicinity and provide a scenic backdrop for the two cities. Major north-south roadways, such as Archibald, Haven, Etiwanda, and Milliken avenues, currently have unobstructed views of the San Gabriel Mountains and San Bernardino Mountains to the north and the lower-lying valley to the south. The regional visual setting of the proposed Project alignment is characterized by the following identifying elements: the flat appearance of the foreground landscape, the steep San Gabriel Mountains and San Bernardino Mountains to the north, and views of aircraft taking off and landing at ONT to the south. The proposed Project is within a primarily urban environment with a variety of commercial, industrial, transit/transportation uses, and some residential developments.

#### 5.1.1 Scenic Vistas

A scenic vista generally provides focal views of objects, settings, or features of visual interest; or scenic vistas are defined as panoramic views of important visual features, including mountains, striking or unusual natural terrain, or unique urban or historic features as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.

Existing views across the proposed Project and surrounding areas are based on field observations from surrounding public areas and streets. These views from representative vantage points are discussed for informational purposes, and the degree of impact relative to the threshold applies to views from public vantage points.

The San Gabriel Mountains and San Bernardino Mountains provide a scenic backdrop that can be seen from most areas in the proposed Project vicinity. Prominent scenic vistas within the City of Rancho Cucamonga include the view of the North Etiwanda Preserve from I-15, from the northeastern boundary of the City to the interchange with State Route (SR-210); the view north to the San Bernardino and San Gabriel Mountains from SR-210; the northern view of the San Bernardino foothills from major east-west streets south of West Foothill Boulevard; the views of the San Gabriel Mountains from the city roadways south of West Foothill Boulevard; the Pacific Electric Trail, running east to west approximately 1,300 feet north of Base Line Road, extending through the city and featuring natural scenery and multiple benches to stop and view the mountains to the north; and residents with dwellings on roads in the wildland-urban interface in the northern part of the city having direct canyon and mountain views from their residences.

One such viewpoint is South Panoramic, a vista point near the Etiwanda Falls Trailhead that offers views of the entire western end of the Inland Empire, including Rancho Cucamonga, Fontana, and other cities in Riverside County (City of Rancho Cucamonga, 2021b). This viewpoint has gazebos, picnic tables, and signage for visitors; and numerous parks throughout the City provide scenic vistas of the northern mountains. However, none of these scenic vistas are located within the proposed Project alignment or the API.

Scenic vistas within the City of Ontario include panoramic views of the San Bernardino Mountains and San Gabriel Mountains and stretches of open space and undeveloped land south of Riverside Drive. Scenic vistas can be viewed from an extensive system of formal and informal trails that afford recreational, commercial, and scenic opportunities for the community (City of Ontario, 2022).

### 5.1.2 Scenic Resources

Scenic resources refer to natural or man-made features of high aesthetic quality. Views of these resources from public and private areas contribute to the overall attractiveness of an area and the quality of life enjoyed by its residents, visitors, and workforce. Such features can include landscaping, heritage trees, or natural trees and landforms, as well as buildings and other structures with aesthetic value. Pursuant to Appendix G of the 2024 CEQA Guidelines, this area of consideration includes specific mention of such natural or man-made features that are located within the field of view of a State scenic highway.

There are no State- or County-eligible or designated State scenic highways or scenic routes within or adjacent to the proposed Project area. The nearest officially designated state scenic highway is an approximate 4-mile segment of SR- 91 between post mile (PM) 9.2 and PM 13.4, roughly 12-miles southwest of the proposed Project. The next closest officially designated state scenic highway is the Angeles Crest Scenic Highway (SR-2), located on the northern side of the San Gabriel Mountains and approximately 25 miles north of the proposed Project alignment (Caltrans, 2022b).

The Euclid Avenue Corridor and the Mission Boulevard Corridor are considered scenic resources in the City of Ontario (City of Ontario 2009). Mission Boulevard has a wide landscaped median and runs east-west immediately south of ONT (City of Ontario 2009). Although Mission Boulevard is within one-quarter mile of the western end of the ONT runway, the proposed passenger stations at ONT are approximately one-mile northeast of Mission Boulevard. Land uses along Mission Boulevard are industrial and commercial, with typical street landscaping. Travelers along Mission Boulevard experience views typical of a built urban environment and of ascending and descending aircraft at ONT. Views of the San Gabriel Mountains to the north are visible at major intersections such as Archibald Avenue and Vineyard Avenue, but these views are interrupted by buildings, street trees and passing trains that parallel Mission Boulevard. Euclid Avenue is approximately 5 miles west of the proposed passenger station at the Metrolink Station, and approximately 3 miles west from the proposed passenger stations at ONT. In addition, Foothill Boulevard (Route 66) within the City of Rancho Cucamonga is not a designated scenic

highway but is considered an historic route by residents of the City and has northern views of the mountains and hillsides (City of Rancho Cucamonga 2021a). Foothill Boulevard (Route 66) is located approximately 1 mile north of the Cucamonga Metrolink Station, and approximately 4 miles north of the ONT. The surrounding land uses between the Cucamonga Metrolink Station and Route 66 are industrial and commercial. Given the distances from the proposed project and the surrounding built-out urban land uses that interrupt views along these corridors, these specific locally important scenic resources were not evaluated.

### 5.1.3 Light and Glare

Light pollution may most simply be described as the alteration of natural light levels in the outdoor environment due to artificial light sources. More commonly, it is taken to mean excessive or obtrusive artificial light. The term also includes the incidental or obtrusive aspects of outdoor lighting, such as glare (visual impairment), trespass into areas not needing lighting, use in locations or at times when lighting is not needed and disturbance of the natural nighttime landscape. Night lighting and glare can affect human vision, navigation, and other activities.

The proposed Project alignment is within a developed, urban area with a high amount of existing ambient lighting. The high levels of ambient lighting exist due to vehicular and pedestrian street lighting, building security lighting, sign illumination, parking area lighting, and window illumination. Other sources of nighttime light and glare include streetlights and vehicular traffic along major thoroughfares and surrounding roadways. ONT provides an additional source of light and glare within the proposed Project alignment from runway lighting and airport terminal lighting.

## 5.2 LOCAL SETTING

The following describes the existing visual and aesthetic conditions in the immediate vicinity of the proposed Project alignment. The proposed Project extends from the Metrolink Station in the City of Rancho Cucamonga to ONT in the City of Ontario. As described in Section 2, Project Description the proposed Project alignment would generally follow Milliken Avenue from the Metrolink Station, south to East Airport Drive, then turning west and continuing along East Airport Drive to the parking lots at ONT. The existing visual and aesthetic conditions of the proposed Project alignment have been assessed by dividing the length of the alignment into three VAUs derived from three generalized geographic segments beginning in the northern portion of the proposed Project alignment and ending in the southern portion. Each segment provides a framework for analyzing the existing visual and aesthetic conditions of the corridor, including fore-, middle-, and background views. The existing visual character and quality, as well as the primary viewers, are described for each VAU.

In addition to an outline of each VAU, as described in Section 4, Methodology, a description the existing visual character, existing visual quality and the primary viewers are discussed along with the rating of the

existing vividness, intactness, unity and visual quality. Resource change is assessed by evaluating the visual character and visual quality of the visual resources that comprise the proposed Project alignment before and after construction of the proposed Project. Table 5-1 lists and describes each VAU, as well as the two KOPs (or key views) and their corresponding views included within each VAU. Figure 4-1 shows the geographic extent of each VAU, and the KOPs identified throughout.

Table 5-1: VAUs and KOPs

VAU	Extent	KOP Included	Viewer Groups
1 Northern	Cucamonga Metrolink Station along Azusa Court to Milliken Avenue south to 4 <sup>th</sup> Street.	1	Motorists, commuters, pedestrians
2 Central	4 <sup>th</sup> Street to East Airport Drive	N/A	Motorists, pedestrians
3 Southern	East Airport Drive to ONT	2	Motorists, pedestrians

### 5.2.1 VAU 1 Northern – Rancho Cucamonga Metrolink Station to 4<sup>th</sup> Street

The northern segment of the proposed Project alignment extends from the Cucamonga Metrolink Station along Azusa Court to Milliken Avenue south to 4<sup>th</sup> Street. This VAU encompasses portions of the City of Rancho Cucamonga and is characterized by a mix of residential, commercial, industrial, and other uses, the majority of which are not visually memorable. Views of this VAU are shown in Figure 5-1, Figure 5-2, and Figure 5-3.

The Cucamonga Metrolink Station is composed of covered seating areas, ticket stations, security lighting, and amenities such as bike racks, lockers, and public phones. Existing structures include the station platform, as well as decorative ornamental landscaping provided along walkways and within the station’s parking areas.

Other visible uses within this VAU include multi-family condominium buildings to the west of Milliken Avenue, large industrial buildings of two to four stories to the east of Milliken Avenue north of 6<sup>th</sup> Street, two- to three-story commercial office buildings, and small-scale commercial businesses and restaurants at the intersection of Milliken Avenue and 4<sup>th</sup> Street. The majority of the large industrial buildings are shielded by mature landscaping along Milliken Avenue and surrounding roadways. The multi-family residential uses are characterized by traditional large-lot, condominium developments in various architectural styles with newer amenities.



Figure 5-1: View north at Anaheim Place and 7<sup>th</sup> Street



Figure 5-2: View east at Anaheim Place and 7<sup>th</sup> Street



Figure 5-3: View across parking lot at Azusa Court towards Cucamonga Metrolink Station



The primary viewers within the northern VAU consist of residents, motorists, and pedestrians. Milliken Avenue has six travel lanes in this VAU, with mature trees located along the public sidewalk on both sides of the street and within the landscaped roadway islands from Azusa Court south to 4<sup>th</sup> Street. Additional small trees and shrubs are occasionally visible adjacent to the Milliken Avenue public ROW on the private commercial and industrial properties. A mix of typical roadway lighting, decorative roadway lighting, and decorative pedestrian-level lighting is provided. There are interrupted and distant north-facing views of the San Gabriel Mountains to the north from Milliken Avenue and parking areas at the Cucamonga Metrolink Station.

The most prominent views are of the elevated Cucamonga Metrolink Station and tracks, industrial and commercial buildings on the northern side of the tracks and associated urban landscaping which obscure views of the San Gabriel Mountains to the north. Views to the south, west, and east are a continuation of commercial and industrial buildings, parking lots, and associated landscaping. The existing visual quality of the northern VAU is low due to the lack of visual resources and the interruption of views due to existing structures and mature landscaping.

VAU 1 Northern	Vividness	Intactness	Unity	Visual Quality
	Low	Low	Low	Low

### 5.2.2 VAU 2 Central – 4<sup>th</sup> Street to East Airport Drive

The central segment of the proposed Project extends from 4<sup>th</sup> Street south below I-10 to the intersection of Milliken Avenue and East Airport Drive. This VAU encompasses portions of the City of Ontario and is characterized by a mix of commercial, hospitality, civic, office, industrial, and other uses, the majority of which are not visually memorable. An exception is the Ontario Mills shopping center, which is one of the primary tourist attractions in the City of Ontario. A representative view of this VAU is provided in Figure 5-4.

Figure 5-4: View south at the intersection of Milliken Avenue and 4<sup>th</sup> Street



Other visible uses within this VAU include one- to two-story commercial/office and industrial uses, three- to four-story hotels, two- to three-story commercial office buildings, gas stations, and small-scale commercial businesses and restaurants between 4<sup>th</sup> Street and I-10. The Ontario Mills shopping center, which is located within this VAU to the east of Milliken Avenue and north of I-10, is composed of a two-story mall with large windows and decorative signage that is surrounded by expansive parking areas with mature landscaping dispersed throughout.

Architecturally, additional buildings in this VAU have varied rooflines and heights, multiple stories, and mixed densities. Elevated I-10 and elevated UPRR tracks are prominent visual features in the central VAU. Power transmission lines and poles are located along the UPRR tracks and are visible in this VAU. South of I-10, the buildings are mainly industrial in nature or consist of small-scale commercial businesses and restaurants along East Airport Drive.

The primary viewers within the central VAU consist of motorists and pedestrians. Milliken Avenue has six to eight travel lanes in this VAU, with mature trees located along the public sidewalk on both sides of the street and within the landscaped roadway islands from 4<sup>th</sup> Street to I-10. Additional small trees and shrubs are occasionally visible adjacent to the Milliken Avenue public ROW on the private commercial and industrial properties. A mix of typical roadway lighting, decorative roadway lighting, and decorative pedestrian-level lighting is provided. The southern end of the central VAU provides broader views of the San Gabriel Mountains to the north, particularly around the major intersections. At the intersection of Milliken Avenue and I-10, Milliken Avenue is slightly elevated in both the north and south direction to provide the I-10 overcrossing. Traveling north on Milliken Avenue approaching the I-10 interchange is an expansive view of the San Gabriel Mountains in the distance. Traveling south on Milliken Avenue approaching the I-10 interchange, the elevated roadway shields some of the views to the south. At the interchange, street landscaping on the west side of Milliken Avenue is notably absent, specifically at the on- and off-ramps; the on- and off-ramps encircle un-landscaped, vacant lots. The surrounding views are dominated by commercial and industrial uses and traffic, and landscaping in this area is minimal. Continuing south on Milliken Avenue towards East Airport Drive, the distant Santa Ana Mountains are visible from the crest of the elevated roadway, but as the roadway descends the southerly views are obscured by development, street trees, and the railroad overcrossing. The existing visual quality of the central VAU is moderately low due to the lack of visual resources and the interruption of views due to existing land uses and traffic.

<b>VAU 2 Central</b>	<b>Vividness</b>	<b>Intactness</b>	<b>Unity</b>	<b>Visual Quality</b>
	Moderate	Moderate	Low	Moderately Low

### 5.2.3 VAU 3 Southern – East Airport Drive to ONT

The southern segment of the proposed Project extends from the intersection of Milliken Avenue and East Airport Drive to the west to the parking areas at ONT. This VAU encompasses portions of the City of Ontario and is characterized by a mix of commercial, airport, and airport-serving industrial uses. The UPRR corridor runs adjacent to East Airport Drive and Guasti Road within this VAU. Representative views of this area are shown in Figure 5-5, Figure 5-6, and Figure 5-7.

ONT is visually characterized by ascending and descending aircraft, signage, airport terminals, and large parking areas. Buildings around the airport are restricted in height and are large and range from one to two stories in height. Power transmission towers and concrete-lined drainage channels are also visually prominent looking east along East Airport Drive. From I-10 south along Milliken Avenue, street landscaping is minimal.

Industrial development in this VAU consists of light and heavy industrial uses, offices, manufacturing uses, and distribution centers. Older industrial uses are characterized as functional and large, with box-like buildings and limited architectural treatments. Many industrial sites in this area have minimal decorative screening or walls.

Figure 5-5: View looking west at Milliken Avenue and West of Airport Way



Figure 5-6: View northwest at Airport Way and Dupont Avenue



The primary viewers within this VAU consist of motorists, pedestrians, and airport users. At the intersection of Millikin Avenue and East Airport Drive, the view of the San Gabriel Mountains is partially obscured by the elevated UPRR corridor. Street landscaping is minimal at this intersection. East Airport Drive has five to six travel lanes in this VAU, with mature trees located along the public sidewalk on both sides of the street and within the landscaped roadway islands from Milliken Avenue to South Haven Avenue. A mix of typical roadway lighting, decorative roadway lighting, and decorative pedestrian-level lighting is provided. Due to industrial buildings, there are interrupted to completely obscured views of the San Gabriel Mountains to the north from East Airport Drive west towards Haven Avenue. The San Gabriel Mountains are visible in the distance again at the East Airport Drive and Haven Avenue intersection, as shown in Figure 5-7, a billboard is pronounced at the northwestern corner of the intersection and other views include commercial buildings, street landscaping, and an open field on at the southeastern corner of the intersection.

Figure 5-7: View northwest at Airport Way and Haven Avenue



Surrounding views from East Airport Drive to ONT, include views of the San Gabriel Mountains to the north which are minimally interrupted by existing structures and mature street landscaping around intersections, as shown on Figure 5-7, Figure 5-8 is the view looking north/northeast from Terminal Way and East Way at ONT. The foreground and middle ground views of the airport parking lots and associated lighting, street lighting, and landscape trees interrupt the distant view of the San Gabriel Mountains. This view represents the view travelers at ONT would have entering and departing the terminals, as well as

the view of motorists dropping off and picking up ONT travelers, ONT employees, and other motorists and commuters traveling through the area. Views to the south at this location would primarily be of the ONT terminals. The views west and east are continual street views with landscaping previously described.

Figure 5-8: View North/Northeast from Terminal Way and East Way



The existing visual quality of the southern VAU is moderately low due to the lack of extensive visual resources and the interruption of views due to existing land uses and traffic.

VAU 3 Southern Unit	Vividness	Intactness	Unity	Visual Quality
	Moderate	Moderate	Low	Moderately Low

#### 5.2.4 Summary of Existing Visual Quality of VAUs

Although the San Gabriel Mountains provide a dramatic regional backdrop, within the proposed Project alignment visual quality is interrupted or obscured by existing structures, mature landscaping, power and transmission lines, and features associated with urban development. The most pronounced, uninterrupted views of the San Gabriel Mountains are from East Airport Drive to ONT. However, most of the elements along the proposed Project alignment are typical of an urban environment which results in an overall quality classification of moderate when combining all three visual quality criteria. Table 5-2 summarizes the existing visual quality of the VAUs, using low, moderate, or high ranking based on the FHWA's three visual assessment components (vividness, intactness, and unity), as described in Section 4.2.

Table 5-2: Summary of Visual Quality of the Proposed Project Alignment

VAU	Visual Features	Vividness	Intactness	Unity	Visual Quality
1 Northern	Mature street landscaping, partial views of San Gabriel Mountains, industrial/commercial buildings	Low	Low	Low	Low
2 Central	Mature street landscaping, partial views of San Gabriel Mountains.	Moderate	Moderate	Low	Moderately Low
3 Southern	Commercial, airport, and airport-serving industrial uses, water tanks, UPRR corridor, freeway overcrossing, view of San Gabriel Mountains on western extent.	Moderate	Moderate	Low	Moderately Low



## 6 IMPACT EVALUATION

### 6.1 HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA

#### 6.1.1 No Project Alternative

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. The project area is fully developed, and there are no scenic vistas from or through the vicinity. Although the San Gabriel Mountains provides a notable scenic backdrop, there are no City of Ontario or City of Rancho Cucamonga designated scenic resources adjacent to or within the No Project Alternative vicinity. Compliance with applicable design guidelines and policies, and the City of Rancho Cucamonga and City of Ontario's Municipal Code, would ensure that implementation of the No Project Alternative would result in a less than significant impact.

#### 6.1.2 Proposed Project

##### 6.1.2.1 Construction Impacts

As described in Section 5.1.1, the relevant planning documents for San Bernardino County, and the Cities of Ontario and Rancho Cucamonga do not delineate or designate any specific views as protected scenic vistas within the proposed Project area, but acknowledge the notable regional backdrop provided by the San Gabriel Mountains within an overall urban setting. Construction staging and activities for the tunnel, stations, vent shafts, and MSF would include temporary visible construction features such as material and equipment storage, and use of construction equipment, including a TBM. As described in Section 2.0 construction of the proposed Project is anticipated to begin in 2025 and be completed in 2031. As described in Table 2-2, construction activities for at-grade Project components such the Cucamonga Station and MSF, ONT Terminals 2 and 4 stations, and the vent shaft are estimated to take up to 21 months, 41 months, and 6 months, respectively. Construction-related activities are short-term and temporary and would comply with all applicable construction regulations related to construction screening and storage of equipment and machinery. As there are no delineated or designated scenic vistas where construction would occur. Therefore, impacts for the proposed Project would be less than significant.

##### 6.1.2.2 Operational Impacts

The proposed Project includes operation of three passenger stations and single tunnel (24-foot-inner-diameter, bidirectional tunnel) between the Cucamonga Metrolink Station and ONT. One passenger station would serve the Cucamonga Metrolink Station, and two passenger stations would serve ONT within the existing parking lots located across from Terminals 2 and 4; Figure 2-3, and Figure 2-4 show the proposed station locations at the Cucamonga Metrolink Station and ONT, respectively. As described in Section 2, all passenger stations and MSF would be at-grade, either one -, or two-story and up to 40 feet in height. Mechanical, electrical, plumbing, fire protection, communications, and security systems would

be integrated into the station's architecture to minimize visual clutter and incorporate low-maintenance, local landscaping. The stations would connect to the bored tunnel with an at-grade guideway that would be enclosed by landscape buffered fencing and walls. The vent shaft design option 2, or vent shaft design option 4 would be located at grade on the west side of the I-10/Milliken Avenue interchange, either in the northwest, or southwest quadrant and incorporate parking for emergency vehicles. As with other at-grade Project features, the vent shaft design option 2, or vent shaft design option 4 will comply with all local design standards, as described in Section 3.3.

The 18,000 square foot MSF would be located adjacent to the Cucamonga Station place where the autonomous electric vehicles would be stored and maintained. The proposed MSF would also include an Operations Control Center to manage the system and employee amenities such as lockers, breakroom, and restrooms.

The operation of the proposed Project would include visible at-grade features, as previously described but these features would not alter the views of any designated scenic vistas because there are no designated scenic vistas in the immediate proposed Project area. In addition, the tunnel component will be beneath the surface and not visible and the at-grade features will comply with all local design standards. Therefore, impacts for the proposed Project would be less than significant.

## 6.2 SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY

### 6.2.1 No Project Alternative

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. The No Project Alternative would be required to comply with applicable design guidelines and policies, and the City of Rancho Cucamonga and City of Ontario's Municipal Code. As described in Section 5.1.2, the closest officially designated State scenic highways are approximately 25-miles north, and 12-miles southwest of the proposed Project. There are no state designated scenic highways within the City of Ontario or the City of Rancho Cucamonga and therefore, the No Project Alternative would result in no impact.

### 6.2.2 Proposed Project

#### 6.2.2.1 Construction Impacts

Construction of the proposed Project including the vent shaft design options, the MSF and passenger stations would not substantially degrade scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. As described in Section 5.1.2, the nearest designated State scenic highways are approximately 25 miles north, and 12-miles southwest of the of the proposed Project alignment. No impacts would occur for the proposed Project.

### 6.2.2.2 Operational Impacts

A significant impact would occur where scenic resources within a State scenic highway were damaged or removed as a result of the proposed Project. As previously described, the proposed Project is not located along or near an officially designated California scenic highway or locally designated scenic highway. Therefore, no operational impacts to scenic resources within a State scenic highway would occur for the proposed Project.

## 6.3 IF THE PROJECT IS IN AN URBANIZED AREA, WOULD THE PROJECT CONFLICT WITH APPLICATION ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY

### 6.3.1 No Project Alternative

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. There are no designated scenic highways within the No Project Alternative vicinity. Compliance with applicable design guidelines and policies, and the City of Rancho Cucamonga and City of Ontario's Municipal Code, would ensure that implementation of the No Project Alternative would result in less than significant impact.

### 6.3.2 Proposed Project

As described in Section 4.5.1, for projects within urbanized areas, the State CEQA Guidelines require only consideration of a project's consistency with applicable zoning and other regulations governing scenic quality need be addressed. However, for informational purposes, analysis of the proposed Project's potential to affect visual character and quality is presented. The following discussion presents an analysis of the proposed Project's effect, for both construction and operation, on the existing visual character and quality within each VAU (the existing setting for each VAU is described in Section 5.2) followed by the CEQA impact analysis for this CEQA impact criterion, which assesses whether the proposed Project would conflict with applicable zoning or other regulations governing scenic quality.

#### 6.3.2.1 Construction Impacts

Construction of the proposed Project include a combination of below ground, and above ground activities. Construction of the tunnel will include equipment and techniques not typical in urban develop and capital improvement projects such as the TBM and cut and cover. While tunnel excavation will occur below the surface, above ground equipment required for this part of the proposed Project such as cranes, compressor plant, tunnel fan, and vehicle ramps, as described in Section 2.3.2.5.1, would be visible during much of the 56-month construction period.

During construction of the passenger station and MSF at the Metrolink Station, transit patrons and commuters and employees in the businesses and offices adjacent to the Metrolink Station would primarily experience views of construction activities while utilizing the Metrolink Station and commuting. The

change in the scenic quality of the proposed Project site during construction would be noticed by these viewer groups. However, transit patrons and commuters are considered to have a low sensitivity to any visual changes on the proposed Project site as they are likely passing through the vicinity to reach their destinations, and their duration of exposure and awareness of landscape changes would be low.

Travelers and employees at ONT would experience views of construction activities of the two passenger stations, while commuters traveling along Milliken Avenue and East Airport Drive would primarily experience views of construction activities associated with vent shaft design option 2, or vent shaft design option at the Milliken Avenue/I-10 Interchange. The change in the scenic quality at these locations during construction would be noticed by these viewer groups. However, these viewer groups are considered to have a low sensitivity to any visual changes as they are likely passing through the vicinity to reach their place of work or business, or some other destination. In addition, views of construction of the vent shaft design option 2, or vent shaft design option 4 may be limited because the area where the vent shaft is proposed is at grade while Milliken Avenue is elevated at this location to accommodate the I-10 interchange.

Overall, the construction phase would represent a temporary change in the scenic quality of the proposed Project site. As described in Section 5.2, the existing visual quality within each VAU is low, to moderately low; with the exception of the backdrop of the San Gabriel Mountains, visual resources are limited. With the exception of the tunnel excavation portion, construction of proposed Project, including the above ground MSF, vent shaft design options, and passenger stations, would be visually similar to other construction projects in urban areas and not block or visually interrupt background views. During construction, the proposed Project would adhere to applicable aesthetic and scenic quality regulations and policies as described in Section 3.3, and construction activities and staging areas would be surrounded by fencing that would block the majority of material storage and construction activities. Therefore, the proposed Project would not conflict with zoning and other regulations governing scenic quality and impacts would be less than significant.

#### 6.3.2.2 Operational Impacts

To assess the potential visual changes that would result from the operation of the proposed Project, two KOPs were selected specifically for the proposed Project. The two KOPs are located in VAU 1 and VAU 3, as shown on Figure 4-1. As noted previously in Section 4.2, these KOPs are representative of direct views within or near the proposed Project site and surrounding area and therefore most sensitive to visual change by viewers. The KOP existing views are shown on Figure 6-1, and Figure 6-2. As shown in the KOPs, the existing environment of the proposed Project is urbanized with mostly industrial and commercial uses, and ONT, with expansive views of the San Gabriel Mountains to the north within the proposed Project.

Figure 6-1: KOP 1 Viewing North towards Metrolink Station from Anaheim Place and 7<sup>th</sup> Street, located West of Milliken Avenue



Figure 6-2: Visual Simulation KOP 1 Viewing North towards Metrolink Station from Anaheim Place and 7<sup>th</sup> Street, located West of Milliken Avenue



Visual simulations from select KOP locations provide a before-and-after comparison of the visual effects that would result from the proposed Project. As described previously in Section 5.2, Local Setting, the existing visual character and quality of the entire proposed Project alignment is highly urbanized and developed with low to moderately low visual quality within each VAU. While the San Gabriel Mountains provide a notable visual and aesthetic background to the proposed Project alignment, expansive views of the mountains are limited due to development. In addition, as described in Section 4.3, Viewers and Viewer Response, the primary viewers within the proposed Project alignment are motorists and commuters who have low sensitivity to their surroundings. The KOP existing views are shown on Figure 6-1, and Figure 6-2, with a visual simulation of the proposed Terminal 4 station at ONT shown on Figure 6-3. These KOP locations and visual simulation represent areas where the proposed Project would represent a notable change in the existing visual landscape and viewers would be most sensitive to this change.

### KOP 1

KOP 1 is located in the northern VAU (Figure 4-1). Figure 6-1 is the KOP 1 existing view from Anaheim Place looking north toward the existing Metrolink Station. As described in Table 5-2, the existing visual quality for this VAU area is considered to be low due to the surrounding land uses and development which includes commercial and industrial buildings, parking lots, street landscaping and signage, all of which are visually prominent. Viewer groups in this area are motorists and pedestrians that would have a low to moderate sensitivity to any visual change, and some may have less of a personal investment in the visual appearance of the proposed Project within this VAU because they are primarily visiting and would also have fleeting and/or temporary views of the proposed Project components.

KOP 1 (Figure 6-1) is looking north from the sidewalk at the north end of the multi-family residential complex along Anaheim Place towards the proposed passenger station, approximately 0.25 miles away. The passenger station and MSF would be at-grade and no taller than the existing surrounding buildings, street trees, and the Metrolink Station.

The proposed tunnel begins at the Metrolink Station adjacent to Milliken Avenue. The proposed station would be connected to the bored tunnel via a cut-and-cover structure and an at-grade guideway. The guideway would be enclosed by fencing and walls that would be buffered with landscaping.

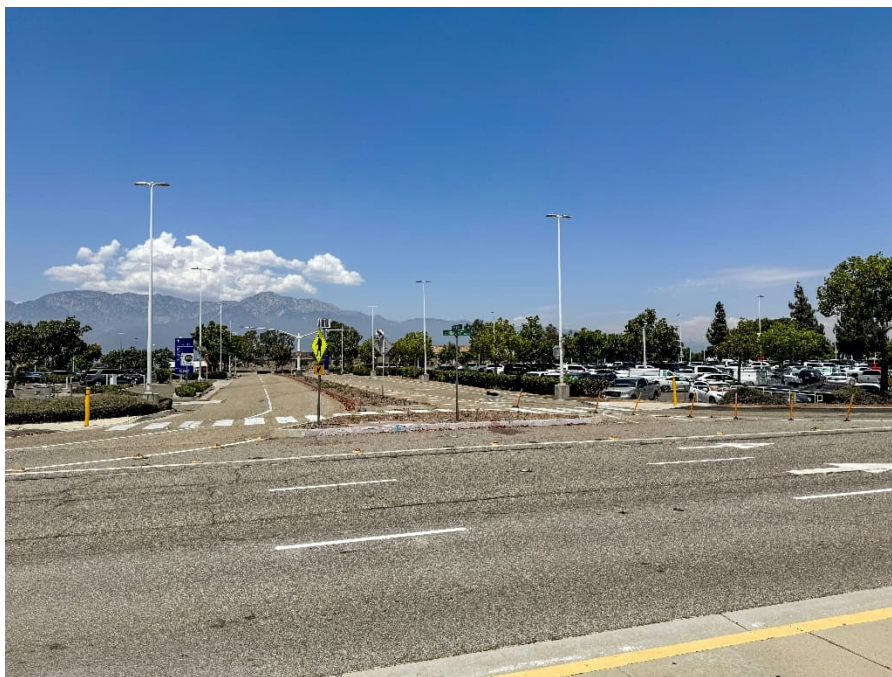
As shown in KOP 1 (Figure 6-1), the San Gabriel Mountains are visible in the background, but due to the extensive street trees in the fore- and middle-ground views, and the distance, approximately 0.25-miles from this location, the existing Metrolink Station is not visible and it is anticipated that the proposed passenger station, MSF and tunnel guideway would not be visible. Although the multi-family residential complex is within 0.25-miles of the existing Cucamonga Metrolink Station, at the north-end of the complex where KOP 1 was shot at Anaheim Place and 7<sup>th</sup> Street, residents and visitors may only exit the residential complex property at this location. Further, the residential units here are oriented towards the corner of Milliken Avenue and 7<sup>th</sup> Street and views to the north are obscured by street trees and the commercial

and retail businesses located on the north side of 7<sup>th</sup> Street which further limit the north facing views for residents. Once operational, as overall visual quality in this KOP is low, viewers in this area, primarily motorists and pedestrians traveling to and from the Cucamonga Metrolink Station, and the nearby businesses would not experience any noticeable, permanent visual changes to the views.

## KOP 2

KOP 2 is located in the southern VAU, as shown on Figure 4-1. KOP 2, as shown in Figure 6-3, is the view looking north from Terminal Way and East Way, toward ONT Parking Lot 4, which is the proposed ONT Terminal 4 station location at ONT. This view is representative of the view from ONT Terminal 4 looking north.

Figure 6-3: KOP 2 Viewing North from Terminal Way and East Way



As described previously in Table 5-2, the existing visual quality for this VAU is considered to be moderately low due to the surrounding land uses and development, which includes ONT, commercial and industrial buildings, parking lots, and parking lot landscaping and lighting, all of which are visually prominent. As shown on Figure 6-3, the San Gabriel Mountains are visible in the background; however, the distant view is interrupted by the ONT parking lot, street lighting and street trees in the foreground and middle ground. Viewer groups at KOP 2 are motorists, commuters, ONT employees, and travelers arriving and departing ONT. These viewer groups have a low to moderate sensitivity to any visual change, and some may have less of a personal investment in the visual appearance of the proposed Project within this KOP because

they are primarily moving through the area and have fleeting and/or temporary views of the proposed Project components.

Figure 6-4 is a visual simulation of a proposed station terminal at ONT. As described in Section 2, Project Description, the proposed stations at ONT would be no more than 2-stories, or 40-feet tall. Although the Terminal 4 station represents a new visual element and would be the only structure visible in the foreground, as shown on Figure 6-4, the proposed station eliminates views of cars parked in the lot, yet still provides views of landscape trees, and does not significantly obscure the background view of the San Gabriel Mountains.

Figure 6-4: Visual Simulation KOP 2 Viewing North from Terminal Way and East Way



Overall, once operational, the proposed Project would represent a change in visual character and scenic quality at KOP 2. There would be no change in visual character and scenic quality at KOP 1 because views of the proposed Project would not be possible due to the distance and the mature trees and other vegetation blocking the view. However, as previously described, the overall existing visual quality of each KOP within the respective VAUs is low to moderately low due to existing development and land uses. As described previously, the location of the passenger station and the MSF shown in Figure 6-1 and Figure 6-2 would be in a VAU with low visual quality with primary viewers limited to those traveling through the area to and from other locations, and those access the commercial facilities in the area. Although a multi-family residential complex is located within 0.25-miles of the passenger station and MSF, the orientation



of, and access to the complex along with existing development and mature street trees limit the views to the north, including the existing Cucamonga Metrolink Station.

The proposed Terminal 4 station shown on Figure 6-4 would be in a VAU that has moderately low visual quality. While the San Gabriel Mountains provide the distant background view to the north, the immediate area is primarily industrial and commercial and primary viewers are motorists, commuters, and employees and travelers of ONT. The ONT parking lots comprise the fore-, and middle-ground views to the north. Given the existing low visual quality and the lack of sensitive viewers, the addition of the proposed Terminal 4 station at ONT would not significantly impact visual quality.

The surrounding and adjacent areas of all KOPs are urbanized with a mix of industrial, commercial, and transit facilities. The overall visual quality of these areas ranges from low to moderately low even with the backdrop views of the San Gabriel Mountains, which are interrupted in several places by urban development and mature street landscaping. The final design of the passenger stations, MSF, and vent shaft and associated landscaping would be designed in coordination with local design guidelines, as described in Section 3.3, to ensure consistency with the relevant regional and local goals, policies and zoning governing scenic quality; impacts would be less than significant.

#### 6.4 CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA

##### 6.4.1 No Project Alternative

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. There are no City of Ontario or City of Rancho Cucamonga designated scenic resources adjacent to or within the No Project Alternative vicinity. The No Project Alternative would not be in conflict with applicable zoning and other regulations governing scenic quality. Compliance with applicable design guidelines and policies, and the City of Rancho Cucamonga and City of Ontario's Municipal Code would ensure that the No Project Alternative would result in a less than significant impact.

##### 6.4.2 Proposed Project

###### 6.4.2.1 Construction Impacts

The proposed Project site currently has various sources of light and experiences a high level of existing ambient light consistent with developed, urbanized areas and currently has sources of lighting at the proposed locations of the passenger stations at the Cucamonga Metrolink Station and ONT.

Construction of the proposed Project, including the above ground features such as the passenger stations, MSF, and vent shaft design option 2, and vent shaft design option 4, is not anticipated to include nighttime construction activities (primarily due to construction noise restrictions on work hours) which would

require nighttime construction lighting. However, standard safety and security lighting would be included during construction and for construction staging, and material and equipment storage but would be hooded and directed toward the construction area; minimal spillover light is anticipated; sensitive receptors such as residences are too far to experience spillover from security lighting. Construction would not significantly increase the ambient light levels in the vicinity because construction duration would be localized, short-term, and temporary. With compliance with existing regulations, the proposed Project during construction would not have a substantial light or glare impact and the proposed Project would have a less than significant impact.

#### 6.4.2.2 Operational Impacts

The proposed Project would include installation of new standard exterior and interior security lighting around and within the passenger stations and MSF, which would operate continuously. Although, the sensitive receptors for lighting are located too far from the proposed Project site to be impacted by spillover lighting, the proposed Project design includes nighttime lighting fixtures that would be installed to direct the majority of the light to within and directly adjacent to the facility, to the maximum extent feasible.

In addition, the materials used in the exterior of visible buildings and structures, such as the passenger stations and MSF, would comply with the City of Rancho Cucamonga Municipal Code Title 17, Article IV Site Development Provisions, and Article VII Design Standards and Guidelines, as well as the following City of Ontario Development Codes: Chapter 1.0 Development Code Enactment and General Provisions, Chapter 5.0 Zoning and Land Use, and Chapter 6.0 Development and Subdivision Regulations.

It is anticipated that typical exterior building materials, such as concrete, will be used for the proposed passenger stations and MSF, and these materials do not exhibit reflective properties that could result in glare. Therefore, operational impacts related to the creation of a substantial source of light or glare would be less than significant.

Operation of the above ground features including the passenger stations, MSF, vent shaft design option 2, and vent shaft design option 4 would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the areas. As discussed previously, the location of the proposed Project, including the above ground features, already experience a high level of existing ambient lighting due to urbanization and surrounding commercial and industrial land uses. With the exception of VAU 1, the location of the Cucamonga Station and MSF, no residential areas are adjacent to the proposed Project. As described in Section 6.3, the northern side of the multi-family residential complex property in VAU 1 is approximately 0.25-miles from the proposed Cucamonga Station and MSF and it is not anticipated that operational lighting from the Cucamonga Station and MSF would spill over to the residential complex resulting in a substantial source of light or glare.

Operation of the vent shaft design option 2 or vent shaft design option 4, and the ONT passenger stations will be located in areas that experience a high level of existing ambient lighting due to urbanization and surrounding commercial and industrial land uses. No residential areas are adjacent to these locations. During operations, standard security lighting around the vent shaft design options, and the associated emergency parking area would operate continuously but would comply with all local development and building codes to reduce excessive light and glare, as previously described. Operational lighting would generate an additional source of light in an urbanized area, but such would be designed to comply with all local development and building codes to reduce excessive light and glare, and not generate a new source of substantial light or glare; impacts would be less than significant.

## 7 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

### 7.1 MITIGATION MEASURES FOR AESTHETICS AND VISUAL QUALITY

No mitigation measures are required for the aesthetics and visual resources during construction and operation for the proposed Project.

### 7.2 CEQA SIGNIFICANCE CONCLUSION

7.2.1 Have a substantial adverse effect on a scenic vista.

7.2.2 No Project Alternative

No mitigation measure would be required, and the No Project Alternative would have a less than significant impact.

7.2.3 Proposed Project

Construction and operation of the proposed Project would not result in a substantial adverse impact on a scenic vista, as there are no designated State, regional, or local scenic vistas adjacent to the proposed Project. Construction staging and activities would include temporary, visible construction features such as material and equipment storage, but compliance with existing local construction ordinances would reduce impacts to less than significant.

7.2.4 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

7.2.5 No Project Alternative

The No Project Alternative would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. No impacts would occur.

7.2.6 Proposed Project

Construction and operation of the proposed Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway as there are no State scenic highways within or in the vicinity of the alignment of the proposed Project. No impacts would occur.

7.2.7 If the Project is in an urbanized area, would the project conflict with application zoning and other regulations governing scenic quality.

7.2.8 No Project Alternative

The No Project Alternative would not conflict with applicable zoning and other regulations governing scenic quality and the impact would be less than significant.

7.2.9 Proposed Project

Construction of the Project would result in temporary changes to scenic quality due to construction activities and staging. However, as described in Sections 6.1.2 and 6.2.2, viewer groups in the area of construction activities have a low sensitivity to visual changes. Further, construction would be visually similar to other urban construction projects. Construction activities would comply with all applicable regulations governing scenic quality including obtaining required permits, hours of construction activity, and temporary screening, as described in Section 3.3. Therefore, impacts to zoning and other regulations governing scenic quality would be less than significant.

Operation of the Project would not result in impacts to zoning or other regulations governing scenic quality. Once completed, the proposed Project would represent a change in the scenic quality in the areas of the above-grade Project elements such as the passenger stations, and vent shaft, the proposed Project would be designed to be consistent with the local zoning and other regulations to enhance and protect scenic quality, as described in Section 3.3. Therefore, impacts related to zoning and other regulations governing scenic quality would be less than significant.

7.2.10 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

7.2.11 No Project Alternative

The No Project Alternative would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area and the impact would be less than significant.

7.2.12 Proposed Project

Construction of the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. As described in Section 5.2, the proposed Project is located in a high urbanized area with high levels of ambient lighting. Further, as described in Section 6.3.2.1, construction of the proposed Project is not anticipated to include nighttime construction activities which would require construction lighting. However, standard safety and security lighting would be included during construction and for construction staging, and material and equipment storage but would be hooded and directed toward the construction area to avoid spillover. Sensitive receptors such as residences are not located adjacent to the proposed Project footprint and would not experience spillover

from security lighting. Construction activities would comply with all applicable local regulations governing construction activities, including sources of light and glare, as described in Section 6.3.2.1. Therefore construction Impacts would be less than significant.

Once operational, the Project would create a new substantial source of light or glare that would adversely affect daytime or nighttime views. As described in Section 2, materials used in the exterior of visible buildings and structures would comply with all local design standards and guidelines, and development regulations. It is anticipated that building materials with low reflective properties such as concrete will be incorporated to reduce glare. While operation of the passenger stations and MSF will incorporate new exterior and interior security lighting which would operate continuously, lighting fixtures will be designed and installed to direct the majority of the light to within and directly adjacent to the facility. Further, as noted in Section 5.2, no sensitive receptors such as residences are adjacent to the passenger stations and MSF and therefore would not be impacted by spillover lighting or glare that would affect daytime or nighttime views. Impacts would be less than significant.

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