VISUAL IMPACT REPORT

West Valley Connector Project

sbcta

OmniTrans
Connecting Our Community.

April 2018
(Updated January 2020)

Revision Log

Date	Description
April 2018	Original report prepared
January 2020	Project schedule update

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1.0 INTRODUCTION

This Visual Impact Report (VIA) analyzes the potential visual impacts along the West Valley Connector (WVC) Project (the WVC Project or the proposed project). The objectives of this analysis are to describe the regulatory setting, affected environment, impacts on visual and aesthetics that would result from the project, and mitigation measures that would reduce these impacts. This VIA includes a range of topics related to visual impacts, including identifying visual resources in the project area, measuring the amount of change that would occur as a result of the project, and predicting how the affected public would respond to or perceive those changes.

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor.

In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. SBCTA has the authority to allocate Federal Transit Administration (FTA) funds; however, it does not have the ability to receive funds directly from FTA. Omnitrans is the direct FTA grantee for the San Bernardino Valley. As a result, SBCTA and Omnitrans have developed a successful direct recipient/ subrecipient working relationship to deliver projects with FTA funds. The current relationship allows the delivery of FTA-funded projects that meet FTA requirements without duplicating staff, assuring the best use of limited public funds available. Omnitrans and SBCTA executed Memorandum of Understanding (MOU) 15-1001289 in October 2015, setting forth the roles and responsibilities of the recipient/subrecipient relationship.

The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the Federal Transit Administration (FTA). An Environmental Impact Report (EIR)/Environmental Assessment (EA) has been prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency. This VIA has been prepared as part of the technical analysis required to support the EIR/EA.

1.1 Project Location and Setting

The proposed project is located primarily along Holt Avenue/Boulevard and Foothill Boulevard, which would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project limits extend from Main Street in the City of Pomona on the west side to Sierra

Avenue in the City of Fontana on the east side and Church Street in the City of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1-1 and 1-2). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

1.2 Purpose and Need

The purpose of the proposed project is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County, with an enhanced, state-of-the-art BRT system (i.e., the system that includes off-board fare vending, all-door boarding, transit signal priority [TSP], optimized operating plans, and stations that consist of a branded shelter/canopy, security cameras, benches, lighting, and variable message signs).

The proposed project would address the growing traffic congestion and travel demands of the nearly one million people that would be added to Los Angeles and San Bernardino County by 2040 per Southern California Association of Government's (SCAG) 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) growth forecast. Improved rapid transit along the project corridor would help Omnitrans/SBCTA achieve its long-range goals to cost effectively enhance lifeline mobility and accessibility, improve transit operations, increase ridership, support economic growth and redevelopment, conserve nonrenewable resources, and improve corridor safety.

Recognizing the importance of the WVC transit corridor, SBCTA is proposing a project that is designed to achieve the following objectives:

- Improve transit service by better accommodating high existing bus ridership.
- Improve ridership by providing a viable and competitive transit alternative to the automobile.
- Improve efficiency of transit service delivery while lowering Omnitrans' operating costs per rider.
- Support local and regional planning goals to organize development along transit corridors and around transit stations.

The project purpose and objectives stated above would respond to the following needs:

- Current and future population and employment conditions establish a need for higher-quality transit service.
- Current and future transportation conditions establish a need for an improved transit system.
- Transit-related opportunities exist in the project area.

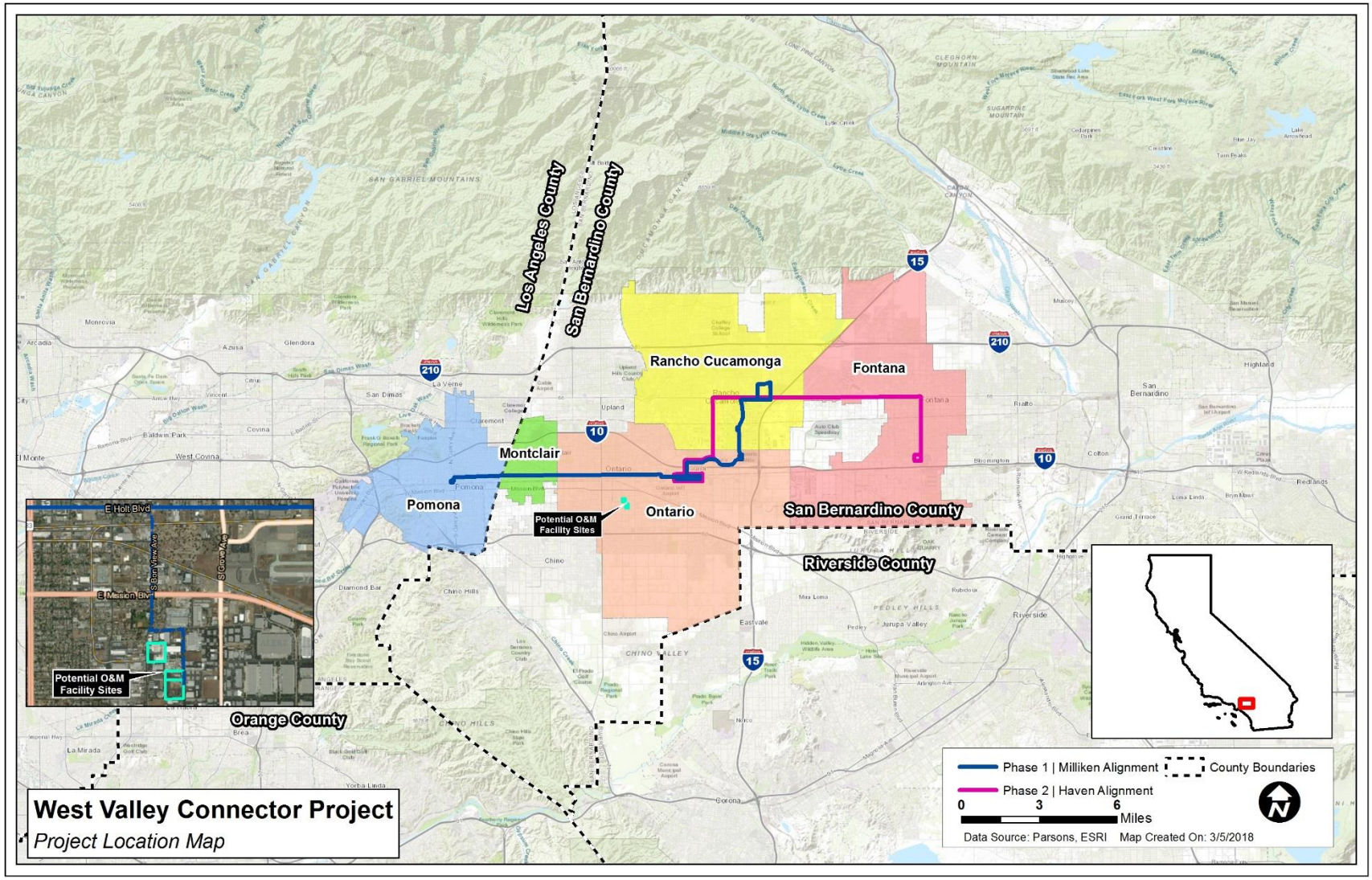

Figure 1-1: Project Location Map

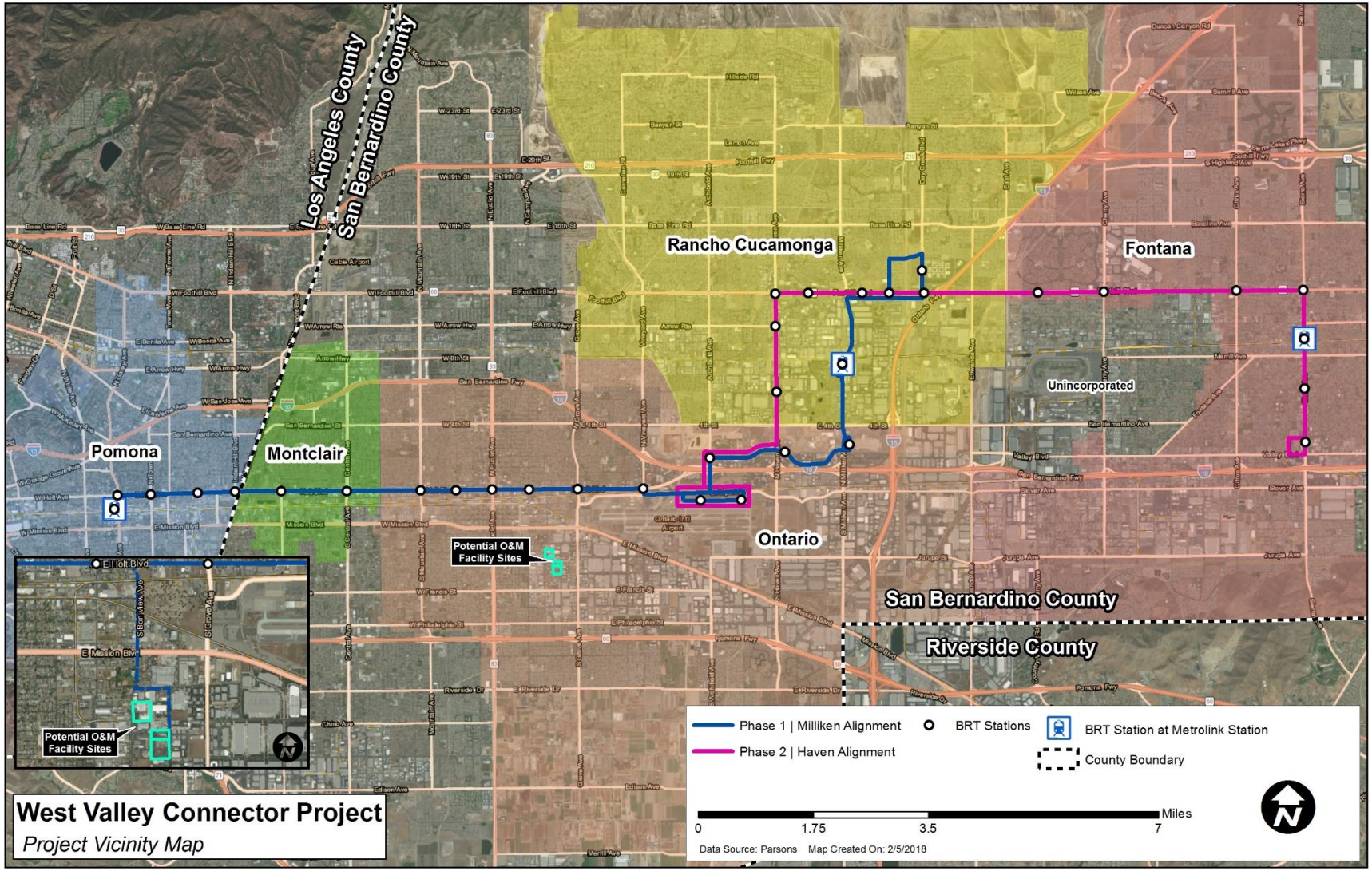

Figure 1-2: Project Vicinity Map

2.0 PROJECT DESCRIPTION

2.1 Proposed Project

The WVC Project is a 35-mile-long BRT corridor project located primarily along Holt Avenue/ Boulevard and Foothill Boulevard that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The project includes BRT stations at up to 33 locations/major intersections and associated improvements, premium transit service, TSP and queue jump lanes, dedicated lanes, and integration with other bus routes.

The project alignment consists of two phases. Phase I of the project would construct the "Milliken Alignment," from the Pomona Regional Transit Center (downtown Pomona Metrolink Station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the "Haven Alignment," from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. The Phase I/Milliken Alignment would begin construction in 2020 and is proposed to have 10-minute peak and 15-minute off-peak headways. Phase II is intended to be constructed immediately following completion of Phase I, depending on the availability of funding.

Phase I/Milliken Alignment

Phase I of the project would construct the Milliken Alignment from the western boundary limit in Pomona to Victoria Gardens in Rancho Cucamonga. In Pomona, the alignment starts from the Pomona Regional Transit Center station, travels along Holt Avenue and into Montclair.

In Montclair, the alignment runs on Holt Boulevard between Mills Avenue and Benson Avenue and into Ontario.

In Ontario, the alignment continues on Holt Boulevard, starting from Benson Avenue, and then continues to Vineyard Avenue and into Ontario International Airport (loop through Terminal Way). From the airport, it heads north on Archibald Avenue to Inland Empire Boulevard and turns right and travels east on Inland Empire Boulevard.

On Inland Empire Boulevard, the alignment goes straight into Ontario Mills (loop through Mills Circle) and then heads north on Milliken Avenue into Rancho Cucamonga.

In Rancho Cucamonga, the alignment makes a loop into the Rancho Cucamonga Metrolink Station off Milliken Avenue and then continues up Milliken Avenue and turns east onto Foothill Boulevard.

The alignment continues east on Foothill Boulevard, turns north onto Day Creek Boulevard, and then terminates with a layover at Victoria Gardens at Main Street. From Victoria Gardens, the bus line begins a return route by continuing north on Day Creek Boulevard, turns west onto Church Street, turns south onto Rochester Avenue, and then turns west back onto Foothill Boulevard.

Phase II/Haven Alignment

Phase II of the project would construct the Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. In Ontario, the alignment makes a loop through Terminal Way at Ontario International Airport. From the airport, it heads north on Archibald Avenue to Inland Empire Boulevard and turns right to go east on Inland Empire Boulevard.

From Inland Empire Boulevard, the alignment turns left to go north up Haven Avenue into Rancho Cucamonga, then turns right to go east onto Foothill Boulevard and into Fontana.

In Fontana, the alignment continues east on Foothill Boulevard until turning south onto Sierra Avenue. The alignment follows Sierra Avenue, including a stop at the Fontana Metrolink Station, and then continues until turning west onto Marygold Avenue, where the bus line would begin a turn-around movement by heading south onto Juniper Avenue, east onto Valley Boulevard, and north back onto Sierra Avenue to Kaiser Permanente Medical Center before heading northward for the return trip.

2.2 Project Alternatives

Many alternatives were considered during the project development phase of the project. A No Build Alternative and two build alternatives (Alternatives A and B) are being analyzed in the EIR/EA.

2.2.1 No Build Alternative

The No Build Alternative proposes no improvements to the existing local bus services. Under the No Build Alternative, the existing local bus service on Routes 61 and 66 would maintain current service of 15-minute headways (total of four buses per hour in each direction).

2.2.2 Build Alternatives

Figure 2-1 presents the map of both build alternatives. All design features of both build alternatives are the same, as described in more details in Section 2.3, with the exception of the following:

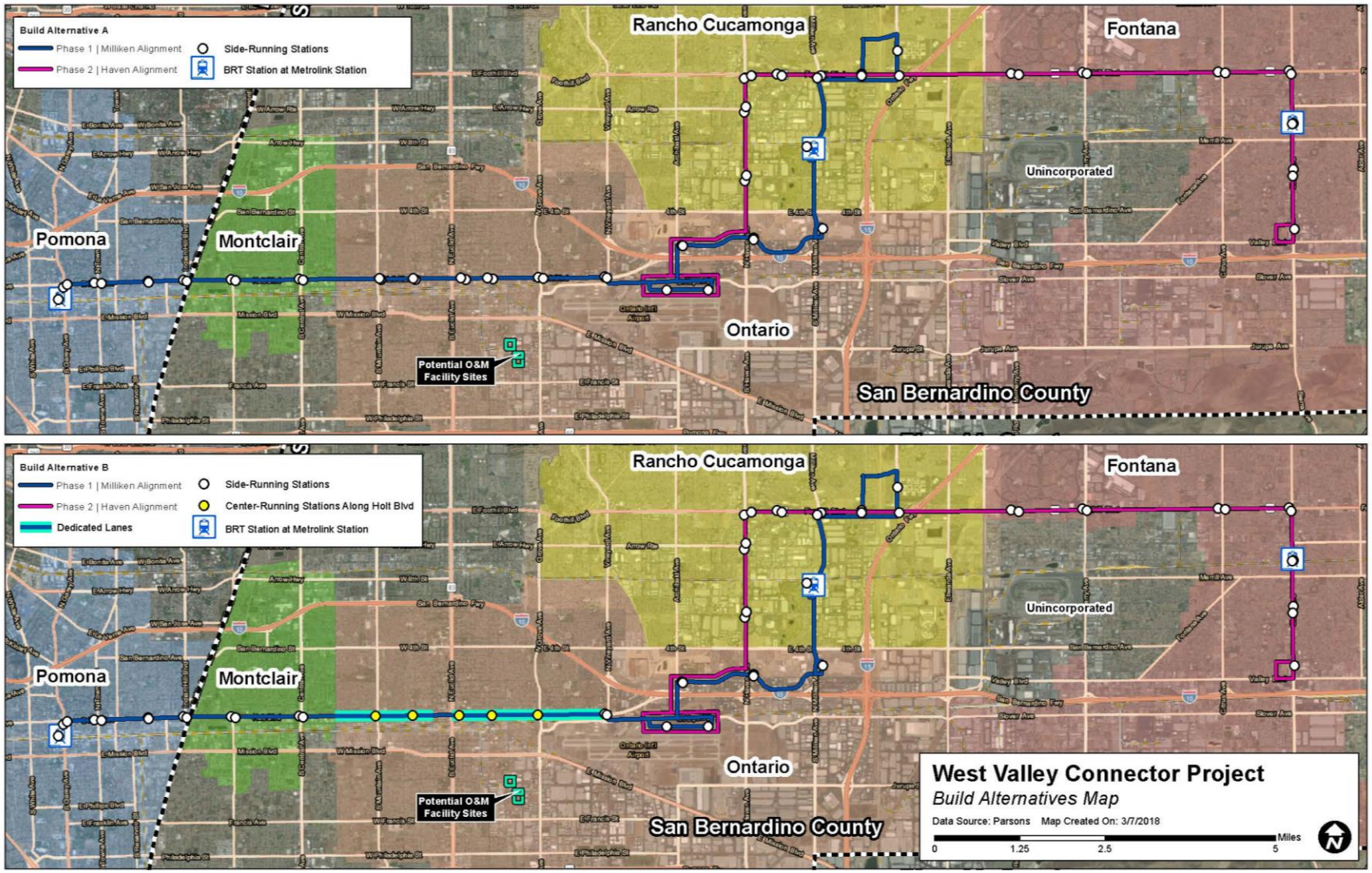

Figure 2-1: Build Alternatives Map

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses will operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Build Alternative A will not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/ major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

2.3 Design Features of Build Alternatives

2.3.1 Bus Rapid Transit Stations

BRT stations at 33 locations/major intersections and associated improvements are proposed to be located approximately 0.5 to 1 mile apart to facilitate higher operating speeds by reducing dwell time (see Figure 1-2 and Figure 2-1 for station locations). Table 2-1 lists the BRT stations to be constructed as part of Phase I/Milliken Alignment. Note that under Alternative A, all 21 stations will be side-running stations. Under Alternative B, five center platform stations are proposed as follows:

- Holt Boulevard/Mountain Avenue
- Holt Boulevard/San Antonio Avenue
- Holt Boulevard/Euclid Avenue
- Holt Boulevard/Campus Avenue
- Holt Boulevard/Grove Avenue

As part of Phase II/Haven Alignment, an additional 12 side-running stations will be constructed for both build alternatives as list in Table 2-2.

Table 2-1: Stations along Phase I/Milliken Alignment

City	Stations
Pomona	• Pomona Regional Transit Center Station • Holt Avenue/Garey Avenue • Holt Avenue/Towne Avenue • Holt Avenue/Clark Avenue • Holt Avenue/Indian Hill Boulevard
Montclair	• Holt Boulevard/Ramona Avenue • Holt Boulevard/Central Avenue
Ontario	• Holt Boulevard/Mountain Avenue* • Holt Boulevard/San Antonio Avenue* • Holt Boulevard/Euclid Avenue* • Holt Boulevard/Campus Avenue* • Holt Boulevard/Grove Avenue* • Holt Boulevard/Vineyard Avenue • Ontario International Airport • Inland Empire Boulevard/Archibald Way • Inland Empire Boulevard/Porsche Way • Ontario Mills
Rancho Cucamonga	• Rancho Cucamonga Metrolink Station • Foothill Boulevard/Milliken Avenue • Foothill Boulevard/Rochester Avenue • Victoria Gardens between North and South Main Street
Note: * denotes the center-running stations to be constructed under Alternative B.	

Source: 30% Preliminary Engineering Design, Parsons 2017

Table 2-2: Additional Stations to be Constructed as Part of Phase II/Haven Alignment

City	Stations
Rancho Cucamonga	• Haven Avenue/6th Street • Haven Avenue/Arrow Route • Haven Avenue/Foothill Boulevard • Foothill Boulevard/Spruce Avenue • Foothill Boulevard/Day Creek Boulevard
Fontana	• Foothill Boulevard/Mulberry Avenue • Foothill Boulevard/Cherry Avenue • Foothill Boulevard/Citrus Avenue • Foothill Boulevard/Sierra Avenue • Fontana Metrolink Station • Sierra Avenue/Randall Avenue • Sierra Avenue/Kaiser Permanente

Source: 30% Preliminary Engineering Design, Parsons 2017

Side-Running Stations

Side-running stations would typically be located on the far side of an intersection to facilitate transit priority and to avoid a stopped bus from blocking those turning right from the corridor. Where curb cuts for driveways and other conditions do not provide enough space along the curbside for both the San Bernardino Valley Express (sbX) and the local bus on the far side of the intersection, the local buses would be located on the near side of the intersection.

In the side-running condition, stations may include new or improved shelters with passenger amenities, or only an sbX-branded pylon with signature light. Proposed shelters would be approximately 18 feet in length and a width that would fit a 10-foot-wide-minimum sidewalk. Passenger amenities at the side platform stations would include benches, bicycle racks, trash receptacles, variable message signs, security cameras, and lighting integrated with the shelter. There would be no fare collection equipment on the sidewalks or shelters when the available ROW is less than 10 feet, and the passengers may pay the fee on the bus. Side-running stations would also include various amenities.

For all stations in Rancho Cucamonga, only an sbX-branded pylon with signature light is proposed. Should shelters be implemented in the future, coordination between the City of Rancho Cucamonga and SBCTA would be required to environmentally clear the shelters at a later time.

Center Platform Stations

As indicated in Section 2.3.1, five center-running platform stations are proposed to be constructed as part of the Phase I/Milliken Alignment (in Ontario) under Alternative B.

The center-running platform stations would be in the center of the street ROW on a raised platform with an end-block crossing. Access would be provided by crosswalks at intersections and Americans with Disabilities Act (ADA)-compliant ramps to the station platforms. Center-running platforms would be placed as close to the intersection as possible while still maintaining left-turn pockets, where required.

In the optimum center-running platform configuration, the platform would accommodate a canopy with its seating area, passenger amenities, fare equipment, and a ramp to comply with relevant accessibility requirements and provide clearance in front of ticket vending machines. Stations would include amenities that can be assembled and laid out to suit the functionality of the station and fit with the surrounding land uses.

2.3.2 sbX Bus Operations

The proposed project would require 18 buses during the Phase I operation and increase to 27 buses for the Phase I and Phase II operation to serve the designed headways and have sufficient spare vehicles.

Under Alternative A, sbX buses would operate entirely in mixed-flow lanes along the proposed 35 miles of the Phase I and Phase II alignments. For Alternative B, sbX buses would operate in mixed-flow lanes similar to Alternative A, except where dedicated bus-only lanes (3.5 miles) are proposed along Holt Boulevard, between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue, in Ontario.

Roadway sections where the sbX would operate in mixed-flow lanes would generally be kept as existing conditions, although some modifications, such as relocated curb and gutter, may be necessary near the stations to provide sufficient room for bus stopping and loading. Reconstruction of curb and gutters would only be required for the segment where dedicated bus-only lanes are proposed. Vehicular lanes where the sbX buses would operate in dedicated bus-only lanes would feature concrete roadways, painted or striped to visually separate the exclusive lanes from mixed-flow lanes. Transition areas from mixed-flow to exclusive lanes would be provided at each end of an exclusive lane location. Such transitions would be clearly marked to separate bus movements from other vehicular traffic. Reinforced concrete bus pad in the pavement would be placed at all station locations for the sbX buses.

sbX buses would operate from 6:00 a.m. to 8:00 p.m. with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday. From the Pomona Metrolink Transit Center station to Inland Empire Boulevard, the sbX buses would operate on 10-minute peak headways and 15-minute off-peak headways. Additional service hours, including weekend service, may be added if additional operating funds become available in the future.

2.3.3 Operations and Maintenance

Fleet Composition

The proposed project's fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. sbX buses would hold approximately 96 passengers at maximum capacity with up to 8 bicycles on board. Today, the average local bus operating speeds are only 12 to 15 miles per hour (mph), and they are getting slower as corridor congestion worsens. In calculating run times, it was assumed that the average dwell time at stations would be 30 seconds (peak service), and average overall speed would be 20 mph. The average speed for sbX buses would be 18 mph.

Maintenance Requirements and Associated Facilities

Omnitrans operates and maintains its existing bus fleets from two major Operations and Maintenance (O&M) facilities: East Valley Vehicle Maintenance Facility (EVVMF), located at 1700 W. 5th Street in the City of San Bernardino and West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E. Arrow Highway in the City of Montclair. EVVMF is a Level III facility capable of full maintenance of buses and WVVMF is a Level II facility

suitable for light maintenance. Neither facility has sufficient capacity to accommodate the additional maintenance and storage requirements of the bus fleet associated with the proposed WVC Project.

The purpose of the new O&M facility is to provide operations and maintenance support to the existing full-service EVVMF. The new facility would be designed and constructed to provide Level I service maintenance with a capacity to be upgraded to provide Level II service maintenance. Heavy repair functions and administrative functions would remain exclusively with the EVVMF in San Bernardino.

Facility Components

Conceptually, the new O&M facility would be built on an approximate 5-acre site. The Level I facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to provide Level II service, which will include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Figure 2-2 shows the conceptual site plan of the Level II facility.

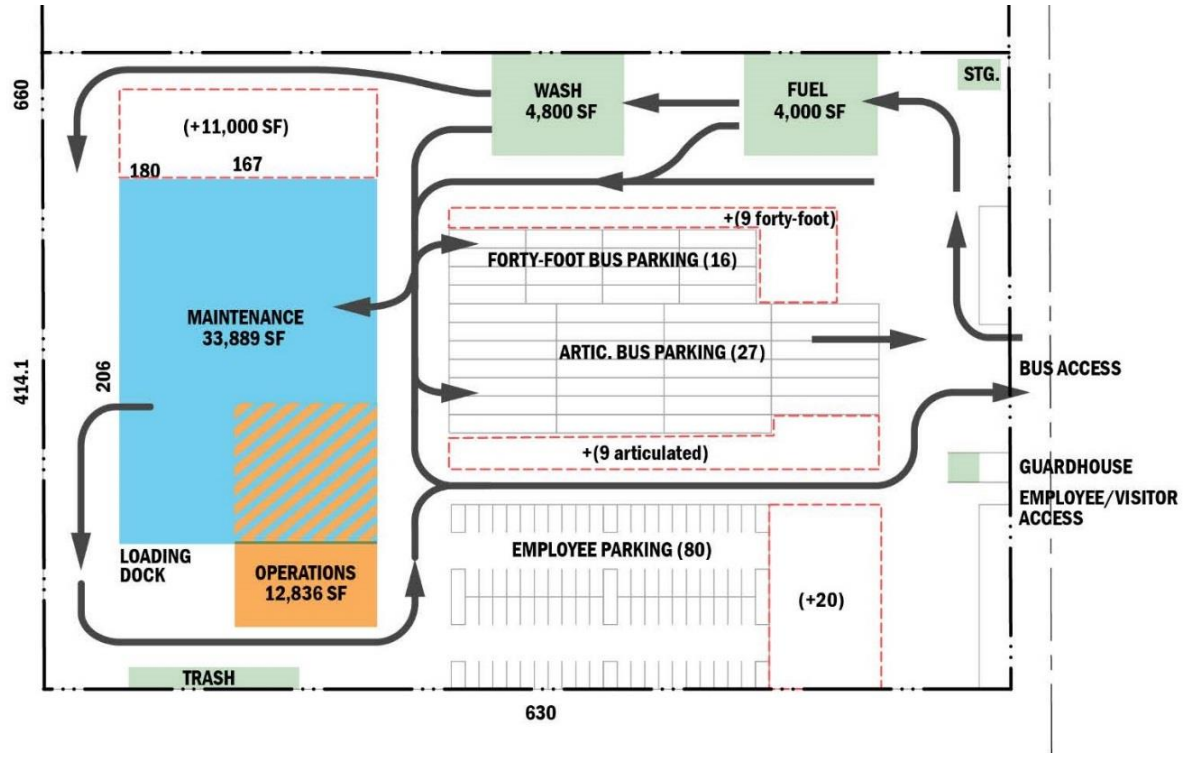

Figure 2-2: O&M Facility Conceptual Site Plan

Depending on the service level to be performed, approximately 50-100 staff would be using this facility including bus operators and O&M staff.

Potential Sites

Three sites are being considered for the placement of the new O&M facility (see Figure 2-3). All are owned by the City of Ontario and are located in the industrial zoned area, slightly more than a mile from the proposed BRT corridor alignment on Holt Boulevard:

- Site 1: 1516 S. Cucamonga Avenue, Ontario (APN 1050-131-03-0000 and APN 1050-131-02-0000). The current use of this property is public works storage yard. If selected, the O&M facility will be built at the bottom portion of the parcel encompassing an area of approximately 6.0 acres.
- Site 2: 1440 S. Cucamonga Avenue, Ontario (APN 1050-141-07-0000). The current use of this property is compressed natural gas fueling station. If selected, the O&M facility will utilize the entire parcel encompassing an area of approximately 4.8 acres.
- Site 3: 1333 S. Bon View Avenue, Ontario (APN 1049-421-01-0000 and APN 1049-421-02-0000). The current use of this property is municipal utility and customer service center. If selected, the O&M facility will be built at the bottom portion of the parcel encompassing an area of approximately 6.6 acres.

Buses coming to and from the new facility could use nearby access roads that directly connect to the BRT corridor such as South Campus Avenue, South Bon View Avenue, and South Grove Avenue.

The O&M facility will be constructed during the same period as the Phase I/Milliken Alignment and would be open for operation at the same time as the Phase I alignment. Construction duration is estimated at 12 months.

2.4 Implementation Schedule

Implementation of the proposed project is planned over the next 5 years and would entail many activities, including:

- Completion of the environmental compliance phase (March 2020)
- Completion of Preliminary Engineering (March 2020)
- Completion of Final Design (May 2021)
- Completion of O&M facility (December 2023)
- Completion of Construction of Phase I/Milliken Alignment and testing (December 2023)
- System operation (begin revenue operation in December 2023)
- Construction of Phase II/Haven Alignment is scheduled to occur after completion of the Phase I/Milliken Alignment pending funding availability

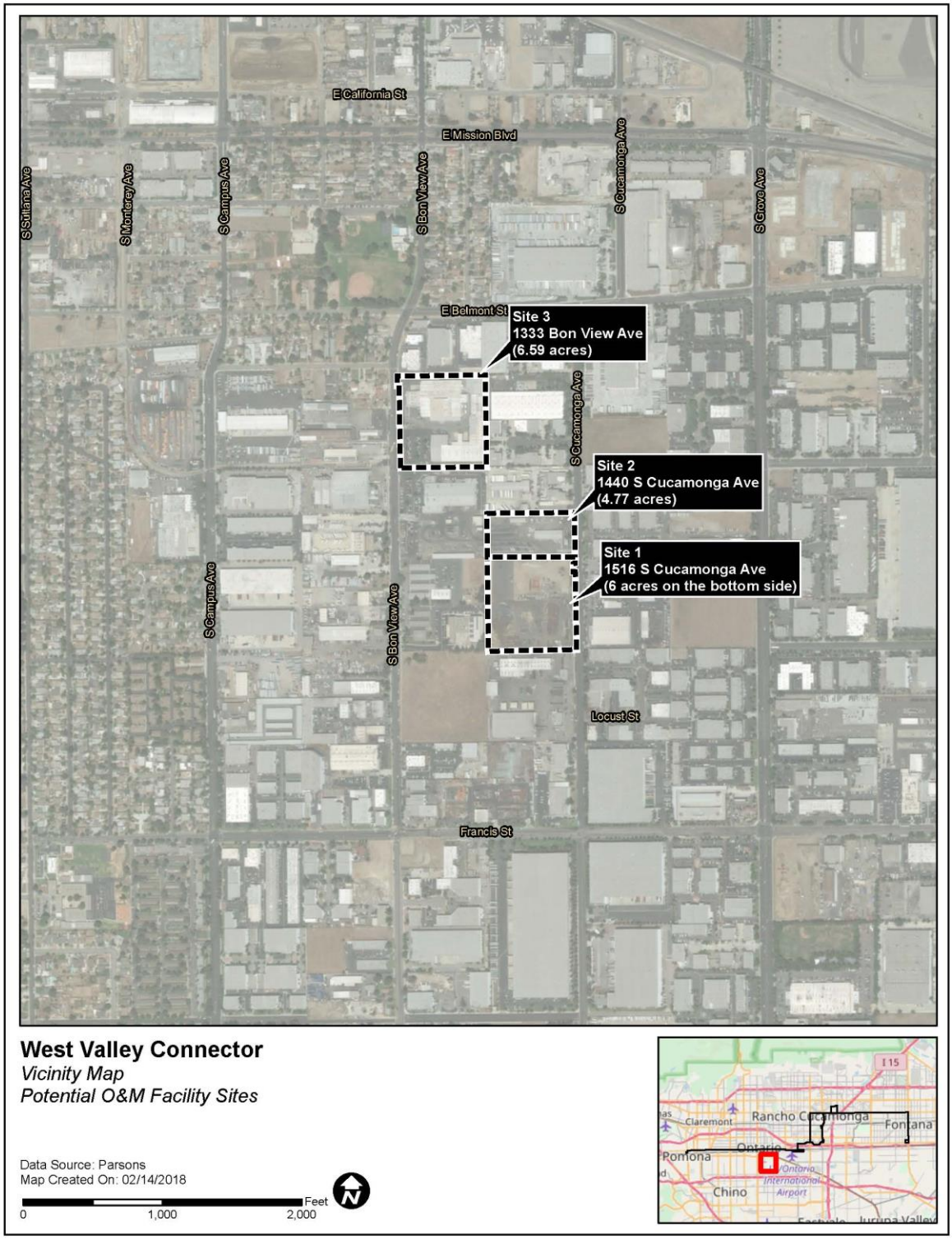

Figure 2-3: Potential Operations and Maintenance Facility Sites

3.0 ASSESSMENT METHOD

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 publication *Visual Impact Assessment for Highway Projects* published by the Federal Highway Administration (FHWA) in March 1981. In addition to the methodology being used extensively visual impact assessment for roadways, it is also the method used by Caltrans in all of its environmental reporting.

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

- Define the project location and setting.
- Identify visual assessment units and key views.
- Analyze existing visual resources and viewer response.
- Depict the visual appearance of project alternatives.
- Assess the visual impacts of project alternatives.
- Propose measures to offset visual impacts.

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4.0 PROJECT LOCATION AND SETTING

The project location and setting provide the context for determining the type and severity of changes to the existing visual environment. The terms visual character and visual quality are defined below and are used to further describe the visual environment. The project setting is also referred to as the corridor or project corridor which is defined as the area of land that is visible from, adjacent to, and outside the highway ROW, and is determined by topography, vegetation, and viewing distance.

4.1 Regional Visual Environment

The regional landscape of the project corridor is characterized by two identifying elements: the flat appearance of the foreground landscape and the steep San Bernardino and San Gabriel Mountains, which form a dramatic backdrop to the development that occurs in the majority of the project area. One additional element to be considered in the regional landscape is the haze that frequently develops in the area, obscuring the views to the mountains and influencing the overall appearance of the regional landscape.

4.2 Project Corridor Visual Environment

The project corridor is located in developed portions of Los Angeles and San Bernardino Counties, including in the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The visual environment of the area is that of a developed urban/suburban location with mixes of residential, commercial, and light industrial lands uses. With regard to the development within the project area, the western end of the project area in Pomona, Montclair, and portions of Ontario are generally older commercial buildings. This is not to say that all development in this stretch is older in the general area, but much falls within this description. The mid-point locations, particularly around the Ontario International Airport and the two large shopping malls that fall within the project area – Ontario Mills and Victoria Gardens – are generally newer development and much larger in size and scale than the buildings found in the older western portions of the project corridor. Lastly, the eastern portions within the City of Fontana are a mix of development with both residential and commercial, some older and some newer, depending on where you are in the project corridor.

Key visual elements, regionally, of the developed portions of the community include the existing Metrolink Station in Downtown Pomona, Ontario International Airport, Ontario Mills on Milliken Avenue, Victoria Gardens on Foothill Boulevard, Interstate15 (I-15), and the Metrolink Station on Sierra Avenue in Fontana. In addition to these, there are a number of other elements that locally are visually prominent to the communities of the corridor – including Downtown Pomona, the commercial areas around both malls, and the commercial areas along Sierra Avenue.

Detailed information on land uses along the project corridor are included in the project Environmental Impact Report/Environmental Assessment (EIR/EA).

4.3 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 project corridor falls within many municipalities – Fontana, Montclair, Ontario, Pomona, and Ranch Cucamonga. Additionally, the corridor is adjacent to a section of unincorporated San Bernardino County. The discussion below identifies the regulatory setting of the project area regarding these jurisdictions.

4.3.1 Caltrans

While the proposed project does not fall within Caltrans ROW, it does cross it along Foothill Boulevard at I-15 and at I-10 at Archibald Avenue. No other Caltrans facilities are within the project area.

Context-Sensitive Solutions

Context-sensitive solutions (CSS) is a policy established by Caltrans as an “approach to plan, design, construct, maintain, and operate its transportation system” so that it places preservation of historic, aesthetic, scenic, natural environment, and other community values on an equal basis with transportation safety, mobility, economics, and maintenance. The intended result of employing CSS design on projects is to create transportation projects that are in harmony with a community’s values and objectives by allowing community input into the design process.

Scenic Routes

No scenic routes or potentially listed scenic routes have been identified within or adjacent to the project area. However, the Euclid Avenue Corridor (State Route 83) which crosses the project in the City of Ontario is designated historic with key visual elements – street tree species, stone curbs, among others – considered important contributing factors. In the case of Euclid Avenue, the Cities are the lead agencies that oversee the maintenance of the designation.

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.

4.3.2 San Bernardino County

In August 2007, the Board of Supervisors launched Green County San Bernardino 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.

4.3.3 City of Fontana

Through its General Plan, the city of Fontana has developed a Community Design Element to help guide the City in its future development. Among the items discussed in the report, the City describes its vision for the design of the community:

- An aesthetically attractive city unified by selected design features;
- Clearly marked formal entries at key points that identify community gateways, edges, and boundaries;
- Vibrant downtown and Civic Center areas that are the heart of the city and provide a mix of activities, services, and entertainment destination;
- Enhanced views of the city from freeway corridors that are attractive, diverse, and appealing;
- Unimpeded views of the San Gabriel and San Bernardino mountains and the Jurupa Hills;
- Development project standards based on quality, as well as creativity and flexibility of design; and
- Development in the sphere of influence that is consistent with this vision and City policies for achieving this vision so that eventual integration into the city is a seamless process.

In addition, the City has established a xeriscape ordinance for the design of plantings within the city and an ordinance to protect significant and heritage trees within the city. Xeriscape is defined as creating landscapes for water and energy efficiency and lower maintenance. The seven xeriscape principles are (1) good planning and design, (2) practical lawn areas, (3) efficient irrigation, (4) soil improvement, (5) use of mulches, (6) low-water-demand plants, and (7) good maintenance. The term “xeriscape” was trademarked by the Denver Water Board in 1981.

4.3.4 City of Montclair

The purpose of the City of Montclair’s Tree Policy is to provide guidelines for the protection and preservation of trees planted within the City of Montclair’s ROWs and at City facilities.

There are approximately 6,000 trees planted within the City ROWs, as well as more than 850 trees planted in City parks and public facilities. Their goal is to gain the maximum benefits from a healthy urban forest at a minimal cost.

The City's General Plan includes a Community Design Element, the purpose of which is "to coordinate the physical elements of the City into an attractive and functional relationship in order to establish a community which preserves and enhances the City's setting and identity." The General Plan demonstrates an importance to the City's urban design from the viewer's perspective of the community as a motorist, as a fixed rail or bus passenger, and as a pedestrian. The City views it as important to provide urban elements of the appropriate scale and proportion, as well as to be sensitive to the building and landscape architectural aesthetics. They also identify that landscaping can provide direction, identification, and beauty of the built environment.

4.3.5 City of Ontario

The City of Ontario has established guidelines and requirements for development within the community through its Municipal Code and the City of Ontario Development Code. These codes reinforce the need for landscaping and other aesthetic treatments to roadways within the city.

Design Quality

- 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.

Pedestrian and Transit Environments

- 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.

City Identity

- For many, the primary image of Ontario is shaped by what is seen from these transportation systems. Enhancing these transportation corridors to provide aesthetically pleasing visual experiences will make people want to experience more of what Ontario has to offer.

Holt Boulevard Mobility and Streetscape Strategic Plan

In March 2013, the City of Ontario completed this plan in anticipation of the West Valley Connector project. The plan reviews the corridor, its history and its potential. The plan identifies a number of recommendations:

- Driving Focused Improvements includes new medians, added traffic signals, and reconfigured intersections at Grove and Mountain Avenues.
- Walking and Streetscape Focused Improvements include the identification of lights, street furnishings and parkway plantings (including recommended plant materials).
- Cycling Focused Improvements include the development of a Class 2 Bikeway from Grove to Vineyard Avenues (as well as in other locations that fall outside of the project area)
- Transit Focused Improvements include the elements associated with the new BRT stations and identifies that this will be controlled by Omnitrans.
- Proposed Design Districts: The plan identifies four design districts – Roadside, Downtown, Grove, and Aviation – and includes conceptual designs for district identification signage and other elements.

4.3.6 City of Pomona

The City of Pomona's General Plan emphasizes a renewed downtown and redefined corridors, proposes focus areas and activity centers to help shape and distribute new development, promotes protecting the character of existing residential neighborhoods, and outlines the future role and form of Pomona's public realm. Among the proposed elements from the General Plan are:

Neighborhood Edges

- Streetscape features, such as median landscaping, ample sidewalks, and street trees, will provide a cohesive character for the commercial, mixed-use, and residential segments.
- Parks, green spaces, and improved sidewalk environments are part of the plan for creating "human-scaled" environments along the Mission and Holt corridors.

Streetscape Improvements

- Street trees, planted medians, pedestrian amenities, lighting, and signage will be accentuated along major corridors and at key gateways into the city and downtown.
- A tree-lined central median to mitigate the perceived width of the corridors.
- More consistent landscape and street tree schemes that are visually attractive, complement new development, and identify major city gateways.
- **Garey Avenue**: Street trees that vary in height and canopy coverage by segment, street furniture and ornamental lighting fixtures, central medians, signage, and landscape planting.

Gateways, Landmarks, Wayfinding, and Public Art

The General Plan seeks to further the growth of cultural and artistic awareness in the city by emphasizing public art along major transportation corridors and entryways into the city, as well as within downtown and neighborhood centers. The enhancement of City streets, gateways, and parks with public art is coupled with support of the Arts Colony, as well as public murals and art installations throughout the city. These installations could include sculpture, murals, signage, banners, lighting, and even special paving or landscaping.

4.3.7 City of Rancho Cucamonga

Rancho Cucamonga through its General Plan and other documents puts an emphasis on the aesthetic and landscaping as important aspects of the community. It emphasizes a “strength of spirit and a cohesive vision shared by residents, businesses, and City leaders.” Some key areas of the General Plan, as they might relate to the West Valley Connector Project include:

Managing Land Uses, Community Design, and Historic Resources

Designation of Milliken Avenue and Foothill Boulevard as “Special Boulevards” that incorporate extensive landscape setbacks, and denote where landscape, hardscape design, trails, and setback standards will be master planned and implemented.

- 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.

Community Mobility

- 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' expansion of 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.

Public Facilities and Infrastructure

- Continue to implement high-quality standards for new public facilities and improvements to existing facilities.

Other Studies and Plans

In addition to the policies and goals established in the General Plan, Rancho Cucamonga also has several specific plans and studies that relate to the West Valley Connector Project. Specifically, these are:

- Industrial Area Specific Plan (IASP) and Sub-Area 18 Specific Plan
- Rancho Cucamonga Foothill Boulevard BRT Corridor Study
- Foothill Boulevard Historic Route 66 Visual Improvement Plan
- Terra Vista Community Plan
- Victoria Gardens Community Plan
- Etiwanda Specific Plan

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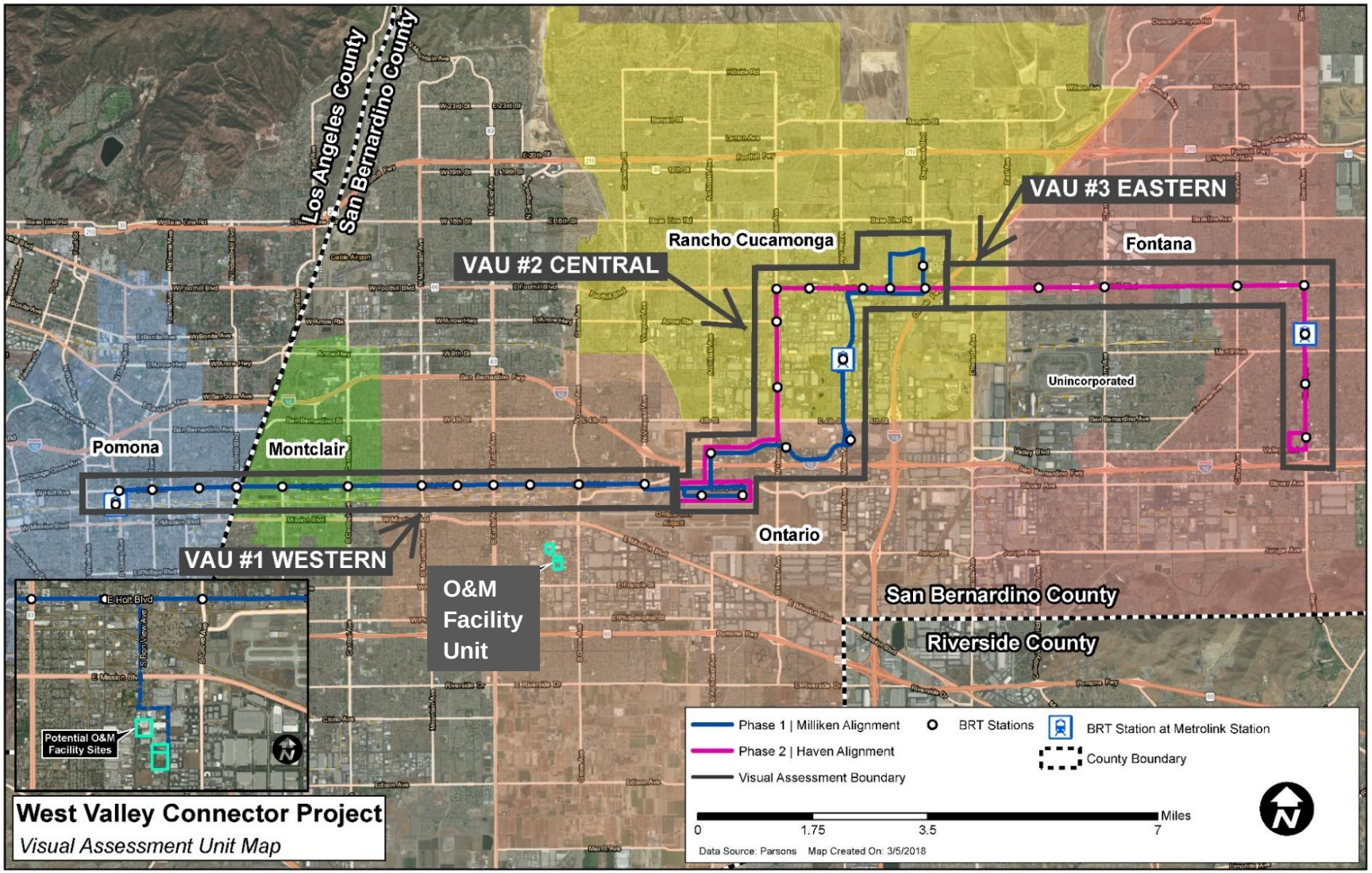
5.0 VISUAL ASSESSMENT UNITS

The visual character of the proposed project corridor has been assessed by dividing the length of the corridor into 3 visual assessment units derived from three generalized geographic segments, including western areas beginning at the Metrolink Station in Pomona through and along Holt Boulevard, central portions of the corridor beginning at Vineyard Avenue through to the I-15 overcrossing, and the eastern portions of the project from I-15 to the Metrolink Station in Fontana, see Figure 5-1. Each segment provides a framework for analyzing the existing visual and aesthetic conditions of the corridor, including fore, mid-, and background views.

In addition to an outline of each visual assessment unit, a description of the existing visual character and existing visual quality for the unit is included at the end of each section. *Resource change* is assessed by evaluating the visual character and the visual quality of the visual resources that comprise the project corridor before and after construction of the proposed project. Resource change is one of the two major variables in the equation that determine visual impacts (the other is *viewer response*, discussed below in *Section 6: Viewers and Viewer Response*).

- Visual character includes attributes such as form, line, color, texture, and is used to describe, not evaluate; that is these attributes are neither considered good nor bad. However, a change in visual character can be evaluated when it is compared with the viewer response to that change. Changes in visual character can be identified by how visually compatible a proposed project would be with the existing condition by using visual character attributes as an indicator.
- Visual quality is evaluated by considering the vividness, intactness, and unity present in the project corridor. These three criteria are defined below:
  - **Vividness** is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements.
  - **Intactness** is the integrity of visual features in the landscape and the extent to which the existing landscape is free from non-typical visual intrusions.
  - **Unity** is the extent to which all visual elements combine to form a coherent, harmonious visual pattern.

Public attitudes validate the assessed level of quality and predict how changes to the project corridor can affect these attitudes. This process helps identify specific methods for addressing each visual impact that may occur as a result of the project.



This map delineates 3 visual assessment units and their associated key views that will be used to assess visual impacts that may be caused by the proposed project. Each visual assessment unit is differentiated from other units both by its dimensions and its visual resources.

Figure 5-1 Visual Assessment Units

5.1 Western Unit – Pomona Metrolink Station to Vineyard Avenue

The western segment of the project extends from the Metrolink Station along Holt Boulevard to its intersection with Vineyard Avenue. This Unit encompasses portions of the City of Pomona in Los Angeles County, and the Cities of Montclair and Ontario in San Bernardino County. Key portions of the communities in this unit include the Downtown Pomona area around the Metrolink Station and the intersection with Euclid Avenue.

The visual character of the western portion of the project is dominated in the foreground by the four lanes in Holt Boulevard. In the far western portions of this unit, Holt Boulevard has a center turn lane, but east of East End Avenue there is a median rather than the turn lanes. This landscape median carries eastward to Benson Avenue, where the road shifts back to a center turn lane, with the exception of the intersection with Mountain Avenue which also had medians located in Holt Boulevard. Motorists and pedestrians along the roadways have background views to the San Gabriel Mountains. Descriptions of notable streetscapes and elements found within this unit are described below:

- **Pomona Metrolink to East End Avenue:** The Metrolink Station is just north of Downtown Pomona. The area is dominated by a mix of residential and commercial uses, generally between 1 and 3 stories. Along Holt Boulevard, from Garey Avenue to East End Avenue the primary type of development present in the corridor is associated with commercial development, with pockets of residential associated with the roadway. Most of these buildings are 1 to 2 stories tall. Sidewalks follow the back of the curb throughput this portion of the corridor and much of this stretch of Holt Boulevard has street tree plantings along the back of the curb; primarily London Plane Trees (Sycamore), see Figure 5-2. Garfield Park, a community asset, is also located within this stretch of the project corridor at Mountain Avenue.

Figure 5-2: Holt Boulevard just east of Gibbs Street

- **Holt Boulevard: East End Avenue to Benson Avenue:** The visual environment of this streetscape differs from the previous section due to the presence of a center median. This median is generally 6 to 12 feet in width and includes plantings and hardscape/paving. Tree species include Mexican fan palms, Crape myrtle, African sumac, and floss silk trees, among other species. Underplantings are dominated by rhaphiolepsis shrubs and gazania groundcovers. Within this sub-section, the sidewalks are placed at the back of curb and there are no street trees along the sidewalk. In some cases, trees have been included behind the sidewalk by the adjacent owners. Businesses along the street are generally small commercial establishments interspersed with a few larger shopping centers; there are also a number of vacant lots present. In addition, several small residential developments also either face or back up the corridor within this stretch. Montera Elementary School is located at the corner of Holt Boulevard and Monte Vista Avenue. Figure 5-3 shows the typical streetscape along this portion of Holt Boulevard.

Figure 5-3: Holt Boulevard just east of Ramona Avenue

- **Holt Boulevard: Benson Avenue to Vineyard Avenue:** The Streetscape of Holt Boulevard from Benson Avenue to Vineyard Avenue differs from the previous sub-section in that it generally does not have the center median along most of its route; however, some does exist in spot locations, primarily associated with larger intersections such as Mountain and Vineyard Avenues. Along most of Holt Boulevard in this stretch, the majority of development along the street is older commercial types. However, development and its associated streetscape along this stretch of Holt Boulevard are much more varied than in the previous two sections. Newer residential development around Lemon and Sultana Avenues (see Figure 5-4) combine with vacant lots and light industrial, particularly nearer to the Ontario International Airport. The streetscape is similarly varied, with street tree planting within a landscaped parkway between the curb

Figure 5-4: Holt Boulevard approaching Euclid Avenue

and the sidewalk in the newer areas, trees within grates or plantings behind the sidewalk in some older locations and no plantings with a sidewalk immediately behind the curb. The most dominant tree used in this stretch is Mexican fan palm.

One key visual resource in this portion of the corridor is its crossing with Euclid Avenue. Euclid Avenue is a designated historic district and the plantings associated with its median – primarily California Peppers and Southern Magnolias – are considered a contributing factor to the designation. Within the intersection with Holt Boulevard, the medians have been redesigned to include left turn bays and, at least immediately adjacent to Holt Boulevard, the plantings have been changed.

5.1.1 Visual Character of the Western Unit

The character of the Western Unit is defined by its streetscape and development patterns, primarily along Holt Boulevard, because that is the primary roadway within this segment of the proposed project. These create the lines and patterns of the roadway. Therefore, elements such as the mature street trees in the first subsection from the Pomona Metrolink Station out to Holt Boulevard to East End Avenue as well as the median plantings in the second subsection from East End Avenue to Benson Avenue provide a repetition of forms and lines that carry the streetscape. The final sub-section from Benson Avenue to Vineyard Avenue partially lacks the cohesive elements that the consistent streetscape in the other two subsections provides. There are locations in this sub-section that do indeed have the character defining elements. However, they are more interspersed.

5.1.2 Visual Quality of the Western Unit

Similar to how these elements help define the character of the Western Unit, the plantings associated with the streetscape help define the visual quality. The street trees add to the unit's overall vividness, intactness and unity of the unit, while the development of general older commercial, some in good repair and others not, is somewhat of a detracting element. However, in terms of an urban environment this eclectic mix of views is often highly praised. In average, this unit has a moderate visual quality with moderate vividness and unity and moderately high intactness, with some portions higher and some lower, depending on location and viewsheds.

5.2 Central Unit – Vineyard Avenue to I-15 Undercrossing

The central section of the project area includes several key community focal points – the Ontario International Airport, Ontario Mills, Citizens Bank Arena, and Victoria Gardens, a regional shopping mall. The development associated with this stretch is generally much newer and at a much larger scale compared to the Western Unit. In addition to commercial development, residential (primarily apartments and condominiums), offices and large industrial warehouses can be found. Due to the newer development of this unit, the streets

are wider and have streetscapes that include both planted medians and plantings along the sidewalk. Each of the specific streetscapes found in this unit along its key routes include:

- **Vineyard to Archibald Avenues and Inland Empire Boulevard**: Running primarily on Airport Way, this portion of the corridor is dominated by the Ontario International Airport. On one side the views are to the paralleling rail lines and on the other the views are the parking lots of the airport. See Figure 5-5 for typical views along Airport Way.

Figure 5-5: Airport Way, from the westbound lanes

- **Inland Empire Boulevard, Archibald to Milliken/Haven Avenues**: Inland Empire Boulevard is a four-lane road with a center median; see Figure 5-6 for a typical view. Primary land uses along the road include multi-family residential, larger commercial buildings, and multi-story office buildings. In addition to the median which is planted with Mexican fan palms, Japanese yew, and crape myrtle with underplantings of turf grasses, daylilies and rhaphiolepsis, there are also plantings along the outside edge of the sidewalk. In general, the sidewalk is at the back of the curb west of the Haven Avenue intersection but is detached west of Haven Avenue allowing trees and landscaped parkway between curb and sidewalk.

Figure 5-6: Inland Empire Boulevard, looking east

- **Milliken Avenue**: Milliken Avenue is a six-lane arterial street with streetscape elements in both a planted median and along the back of the curb. The location of the sidewalk varies from behind the curb to farther away to allow for a landscaped parkway with street trees. The primary species include Mexican fan palms, Canary Island pines, jacaranda, and crape myrtle. The Ontario Mills is located on Milliken Avenue between Inland Empire Boulevard and 4th Street, The Ontario Mills is set back from the street by large parking lots, but there is commercial development between the mall and Milliken Avenue. At Milliken Avenue and Azusa Court (at the railroad crossing) there is a Metrolink Station with associated parking, station platforms, and bus loop. From this point north to Foothill Boulevard, the development is primarily large-scale industrial warehouses. Figure 5-7 gives a typical view along Milliken Avenue.

Figure 5-7: Milliken Avenue at Concours Drive, looking north

- **Haven Avenue**: Haven Avenue is a six-lane arterial street, similar to Milliken Avenue. The development along the street is primarily office parks with 2 to 5 story buildings. In addition to the office parks, there is a large, newly constructed apartment complex at 4th Street and Haven. A number of large undeveloped parcels also exist in this corridor. The streetscape associated with Haven Avenue includes meandering sidewalks with lawns along much of the street and a planted median. Dominant tree species include jacarandas, fan palms, and sycamore. At the Metrolink underpass, between Acacia Street and Jersey Boulevard, there exists a well-developed

Figure 5-8: Haven Avenue at the Metrolink Railroad Bridge Crossing, looking north

landscape and bridge aesthetic that is unique to the Haven Avenue streetscape. Figure 5-8 shows the landscape associated with the Metrolink crossing.

- **Foothill Boulevard:** Foothill Boulevard, an important asset to the community due to its designation as part of the old Route 66, from Milliken Avenue to the Interstate 15 undercrossing is primarily a six-lane road with a center median. This median is partially planted in its widest locations but is a stamped paving for most of its length. Primary tree species in the median include Canary Island pine and crape myrtle. The sidewalk varies along the length of this part of the corridor – either attached or separated by either a landscaped parkway or trees in tree grates. Overall, the Foothill Boulevard portion of the corridor is designed with decorative paving, street trees and other elements that provide community designations for Route 66. Victoria Gardens is located between Day Creek Boulevard and I-15. Although the mall is set back a few blocks from Foothill Boulevard, there are numerous smaller commercial stores and restaurants that front Foothill Boulevard in this area. See Figure 5-9 for a typical view along Foothill Boulevard west of Interstate 15.

Figure 5-9: Foothill Boulevard at 6th Street, looking east

5.2.1 Visual Character of the Central Unit

Due to its more recent development and its routine maintenance, the character of the visual environment in the Central Unit is much more consistent in its lines and in the repetition of forms along the roadway. However, the extent of the streetscape along all of the major roads, combined with the size and scale of the buildings and their setbacks from the road, create a much more suburban feel to the roadways than is found in the Western Unit and portions of the Eastern Unit. In general, line and form are high while diversity is low.

5.2.2 Visual Quality of the Central Unit

Given that the streetscapes in this unit have a much higher level of maintenance than what is found in most areas of the other two units (in particular the areas along Sierra Avenue in Downtown Fontana), this unit has a moderately high visual quality, intactness, and unity.

5.3 Eastern Unit: I-15 to Sierra Avenue

The Eastern Unit traverses Foothill Boulevard east of I-15 to Sierra Avenue. The unit contains more open space/undeveloped areas than the previous unit. In general, the unit is more residential on its western end and turns much more commercial along Sierra Avenue. Key visual assets within this unit include the Pacific Electric Bike Trail and associated park that cross Sierra Avenue near Downtown Fontana, as well as the Fontana Metrolink Station. The streetscape found along the major roads in this unit includes:

- **Foothill Boulevard**: This stretch of Foothill Boulevard, still part of the Route 66 designation, continues the center medians to approximately Hemlock Avenue and from Almeria Avenue to Oleander Avenue. The medians are mostly planted, although some only have decorative paving. Trees dominating the median plantings include date palms and fan palms. Along the outside edge of the roadway, the sidewalks are either attached or detached with planting between the sidewalk and the street. Generally, where there is newer residential and commercial development, the sidewalk is detached with street tree plantings dominated by crape myrtle along the street. Figure 5-10 provides a typical view along Foothill Boulevard, east of the I-15 crossing.

Figure 5-10: Foothill Boulevard at the Interstate 15 overcrossing, looking west

- **Sierra Avenue**: Sierra Avenue is the commercial hub of the community. Within the Downtown Fontana area, from Upland Avenue to Ceres Avenue, the intersections include decorative paving in the center of the intersection and crosswalks; see Figure 5-11. Medians are included in portions of Sierra Avenue,

Figure 5-11: Sierra Avenue in Downtown Fontana, looking south

primarily in the downtown area and from San Bernardino Avenue south to the I-10 overcrossing. Fan palms are the primary tree in these medians. In addition to the trees in the medians, fan palms are also planted within the attached sidewalks in portions of Sierra Avenue, particularly in the downtown area, where they alternate with Queen Palms.

5.3.1 Visual Character of the Eastern Unit

The overall character of the Eastern unit is somewhat more varied than that found in the previous two units, but with aspects of both. The development patterns are more varied with newer residential developments near undeveloped lands near smaller commercial development. The streetscape is somewhat more varied as well with street trees and landscape medians in some locations and other locations with none. While this increases the diversity of the unit's views, the unit appears less consistent in its lines and repetition of forms.

5.3.2 Visual Quality of the Eastern Unit

In general, the unit has a moderate visual quality, with moderate to low vividness and intactness and moderately low unity. However, because of the diversity of development and the state of maintenance for some of the commercial businesses within the unit, these ratings vary much more widely than in the previous units, with some areas having much greater vividness, such as in Downtown Fontana, and others lower, such as the areas near the railroad crossing on Foothill Boulevard.

5.4 O&M Facility Unit

The O&M Facility Landscape Unit is found within the City of Ontario and encompasses areas along both S. Bon View Avenue and S. Cucamonga Avenue. The area is an older industrial area with three residential units along S. Bon View between Woodlawn Street and E. Belmont Street, and no sensitive receptors, such as schools or parks within view of the proposed facility locations.

- **S. Cucamonga Avenue:** Sidewalks along the stretch of S. Cucamonga Avenue between E. Belmont and E. Frances Streets (the north south limits of the unit) are not continuous. However, most of the businesses along the street have planted areas within the remaining City rights-of-way, including grass, shrubs and trees. In general, the buildings on the west side of S. Cucamonga Avenue appear newer than those on the east side. Prominent plants include Canary Island Pine, Crape Myrtle and Queen Palms.
- **S. Bon View Avenue:** Within the Unit, there is a consistent sidewalk along the street (the exception being a currently vacant parcel). In some cases, this is located immediately behind the curb and in others it is set back with a small tree-lawn between.

The streetscapes in front of the business is landscaped and street trees are planted in the tree-lawn. These are primarily Queen Palms, Southern Magnolia, and Crape Myrtle.

5.4.1 Visual Character of the O&M Facility Unit

The visual character of the O&M Facility Unit is typical of a mixed industrial area with some older, more industrialized uses and others that look more like office/warehouse units. With the inclusion of the streetscape plantings, this area has a slightly higher visual character than you might find in a more typical industrialized area.

5.4.2 Visual Quality of the O&M Facility Unit

The visual quality of the unit is moderate to moderately low, with moderately low vividness, moderate intactness and moderate unity. Some of the development along these streets tend higher, primarily due to the streetscape included in the development, while others, primarily older, may have a lower visual quality.

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6.0 VIEWERS AND VIEWER RESPONSE

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

Viewers, or more specifically the response viewers have to changes in their visual environment, are one of two variables that determine the extent of visual impacts that will be caused by the construction and operation of the proposed project. The other variable is the change to visual resources discussed in *Section 7: Visual Resource Change Summary*.

6.1 Types of Viewers

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

6.1.1 Roadway Neighbors (Views to the Road)

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

- Community Residents
- Business Owners, Employees, and Customers

6.1.2 Roadway Users (Views from the Road)

Roadway users are people who have views *from* the road. This group is divided into two categories – automobile drivers, which would also include delivery or other roadway drivers, and transit users, pedestrians, and bicyclists. This division is due in large part to the speed of travel along the roadways. For this project the following roadway users were considered:

- Automobile Traffic
- Transit Users, Pedestrians, and Bicyclists

This also assumes that many of the transit users at some point walk to the pick-up point/bus stop to access the transit.

6.2 Viewer Response

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

6.2.1 Viewer Exposure

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

Community Residents

Community residents in the vicinity of the proposed station areas would both be very familiar with the existing visual quality as well as have frequent repeat views to the project elements. However, the majority of the existing development that faces the project corridors streets are commercial, industrial, or other non-residential uses, so there would not be long term views to the project elements. These viewers could be expected to have:

- Location: views to project elements would be prominent (high)
- Duration: views would be of relatively short (moderately low) duration typically
- Quantity: the number of viewers would be very high, given the local traffic volumes on the projects roadways

Business Owners, Employees, and Customers

Depending on the location in the proposed corridor, businesses could have long-term or short-term views, depending on locations of the proposed transit stations in relationship to any one business. For most businesses, views to the project elements would be brief and associated primarily with exiting the building, since viewers would face the improvements directly once stepping out the door. In summary, for viewers associated with businesses:

- Location: views to project elements could be prominent (high) to these viewers
- Duration: views would be moderately low
- Quantity: the number of viewers would be moderately low, in general

Automobile Traffic

Roadway users would have views to the project elements as they drive along the city streets, in particular the new proposed median in Holt Boulevard in Ontario. Transit stops

would be noticeable as a point location to these viewers, only taking a few seconds to pass. However, the median would run for a distance and would be a visual element for the length of that section of the roadway.

- Location: views to project elements would be prominent (high) to roadway travelers
- Duration: views would be of short (low) to moderate duration
- Quantity: the number of viewers would be high, given the existing traffic volumes

Transit Users, Pedestrians, and Bicyclists

Views to the proposed project elements for these viewers would be similar in character to those users driving on the roadways; however, due to the slower pace of this traffic, the duration of these views would be longer.

- Location: views to project elements would be prominent (high)
- Duration: views would be of moderate to high duration
- Quantity: the number of viewers would be moderate, due to smaller traffic volumes compared to automobiles

6.2.2 Viewer Sensitivity

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

Community residents in the vicinity of proposed station areas are considered highly sensitive to changes in their visual environment because they have immediate and long-duration views of these areas. Commercial and institutional workers and visitors are considered moderately sensitive to changes in their visual environment because they are generally familiar with the existing visual environment. Regular commuters/motorists are also considered moderately sensitive to changes in their visual environment because they have continuous views of the project corridor. Occasional motorists are not considered sensitive to changes in the visual environment, as they would not be familiar with the existing visual environment.

Several plans applicable to the project area's aesthetic and visual environment include goals, objectives, and policies that further describe the community's sensitivity to changes in the visual environment. These planning documents are discussed in detail in Section 4.4: Regulatory Setting. However, in total, each of the cities the proposed corridor passes through has established conditions for streetscape and aesthetics for roadways within their community. These indicate a high degree of sensitivity on the part of the communities in general to how projects will affect their urban environment.

In general, most viewers traveling along the roadway would have a moderate awareness of the surroundings, since their primary focus is on traffic and the roadway, or on finding the location/business they are looking for. This could also be expected of bicyclists, since they, in addition to these concerns, have the added concern of avoiding cars and pedestrians while traveling along the roadway. However, transit riders and pedestrians would have a much greater potential for awareness because they are traveling slower. Similarly, due to their frequent travel in the area, residents would likely have a greater awareness. Business owners and employees might be expected to have a higher awareness as well due to frequency of views while their customers would likely have a lower awareness.

6.3 Summary of Anticipated Viewer Response

The narrative descriptions of viewer exposure and viewer sensitivity for each viewer group were merged to establish the overall viewer response of each group. The results are illustrated in Table 6-1

- Community Residents**:** Residents can be expected to have a high concern and an overall moderately high response to changes in the visual environment with regard to the project and its effect on views from their homes and neighborhoods. These viewers are most familiar with their community and the existing aesthetic of the local roadways. While most residential areas do not face out directly into one of the project's proposed roadway corridors, residents would have frequent views as they come to and from their homes.
- Business Owners, Employees, and Customers**:** In general, this user group would be expected to have a moderate response to the changes in the visual environment. While they are familiar with the corridor, they are often more concerned with maintaining access to the businesses than with changes in the visual environment; however, business owners are often concerned with the aesthetics of the project corridor and how that might reflect on the community, as are community residents.
- Local Street Users – Automobile Traffic**:** Most of the streets within the project area that the proposed project would travel on are considered arterial streets where thousands of travelers, including regular commuters, frequent travelers, occasional travelers, and tourists, traverse along the roads in a typical day. Of these users, the daily commuter would have the greatest sensitivity to any changes in the visual environment due in large

part to their daily exposure to the corridors. Other freeway users would have a decreasing exposure and knowledge of the previous visual environment; therefore, they would be expected to have a decreasing sensitivity to any changes. With congested traffic, the length of exposure increases; drivers have a longer time to focus their attention on the roadway elements, and passengers tend to have more time and a wider range of views than do drivers. Overall, this group could be expected to have a moderate viewer response to changes in the visual environment.

- Local Street Users – Transit Users, Pedestrians, and Bicyclists**:** These local street users generally have a slower pace and therefore more time to observe the visual environment. Since many could be expected to be either locals from the residential areas, or employees or customers traveling to a business, they would tend to be familiar with the community, its desires, and needs. Overall this group would be expected to have a moderately high response to changes in the visual environment.

Table 6.1
Viewer Group Response Summary

Viewer Group	Exposure			Sensitivity			Total
	Location	Duration	Quantity	Activity	Aware	Values	
Community Residents	High	Mod Low	Very High	Mod	High	High	**Mod High**
Business Owners, Employees, and Customers	High	Mod Low	Mod Low	Mod	Mod	High	**Mod**
Local Street Users - Automobiles	High	Low	High	Mod	Mod	Mod	**Mod**
Local Street Users – Transit Users, Pedestrians, and Bicyclists	High	Mod High	Mod	Mod	Mod	High	**Mod High**

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7.0 VISUAL RESOURCE CHANGE SUMMARY

Resource change is assessed by evaluating the visual character and the visual quality of the visual resources that comprise the project corridor before and after construction of the proposed project. Resource change is one of the two major variables in the equation that determines visual impacts (the other is *viewer response*, discussed in *Section 6: Viewers and Viewer Response*).

7.1 No Build Alternative

Because there would not be any elements constructed, there is no anticipated change to the visual environment from this alternative.

7.2 Build Alternatives

In general, for the Build Alternative, the impacts anticipated are associated with construction of center running stations and dedicated bus-only lanes in a portion of Holt Boulevard in Ontario and the replacement and/or addition of new side running bus shelters along the route. In addition to the shelters, pylons, signage and other station site furnishings would be added in the station locations. Access to existing stations/stops, as well as to any new stations/stops, would be improved to meet ADA requirements. This portion of the project could include the construction of new curb ramps at street corners and repair or replacement of existing sidewalks to allow for universal access to the stations.

Outside of the Holt Boulevard portion of the project, the buses would run as part of a mixed flow in existing lanes on the streets, similar to today's current bus service. New bus stops would be constructed at the various locations along the alignment in these areas, as would new signage and other elements associated with the stop. This would be similar regardless of the chosen alignment – Haven or Milliken Avenues.

The buses that will service the new stations would be 60-foot-long articulated buses, which are 1.5 times the length of a standard bus. These larger vehicles could also be expected to affect the visual environment of the roadway, temporarily blocking some views for longer than would be anticipated with a standard-length bus.

The Build Alternative has two options, each slightly different than the other. Specific effects to the visual environment for each of these are discussed below.

7.2.1 Alternative A

Under this alternative, no new center running stations or dedicated bus-only lanes would be constructed in Holt Boulevard. Instead, buses would run along the existing streets. New shelters, signage, and site furnishings would be constructed to replace existing in some

locations and add new ones in others where there are no current stops. Removal of approximately 62 street trees would be required by Alternative A to construct the side-running stations. No median plantings are anticipated under this alternative.

7.2.2 Alternative B

Alternative B would widen 3.5 miles of Holt Boulevard between Benson Avenue and Vineyard Avenue to accommodate 2 new lanes. Within this stretch, Holt Boulevard would be widened, and the existing center turn lanes (including the locations with medians) would be replaced with dedicated bus lanes, stations, access platforms, and landscaping. For portions of Holt Boulevard west and east of this stretch, the alternative would have stations placed along the side of the existing roadway with new shelters, signage, and site furnishings that would either replace the existing bus stop facilities or would be additional to the existing locations.

For the 3.5-mile exclusive BRT portion of the corridor, the existing landscaping associated with the existing streetscape – medians and edge of roadway tree plantings – would be removed by this alternative. Alternative B would require the removal of a total of 406 trees (364 trees along Holt Boulevard to construct the dedicated lanes and center-running stations, and 42 trees to construct the side-running stations). For 364 trees that would be removed along Holt Boulevard, the majority are fan palms and crape myrtles, among other species. Of the 364 trees affected, 13 are associated with medians at Mountain and Vineyard Avenues. The remainder is associated with plantings at the back of curb and the highest concentration of trees removed occurs at the multi-family residential land uses between Lemon and Sultana Avenues, where 58 trees would be removed within this two-block stretch. See Appendix A for plans showing the numbers and locations of trees that would be removed by Alternative B.

In addition to the streetscape removals, 44 existing structures would be removed by the project which would also have an impact on the existing visual quality by altering the backdrop of the street. While some of these lots would be redeveloped quickly, others might take time and could be open space for an extended period.

7.2.3 O&M Facility

The proposed O&M facility would be constructed as part of either alternative. The three potential locations fall on properties that represent the older or less intensively developed properties within the block. Depending on the location finally chosen, the would be a small number of additional trees added to the removal quantities for either alternative. Site 1 would have no additional removals, Site 2 would have a total of 2 and Site 3 a total of 15. Site 1 is primarily an open facility with no existing structures that would be removed, while Site 2 has one small primary building and several small outlying structures that would be

removed. Site 3 has a large warehouse facility that would be removed if that is the selected site.

While there are no residential units with views to either Sites 1 or 2 for the O&M facility, Site 3 is located across S. Bon View Avenue from one unit and close to the other units along the street. These units currently face a parking area immediately in front of an industrial building and chain-link fencing. The new O&M facility would include a screen wall and streetscape which would mitigate the views into the facility for these residents.

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8.0 VISUAL IMPACT - KEY VIEW POINTS

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

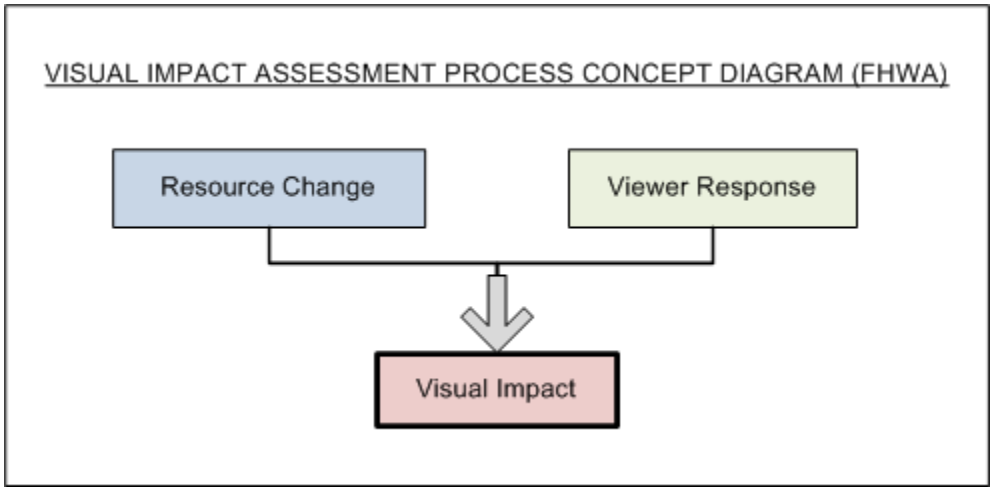

Table 8-1 provides a reference for determining levels of visual impact by combining resource change and viewer response.

Table 8-1
Visual Impact Ratings Using Viewer Response and Resource Change

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

8.1 Methodology of Key View Analysis

A rendered simulation has been developed for the selected Key Viewpoints based on the proposed build alternative. For each simulation, there is descriptive text of the orientation, existing visual character/quality, proposed project features, anticipated changes to the visual environment, anticipated viewer response, and the resulting visual impact anticipated in each view. This is followed by the rendered simulations. Lastly, two tables are provided to summarize the anticipated impacts. The first table quantifies the anticipated impacts by using a numerical analysis that corresponds to the low, moderately low, moderate, moderately high, and high ratings identified below. The second table then summarizes the overall anticipated visual impact to the view.

For the impact analysis table, the numeric analysis rating of 1 to 5 corresponds with the following values:

- High = 4.60 to 5.00
- Moderately High = 3.60 to 4.50
- Moderate = 2.60 to 3.50
- Moderately Low = 1.60 to 2.50
- Low = 0 to 1.50

A numeric number was assigned to each of the three visual quality traits (vividness, intactness, and unity) and each of the four visual character traits (scale, diversity, continuity, and dominance) for both the existing and proposed views (see Section 1.6: Assessment Methodology for a definition of these categories). The ratings in each category were added up and divided by the number of traits in each category. There is no weighting of any category over any other. For example:

- (Vividness + Intactness + Unity)/3 = Visual Quality Rating
- (Scale + Diversity + Continuity + Dominance)/4 = Visual Character Rating

From these calculations, the percentage of change anticipated in the view was then calculated by finding the difference between existing and proposed view and then dividing that number by the initial rating figure. For example:

- (Existing Visual Quality Rating – Proposed Visual Quality Rating)/Existing Visual Quality Rating = Percent Change.

The resulting percent change corresponds to the following:

- 0% to 20% = Low degree of change
- 20% to 40% = Moderately Low degree of change
- 40% to 60% = Moderate degree of change

- 60% to 80% = Moderately High degree of change
- 80% to 100% = High degree of change

For the viewer responses shown in the individual Key Viewpoint Analysis Summary Tables, the existing and proposed would be the same. This is because the viewers themselves do not change and only the stimulus changes. The anticipated changes to character and quality, along with the anticipated viewer response and sensitivity follow the Low – Moderate – High rating designations from above. These are averaged between each category, with the higher rating prevailing to determine the resource change and overall anticipated visual impact within the Key Viewpoint.

The last section of this chapter includes a table that provides an overall summary of the anticipated visual impacts to the Key Viewpoints.

8.2 Corridor Key Viewpoints

Because it is not feasible to analyze all the views in which the proposed project would be seen, it is necessary to select several key views associated with visual assessment units that would most clearly demonstrate the change in the project's visual resources. Key views also represent the viewer groups that have the highest potential to be affected by the project considering exposure and sensitivity. In addition, these key views will be analyzed for each proposed alternative.

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

8.2.1 Key Viewpoint 1 – Holt Boulevard at Grove Avenue

This view was selected as a key viewpoint because it demonstrates what the new center platforms proposed in the reconstructed portions of Holt Boulevard would look like. Figure 8-2 (top image) shows an existing view along with a photosimulation of the anticipated changes to the visual environment.

- **Orientation:** The photograph is taken from the existing crosswalk in Grove Avenue, looking northwest to the proposed location for the new center platform/station proposed in Holt Boulevard; see Figure 8-1. The perspective is from the view of a driver at the intersection.

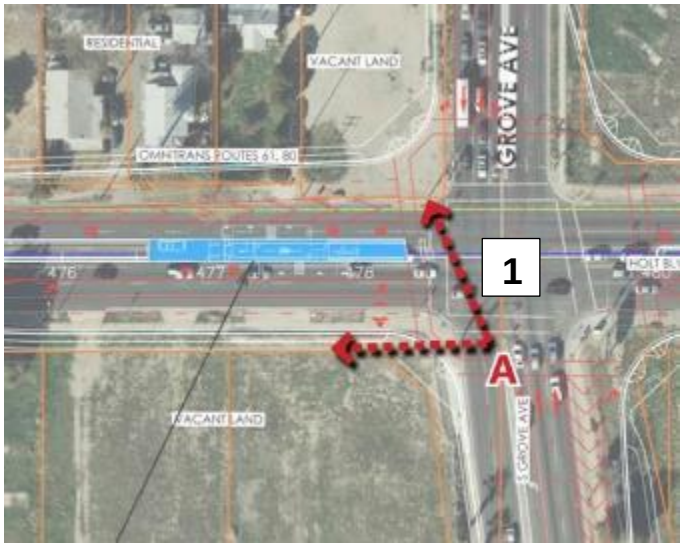

Figure 8-1: Location of Key Viewpoint 1

- **Existing Visual Character/Quality:** The view shows the existing environment of the area which generally has an undeveloped appearance. There is no median in this portion of Holt Boulevard and both the corner lot to the northwest, as well as the lot on the southwest, side of the intersection is undeveloped. The existing residential, with its associated tree plantings, form a mid-ground backdrop to the view. Overall the visual quality of the existing view is estimated to be moderately-low, with moderately low vividness and unity, and moderate intactness.
- **Proposed Project Features:** The proposed project features in this view include placement of the center platform and station with its associated canopy, ramps and handrails, signage and curbing. In addition, it is anticipated that new plantings along the outside edge and in the median of Holt Boulevard would be constructed as part of the project.
- **Changes to Visual Character:** The biggest change to the view will be the addition of station and platform elements that are not currently present within this view. While bus stops exist along Holt Boulevard, they are not present in this view and the new elements would be larger in scale than a typical bus stop. While the road would appear bigger to the average viewer, the addition of the planted median and the station, would partially break-up the views to the new roadway and provide at least partial relief to the appearance of the expanded pavement.
- **Anticipated Viewer Response:** As discussed in Section 6, it is anticipated that viewers would have a moderate to moderately high sensitivity to any changes in the visual environment along the project corridor. Local residents, pedestrians, and bicyclists would have a higher degree of sensitivity than drivers on the roadway. Within this view, the residents that live immediately north of the station area would be expected to be highly sensitive to these proposed changes in the visual environment.
- **Resulting Visual Impact:** The resulting changes to the views within the intersection are not expected to be substantial due to the nature of the changes. The addition of the bus stop and its associated elements would be an additional element on the road and would be placed in a prominent position. However, views of the bus stop would be brief and at regular traffic speeds. The impacts to the visual quality are anticipated to be minor with a small increase in the vividness, intactness, and unity due to the new streetscape elements and plantings included as part of the project. The overall impact to the visual environment of this view is anticipated to be moderately high due to the continuous nature of the new median and the addition of the elements associated with it coupled with a high level of viewer sensitivity and exposure in this location.

Figure 8-2: Key Viewpoint #1
View from Grove Street to the northwest towards the proposed Center Platform on Holt Boulevard

Minimization measures depicted in the simulation include replacement plantings and aesthetic treatments to the canopy and station design. Actual types of landscaping would be designed in collaboration with the City Staff during the design phase.

Table 8-2A Key Viewpoint #1, Alternative B
Anticipated Changes in Visual Character & Quality, and Their Effect on Viewers

	Attribute	Ratings[7]		Remarks (Anticipated changes are shown in the blue rows)
		Existing Condition	Proposed Condition[5]	
Visual Quality[1]	Vividness/Memorability	2.30	3.53	
	Intactness	2.93	3.23	
	Unity	2.17	3.33	
	TOTAL AVERAGE[6]	**2.47**	**3.37**	Percent Change = 36.4% = Moderately Low Degree of Change
Visual Character[2]	Scale	2.10	3.25	
	Diversity	2.17	3.25	
	Continuity	1.92	3.58	
	Dominance	1.97	3.33	
	TOTAL AVERAGE[6]	**2.04**	**3.35**	Percent Change = 64.2% = Moderately High Degree of Change
Viewer Exposure[3]	Location of Views	4.90		
	Number of Viewers	2.50		
	Duration of Views	3.80		
	TOTAL AVERAGE[6]	**3.73**		Moderately High Exposure
Viewer Sensitivity[4]	Attention of Viewer	3.80		
	Viewer Awareness	4.00		
	Local Values and Goals	4.25		
	TOTAL AVERAGE[6]	**4.02**		Moderately High Sensitivity

1 – Vividness = memorable, striking (5) to plain (1); Intactness = free of encroaching elements (5) to cluttered/lacking integrity (1); and Unity = coherent/harmonious (5) to disjointed/jarring (1). A rating below 1 would only be used for an extremely low rating.

2 – Scale = small (5) to monumental (1); Diversity = complex (5) to monolithic (1); Continuity = harmonious (5) to dissonant (1); and Dominance = balanced (5) to prominent/unbalanced (1). A rating below 1 would only be used for an extremely low rating.

3 – Location = foreground (5) to distant views (1); Number = over 100,000 (5) to 20 or less (1); Duration = over 4 hours (5) to less than 1 minute (1). A rating below 1 would only be used for an extremely low rating.

4 – Activity = attention on views (5) to attention focused away (1); Awareness = High (5) to Low (1); and Values = High (5) to Low expectations (1). A rating below 1 would only be used for an extremely low rating.

5 – Proposed (post-construction condition) with avoidance and minimization measures in place. Avoidance and minimization measures are described in Section 11 of this report.

6 – Total = sum of attributes divided by number of attributes – e.g. Overall Visual Quality = (vividness+intactness+unity)/3.

7 – Ratings: 1 = Low, 3 = Moderate, 5 = High

The information from Table 8-2A on the anticipated changes to the visual environment is carried forward to Table 8-2B as shown in the light blue column:

Table 8-2B Key Viewpoint #1, Alternative B
Analysis Summary

Visual Resource (Stimulus)	Change to Visual Character	**Moderately High**	Resource Change	Visual Impact
	Change to Visual Quality	**Moderately Low**	**Moderate**	
Viewer (Response)	Viewer Exposure	**Moderately High**	Viewer Response	**Moderately High**
	Viewer Sensitivity	**Moderately High**	**Moderately High**	
Ratings for each category were determined by taking the percent change rating from the previous table and averaging these for the Resource Change/Viewer Response columns. These two rating were than averaged again to determine the anticipated Visual Impact. If unable to average, the higher rating was used.				

8.2.2 Key Viewpoint 2 – Foothill Boulevard, near Citrus Avenue

This view was selected as a key viewpoint (see Figure 8-3) because it demonstrates what the new side platforms proposed in the project corridor would look like. Figure 8-4 (top image) shows an existing view along with a photosimulation of the anticipated changes to the visual environment.

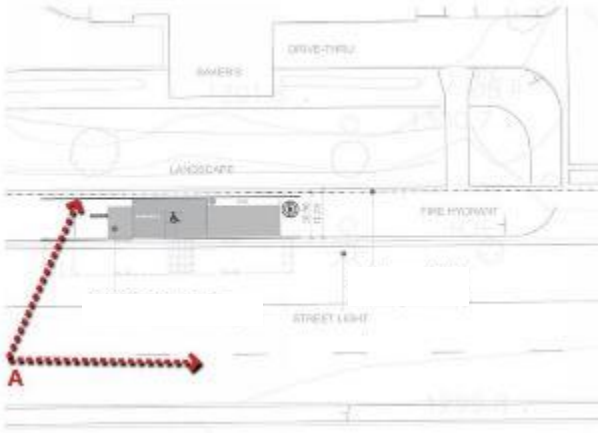

Figure 8-3: Location of Key Viewpoint 2

- **Orientation:** The photograph is taken from the median of Foothill Boulevard, just west of Citrus Avenue, looking northeast to the proposed location for one of the new side platform/station proposed for the project; see Figure 8-3 for a plan view of the location. The perspective is from the view of an eastbound driver.

- **Existing Visual Character/Quality:** The existing character of this viewpoint is one that has a suburban appearance with a manicured lawn associated with free-standing type development, as opposed to the strip mall and more urban type development found in the western portions of the project corridor. Overall for this view, the visual quality is rated moderate with moderate vividness, intactness, and unity.
- **Proposed Project Features:** The proposed project features in this view include placement of the side platform and station with its associated canopy and signage.
- **Changes to Visual Character:** The biggest change to the view will be the addition of station and platform elements that are not currently present within this view. While bus stops exist along Foothill Boulevard, they are not present in this view and the new elements would be larger in scale than a typical bus stop.
- **Anticipated Viewer Response:** It is anticipated that viewers would have a moderate to moderately high sensitivity to any changes in the visual environment along the project corridor, as determined from the discussion in Section 6. Local residents, pedestrians, and bicyclists would have a higher degree of sensitivity than drivers on the roadway.
- **Resulting Visual Impact:** The resulting changes to the views within the intersection are not expected to be substantial due to the nature of the changes. The addition of the new shelter and its supporting elements, would add a number of elements that might partially obstruct views for westbound travelers (in the case of this particular view) during the brief few seconds while crossing in front of the stop, but this would be so short as to not have a lasting effect on the views. The buses that would be using these stops are longer than a standard bus and they would likely have a greater effect on blocking views, but again, these would only be for very brief periods. Overall the impact on the existing environment would be moderately low degree of visual impact.

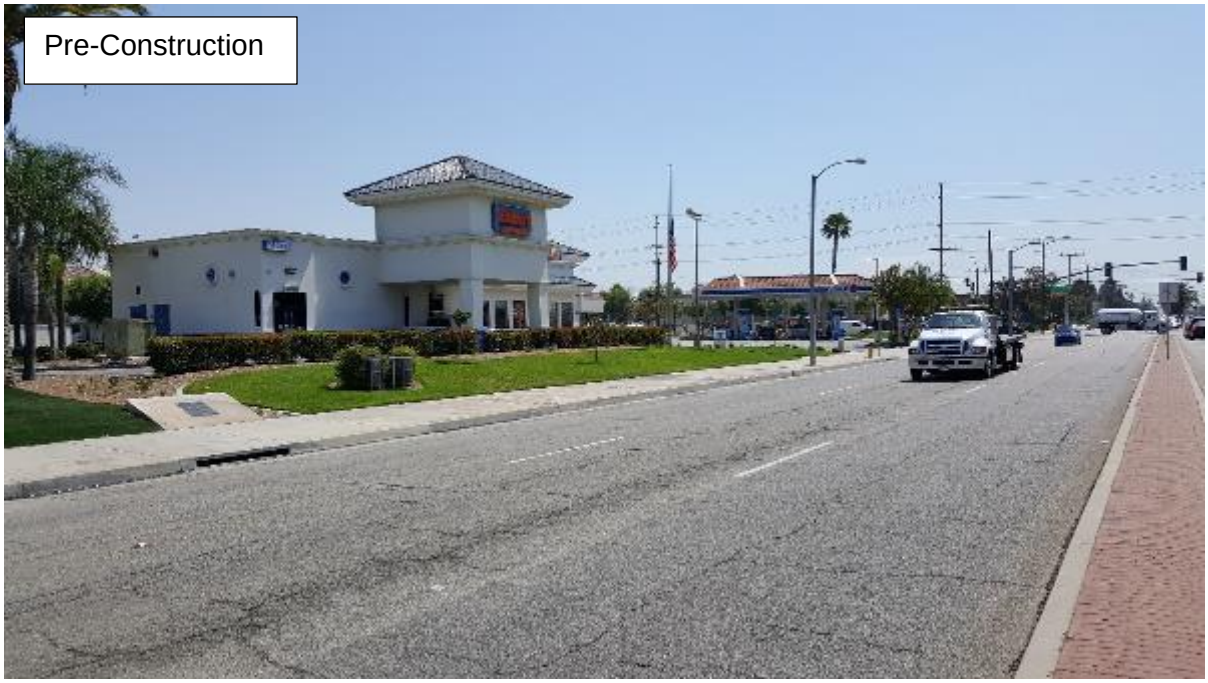

Figure 8-4: Key Viewpoint #2

View along Foothill Boulevard, near Citrus Avenue, looking northeast

Minimization measures depicted in the simulation include replacement plantings and aesthetic treatments to the canopy and station design. Actual types of landscaping would be designed in collaboration with the City Staff during the design phase.

Table 8-3A Key Viewpoint #2, Alternative B
Anticipated Changes in Visual Character & Quality, and Their Effect on Viewers

	Attribute	Ratings[7]		Remarks (Anticipated changes are shown in the blue rows)
		Existing Condition	Proposed Condition5	
Visual Quality[1]	Vividness/Memorability	2.53	3.08	
	Intactness	2.77	3.00	
	Unity	2.60	3.10	
	TOTAL AVERAGE[6]	**2.63**	**3.06**	Percent Change = 16.4% = Low Degree of Change
Visual Character[2]	Scale	2.87	3.20	
	Diversity	2.33	3.08	
	Continuity	3.03	3.37	
	Dominance	3.33	3.53	
	TOTAL AVERAGE[6]	**2.89**	**3.30**	Percent Change = 14.2% = Low Degree of Change
Viewer Exposure[3]	Location of Views	3.90		
	Number of Viewers	2.50		
	Duration of Views	1.00		
	TOTAL AVERAGE[6]	**2.47**		Moderately-Low Exposure
Viewer Sensitivity[4]	Attention of Viewer	3.80		
	Viewer Awareness	4.00		
	Local Values and Goals	4.25		
	TOTAL AVERAGE[6]	**4.02**		Moderately High Sensitivity

1 – Vividness = memorable, striking (5) to plain (1); Intactness = free of encroaching elements (5) to cluttered/lacking integrity (1); and Unity = coherent/harmonious (5) to disjointed/jarring (1). A rating below 1 would only be used for an extremely low rating.

2 – Scale = small (5) to monumental (1); Diversity = complex (5) to monolithic (1); Continuity = harmonious (5) to dissonant (1); and Dominance = balanced (5) to prominent/unbalanced (1). A rating below 1 would only be used for an extremely low rating.

3 – Location = foreground (5) to distant views (1); Number = over 100,000 (5) to 20 or less (1); Duration = over 4 hours (5) to less than 1 minute (1). A rating below 1 would only be used for an extremely low rating.

4 – Activity = attention on views (5) to attention focused away (1); Awareness = High (5) to Low (1); and Values = High (5) to Low expectations (1). A rating below 1 would only be used for an extremely low rating.

5 – Proposed (post-construction condition) with avoidance and minimization measures in place. Avoidance and minimization measures are described in Section 11 of this report.

6 – Total = sum of attributes divided by number of attributes – e.g. Overall Visual Quality = (vividness+intactness+unity)/3.

7 – Ratings: 1 = Low, 3 = Moderate, 5 = High

The information from Table 8-3A on the anticipated changes to the visual environment is carried forward to Table 8-3B as shown in the light blue column:

Table 8-3B Key Viewpoint #1, Alternative B
Analysis Summary

Visual Resource (Stimulus)	Change to Visual Character	**Low**	Resource Change	Visual Impact
	Change to Visual Quality	**Low**	**Low**	
Viewer (Response)	Viewer Exposure	**Moderately Low**	Viewer Response	**Moderately Low**
	Viewer Sensitivity	**Moderately High**	**Moderate**	
Ratings for each category were determined by taking the percent change rating from the previous table and averaging these for the Resource Change/Viewer Response columns. These two rating were than averaged again to determine the anticipated Visual Impact. If unable to average, the higher rating was used.				

8.3 O&M Facility Key Viewpoints

This section describes and illustrates the visual impacts associated with the O&M Facility and compares existing conditions to the proposed alternatives. Predicted viewer responses are also included. Note that the O&M facility is an isolated facility not immediately connected to the corridor. Three simulations have been prepared for this facility, one for each option.

8.3.1 Key Viewpoint 3.1 – O&M Facility, Site 1

This view shows the view of the proposed O&M facility from across S. Cucamonga Avenue from the site. Figure 8-6 (top image) shows an existing view along with a photo-simulation of the anticipated changes to the visual environment, as is shown in the location map in Figure 8-5.

- **Orientation:** The view is to the northwest from across S. Cucamonga Avenue.
- **Existing Visual Character/Quality:** The view shows the existing environment of the area which generally has a somewhat “undeveloped” appearance that is partially screened by a block wall. The streetscape along the wall is undeveloped with no plantings but includes a sidewalk. The surrounding development on both sides of the

street are other industrial buildings and yards. Overall the visual quality of the existing view is estimated to be moderately-low, with low vividness and moderately low intactness and unity.

Figure 8-5: Location of Key Viewpoint 3.1

- **Proposed Project Features:** The proposed project features for the O&M facility include a screening fence along the street. Streetscape plantings, in keeping with the City of Ontario requirements, would be included as part of the development for the site. The proposed O&M buildings are 1 story block buildings with metal roofing.
- **Changes to Visual Character:** The biggest change to the view would be the addition of the streetscape elements that are currently not present. The buildings would give the current open yard more of a developed appearance. However, it would still appear as an industrial use.
- **Anticipated Viewer Response:** As discussed in Section 6, it is anticipated that viewers would have a moderate to moderately high sensitivity to any changes in the visual environment. Residents, who might live in the adjacent area, would have a higher degree of sensitivity than others. However, there are no current residential units on S. Cucamonga Avenue or within several blocks of this site, so locals would only encounter the new O&M facility if they traveled along the road.
- **Resulting Visual Impact:** The resulting changes to the views for this site are anticipated to be minor. Given that this is already an existing industrial yard, the proposed changes could improve the current view by providing a streetscape where none current exists. The impacts to the visual quality are anticipated to be minor with a small increase in the vividness, intactness, and unity due to the new streetscape elements and plantings included as part of the project. Overall the impact on the existing environment would be moderately low degree of visual impact.

Figure 8-6: Key Viewpoint #3.1
View from across S. Cucamonga Avenue towards the proposed O&M Facility, Site 1

Minimization measures depicted in the simulation include replacement plantings and aesthetic treatments to the canopy and station design. Actual types of landscaping would be designed in collaboration with the City Staff during the design phase.

Table 8-4A Key Viewpoint #3.1, O&M Facility, Site 1
Anticipated Changes in Visual Character & Quality, and Their Effect on Viewers

	Attribute	Ratings[7]		Remarks (Anticipated changes are shown in the blue rows)
		Existing Condition	Proposed Condition[5]	
Visual Quality[1]	Vividness/Memorability	1.30	2.31	
	Intactness	1.83	2.23	
	Unity	1.97	2.34	
	TOTAL AVERAGE[6]	**1.70**	**2.29**	Percent Change = 34.7% = Moderately Low Degree of Change
Visual Character[2]	Scale	1.40	2.27	
	Diversity	1.18	2.15	
	Continuity	1.23	2.48	
	Dominance	1.47	2.31	
	TOTAL AVERAGE[6]	**1.32**	**2.30**	Percent Change = 74.2% = Moderately High Degree of Change
Viewer Exposure[3]	Location of Views	3.75		
	Number of Viewers	1.60		
	Duration of Views	2.55		
	TOTAL AVERAGE[6]	**2.63**		Moderately Low Exposure
Viewer Sensitivity[4]	Attention of Viewer	2.68		
	Viewer Awareness	3.50		
	Local Values and Goals	4.25		
	TOTAL AVERAGE[6]	**3.48**		Moderate Sensitivity

1 – Vividness = memorable, striking (5) to plain (1); Intactness = free of encroaching elements (5) to cluttered/lacking integrity (1); and Unity = coherent/harmonious (5) to disjointed/jarring (1). A rating below 1 would only be used for an extremely low rating.

2 – Scale = small (5) to monumental (1); Diversity = complex (5) to monolithic (1); Continuity = harmonious (5) to dissonant (1); and Dominance = balanced (5) to prominent/unbalanced (1). A rating below 1 would only be used for an extremely low rating.

3 – Location = foreground (5) to distant views (1); Number = over 100,000 (5) to 20 or less (1); Duration = over 4 hours (5) to less than 1 minute (1). A rating below 1 would only be used for an extremely low rating.

4 – Activity = attention on views (5) to attention focused away (1); Awareness = High (5) to Low (1); and Values = High (5) to Low expectations (1). A rating below 1 would only be used for an extremely low rating.

5 – Proposed (post-construction condition) with avoidance and minimization measures in place. Avoidance and minimization measures are described in Section 11 of this report.

6 – Total = sum of attributes divided by number of attributes – e.g. Overall Visual Quality = (vividness+intactness+unity)/3.

7 – Ratings: 1 = Low, 3 = Moderate, 5 = High

The information from Table 8-4A on the anticipated changes to the visual environment is carried forward to Table 8-4B as shown in the light blue column:

Table 8-4B Key Viewpoint #3.1, O&M Facility, Site 1
Analysis Summary

Visual Resource (Stimulus)	Change to Visual Character	**Moderately High**	Resource Change	Visual Impact
	Change to Visual Quality	**Moderately Low**	**Moderate**	
Viewer (Response)	Viewer Exposure	**Moderately Low**	Viewer Response	**Moderate**
	Viewer Sensitivity	**Moderate**	**Moderate**	
Ratings for each category were determined by taking the percent change rating from the previous table and averaging these for the Resource Change/Viewer Response columns. These two rating were than averaged again to determine the anticipated Visual Impact. If unable to average, the higher rating was used.				

8.3.2 Key Viewpoint 3.2 – O&M Facility, Site 2

This view shows the view of the proposed O&M facility from across S. Cucamonga Avenue from the site. Figure 8-8 (top image) shows an existing view along with a photo-simulation of the anticipated changes to the visual environment, as is shown in the location map in Figure 8-7

- **Orientation:** The view is to the west from across S. Cucamonga Avenue. Site 2 is immediately north of the proposed Site 1 site.
- **Existing Visual Character/Quality:** The view shows the existing environment of the site. This site appears somewhat more developed than Site 1. While there is no sidewalk along S. Cucamonga Avenue, a streetscape that includes several mature trees, grass and a hedge.

Figure 8-7: Location of Key Viewpoint 3.2

A screening fence is located further into the site and a canopy (similar to a gas station canopy) can be seen along the street. Single story buildings are also found on the site. The surrounding development on both sides of the street are other industrial buildings and yards (including the yard found in Site 1 to the south of this site). Overall the visual quality of the existing view is estimated to be moderately-low, with low vividness and moderately low intactness and unity.

- **Proposed Project Features:** The proposed project features for the O&M facility include a screening fence along the street. Streetscape plantings, in keeping with the City of Ontario requirements, would be included as part of the development for the site. The proposed O&M buildings are 1 story block buildings with metal roofing.
- **Changes to Visual Character:** The biggest change to the view would be the addition of the sidewalk and associated streetscape elements that create a cohesive appearance. However, the site would maintain its current industrial appearance.
- **Anticipated Viewer Response:** As previously discussed, it is anticipated that viewers would have a moderate to moderately high sensitivity to any changes in the visual environment. As with Site 1, no residents live on S. Cucamonga Avenue, but any residents, who might live in the adjacent area, could be expected to have a higher degree of sensitivity than others.
- **Resulting Visual Impact:** The resulting changes to the views for this site are anticipated to be minor. The impacts to the visual quality are anticipated to be minor with a small increase in the vividness, intactness, and unity due to the new streetscape elements and plantings included as part of the project. Overall the impact on the existing environment would be a moderate degree of visual impact.

Figure 8-8: Key Viewpoint #3.2
View from across S. Cucamonga Avenue towards the proposed O&M Facility, Site 2

Minimization measures depicted in the simulation include replacement plantings and aesthetic treatments to the canopy and station design. Actual types of landscaping would be designed in collaboration with the City Staff during the design phase.

Table 8-5A Key Viewpoint #3.2, O&M Facility, Site 2
Anticipated Changes in Visual Character & Quality, and Their Effect on Viewers

	Attribute	Ratings[7]		Remarks (Anticipated changes are shown in the blue rows)
		Existing Condition	Proposed Condition[5]	
Visual Quality[1]	Vividness/Memorability	1.43	2.31	
	Intactness	2.09	2.23	
	Unity	2.21	2.34	
	TOTAL AVERAGE[6]	**1.91**	**2.29**	Percent Change = 16.6% = Low Degree of Change
Visual Character[2]	Scale	1.60	2.27	
	Diversity	1.71	2.15	
	Continuity	1.36	2.48	
	Dominance	1.77	2.31	
	TOTAL AVERAGE[6]	**1.61**	**2.30**	Percent Change = 30.0% = Moderately Low Degree of Change
Viewer Exposure[3]	Location of Views	3.75		
	Number of Viewers	1.60		
	Duration of Views	2.55		
	TOTAL AVERAGE[6]	**2.63**		Moderately Low Exposure
Viewer Sensitivity[4]	Attention of Viewer	2.68		
	Viewer Awareness	3.50		
	Local Values and Goals	4.25		
	TOTAL AVERAGE[6]	**3.48**		Moderate Sensitivity

1 – Vividness = memorable, striking (5) to plain (1); Intactness = free of encroaching elements (5) to cluttered/lacking integrity (1); and Unity = coherent/harmonious (5) to disjointed/jarring (1). A rating below 1 would only be used for an extremely low rating.

2 – Scale = small (5) to monumental (1); Diversity = complex (5) to monolithic (1); Continuity = harmonious (5) to dissonant (1); and Dominance = balanced (5) to prominent/unbalanced (1). A rating below 1 would only be used for an extremely low rating.

3 – Location = foreground (5) to distant views (1); Number = over 100,000 (5) to 20 or less (1); Duration = over 4 hours (5) to less than 1 minute (1). A rating below 1 would only be used for an extremely low rating.

4 – Activity = attention on views (5) to attention focused away (1); Awareness = High (5) to Low (1); and Values = High (5) to Low expectations (1). A rating below 1 would only be used for an extremely low rating.

5 – Proposed (post-construction condition) with avoidance and minimization measures in place. Avoidance and minimization measures are described in Section 11 of this report.

6 – Total = sum of attributes divided by number of attributes – e.g. Overall Visual Quality = (vividness+intactness+unity)/3.

7 – Ratings: 1 = Low, 3 = Moderate, 5 = High

The information from Table 8-5A on the anticipated changes to the visual environment is carried forward to Table 8-5B as shown in the light blue column:

Table 8-5B Key Viewpoint #3.2, O&M Facility, Site 2
Analysis Summary

Visual Resource (Stimulus)	Change to Visual Character	**Low**	Resource Change	Visual Impact
	Change to Visual Quality	**Moderately Low**	**Moderate Low**	
Viewer (Response)	Viewer Exposure	**Moderately Low**	Viewer Response	**Moderate**
	Viewer Sensitivity	**Moderate**	**Moderate**	
Ratings for each category were determined by taking the percent change rating from the previous table and averaging these for the Resource Change/Viewer Response columns. These two rating were than averaged again to determine the anticipated Visual Impact. If unable to average, the higher rating was used.				

8.3.3 Key Viewpoint 3.3 – O&M Facility, Site 3

This view shows the view of the proposed O&M facility from across S. Bon View Avenue from the site. Figure 8-10 (top image) shows an existing view along with a photo-simulation of the anticipated changes to the visual environment, as is shown in the location map in Figure 8-9.

- **Orientation:** The view is to the east from across S. Bon View Avenue.
- **Existing Visual Character/Quality:** The view shows the existing environment of the site. Of the three sites, Site 3 appears the most developed with parking and a developed streetscape in front of existing buildings. The properties

Figure 8-9: Location of Key Viewpoint 3.3

to the north and south are also industrial in nature. However, across from this site can be found existing residences. Overall the visual quality of the existing view is estimated to be moderately-low, with moderately low vividness, intactness, and unity.

- **Proposed Project Features:** The proposed project features for the O&M facility include a screening fence along the street. Streetscape plantings, in keeping with the City of Ontario requirements, would be included as part of the development for the site. The proposed O&M buildings are 1 story block buildings with metal roofing.
- **Changes to Visual Character:** The most notable change to the view would be the addition of the screening fence in place of the existing parking lot. A new streetscape would replace the existing. Otherwise, much would remain the same – low industrial buildings.
- **Anticipated Viewer Response:** As previously discussed, it is anticipated that viewers would have a moderate to moderately high sensitivity to any changes in the visual environment. Unlike the previous options, Site 3 has residences immediately across the street from the proposed site. These residents could be expected to have a high sensitivity to the changes, although the industrial nature of the site does not change.
- **Resulting Visual Impact:** The resulting changes to the views for this site are anticipated to be minor. The impacts to the visual quality are anticipated to be minor and maintain the vividness, intactness, and unity of the site. Overall the impact on the existing environment would be a moderate degree of visual impact, primarily due to the presence of the residents across from the site.

Figure 8-10: Key Viewpoint #3.3
View from across S. Bon View Avenue towards the proposed O&M Facility, Site 3

Minimization measures depicted in the simulation include replacement plantings and aesthetic treatments to the canopy and station design. Actual types of landscaping would be designed in collaboration with the City Staff during the design phase.

Table 8-6A Key Viewpoint #3.3, O&M Facility, Site 3
Anticipated Changes in Visual Character & Quality, and Their Effect on Viewers

	Attribute	Ratings[7]		Remarks (Anticipated changes are shown in the blue rows)
		Existing Condition	Proposed Condition[5]	
Visual Quality[1]	Vividness/Memorability	2.12	2.31	
	Intactness	2.18	2.23	
	Unity	2.22	2.34	
	TOTAL AVERAGE[6]	**2.17**	**2.29**	Percent Change = 5.5% = Low Degree of Change
Visual Character[2]	Scale	2.01	2.27	
	Diversity	2.04	2.15	
	Continuity	2.12	2.48	
	Dominance	2.08	2.31	
	TOTAL AVERAGE[6]	**2.06**	**2.30**	Percent Change = 11.7% = Low Degree of Change
Viewer Exposure[3]	Location of Views	4.25		
	Number of Viewers	2.60		
	Duration of Views	3.75		
	TOTAL AVERAGE[6]	**3.53**		Moderately High Exposure
Viewer Sensitivity[4]	Attention of Viewer	3.50		
	Viewer Awareness	4.00		
	Local Values and Goals	4.25		
	TOTAL AVERAGE[6]	**3.92**		Moderately High Sensitivity

1 – Vividness = memorable, striking (5) to plain (1); Intactness = free of encroaching elements (5) to cluttered/lacking integrity (1); and Unity = coherent/harmonious (5) to disjointed/jarring (1). A rating below 1 would only be used for an extremely low rating.

2 – Scale = small (5) to monumental (1); Diversity = complex (5) to monolithic (1); Continuity = harmonious (5) to dissonant (1); and Dominance = balanced (5) to prominent/unbalanced (1). A rating below 1 would only be used for an extremely low rating.

3 – Location = foreground (5) to distant views (1); Number = over 100,000 (5) to 20 or less (1); Duration = over 4 hours (5) to less than 1 minute (1). A rating below 1 would only be used for an extremely low rating.

4 – Activity = attention on views (5) to attention focused away (1); Awareness = High (5) to Low (1); and Values = High (5) to Low expectations (1). A rating below 1 would only be used for an extremely low rating.

5 – Proposed (post-construction condition) with avoidance and minimization measures in place. Avoidance and minimization measures are described in Section 11 of this report.

6 – Total = sum of attributes divided by number of attributes – e.g. Overall Visual Quality = (vividness+intactness+unity)/3.

7 – Ratings: 1 = Low, 3 = Moderate, 5 = High

The information from Table 8-6A on the anticipated changes to the visual environment is carried forward to Table 8-6B as shown in the light blue column:

Table 8-6B Key Viewpoint #3.3, O&M Facility, Site 3
Analysis Summary

Visual Resource (Stimulus)	Change to Visual Character	**Low**	Resource Change	Visual Impact
	Change to Visual Quality	**Low**	**Low**	
Viewer (Response)	Viewer Exposure	**Moderately High**	Viewer Response	**Moderate**
	Viewer Sensitivity	**Moderately High**	**Moderate High**	
Ratings for each category were determined by taking the percent change rating from the previous table and averaging these for the Resource Change/Viewer Response columns. These two rating were than averaged again to determine the anticipated Visual Impact. If unable to average, the higher rating was used.				

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9.0 PROJECT VISUAL IMPACT SUMMARY

The overall impact of the project on the existing environment of the various roadway corridors would be to add additional bus shelters, platforms, signage and other miscellaneous elements typical to the stations into the existing roadway corridors. This is particularly true for the roadways outside of Holt Boulevard that are not being altered and where the side running stations would be located. It is anticipated that the addition of these elements to the streetscape would add a potential visual intrusion into areas where bus stops do not currently exist. However, it is also assumed that these intrusions will be briefly viewed by travelers along the roadway.

For areas along Holt Boulevard, between Benson and Vineyard Avenues, a new median would be added to the streetscape. This median would include both plantings and dedicated bus lanes. Within this segment of the project, center platforms would be used. In addition to the station and platform elements, plantings would be included both within the center median as well as along the back of the curb line.

There are a number of building and land acquisitions along Holt Boulevard, between Benson and Vineyard Avenues that would result in the removal of the existing structures and any landscaping associated with those buildings. There currently exists a number of undeveloped lots along Holt Boulevard (currently about 40% of the lots within Ontario, according to the Holt Boulevard Mobility and Streetscape Strategic Plan). These additional removals would reinforce that number. The impact to the visual environment would be an increase in open, mostly non-vegetated areas along the corridor. These, it could be assumed, would fill in overtime as new businesses or residential areas are added along the street.

Under Alternative A, approximately 62 trees would be removed. Under Alternative B, approximately 406 trees would be removed, of which 364 trees would be removed along this stretch of Holt Boulevard, with the majority of these being removed from along the back of curb or at the edge of the right of way. The greatest impact to the existing visual environment of the project area would be in this stretch of Holt Boulevard and is related to the removal of mature trees. This would be mitigated by the new trees that would be included with the project. However, it would be a number of years before the new trees attained the height and stature of the existing mature trees, approximately 10 to 15 years depending on the species selected. Also noted is that the O&M facility could potentially increase the number of trees removed by up to 15 trees, depending on the final site selection. It can be assumed that, per City of Ontario development requirements, new street trees would be required as part of the project development.

In general, the overall impact of the project on the visual environment of the roadway corridors is anticipated to be less than substantial with mitigation. Some areas, such as the

three blocks east of Euclid Avenue where a higher concentration of trees is proposed for removal, would have greater impacts than others, but on average the impacts could be mitigated.

9.1 Glare

Additional glare could be anticipated at each specific station location. At these spots, lighting would be provided to increase security and safety for the transit users. This lighting would be in addition to the existing roadway lighting currently found along the corridor.

9.2 Temporary Construction Visual Impacts

Construction of the proposed project would result in temporary disruption to the visual character along the corridor. Such disruption would not include blockage of key views, but could result in visual intrusions, shade and shadow, increase in ambient light levels, and glare during the short period of construction. The reconfiguration of existing curbs to accommodate center and side running stations, the construction of raised medians for center running stations, and the reconstruction of the sidewalks and parkways along roadways, such as Milliken Avenue and Foothill Boulevard, would require the use of grading equipment such as dozers, trucks for hauling, forklifts, and other equipment to build these elements.

Construction areas would be surrounded by temporary fences, where necessary. Views of the fences and disturbance of landscaping would be visible to adjacent uses and motorists and pedestrian travelling along the project's roadways. However, these views would be intermittent and short-term. Because views of construction would be temporary and intermittent, and no other visual impacts such as changes to lighting or blockage of key views would occur, the visual impacts of construction would not be significant.

10.0 CUMULATIVE VISUAL IMPACT

Cumulative impacts are those resulting from past, present, and reasonably foreseeable future actions, combined with the potential visual impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial, impacts taking place over a period of time. Long-term growth projections are also considered because they help identify future actions that could contribute to potential cumulative impacts.

For the West Valley Connector project, 40 projects have been identified as occurring within 2 miles of the project corridor; these have been identified in Table 10-1. The overall effect of the proposed project in combination with these 40 projects would have the net effect of continuing the development and urbanization of the project area. This is not anticipated to be a substantial change to the streetscape views in the project area. Existing open spaces/undeveloped parcels would become developed and would add to the overall urban/suburban feel of the roadways within the project.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
1	I-10 Corridor Project	• Transportation project • SBCTA and California Department of Transportation (Caltrans) • Located in Pomona, Claremont, Montclair, Upland, Ontario, Fontana, Bloomington, Rialto, Colton, San Bernardino, Loma Linda, Redlands, and Yucaipa • Environmental approval phase expected to be completed in 2017	The I-10 Corridor Project is proposed to improve safety and relieve traffic congestion on Interstate 10 (I-10), 0.4 mile west of White Avenue in Pomona at Post Mile (PM) 44.9 to just east/west of Live Oak Canyon Road in Yucaipa at PM 37.0.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
2	I-10/Grove Avenue Interchange Project	• Transportation project • City of Ontario • Located in Ontario • Currently in preliminary engineering and environmental document phase	The I-10/Grove Avenue Interchange Project proposes to improve on the operational deficiencies of the existing interchange and relieve traffic congestion to accommodate anticipated increases in automobile and truck traffic in the study area. The project would construct a new interchange at Grove Avenue, close the existing I-10/4th street interchange, and include improvements along Grove Avenue and 4th Street near the interchange.
3	Grove Avenue Corridor Project	• Transportation project • City of Ontario • Located in Ontario • Currently in preliminary and environmental document phase	The Grove Avenue Corridor Project proposes to widen Grove Avenue between 4th Street and Holt Boulevard in Ontario. The project would accommodate recent and projected growth in passenger and goods/trucks movement associated with Ontario International Airport and changes in land use since Grove Avenue was originally constructed.
4	Holt Boulevard Mobility and Streetscape Strategic Plan	• Transportation project • City of Ontario and Caltrans • Located in Ontario • Plan completed in 2013	The plan establishes segment-appropriate strategies to improve safety, aesthetics, amenities, and mobility options along the Holt Boulevard corridor, connecting downtown with the Hospitality District and the future multimodal transit center.
5	I-15 Corridor Improvement Project	• Transportation project • Riverside County Transportation Commission (RCTC) and Caltrans • Located in Jurupa Valley, Eastvale, Norco, Corona, and Riverside • Currently in the environmental phase	The project proposes to improve a 14.6-mile-long segment of the I-15 corridor. The proposed project would include the addition of one to two tolled Express Lanes in each direction from Cajalco Road where it crosses I-15 in Corona to just south of the I-15 and State Route (SR) 60 interchange at Riverside Drive.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
6	San Bernardino County Flood Control District's Master Stormwater System Maintenance Program (MSWMP)	• Flood control facility maintenance • San Bernardino County Flood Control District • Located within the San Bernardino County Flood Control District jurisdiction (the project is located in multiple locations along the project corridor) • The project is currently in the environmental phase	The project proposes to implement a comprehensive program to prepare and implement a Maintenance Plan for maintenance of flood facilities throughout San Bernardino County. Types of routine O&M activities include, but are not limited to, removal of excess sediment, debris, and vegetation; stockpiling excess material and debris following removal; maintaining sufficient flow paths; grooming/repairing earthen and improved channel slopes and bottoms; and maintaining culverts and bridges to ensure proper drainage and structural integrity.
7	Metro Gold Line Foothill Extension Construction Activity: Ontario Airport Extension	• Transportation project • LA Metro • Located in Montclair, Upland, and Ontario • The AA process is currently underway	The project would extend the Gold Line approximately 8 miles – from the TransCenter in Montclair, located just east of Monte Vista Avenue and north of Arrow Highway, to Ontario – and terminate the line at Ontario International Airport. Although not formally part of the Foothill Extension Project, the Construction Authority completed a study to understand the feasibility of extending the line from Montclair to the airport in 2008. The initial study concluded that extending the line was feasible and provided many potential route options.
8	SR-210 Foothill Freeway Planned Construction Activity	• Transportation project • SBCTA and Caltrans • Located in La Verne, Claremont, Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino • Future planned project; timeline is uncertain	Future work on SR-210 would include: • Freeway landscaping planned for the final 8 miles of SR-210 ending at the I-10 interchange. Landscaping construction contract awarded to Kasa Construction in June 2013. • Seismic retrofit of the Union Pacific Railroad (UPRR) bridge in San Bernardino. • Construction of a new diamond interchange at Pepper Avenue in Rialto. Expected to be completed by mid-2016. • SR-210 to Interstate 215 (I-215) high-speed connector.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
9	Downtown Pomona Specific Plan	• Land development project • City of Pomona • Located in Pomona • Final EIR approved in 2005	The plan is proposed to facilitate and encourage development of higher-intensity residential uses that would provide a greater range of housing opportunities for a wider variety of lifestyles, while supporting and enhancing existing and future businesses and educational institutions in the heart of downtown Pomona.
10	Pomona Corridors Specific Plan	• Land development project • City of Pomona • Located in Pomona • Adopted in 2013	The plan was established to orchestrate private and public investment activities along the Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard corridors, and to support and promote the type of investment that will enhance the beauty and vitality of Pomona's primary commercial corridors.
11	North Montclair Downtown Specific Plan	• Land development project • City of Montclair • Located in Montclair • Specific Plan approved in 2006	This Specific Plan is a master plan for approximately 150 acres of North Montclair as a mixed-use, transit-oriented district. The project will introduce up to 1,850 new residential units and a variety of mixed-use, small office, local-serving retail, and regional retail uses. The plan is phased through 2020. In 2014, The Paseos, a 385-unit multi-family residential development at the northeast corner of Monte Vista Avenue and Moreno Street, was completed within the Specific Plan area.
12	Holt Boulevard Specific Plan	• Land development project • City of Montclair • Located in Montclair • Updated in 2013	The plan guides land use development and manages future growth along Holt Boulevard in Montclair.
13	Park View Specific Plan	• Land development project • City of Upland • Located in Upland • To be implemented between 2013 and 2021	This Specific Plan area is composed of a residential development with a small commercial-retail component. The Specific Plan proposes 355 multi-family attached and 14 detached residential units. The area is bound by Foothill Boulevard, Monte Vista Avenue, and West Arrow Route, just below Central Avenue.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
14	College Park Specific Plan	• Land development project • City of Upland • Located in Upland • To be implemented between 2013 and 2021	In 2004, the City of Upland adopted the College Park Specific Plan to encourage mixed-use development in southwest Upland and provide housing opportunities for the Claremont Colleges. The planning area includes 25 acres of residential land that can accommodate approximately 500 housing units. A total of 450 apartment units have been built. An additional 92 small-lot, detached single-family units are planned at a density of 10 units per acre.
15	Meredith International Centre Specific Plan	• Land development project • City of Ontario • Located in Ontario • Initial Study prepared in 2014	The Meredith International Centre Specific Plan Amendment Project proposes a mix of industrial, commercial, and residential land uses on approximately 257 acres located in the southeast portion of Ontario within San Bernardino County. The site is generally located north of I-10, south of 4th Street, between Vineyard Avenue and Archibald Avenue. The project area is located in between the Southern Pacific Trail and west Arrow Route. Construction activities were initiated in late 2015.
16	Ontario Center Specific Plan	• Land development project • City of Ontario • Located in Ontario • Amended in 2006	The Ontario Center site consists of approximately 88 acres of vacant land located at the northerly boundary of the eastern portion of Ontario, south of 4th Street, between Haven Avenue and Milliken Avenue, and less than 0.25 mile north of I-10. The Ontario Center will accommodate up to 2,840,000 square feet of development, including urban commercial, urban residential, garden commercial, and open space elements.
17	Ontario Festival Specific Plan	• Land development project • City of Ontario • Located in Ontario • Approved in 2012	The Ontario Festival Specific Plan is a comprehensive plan for the development of a planned residential site that could accommodate up to 472 dwelling units on approximately 37.6 acres. This project will be located along Inland Empire Boulevard between Archibald Avenue and Turner Avenue, just below Guasti Regional Park.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
18	Wagner Properties Specific Plan	• Land development project • City of Ontario • Located in Ontario • Approved in 2010	The Specific Plan addresses the development of 11 parcels, totaling 54.57 acres of eastern Ontario. The plan will guide creation of a commercial center with commercial and residential uses.
19	West Haven Specific Plan	• Land development project • City of Ontario • Located in Ontario • Last amended in 2008	The West Haven Specific Plan is a comprehensive plan for development of a mixed-used community with planned residential sites that will accommodate 753 dwelling units, a neighborhood center, school, and parks. It is bound by Haven Avenue, Riverside Drive, and Schaefer Avenue.
20	Tuscana Village Specific Plan	• Land development project • City of Ontario • Located in Ontario • Last amended in 2008	The Tuscana Village Specific Plan encompasses approximately 20 acres 0.25 mile south of the SR-60/Milliken Avenue interchange. The plan would construct a pedestrian-oriented urban village, mixed-use development that would provide up to 200 residential uses and 210,830 square feet of commercial uses.
21	Rich-Haven Specific Plan	• Land development project • City of Ontario • Located in Ontario • Approved in 2007	The plan defines uses for 510.6 gross acres for development of a maximum of 4,256 dwelling units and a minimum of 889,200 square feet of regional commercial/office uses. The project site is bound by Riverside Drive, Haven Avenue, Edison Avenue, and Milliken Avenue.
22	Parkside Specific Plan	• Land development project • City of Ontario • Located in Ontario • Approved in 2006	Parkside is proposed as a new 250.89-gross-acre planned community that will include up to 1,947 residential units and a 58.47-acre “Great Park.” The site is located between Cucamonga Creek and Archibald Avenue.
23	Grand Park Specific Plan	• Land development project • City of Ontario • Located in Ontario • Approved in 2014	The plan will develop 320.2 gross acres of undeveloped agricultural land to include up to 1,327 residential dwelling units, a high school, an elementary school, and a public community park. The plan area is located east of Archibald Avenue, west of Haven Avenue, south of Edison Avenue, and north of Eucalyptus Avenue.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
24	The Avenue Specific Plan	• Land development project • City of Ontario • Located in Ontario • Last amended in 2010	The Avenue Specific Plan will develop approximately 569 gross acres of agricultural operations to include a maximum of 2,606 residential units and 250,000 square feet of retail land use. The plan is bound by Schaeffer Avenue, Carpenter Avenue, Edison Avenue, and Haven Avenue.
25	The Exchange Specific Plan	• Land development project • City of Ontario • Located in Ontario • Approved in 2003	The Exchange is an approximately 23.60-acre commercial development designed as a destination for customers traveling along I-15, 4th Street, and Inland Empire Boulevard.
26	Foothill Boulevard Visual Improvement Plan	• Land development project • City of Rancho Cucamonga • Located in Rancho Cucamonga • Adopted in 2002	The purpose of the plan is to develop a specification plan that will set forth design concepts for the streetscape improvements within the public ROW and entry areas along the entire length of Foothill Boulevard/Route 66 in Rancho Cucamonga.
27	Victoria Arbors Master Plan	• Land development plan • City of Rancho Cucamonga • Located in Rancho Cucamonga • Amended in 2003	The master plan provides the framework on which the development of a viable, mixed-use village with a series of residential neighborhoods and mixed-use areas interconnected to each other and to a central school/park by a system of paseos and linear parks will develop.
28	Southwest Industrial Park (SWIP)	• Land development project • City of Fontana • Located in Fontana • Amended in 2009	The SWIP Specific Plan is expected to promote economic development and provide opportunities for existing property owners and new businesses. A total of 1,101 acres has been included in the plan since its adoption in 1977. The project area spans both sides of I-10 and is roughly between Etiwanda Avenue and Citrus Avenue.
29	Arboretum Specific Plan	• Land development project • City of Fontana • Located in Fontana • Awaiting construction	The Arboretum Specific Plan is located on the northern portion of Fontana and will create a 531.3-gross-acre master-planned community with up to 3,526 residential units. The project is generally bound by Citrus Avenue, Sierra Avenue, Grapeland Street, Duncan Canyon Road, Casa Grande Avenue, and Cypress Avenue.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
30	Summit at Rosena Specific Plan	• Land development project • City of Fontana • Located in Fontana • Approved in 2006	The Summit at Rosena is located in the northern portion of Fontana and is at the intersection of Sierra Avenue and Summit Avenue. The 179.8-acre community will support a maximum of 856 dwelling units, mixed-use activity center, elementary school, and open space areas.
31	Valley Trails Specific Plan	• Land development project • City of Fontana • Located in Fontana • Approved in 2007	Valley Trails is envisioned as a 290.8-acre master-planned community containing a maximum of 1,154 residential units, a school, and recreational facilities. The property is located adjacent to established residential neighborhoods in southeastern Fontana.
32	Fontana Promenade Specific Plan	• Land development project • City of Fontana • Located in Fontana • Approved in 2007	The 125-gross-acre property just south of the Sierra Avenue and I-210 interchange is a master-planned mixed-use community that will offer a variety of retail, office, and residential types and densities.
33	Ventana at Duncan Canyon Specific Plan	• Land development project • City of Fontana • Located in Fontana • Approved in 2007	The Ventana at Duncan Canyon Specific Plan project area is a 105-acre master-planned, mixed-use community that is adjacent to I-15 on Duncan Canyon Road. It will support a maximum of 842 residential units, more than 100,000 square feet of retail space, and more than 350,000 square feet of office space.
34	West End Specific Plan	• Land development plan • City of Fontana • Located in Fontana • Amended in 2003	The West End Specific Plan is approximately 1,296 acres bound by East Avenue, the Southern Pacific Rail ROW, Cherry Avenue, Hemlock Avenue, and Foothill Boulevard. It is envisioned to be a mixed-use community, including business, commercial, office, public, and residential spaces.
35	Westgate Specific Plan	• Land development project • City of Fontana • Located in Fontana • Final EIR released in September 2015	The Westgate Specific Plan encompasses 964 acres in northwestern Fontana and will include a maximum of 6,410 residential units and a variety of other uses to create a village-oriented mixed-use development. The project is bound by I-15, Baseline Avenue, and Lytle Creek Road.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
36	The Renaissance Specific Plan	• Land development project • City of Rialto • Located in Rialto • Adopted in 2010	The Renaissance Specific Plan is designed as a master-planned community on 1,439 acres that will contain up to 16.2 million square feet of business and commercial use, 1,667 residential units, a school, a community park, and multiple neighborhood parks all located in close proximity. The project site is generally bound by Casmalia Street, Baseline Road, Ayala Drive, and Tamarind Avenue.
37	Foothill Boulevard Specific Plan	• Land development project • City of Rialto • Located in Rialto • Adopted in 2010	Foothill Boulevard stretches for 4 miles through Rialto. The focus of this plan is changing from regional and highway commercial uses to more locally serving community, commercial, and residential uses.
38	Pepper Avenue Specific Plan	• Land development project • City of Rialto • Located in Rialto • Draft Initial Study released in 2016	The Pepper Avenue Specific Plan would develop 101.7 acres of mostly vacant land to include a mix of retail, office, and up to 275 multi-family residential land uses. The project site is located east of Eucalyptus Avenue, south of SR-210, west of Meridian Avenue, and north of Walnut Avenue.
39	Lytle Creek Ranch Specific Plan	• Land development project • City of Rialto • Located in San Bernardino County • Draft EIR released in 2010	The project would annex approximately 2,447 acres of County of San Bernardino land to establish new land-use policies authorizing the development of up to 8,407 dwelling units and 849,420 gross square feet of general and specialty commercial, office, business, light industrial, and other similar uses.
40	Old Town La Verne Specific Plan	• Land development project • City of La Verne • Located in La Verne • Adopted in 2013	The plan will establish Old Town La Verne as a distinctive center for La Verne with attractive streets, enjoyable public spaces, historic neighborhoods, lively mixed-used commercial areas, and a variety of housing options.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
41	Industrial Area Specific Plan Sub-Area 18 Plan (Empire Lakes Specific Plan)	• Land development project • SC Rancho Development/ City of Rancho Cucamonga • Located in Rancho Cucamonga • Final EIR to amend the Empire Lakes Specific Plan released in 2016 • City of Rancho Cucamonga has adopted the Specific Plan • Construction expected to be initiated in 2017 and completed by 2024	The Empire Lakes Specific Plan would develop the privately owned Empire Lakes Golf Course (160 acres) into a mixed-use, TOD site. The project would include a combination of residential, commercial, recreational, and office uses in an urban setting near transit services, including the Rancho Cucamonga Metrolink Station, and local regional activity centers. The project site is located north of 4th Street, west of Milliken Avenue, east of Cleveland Avenue, and south of 8th Street and the railroad.
42	Sierra Avenue Valley Boulevard Land Use Study	• Land development project • City of Fontana • Located in Fontana • Completed in 2013	The purpose of the study was to create a vision for TOD around Kaiser Permanente Hospital in Fontana. The intersection of Sierra Avenue and Valley Boulevard is a unique and diverse area of Fontana. The area is home to Fontana's largest employer (Kaiser Permanente Hospital), sees some of its largest volumes of traffic, and contains large concentrations of shopping as well as residential areas. The study recommends investment in multimodal transportation to influence transportation behavior and catalyze market changes. Recommendation for dedicated side-running transit lanes on Sierra Avenue, with a station in front of Kaiser Permanente on Sierra Avenue south of Marygold Avenue.
43	Integrated Transit and Land Use Planning for the Foothill Boulevard/5th Street/Baseline Road Corridor	• Land development project • SBCTA and SCAG • Located in Rialto • Completed in 2013	The purpose of the study was to evaluate options for alignments, operating scenarios, and land use scenarios for BRT service along Foothill Boulevard.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
44	Improvement to Transit Access for Cyclists and Pedestrians	• Transportation project • SBCTA and SCAG • Located in Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, San Bernardino, and Loma Linda • Plan completed in 2013 • Currently working on implementing the plan • Construction expected to start in September 2017	The plan includes sidewalk improvements around/near six Metrolink stations on the San Bernardino Line and four future E Street sbX BRT stations in the cities of San Bernardino and Loma Linda. The project is designed to improve access to and from stations for local residents and commuters, thereby reducing parking demand and increasing transit ridership.
45	Downtown Fontana Transit-Oriented Development Study	• Land development project • City of Fontana • Located in Fontana • Completed in 2010	The City of Fontana evaluated TOD opportunities near the adjacent Metrolink station. The study researched comparable transit stations across the country to help understand the critical factors to achieve a truly transit-oriented, transit-serving Downtown, identified the market potential that will result in the Downtown serving as a destination for residents, and identified residential prototypes and suitable locations that will help create an urban, transit-oriented place.
46	Ontario Airport Rail Access Study	• Transportation project • SBCTA • Located in Ontario • Completed in 2015	The study evaluated options for transit to Ontario International Airport, including shuttle bus from nearby Metrolink stations, such as Rancho Cucamonga Metrolink Station.
47	ARRIVE Corridor Study	• Transportation project • SCAG/SBCTA • Located in Ontario • Completed in 2015	The study evaluated alternatives for passenger rail service within 0.5 mile of Ontario International Airport and San Bernardino Airport.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
48	Los Angeles-San Bernardino Inter-County Transit and Rail Study	• Transportation project • SCAG • Located in Claremont, La Verne, Montclair, Ontario, Pomona, Rancho Cucamonga and Upland (the project is located throughout Los Angeles and San Bernardino counties) • Currently underway	The study's objectives are to understand the market for transit and rail travel in the corridor, including travel to and from Ontario International Airport; estimate potential benefits and costs associated with different transit and rail improvement options for the corridor; and recommend a path forward for cost-effective transit and rail improvements, with a focus on coordinating plans for the Metro Gold Line, Metrolink, and access to Ontario International Airport.
49	Foothill Boulevard BRT Study	• Transportation project • City of Rancho Cucamonga • Located in Rancho Cucamonga • Completed in 2013	This study evaluated feasibility and phasing options for BRT service along Foothill Boulevard in Rancho Cucamonga and identified opportunities for station area development. The outcome of discussions with Rancho Cucamonga board members resulted in an agreement that they want median-running dedicated BRT on at least part of the corridor. Recommendation to deviate the planned BRT route at Victoria Gardens.
50	West Valley Connector Corridor – Safe Routes to Transit Project	• Transportation Project • City of Pomona • Located in the cities of Pomona, Montclair, Ontario, Rancho Cucamonga and Fontana • Categorical Exemption/Categorical Exclusion (CE/CE) completed and approved in May 2016 • Revalidation of the CE/CE currently in progress • Construction anticipated summer of 2017	The project proposes sidewalk and curb ramp improvements, installation of bicycle racks, and restriping of pedestrian crosswalks within 0.5 mile of proposed Omnitrans BRT stations in the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. Revalidation of the CE/CE currently in progress to clear additional pedestrian and bicycle improvements at specific locations along Foothill Boulevard, between East Avenue and Sierra Avenue, in the cities of Rancho Cucamonga and Fontana.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
51	Pomona Americans with Disabilities Act Improvements – Major Street Rehabilitation	• Transportation Project • City of Pomona • Located in the City of Pomona (The project has work locations throughout the City of Pomona) • Plans signed February 2016	The City of Pomona's Major Street Rehabilitation project provides rehabilitation of 3.57 lane miles of the City's arterial streets, including parts of Garey Avenue, Indian Hill Boulevard, County Road, San Antonio Avenue, and La Verne Avenue. The project includes removal and replacement of trees, removal and replacement of damaged sidewalk, curbs and gutters, ADA access ramps, removal and relocation of fencing and construction of new wider sidewalk within existing street right-of-way as possible without obtaining additional easements.
52	Pomona Americans with Disabilities Act Curb Ramps and Sidewalk Compliance Program	• Transportation Project • City of Pomona • Located in the City of Pomona (The program has work locations throughout the City of Pomona) • Bids were due October 2016	The ADA Curb Ramps and Sidewalks Compliance Program is a citywide program to implement ADA improvements, such as curb ramps and detectable warning surfaces.
53	Pomona Americans with Disabilities Act Transition Plan	• Transportation Project • City of Pomona • Located in the City of Pomona (The plan has projects that are located throughout the City of Pomona) • Plan approval signed October 2015	The Pomona ADA Transition Plan outlines City ADA codes and standards, and goals and objectives in making pedestrian facilities within public ROW ADA compliant. The plan includes an inventory of existing public right-of-way facilities, funding sources, and programs.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
54	SBCTA Metrolink Station Accessibility Improvement Project – Rancho Cucamonga Metrolink Station	• Transportation Project • SBCTA • Located in the City of Rancho Cucamonga • Recommended for approval in January 2016	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking. The project will benefit the communities by providing safe pedestrian/bicycle access, wayfinding signage to direct users to the transit centers, sidewalk improvements, high-visibility crosswalks, bicycle parking, and improvements to key corridors of the regional bicycle network designed to directly connect to Metrolink Stations in six cities. This project at the Rancho Cucamonga Metrolink Station includes constructing bike lanes, providing bike lockers, Providing pedestrian/bike access to Milliken Avenue.
55	SBCTA Metrolink Station Accessibility Improvement Project – Fontana Metrolink Station	• Transportation Project • SBCTA • Located in the City of Fontana • Recommended for approval in January 2016	The ATP was created to encourage increased use of active modes of transportation, such as biking and walking. The project will benefit the communities by providing safe pedestrian/bicycle access, wayfinding signage to direct users to the transit centers, sidewalk improvements, high-visibility crosswalks, bicycle parking, and improvements to key corridors of the regional bicycle network designed to directly connect to Metrolink Stations in six cities. This project at the Fontana Metrolink Station includes buffered bike lanes, installing short and long-term bike parking, wayfinding signage, and complete streets.
56	Safe Routes to School Project – Fontana Avenue and Arrow Boulevard	• Transportation Project • City of Fontana • Located in the City of Fontana • Preliminary Environmental Study signed August 2016 • Expected start date September 2016	The City of Fontana's Safe Routes to School Project consists of installing sidewalk and bicycle infrastructure. This particular project is for the installation of 2.2 miles of sidewalk and bicycle infrastructure, where none currently exist, located on Arrow Boulevard and Fontana Avenue. The project includes the construction of 5-foot wide sidewalks, Class II bicycle lanes, curb and gutter, reconstructing ADA compliant driveways, installing 25 ADA curb ramps, and providing signage and pavement striping.

Table 10-1: Other Development Projects within the Project Vicinity

No.*	Project	Type/Sponsor/ Location/Status	Summary
57	Fontana Grade Crossings Pedestrian Improvement Project	• Transportation Project • SBCTA • Located in the City of Fontana • As of August 2016, the project was 90% designed and on target to be finalized by the end of August 2017	The project was initiated by SBCTA and Fontana in February 2015 to construct grade crossing safety enhancements for pedestrians at the existing Sierra Avenue and Juniper Avenue Metrolink at-grade crossings in the City of Fontana.
58	Customer-Based Ridesharing and Transit Interconnectivity Study	• Transportation Project • SBCTA • Located throughout San Bernardino County • Study in progress	This project is studying how to improve shared and active transportation in San Bernardino County. The study examines transit interconnectivity, service gaps and inefficiencies, and costs and funding opportunities. The project is also studying the transit connection between the Rancho Cucamonga Metrolink Station and the Ontario International Airport.

Source: Community Impact Report (Parsons, November 2016)

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11.0 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

FHWA mandates that a qualitative/aesthetic approach should be taken to address visual quality loss in the project area (see Section 3.0 for a discussion on why the FHWA methodology is being followed for this report). This approach fulfills the letter and the spirit of FHWA requirements because it addresses the actual cumulative loss of visual quality due to a project. This approach also results in avoidance, minimization, and/or mitigation measures that can lessen or compensate for a loss in visual quality. The inclusion of aesthetic features in the project design, discussed in Section 2, can help generate public acceptance of a project. This section describes additional avoidance, minimization, and/or mitigation measures to address specific visual impacts.

Table 11-1 itemizes the avoidance, minimization, and/or mitigation measures for each of the build alternatives. In some cases, the same measure may be proposed for several alternatives.

Table 11.1
Summary of Avoidance, Minimization, and/or Mitigation Measures by Alternative

General (Applied to All Build Alternatives)	
Measure No.	**Avoidance, Minimization and/or Mitigation Measure**
V-1	Conduct a final tree survey for all trees that will be impacted by the project. Complete survey prior to final design efforts and minimize tree removal to the greatest extent possible.
V-2	All lighting at the stations shall include shielding and directionality to limit the extent of glare created at these locations.
V-3	Install replacement trees at a ratio and size required by either the tree or landscape ordinance, or the landscape development guidelines for the portion of the project developed in each of the corridor cities. If no requirement exists, install replacement trees at a 1:1 ratio with a minimum size of 36-inch box for street trees and 24-inch box for any other project trees.
V-4	Meet any currently established City requirements for streetscape design for the various roadways within the project area that are disturbed by the project construction and work with the community stakeholders to ensure implementation. Relevant goals and policies include Policy 6D.P24 of the Pomona General Plan, Policy CD3-6 of the Ontario General Plan, Policy CM-1.5 of the Rancho Cucamonga General Plan, and Goal #4.1 of the Fontana General Plan, all of which requires transit developments to provide elements such as landscaping to enhance the aesthetics, functionality, and sustainability of streetscapes.
V-5	Develop and implement an Art-in-Transit strategy and incorporate artwork in to relevant center and side-running BRT station designs.

Table 11.1
Summary of Avoidance, Minimization, and/or Mitigation Measures by Alternative

Alternative A	
	No additional measures proposed.
Alternative B	
V-6	Between Euclid and Sultana Avenues, minimize the number of tree removals to the extent possible.
V-7	Within the Euclid Avenue intersection, ensure any work complies with the requirements of the historic designations of the roadway regarding landscape and other contributing factors.
O&M Facility	
V-8	Provide streetscape planting, including trees, as well as incorporating screening along the street.

APPENDIX A – ANTICIPATED TREE REMOVAL

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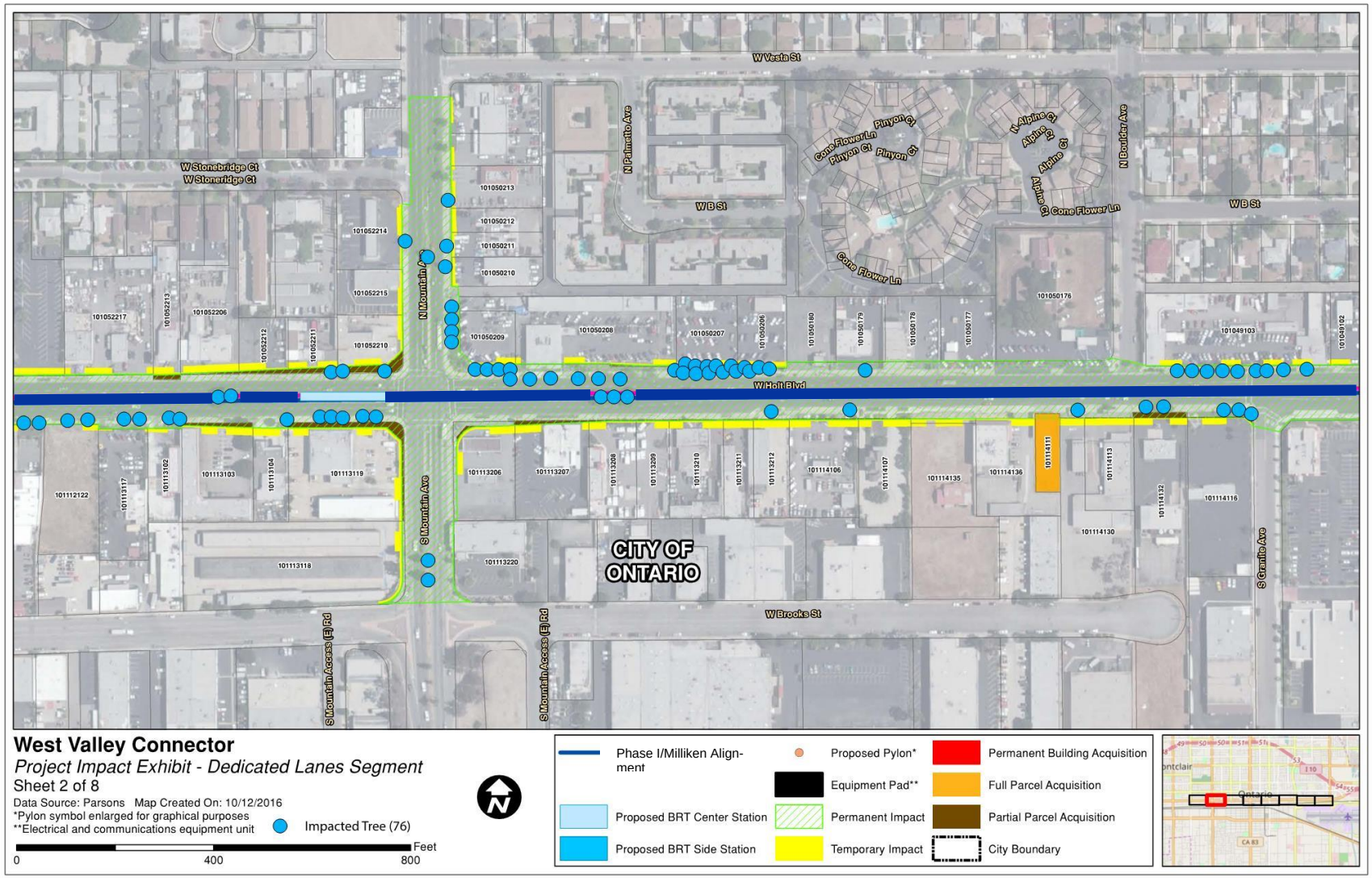
CITY OF ONTARIO
CITY OF MONTCLAIR
N Benson Ave
Benson Ave
S Benson Ave
S Oaks Ave
N Elderberry Ave
Bandera St
W Stoneridge Ct
W Stonebridge Ct
Holt Blvd
W Holt Blvd
W Brooks St
Brooks St
West Valley Connector
Project Impact Exhibit - Dedicated Lanes Segment
Sheet 1 of 8
Data Source: Parsons Map Created On: 10/12/2016
*Pylon symbol enlarged for graphical purposes
**Electrical and communications equipment unit
Impacted Tree (29)
0
400
800
Feet
Phase I/Milliken Alignment
Proposed BRT Center Station
Proposed BRT Side Station
Proposed Pylon*
Equipment Pad**
Permanent Impact
Temporary Impact
Permanent Building Acquisition
Full Parcel Acquisition
Partial Parcel Acquisition
City Boundary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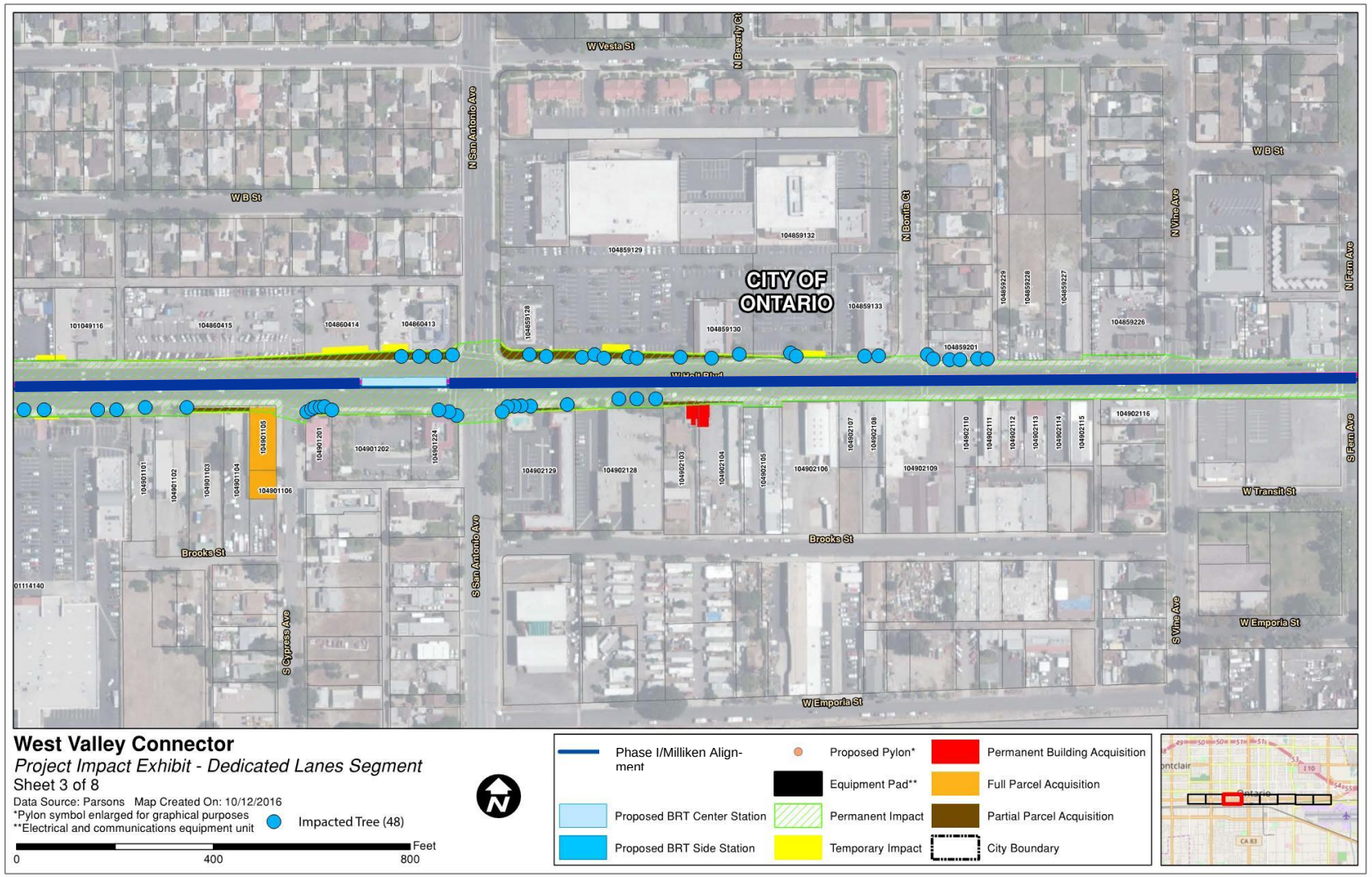
W Stonebridge Ct
W Stoneridge Ct
N Palmetto Ave
W B St
Pinyon Ct
Cone Flower Ln
N Alpine Ct
Alpine Ct
Alpine St
N Boulder Ave
N Mountain Ave
W Holt Blvd
CITY OF ONTARIO
S Mountain Ave
W Brooks St
S Granite Ave
S Mountain Access (E) Rd
West Valley Connector
Project Impact Exhibit - Dedicated Lanes Segment
Sheet 2 of 8
Data Source: Parsons Map Created On: 10/12/2016
*Pylon symbol enlarged for graphical purposes
**Electrical and communications equipment unit
Impacted Tree (76)
Feet
0
400
800
Phase I/Milliken Alignment
Proposed BRT Center Station
Proposed BRT Side Station
Proposed Pylon*
Equipment Pad**
Permanent Impact
Temporary Impact
Permanent Building Acquisition
Full Parcel Acquisition
Partial Parcel Acquisition
City Boundary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N Beverly Ct
N San Antonio Ave
W B St
N Bonita Ct
N Vine Ave
N Fern Ave
CITY OF ONTARIO
W Holt Blvd
Brooks St
S San Antonio Ave
S Cypress Ave
Brooke St
S Vine Ave
W Transit St
S Fern Ave
W Emporia St
West Valley Connector
Project Impact Exhibit - Dedicated Lanes Segment
Sheet 3 of 8
Data Source: Parsons Map Created On: 10/12/2016
*Pylon symbol enlarged for graphical purposes
**Electrical and communications equipment unit
Impacted Tree (48)
0
400
800
Feet
Phase I/Milliken Alignment
Proposed BRT Center Station
Proposed BRT Side Station
Proposed Pylon*
Equipment Pad**
Permanent Impact
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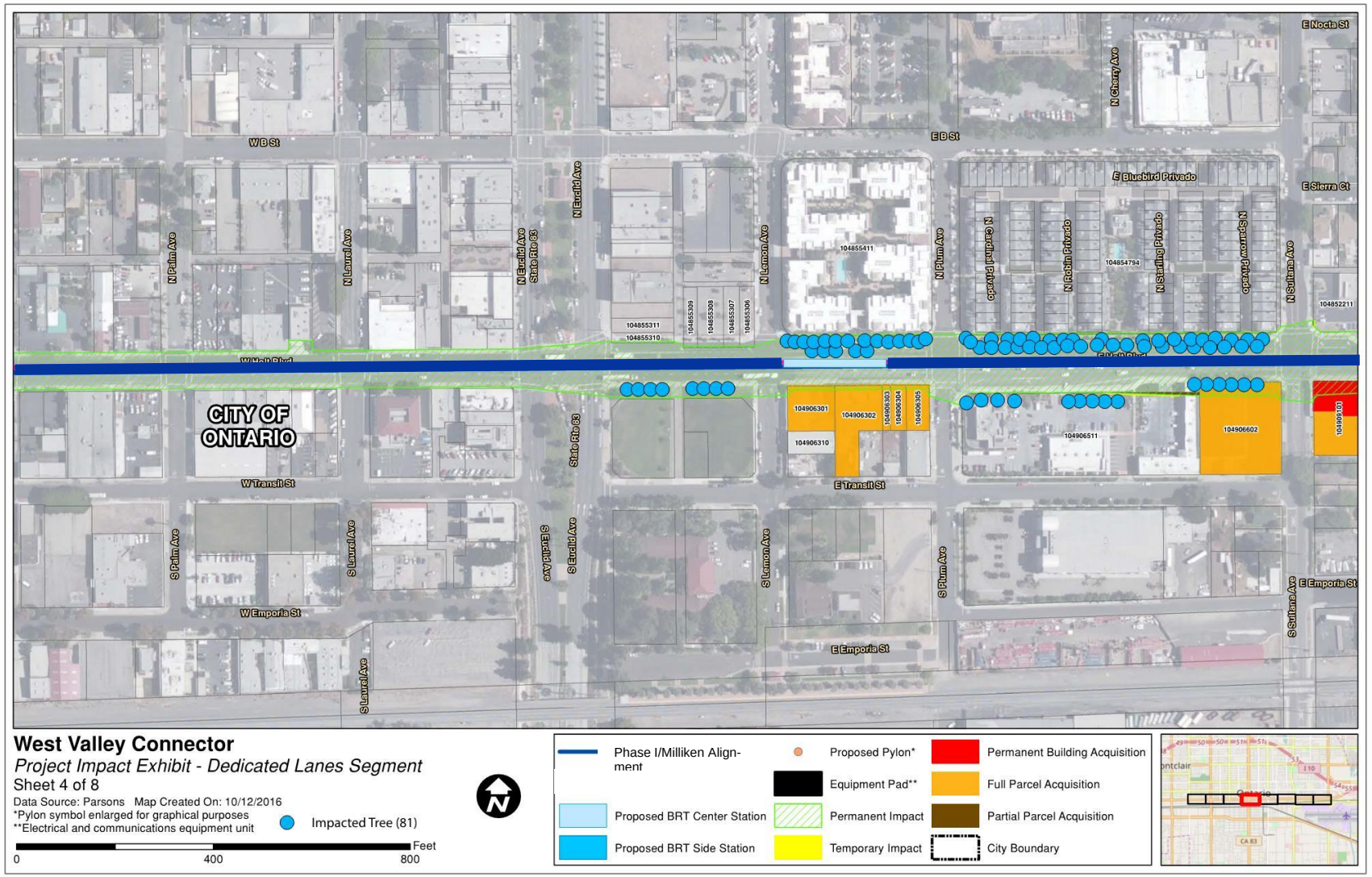
Full Parcel Acquisition
Partial Parcel Acquisition
City Boundary


CITY OF ONTARIO
W B St
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E Bluebird Privado
E Sierra Ct
N Palm Ave
N Laurel Ave
N Euclid Ave
State Rte 83
N Lemon Ave
N Plum Ave
N Cherry Ave
N Orchard Privado
N Robin Privado
N Sterling Privado
N Sparrow Privado
N Stellana Ave
104855411
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S Palm Ave
S Laurel Ave
S Euclid Ave
S Lemon Ave
S Plum Ave
S Stellana Ave
W Emporia St
E Emporia St
West Valley Connector
Project Impact Exhibit - Dedicated Lanes Segment
Sheet 4 of 8
Data Source: Parsons Map Created On: 10/12/2016
*Pylon symbol enlarged for graphical purposes
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Impacted Tree (81)
0
400
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Feet
Phase I/Milliken Alignment
Proposed BRT Center Station
Proposed BRT Side Station
Proposed Pylon*
Equipment Pad**
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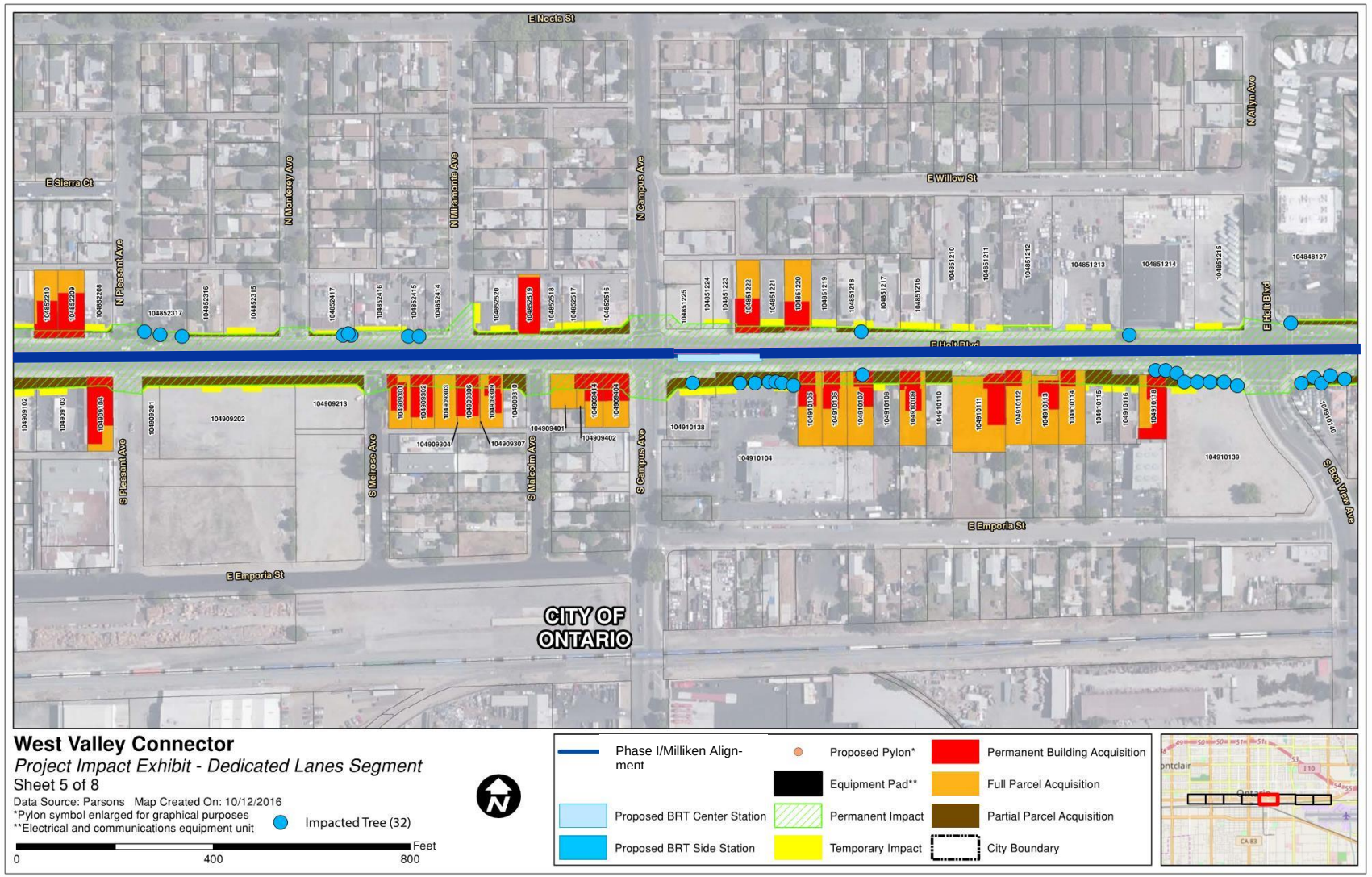
Full Parcel Acquisition
Partial Parcel Acquisition
City Boundary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N Monterey Ave
N Milliken Ave
N Campus Ave
E Willow St
N Allyn Ave
N Pleasant Ave
E Holt Blvd
S Pleasant Ave
S Melrose Ave
S Malcolm Ave
S Campus Ave
E Emporia St
S Bon View Ave
CITY OF ONTARIO
West Valley Connector
Project Impact Exhibit - Dedicated Lanes Segment
Sheet 5 of 8
Data Source: Parsons Map Created On: 10/12/2016
*Pylon symbol enlarged for graphical purposes
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Impacted Tree (32)
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Phase I/Milliken Alignment
Proposed BRT Center Station
Proposed BRT Side Station
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Equipment Pad**
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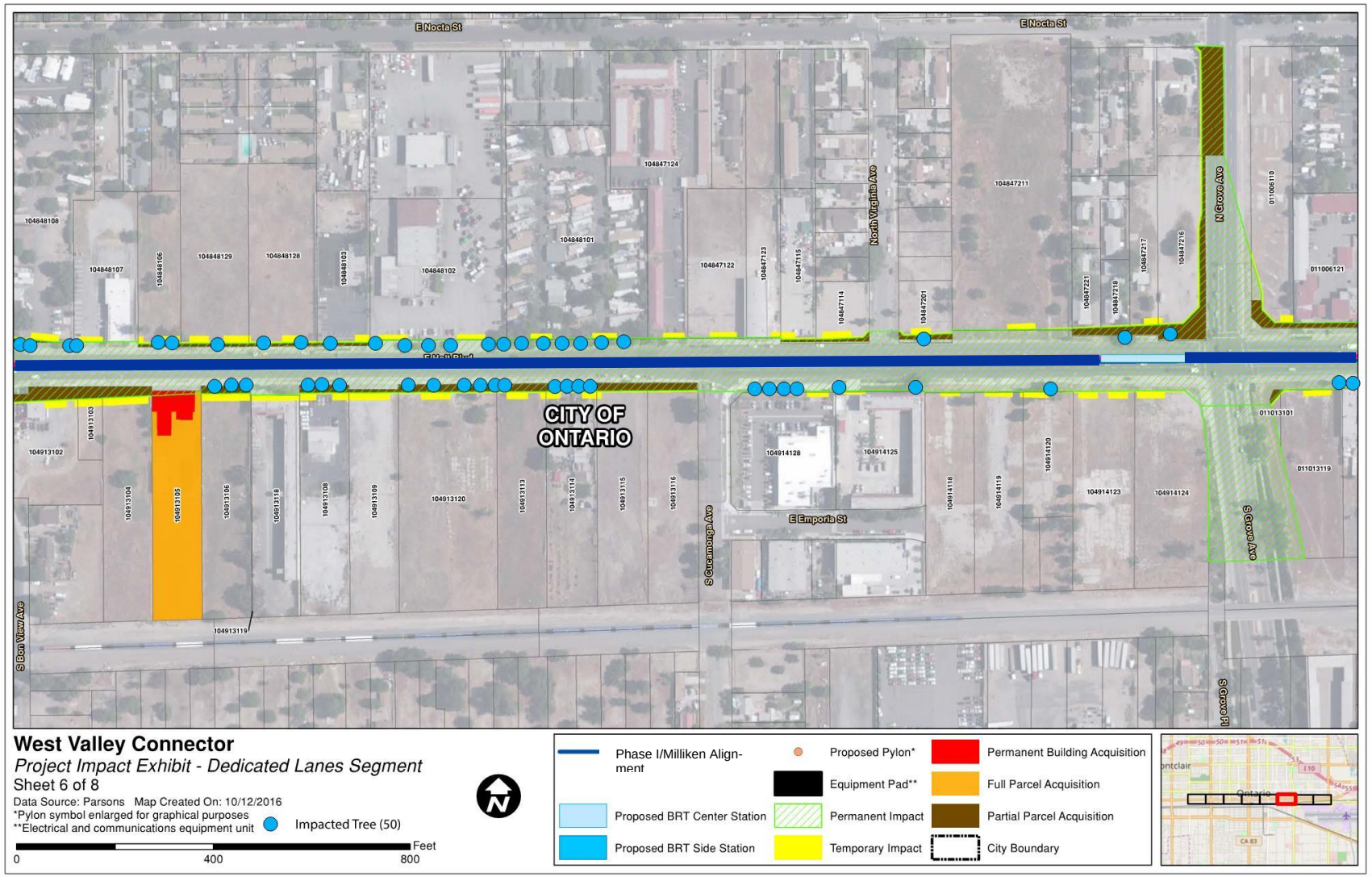
Full Parcel Acquisition
Partial Parcel Acquisition
City Boundary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CITY OF ONTARIO
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West Valley Connector
Project Impact Exhibit - Dedicated Lanes Segment
Sheet 6 of 8
Data Source: Parsons Map Created On: 10/12/2016
*Pylon symbol enlarged for graphical purposes
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400
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Feet
Phase I/Milliken Align-ment
Proposed BRT Center Station
Proposed BRT Side Station
Proposed Pylon*
Equipment Pad**
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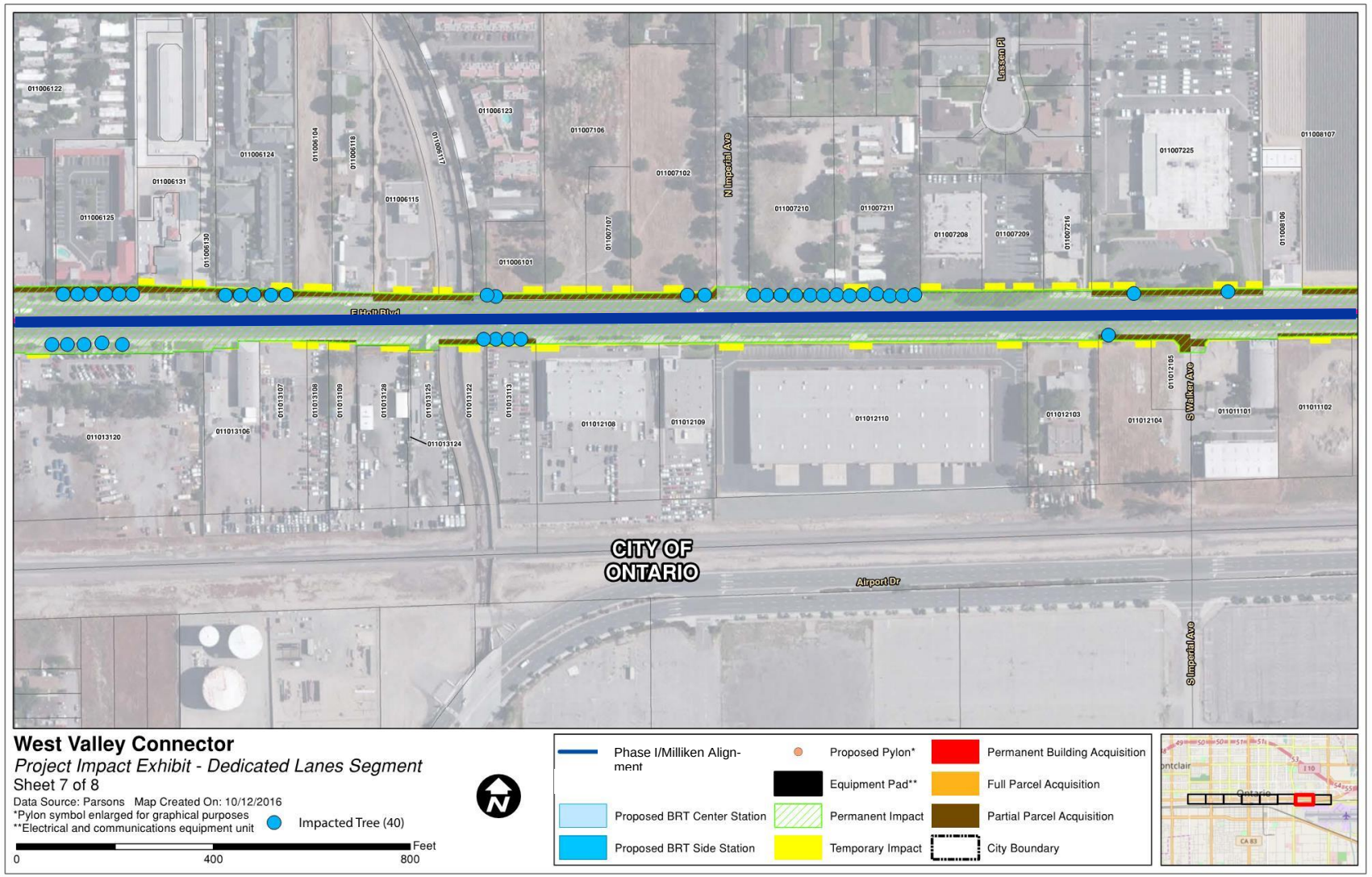
Temporary Impact
Permanent Building Acquisition
Full Parcel Acquisition
Partial Parcel Acquisition
City Boundary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S Vineyard Ave
CITY OF
ONTARIO
Airport Dr
S Imperial Ave
West Valley Connector
Project Impact Exhibit - Dedicated Lanes Segment
Sheet 7 of 8
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*Pylon symbol enlarged for graphical purposes
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Impacted Tree (40)
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400
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Feet
Phase I/Milliken Alignment
Proposed BRT Center Station
Proposed BRT Side Station
Proposed Pylon*
Equipment Pad**
Permanent Impact
Temporary Impact
Permanent Building Acquisition
Full Parcel Acquisition
Partial Parcel Acquisition
City Boundary


CITY OF ONTARIO
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West Valley Connector
Project Impact Exhibit - Dedicated Lanes Segment
Sheet 8 of 8
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Feet
Phase I/Milliken Alignment
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Proposed BRT Side Station
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Full Parcel Acquisition
Partial Parcel Acquisition
City Boundary