

### INTRODUCTION

This section of the EIR evaluates the potential effects of the EHNCP on scenic vistas, scenic resources in the Plan Area, the visual character of the area, and light and glare. A discussion of the regulatory framework associated with the proposed Plan is identified, followed by an overview of the existing conditions at the Plan Area and the surroundings. The analysis evaluates the changes to the visual character of the Plan area and surrounding area that would occur with implementation of the Plan.

### ENVIRONMENTAL SETTING

#### Regulatory Framework

##### *a. State*

##### **California Streets and Highways Code, Sections 260-263**

##### ***California Scenic Highway Program***

The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that transverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how much of the natural landscape a traveler sees and the extent to which visual intrusions degrade the scenic corridor. No officially designated scenic highways are located within the Plan area.<sup>1</sup> In addition, no designated scenic highways are present in or near the City of Rancho Cucamonga. The nearest designated scenic highway is State Route (SR) 2 (Angeles Crest Scenic Highway), located on the north side of the San Gabriel Mountains and approximately 12 miles from the northern City boundary. SR-38 (Rim of the World Scenic Highway), also a designated scenic highway, is located approximately 24 miles east of the City's boundary. These scenic highways are located on the western, northern, and eastern slopes of the San Gabriel and San Bernardino Mountains.<sup>2</sup>

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1 Caltrans, "California Scenic Highway Mapping System," accessed February 2019, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/).

2 Cucamonga 2010 General Plan Update Draft Program Environmental Impact Report, Section 4.1, February 2010.

## California Code of Regulations

### *California Building Standards Code*

The 2016 California Building Code (CBC), Title 24 of the California Code of Regulations (CCR), is administered by the California Building Standards Commission (CBSC). The CBC, as amended and adopted by each local jurisdiction, regulates the design of all new buildings within the State of California. The CBC also contains standards for outdoor lighting that are intended to improve energy efficiency and reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls. The 2016 CBC went into effect on January 1, 2017.

### ***b. Regional and Local***

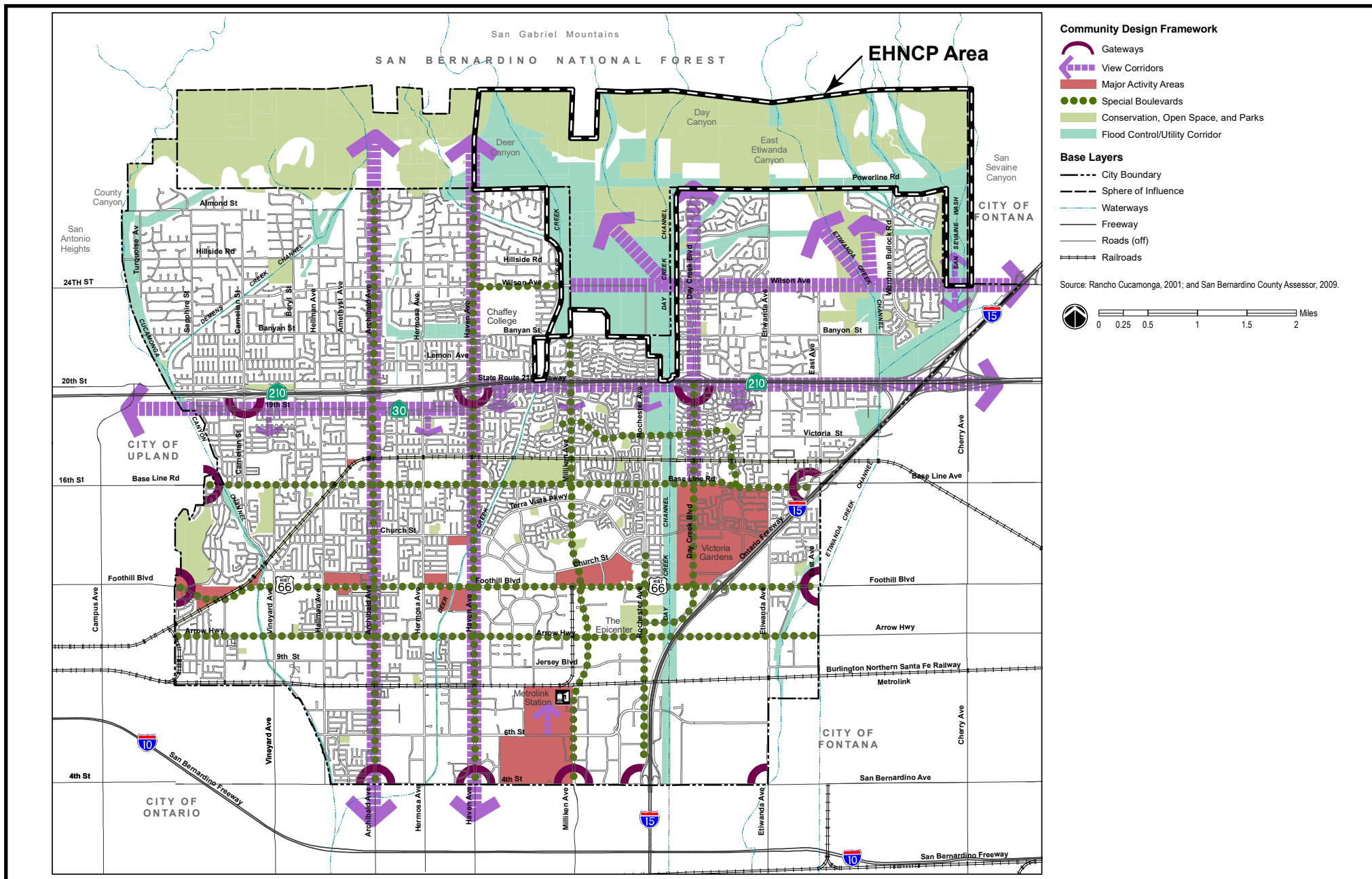
#### **City of Rancho Cucamonga**

##### ***General Plan***

The City's existing General Plan was adopted in 2010. Chapter 2 of the General Plan, Managing Land Use, Community Design, and Historic Resources focuses on how land uses and historic resources shape the design of the community. **Figure 4.1-1: Community Design Framework** (also Figure LU-6 of General Plan) identifies streets in the City designated as Special Boulevards. Landscape/hardscape design, trails, and setback standards are to be master planned and consistently applied throughout the length of a Special Boulevard segment or route to provide a consistent high design character. As identified on **Figure 4.1-1**, Milliken Avenue and a portion of Wilson Avenue are designated Special Boulevards. Nearby streets designated as Special Boulevards include Day Creek Boulevard, located approximately 0.25 miles east of the Plan Area, and Haven Boulevard, located approximately 0.9 miles west of the Plan Area.

As shown in **Figure 4.1-1**, Haven Avenue, Wilson Avenue, the 210 Freeway, and Day Creek Boulevard are designated view corridors. Haven Avenue and Day Creek Boulevard extend in a north-south direction and provide northerly views of the San Gabriel Mountains and southerly views of the Santa Ana Mountains. Wilson Avenue and the 210 Freeway extend in an east-west direction and provide for northerly views of the San Gabriel Mountains across the Plan Area.

Several goals and policies in the Managing Land Use, Community Design, and Historic Resources Chapter address aesthetics and the visual environment of the City. These relevant goals and policies are identified in **Table 4.10-1** in **Section 4.10-1: Land Use and Planning** of this Draft EIR, along with analysis of the consistency of the EHNCP with relevant goals and policies. The design policies identified in the General Plan for maintaining view corridors are meant to be combined with policies on landscaping and Special Boulevards to create scenic corridors and attractive travel ways that will orient travelers and enhance foreground and distant views.



SOURCE: City of Etiwanda Land Use Plan figure LU-6

FIGURE 4.1-1

### ***Rancho Cucamonga Municipal Code***

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

#### ***Light and Glare Regulations***

Section 17.58.050, General lighting requirements of the City's Development Code contains regulations for all outdoor lighting. The regulations require lighting to be directed away from and shielded from adjacent residential areas, and to prevent stray light or glare from becoming a nuisance on adjacent properties. Also, levels of spillover light and glare are regulated in the performance standards for residential districts and parking areas to avoid creating areas of intense light or glare.

#### ***Placing Utility Lines Underground***

Section 16.36.090 of the Development Code requires all utilities within a subdivision and along peripheral streets to be placed underground except those facilities exempted by California Public Utilities Commission regulations. The City may accept a fee in lieu of placing existing facilities along peripheral streets underground. However, no in-lieu fee is allowed for new residential subdivisions for which a final map or parcel map is required. Chapter 13.04 of the City's Development Code allows for the designation of underground utility districts if the City finds that removal and underground installation of utility lines would avoid or eliminate if (1) there is an unusually heavy concentration of overhead electric facilities; (2) a street carries a heavy volume of pedestrian or vehicular traffic; and (3) a street through a civic area or public recreation area or an area of unusual scenic interest.

#### ***Hillside Development Regulations***

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

Grading for development is permitted in areas with slopes between 5.00 and 7.99 percent, but the natural character of landforms must be retained. According to the Development Code, contour grading, combined

slopes, limited cut and fill, split level architectural prototypes, or padding for structures may be necessary to reduce the amount of grading, depending upon individual site conditions.

Any development occurring in the Rural/Conservation Area (RCA) within the Hillside Overlay District on slopes between 8.0 and 14.9 percent would be required to comply with hillside architectural and design techniques that minimize grading.

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

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

### ***Tree Preservation***

Rancho Cucamonga's Tree Preservation Ordinance (Chapter 17.80 of the Municipal Code) addresses trees, including heritage trees. The ordinance is intended to protect eucalyptus, palm, oak, sycamore, pine, and other trees growing within the City that are a natural aesthetic resource, which help define community character. Generally, these regulations include guidelines for the protection of heritage trees, tree replacement, and tree maintenance.

Under Section 17.16.080, Tree Removal Permit, of the City's Code, a heritage tree is defined as any tree which meets at least one of the following criteria:

- All eucalyptus windrows; or
- Any tree in excess of 30 feet in height and having a single trunk diameter at breast height (DBH) of 20 inches or more as measured 4½ feet from ground level; or
- Multitrunk trees having a total diameter at breast height (DBH) of 30 inches or more as measured 4½ feet from ground level; or
- A stand of trees the nature of which makes each dependent upon the others for survival; or
- Any other tree as may be deemed historically or culturally significant by the planning director because of age, size, condition, location, or aesthetic qualities.

## Existing Conditions

### *Visual Characteristics of the Plan Area and Surrounding Area*

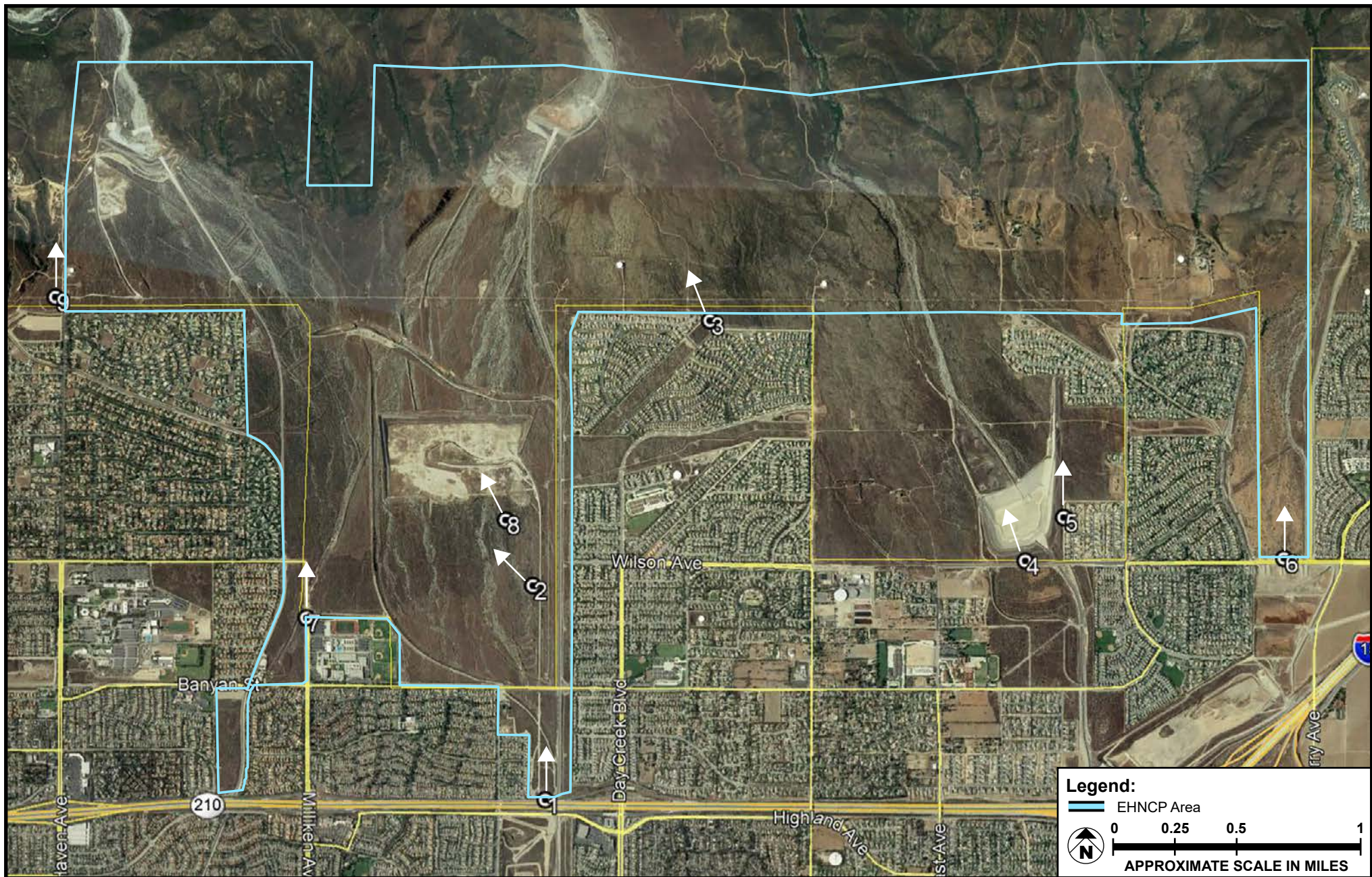
The foothills of the San Gabriel Mountains are in the northern portion of the Plan Area, with the San Bernardino Mountains to the east. As shown in **Figure 4.1-2: Location of Land View**, and **Figure 4.1-3: Planning Area Photos**, views of the San Gabriel and San Bernardino Mountains are available from most areas in the City and provide a visual backdrop for the Planning Area and surrounding communities. The topography of these foothills comprises a network of steeply sloping hillsides and canyons which transition to gentle-sloping terrain to the south. These foothills are covered with natural vegetation and are largely undeveloped.

Haven Avenue, Wilson Avenue, the 210 Highway, and Day Creek Boulevard are designated view corridors within or in proximity to the Plan Area. Haven Avenue and Day Creek Boulevard extend in a north-south direction and provide northerly views of the San Gabriel Mountains and southerly views of the Santa Ana Mountains. Wilson Avenue extends in an east-west direction and provide for northerly, northeasterly, and northwesterly views of the San Gabriel Mountains.

Other scenic resources with the Plan Area include open space lands, such as the North Etiwanda Preserve, other natural vegetation areas in the RCA, natural vegetation in the Day Creek flood-control channel and utility corridors, and trees scattered throughout the NA, as shown in **Figure 4.1-3**.

The Plan Area includes largely undeveloped land within the Day Canyon and Deer Canyon drainages, characterized by alluvial fans at the base of the San Gabriel Mountains, as seen in **Figure 4.1-3** (view 8). Within the RCA, terrain with slopes of 30 percent and greater are typical within the foothills, with the alluvial fan area having slopes ranging from 20 percent to 10 percent. The RCA is largely undeveloped, with the exception of drainage and utility facilities, including the Deer and Day Creek Debris Basins in the northwestern portion of the RCA, electric transmission lines, water supply storage tanks, four private residences, and the Lingyen Mountain Temple. At the center of the RCA lies the North Etiwanda Preserve, a habitat preservation area including a trail network and picnic areas. Consistent with its rural and natural character, the circulation network within the RCA consists of private rural roads and trails, and water and sewer services are provided by private water systems and septic systems. The major vegetation communities within the RCA and Neighborhood Area (NA) include Riversidean alluvial fan sage scrub of various subtypes, chaparral, oak woodland, and grasslands, and large areas of ruderal, nonnative vegetation.

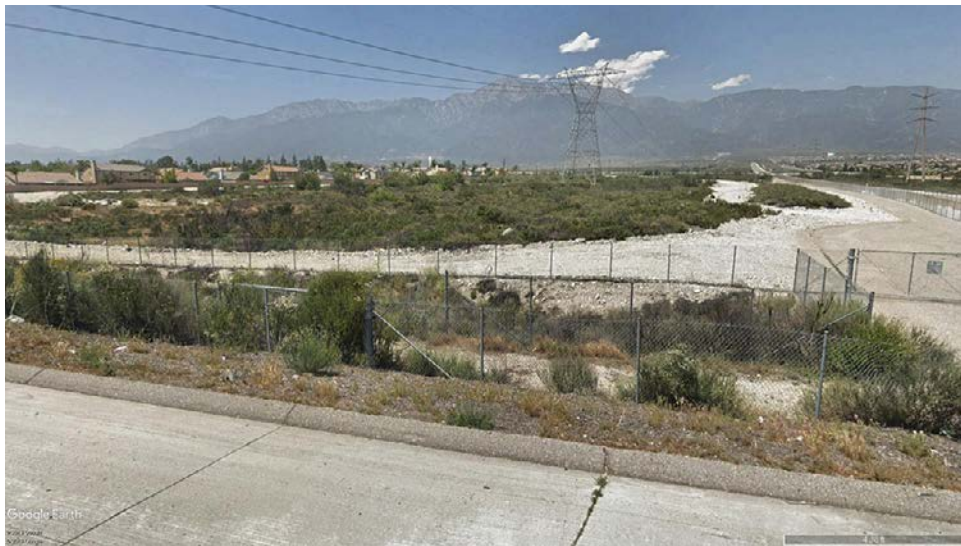




SOURCE: Google Earth - 2019

FIGURE 4.1-2





1. Day Creek Blvd looking North



2. Day Creek Channel looking Northwest



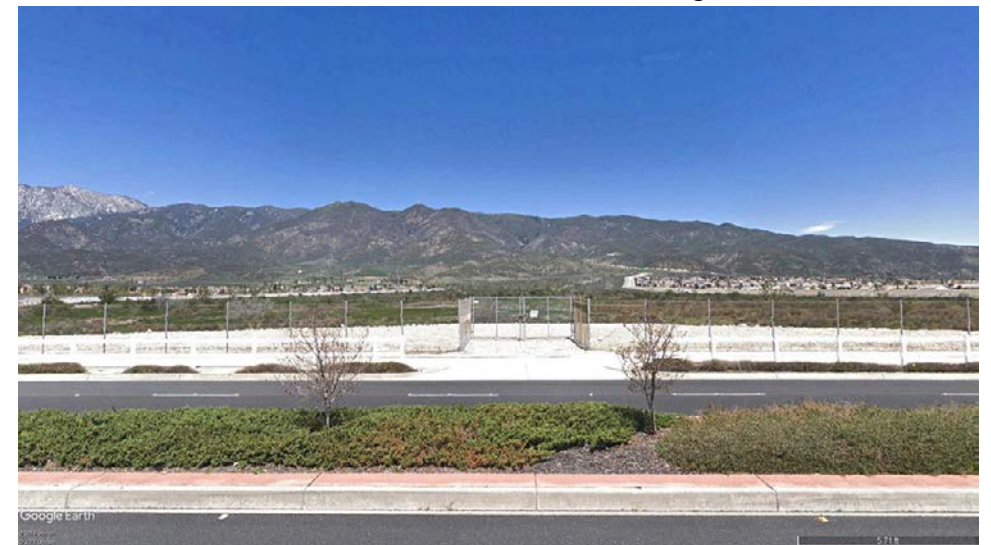
3. Indian Wells and Alamo Looking NNW



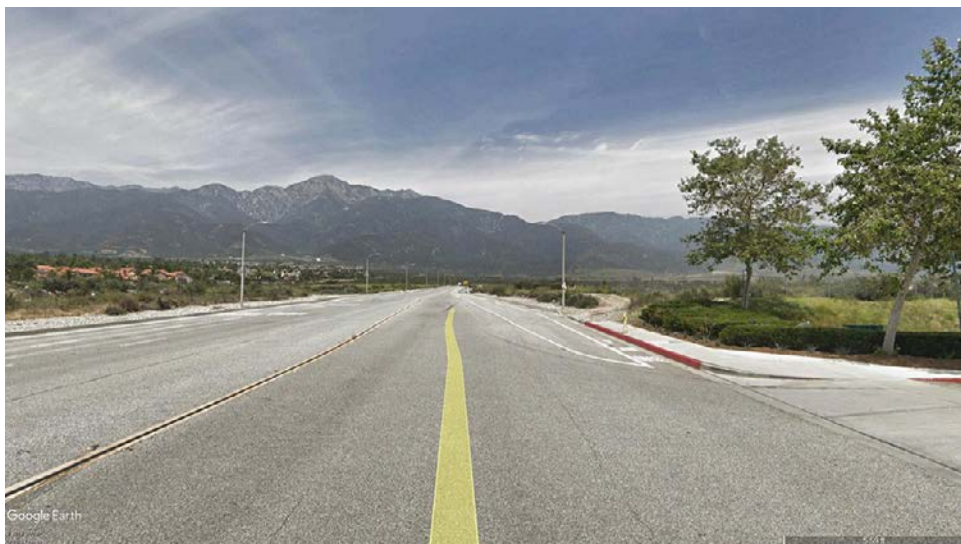
4. Etiwanda Channel and Wilson Rd Looking North



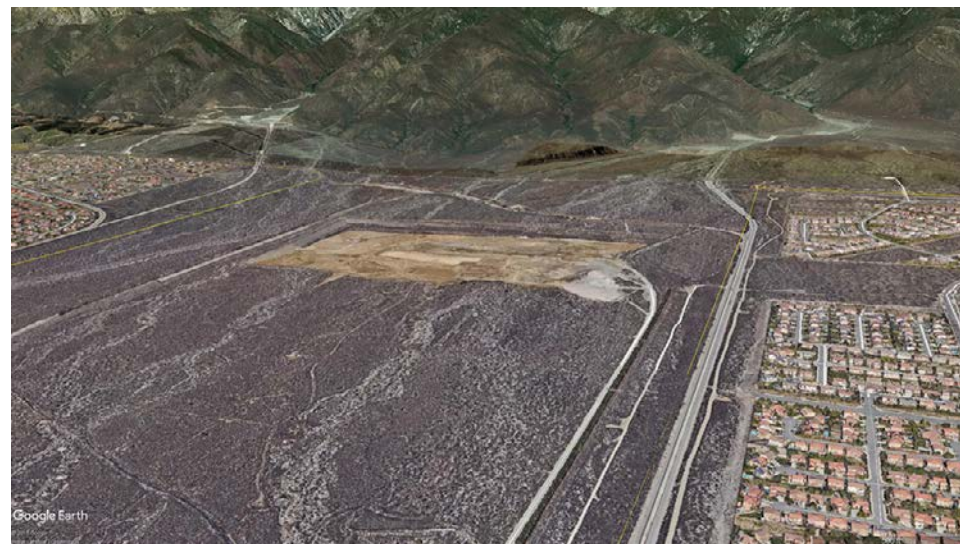
5. Etiwanda Channel and Wilson Rd Looking NNW



6. Sevaine Wash from Wilson Rd Looking North



7. Looking North on Milliken Ave at beginning of Project Area



8. Looking NNW over Quarry area



9. N end of Harvard Ave Looking NNE

SOURCE: Google Earth Street View - 2019

FIGURE 4.1-3



In the NA, slopes range from 7 percent at the Diversion Levee down to about 5 percent at Banyan Street. The flood control improvements and man-made channels extend through the lower RCA and eastern and western portions of the NA. The NA is surrounded by single-family residential neighborhoods: the Day Creek Neighborhood to the east, the Caryn Neighborhood to the south, and the Deer Creek Neighborhood (Deer Creek to the north of Wilson Avenue and Chaffey College to the south of Wilson Avenue neighborhood) to the west. These neighborhoods are representative of suburban neighborhoods in the City. The neighborhoods to the east and west are separated from the NA by the Day Creek Channel and Deer Creek Channel, respectively, and wide bands of undeveloped land. To the south, the Caryn Neighborhood faces Banyan Street with landscaped concrete masonry walls and a multiuse equestrian trail separated from the street by a white rail fence. Two major streets proposed to extend through the NA – the east-west Wilson Avenue and north-south Rochester Avenue – currently terminate into the Plan Area. One large heavily disturbed mining area occurs in the central portion of the NA as well.

The visual character of the surrounding neighborhoods is defined by the density of development, which ranges from 8 dwellings per acre to the south, to 4 and 6 acres per dwelling to the east and west, down to 1 and 2 dwellings per acre in some areas north of Chaffey College.

The street network is relatively discontinuous, with many streets terminating in cul-de-sacs, as seen in **Figure 4.1-3** (view 3). The houses are oriented away from arterials and collector streets, so that Wilson Avenue, Milliken Avenue, Haven Avenue and Banyan Street, for example, are primarily lined by tall, backyard walls. However, abundant landscaping along these frontages is present and well maintained.

Parking is accessed from the street, with most garages facing directly towards the street, but in some cases, turned 90 degrees to the street. On smaller lots the garages are dominant features of the streetscape, but on larger lots they occupy a smaller percentage of the street-facing building frontage.

Sidewalks vary from neighborhood to neighborhood, with some present on both sides of the street (Day Creek and Caryn neighborhoods), on only one side (Deer Creek Neighborhood), or largely absent (Deer Creek Neighborhood). Within the Haven View Estates neighborhood, sidewalks are provided on both sides of the access streets and are on one side or not at all along the cul-de-sacs.

### **Light and Glare**

Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely consisting of highly reflective glass or mirrorlike materials from which the sun can reflect, particularly following sunrise and prior to sunset. Glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Daytime glare can interfere with the performance of an off-site activity, such as

the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic or glass curtain walls and trim.

The Plan Area is bordered on the south by existing residential neighborhoods, Los Osos High School, and streets. Light sources in the Plan Area are limited to the four homes and the Lingyen Mountain Temple located in the RCA. Other sources of light in the surrounding area include streetlights on Milliken Avenue, Wilson Avenue, Banyan Street, and Day Creek Boulevard, and from headlights from passing vehicles on adjacent and nearby roadways, including Milliken Avenue, Banyan Street, and Day Creek Boulevard. There are no buildings or other man-made features within the Plan Area or in proximity that are constructed of materials that cause substantial glare.

## ENVIRONMENTAL IMPACTS

### Methodology

The analysis contained in this section identifies and examines factors that contribute to the potential effects of the Plan on scenic vistas and resources, visual character, and light and glare. Potential aesthetic impacts are evaluated by considering proposed scale, massing, typical construction materials, and landscaping features associated with the design of the proposed Plan. Edge conditions and view alterations are considered in the context of the above factors.

### Thresholds of Significance

To assist in determining whether the proposed Plan would have a significant effect on the environment, the City finds the proposed Plan may be deemed to have a significant impact related to aesthetics if it would:

- |                         |  |
|-------------------------|--|
| <b>Threshold AES-1:</b> | <b>Have a substantial adverse effect on a scenic vista?</b>  |
| <b>Threshold AES-2:</b> | <b>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</b>   |
| <b>Threshold AES-3:</b> | <b>In nonurbanized 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 project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?</b> |
| <b>Threshold AES-4:</b> | <b>Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?</b>   |



## Impact Analysis

### Threshold AES-1: Have a substantial adverse effect on a scenic vista?

Scenic vistas in the City and surrounding communities include views of the nearby San Gabriel and San Bernardino Mountains to the north and northeast. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. Diminishment of a scenic vista would occur if the bulk or design of a building or development were to contrast enough with a visually interesting view such that the quality of the view is permanently affected.

Size, number, and type of visual obstacles, both natural and man-made, and distance and viewing angle, affect available views into and through a site. These views can be from stationary sources, such as homes or businesses, or from mobile sources, such as motor vehicles. The visibility of an object largely depends on the distance from the observer. The farther the structure is from the viewer, the less distinct the structure becomes, and there is a greater possibility of intervening objects blocking some or all of the view of that structure. With distance, more objects enter the viewing panorama, and the area becomes more visually “lost.” The San Gabriel Mountains and San Bernardino Mountains to the north and north-east are considered the visual backdrop, or the scenic vista surrounding the Plan Area.

Potentially-sensitive viewers are those on public lands, public facilities, or designated scenic highways. While there are no designated State scenic highways within the Plan Area, Milliken Avenue and Wilson Avenue are designated as Special Boulevards in the General Plan. Day Creek Boulevard is also identified as a Special Boulevard; however, it is located approximately 0.5 miles east of the Plan Area, as is Haven Boulevard, which is approximately 1.0 miles west of the NA and extends along the south-westernmost portion of the RCA.

Day Creek Boulevard, Wilson Avenue, the 210 Highway, and Haven Avenue, which are east, south and west of the Plan Area, respectively, are designated View Corridors in the City’s General Plan as shown in **Figure 4.1-1**. These roadways are designated as view corridors intended to preserve views of the San Gabriel Mountains. Views from these roadways, however, would not be expected to change dramatically, since no land use changes or development are planned for the visible upper elevations of the RCA. Although new residential uses are proposed in the NA, which would be visible from portions of Wilson Avenue, residential uses are currently visually prominent to the west, south, and east of the area.

Most of Rancho Cucamonga and its neighboring cities have direct views of the San Gabriel Mountains and the San Bernardino Mountains to the east. These scenic vistas provide for the visual backdrop of Rancho Cucamonga, its neighboring cities, and Plan Area, as shown in **Figure 4.1-2** and **Figure 4.1-3**. Public views of these mountains from this area are partially obstructed by landscaping and residential units to the west,

south, and east of the Plan Area. The most notable views slightly intruded upon by the Plan would be those from immediately south the Plan Area, and those northeast and southwest of the NA, looking towards San Gabriel Mountain.

The Managing Land Use, Community Design, and Historic Resources Chapter of the General Plan, more specifically Goal LU-13, seeks to take full advantage of view lines and vista points with carefully designed development. Under this goal, Policy LU-13.1 encourages the minimization of view obstruction by framing and orienting views at key locations on north-south roadways, open space corridors, and other locations where views of scenic resources, trees, and structures are present.

### ***Rural/Conservation Area***

The San Gabriel Mountains and San Bernardino Mountains to the north and northeast of the City provide views of wide-open spaces, steep slopes, and natural vegetation, with limited development. The introduction of residential development in the foothills has the potential to change the visual character of the foothills of the San Gabriel Mountains in the RCA. However, the Plan implements the existing General Plan Land Use designations for this foothill area.

As provided for in Section 5 of the Plan, the Plan's Development Code defines development standards for various building types. The development standards for each building type address lot size, building setbacks and heights, building massing, frontages (yards), open space and parking. Based on the standards in the Development Code, which define the minimum and maximum amount of development in each neighborhood, a maximum of 100 homes would be allowed in the RCA on private property. All new development would be subject to the development standards in the Plan and the City's Hillside Development Regulations. The procedures, regulation, standards and specifications described in the Plan supersede the City's Municipal Code. Where a development regulation or requirement is not addressed in the Plan, the City's Municipal Code and/or other applicable law control.

New homes are permitted only in the Hillside, Open Space, and Flood Control/Utility Corridor Regulating Sub-zones, require Design Review, and are subject to the Hillside Development Ordinance where applicable (see Chapter 7.7 of the Plan and 17.16.140 of the Rancho Cucamonga Municipal Code).

The Plan defines the zoning in the RCA as SP-EHNCP the Rural designation of a Regulating Zone. The intent of the Rural Regulating Zone is to allow very low-density single-family housing gently integrated into the existing rural landscape of the foothills. Grading is strictly minimized, roadways and buildings conform themselves to the natural terrain, buildings, landscaping, and other site improvements are simple and rural in character and designed for fire resistance. Development on new homes will only be permitted in areas where the average slope of the parcel is less than 30 percent, in accordance with the Hillside



Development Regulations. No structure may be built within 50 feet of any Quaternary fault on any current map prepared by the U.S. Department of the Interior Geological Survey (USGS) or any Blue Line Stream on any current map prepared by the U.S. Department of the Interior Geological Survey (USGS) or contains significant riparian or streambed environs. Finally, no structure may be built within a regulatory floodway on any current map prepared by the Federal Emergency Management Agency (FEMA).

Further, the City's Grading Ordinance (SC 4.1-1), Hillside Development Regulations (SC 4.1-2), Water Efficient Landscaping Ordinance (SC 4.1-3), Tree Preservation Ordinance (SC 4.1-4), and Lighting Standards (SC 4.1-5) would also limit the visual intrusion of development at the foothills while preserving the existing topography and natural vegetation. These regulations would limit the introduction of overhead utility lines and light sources, retaining the area's rural character.

Taken together, these regulations limit residential development such that views from Milliken Avenue, the 210 Highway, and Day Creek Boulevard through the RCA, would not be obstructed. In addition, these roadways terminate at the southern boundary of the RCA and are 0.5 to 1.0 mile from the RCA boundary. As such, less than significant impacts to scenic vistas within and through the RCA would result from the adoption and implementation of the Plan.

### ***Neighborhood Area***

The proposed Plan would extend two designated Special Boulevards through the NA: Wilson Avenue and Milliken Avenue. Views of the San Gabriel Mountains from Wilson Avenue within and near the NA would include views of new development, including one- and two-story homes, multifamily homes, and shops and restaurant development allowed by the Plan along Wilson Avenue. These views would be similar in character to existing views north to the mountains from the adjacent sections of Wilson Avenue, which also include existing development. Views of the San Gabriel Mountains looking north to west from Day Creek Boulevard are currently available (see views 1 and 2 in **Figure 4.1-3**). Views from Day Creek Boulevard would minimally change with the introduction of one- and two-story homes into the current view. Views from the mountains are also available from the neighboring homes surrounding the NA. Direct views of the San Gabriel Mountains may be obstructed from certain vantage points within the NA due to the proposed development; however, compliance with the development standards and design guidelines in the Plan would ensure that view corridors for motorists, pedestrians, and bicyclists traveling along Wilson Avenue are preserved. Greenways and parks are also introduced along Wilson Avenue, further widening setbacks from any proposed development. In summary, the City's view corridors along Milliken and Day Creek Boulevard would change, yet unobstructed northerly views would continue to be available. Compliance with the development standards in the proposed Plan and implementation of the

proposed Design Concept for view corridors would ensure that potential impacts to scenic mountain views in the NA would be less than significant.

**Threshold AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

### ***Rural/Conservation Area and Neighborhood Area***

The City's General Plan identifies as scenic resources remaining stands of eucalyptus windrows, scattered vineyards and orchards, and natural vegetation in flood control channels and utility corridors. As previously mentioned, no state scenic highways are within, or in proximity to the Plan Area. No rock outcroppings or historic buildings are within the RCA or NA. Numerous trees are located throughout both planning areas, but no windrows are present in the Plan Area. No vineyards or orchards are located in the Plan Area. The Plan Area does contain large areas of natural vegetation, with more disturbance in the lower portion of the NA.

As discussed above, all new residential development in the RCA would be subject to the Rural Regulating Zone development standards in the Plan and the City's Hillside Development Regulations. Based on the Plan's development standards a maximum of 100 homes would be allowed for development in the RCA. Also, the Plan includes a Conservation Incentive Transfer of Development Rights (TDR) Program, allowing for the voluntary transfer of residential density from privately-owned properties in the RCA to the NA in exchange for financial or other negotiated compensation to the RCA property owner. The number of residential units that may be transferred from a RCA parcel to a NA phase/sub-area is the number of units that could be developed on the RCA parcel considering the maximum density allowed based on the zone, slope, and other environmental constraints (e.g., fault zone, wildfire and Wildland-Urban Interface (WUI), riparian or streambed environs, flood zone, etc.). As previously stated, all development is required to be gently integrated into the existing rural landscape, with strictly minimized grading and rural in character. Slopes must be less than 30 percent and no structure can be built within 50 feet of a fault or blue line stream. Other previously stated conditions further restrict all development in the RCA.

All development in the RCA and NA would comply with the Plan's development standards, such as required building setbacks, building heights, building massing, frontages, and generous open space requirement. Further, any impacts to trees and natural vegetation in flood-control and utility corridors—would be reduced through compliance with the City's Tree Preservation Ordinance (SC 4.1-4). With implementation of and compliance with applicable development standards, impacts on a scenic resource would be less than significant.



**Threshold AES-3:** In nonurbanized 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 project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

### ***Rural/Conservation Area***

Over 81 percent of the Plan Area (approximately 3,565 acres) is included in the RCA that would be established by the Plan. The RCA would include a majority of the existing North Etiwanda Preserve and a new preserve area, the Etiwanda Heights Preserve. The remaining 19 percent (828 acres) would be included in the NA that would be established by the Plan. Based on the standards in the Development Code, which define the minimum and maximum amount of development in each neighborhood, a maximum of 100 homes would be allowed for development in the RCA.

As previously stated, the Plan defines the zoning in the RCA as SP-ENHCP. The Rural designation is an EHNCP Regulating Zone which has 4 sub-zones. The intent of the Rural Zone is that limited amounts of very low-density single-family housing be gently integrated into the existing rural landscape of the foothills. Grading is strictly minimized, roadways and buildings conform themselves to the natural terrain, buildings, landscaping and other site improvements are simple and rural in character and designed for fire resistance. Also stipulated: the average slope of the parcel is less than 30 percent; no structure may be built within 50 feet of any Quaternary fault on any current map prepared by the USGS; no structure may be built within 50 feet of any Blue Line Stream on any current map prepared by the USGS, or contains significant riparian or streambed environs; and no structure may be built within a regulatory floodway on any current map prepared by the Federal Emergency Management Agency (FEMA). For these reasons, development would be greatly curtailed in the RCA and as such, there is a very low likelihood of substantial change to the aesthetic character in the RCA. As such, impacts would be less than significant.

### ***Neighborhood Area***

Development of the NA would convert approximately 828 acres of currently undeveloped land to suburban residential uses. The introduction of residential neighborhoods, a small commercial district with neighborhood shops and restaurants, and related supporting infrastructure in an area that is presently undeveloped would change the existing visual character of the area, as illustrated in **Figure 4.1-4: View Legend** to **Figure 4.1-7: Elementary School**. Refer to the legend in **Figure 4.1-4** for locations of the following four illustrations of the visual character of the development that would be permitted by the Plan.

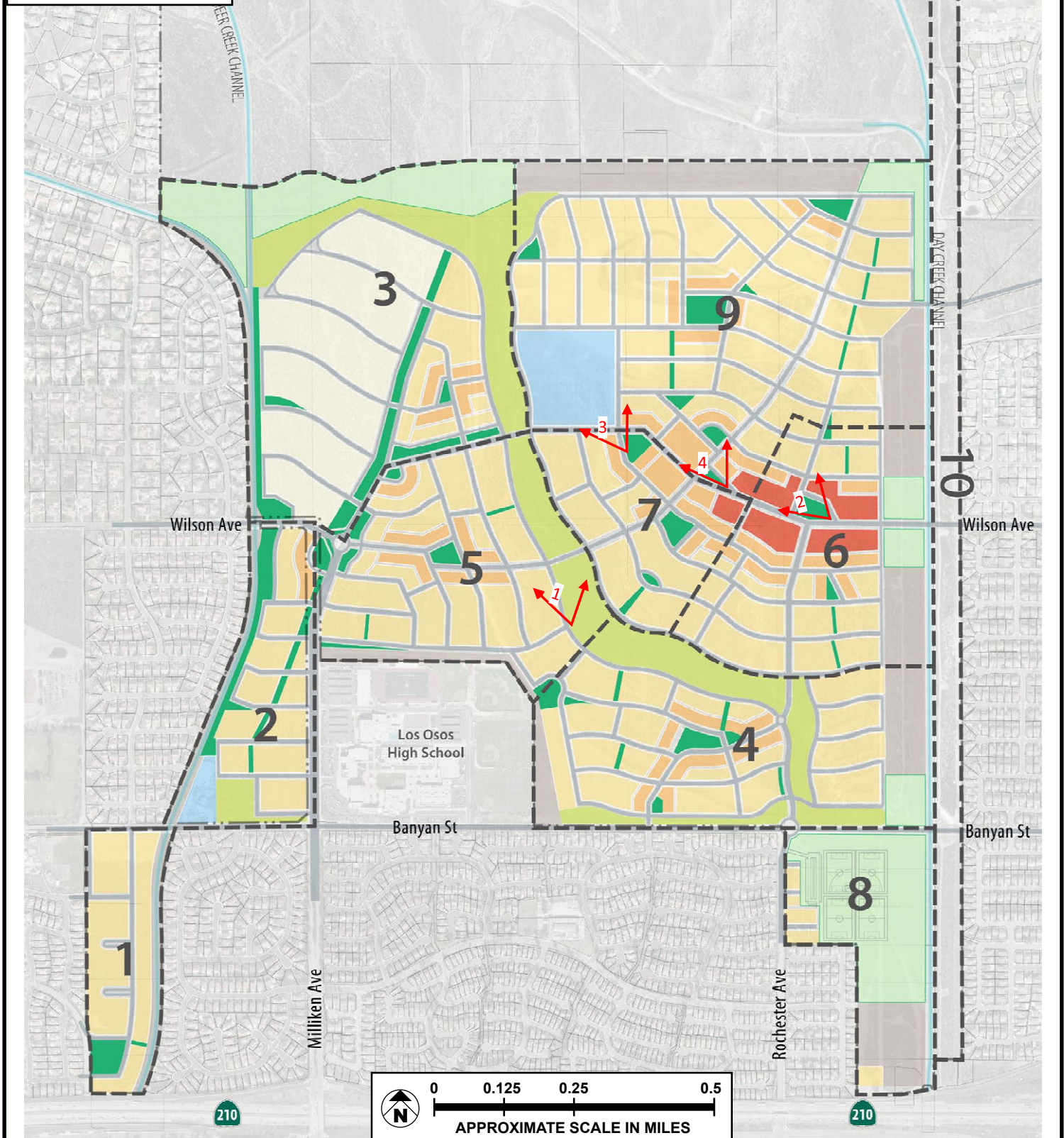
- As seen in **Figure 4.1-5: Central Greenway**, this north-northwest view represents the Plan's proposed Central Greenway and existing topography, and Proposed Plan views.
- As seen in **Figure 4.1-6: Wilson Square**, this west-northwest view represents the Plan's proposed Wilson Square development and existing topography.
- As seen in **Figure 4.1-7: Elementary School**, this northwest-north view represents the Plan's proposed view of the elementary school and existing topography.
- As seen in **Figure 4.1-8: Triangle Green**, this northwest-north view demonstrates the Plan's proposed Triangle Green development and existing topography.

The Plan provides for amenity and open space areas, such as the central greenway – an expansive, mile-long, undulating park space that provides a major open space connecting the neighborhoods of Etiwanda Heights directly to the Rural/Conservation open space to the north. These space areas range in width from 200 to 400 feet – wider than a football field at its narrowest point. The Greenway will contain a naturalistic “dry creek” channel lined with cobbles and boulders to convey seasonal stormwater from the neighborhoods into the Day Creek Channel, includes trails up to the Preserve for hikers, runners, bicyclists and equestrians, and it includes a variety of active and passive park spaces adjacent to the neighborhoods for families and children. Greenways and parks are also introduced along Wilson Avenue further widening setbacks from any proposed existing development. The Plan includes many other open space features and parks which provide linkages, visual and otherwise, to the neighboring community and preserved open space north of the NA.

The Plan's design concept and compliance with the development standards set forth in the Plan would ensure that the new neighborhoods, shops and restaurants, and public facilities permitted by the Plan, are consistent in scale and character with the surrounding neighborhoods. Compliance with the development standards in the proposed Plan combined with the location and configuration of open space buffers, corridors, and spaces, would not result in changes to the visual character of the NA. Thus, impacts would be less than significant.

## Legend

- 1 Central Greenway
- 2 Wilson Square
- 3 Elem School
- 4 Triangle Green



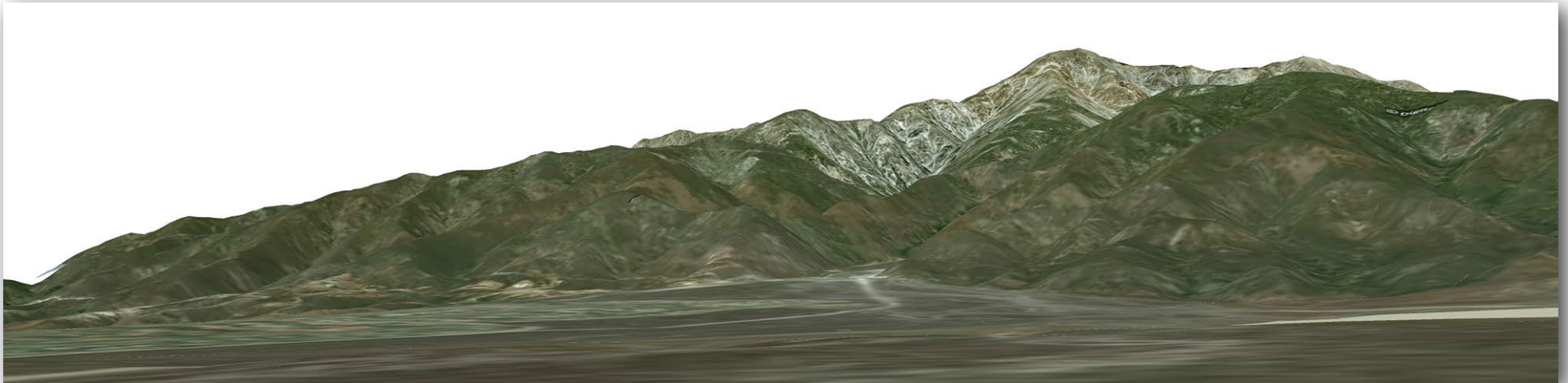
SOURCE: Etiwanda Heights Plan - 2019

FIGURE 4.1-4





Central Green-Proposed



Central Green Existing-Model

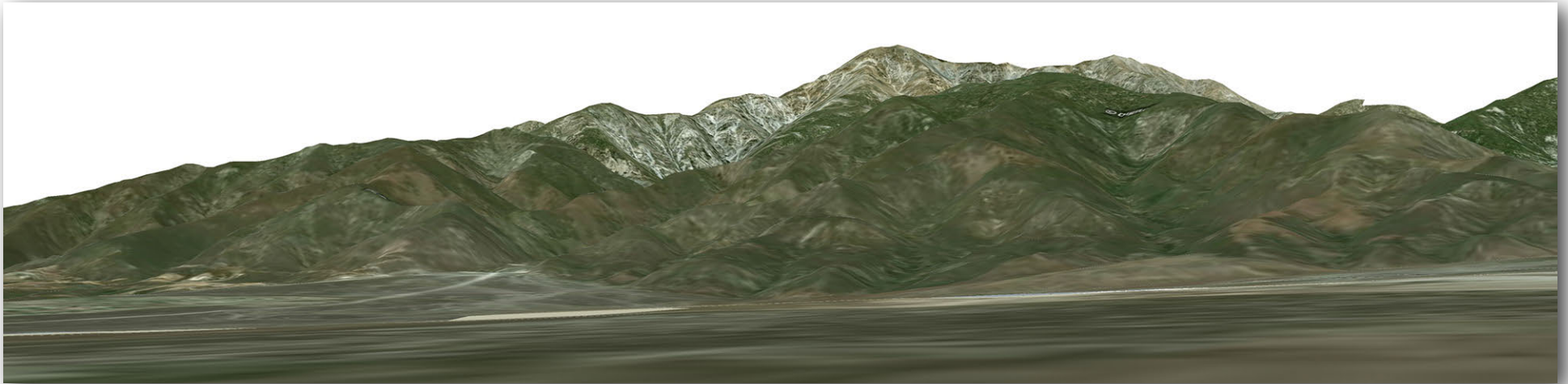
SOURCE: Etiwanda Heights Neighborhood and Conservation Specific Plan - 2019

FIGURE 4.1-5





Wilson Square-Proposed



Wilson Square Existing-Model

SOURCE: Etiwanda Heights Neighborhood and Conservation Specific Plan - 2019

FIGURE 4.1-6



Elementary School-Proposed



Elementary School Existing-Model

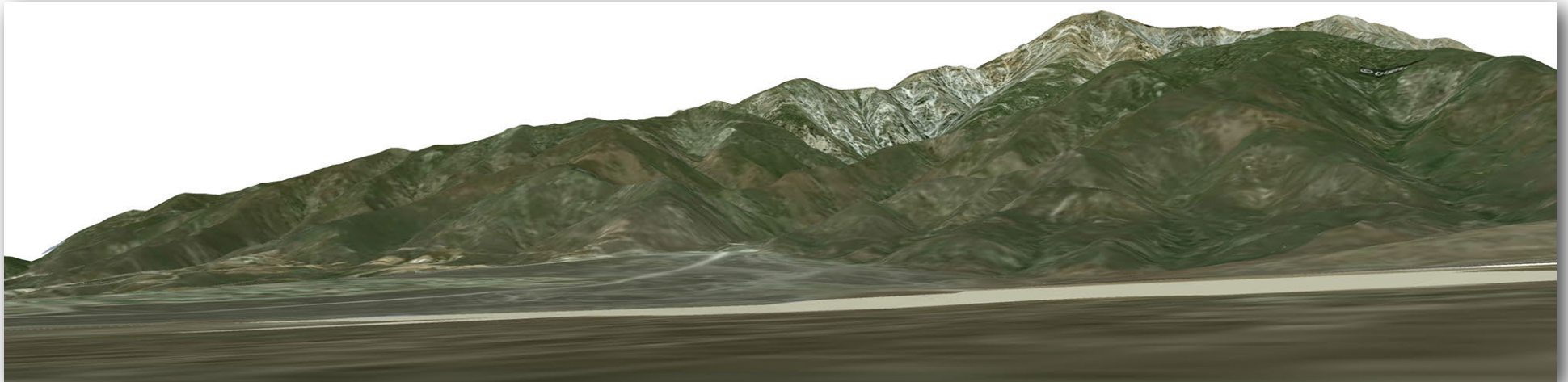
SOURCE: Etiwanda Heights Neighborhood and Conservation Specific Plan - 2019

FIGURE 4.1-7





Triangle Green-Proposed



Triangle Green Existing-Model

SOURCE: Etiwanda Heights Neighborhood and Conservation Specific Plan - 2019

FIGURE 4.1-8

**Threshold AES-4: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

### ***Rural/Conservation Area and Neighborhood Area***

The Plan Area is located in a suburban/rural setting and development under the Plan would add new sources of light and glare to the surrounding area. Implementation of the Plan would result in less than significant light and glare impacts through compliance with the Plan's development standards for site lighting and the City's Municipal Code.

The Plan Development Standards address Site Lighting and require that all outdoor light fixtures be limited to 15 feet in height throughout the Plan Area, and that all lighting be shielded or recessed so that the light is not visible outside of the Plan Area. More specifically, and as outlined in Chapter 5 of the Plan, all exterior lighting will be designed so that all site and building-mounted luminaires produce a maximum initial illuminance value no greater than 0.04 horizontal and vertical foot-candles (0.1 horizontal and vertical lux) at the LEED project boundary and beyond. Document that 0 percent of the total initial designed fixture lumens (sum of all fixtures on site) are emitted at an angle of 90 degrees or higher from nadir (straight down). Street light fixtures are to be as widely spaced as practical for public safety and shall be International Dark-Sky Association (IDA) approved Dark Sky Friendly Fixtures.

With conformance with the Plan's development standard for site lighting, the City's Municipal Code, Lighting Standards (SC 4.1-5), and Title 24 of the CBC, potential light and glare impacts would be less than significant.

## **CUMULATIVE IMPACTS**

Cumulative scenic vista, scenic resources, visual character, and light/glare impacts would be less than significant through compliance with the EHNCP Plan, City's General Plan, and compliance with the CBC. Implementation of the Plan would allow for the establishment of new residential neighborhoods, neighborhood-oriented shops and restaurants, and supporting public facilities in the NA. This new development would be located between existing residential neighborhoods and would not contribute to any significant cumulative impacts on available scenic vistas or the visual character of the area, including increases in light and glare. The Plan implements the City's General Plan in the RCA and supplements the City's existing hillside development regulations by limiting the number of homes permitted in the RCA and defining additional development standards. The impact of the Plan on the existing visual character of the RCA would not be significant and, for this reason, implementation of the Plan would not contribute to any significant cumulative impact on scenic vistas that include the foothill area in the RCA.



Some of the cumulative development projects described in **Section 3.0: Environmental Setting** could result in significant impacts to visual resources. However, these projects are located in urban/developed areas throughout the City. Given that the Plan Area and surrounding vacant lots are proposed for development, this future development would contribute to a cumulative visual change in the City. However, any other future development in the foothills of the San Gabriel Mountains would also be required to comply with the development standards and design guidelines in applicable Specific Plans and relevant standards in the jurisdictional City's zoning ordinance, as they relate to the protection of scenic resources, view corridors, and streetscapes, and would not impact scenic resources. Cumulative development would also result in an increase in nighttime light and glare. However, this would not constitute a significant adverse impact in the Plan Area and surrounding areas as they would be developed in accordance with the anticipated development that would occur in these areas per the Plan and the City's General Plan. Additionally, the development standards outlined in the Plan would ensure that high quality architecture and landscaping would be provided along the Plan frontages and roadways in a manner that would preserve and enhance the character of the Plan Area and surrounding land uses. Furthermore, development projects proposed on the surrounding lands would be required to adhere to the strict architectural, design, and lighting standards outlined in the City's General Plan.

As previously discussed, the aesthetic impacts of the Plan associated with effects upon the existing visual character of the Plan Area and its surrounding area have been evaluated previously and were found to be less than significant. Potential Plan-related impacts from the generation of nighttime light and glare have been found to be less than significant, with compliance with the existing regulations, development standards, and the provisions outlined in the Specific Plan. In consideration of the preceding factors, the Plan's contribution to cumulative aesthetic impacts would be less than significant.

## **MITIGATION MEASURES**

No mitigation measures are required.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Aesthetics impacts would be considered less than significant.