

5. *Environmental Analysis*

5.1 **AESTHETICS**

This section of the Draft Environmental Impact Report (DEIR) discusses the potential impacts to the visual character of the City of Ontario associated with The Ontario Plan. This section includes a discussion of the qualitative aesthetic characteristics of the existing environment that would be potentially degraded by the project's implementation and the consistency of the project with established relevant visual resources policies.

5.1.1 **Environmental Setting**

Visual Character

The dominant visual characteristic in the City of Ontario is the San Gabriel Mountain range to the north, visible from the Upper Santa Ana River. Other visual characteristics are the Jurupa Mountains and the San Bernardino Mountains to the east, the Santa Ana Mountains to the south, and Chino Hills to the southwest. From a regional perspective, Ontario is located in a highly developed, urban/suburban area. Developed land uses (residential, commercial, industrial, agricultural, recreational, public, institutional, airport, and utility and transportation easements) are located throughout the City. The northern half of the City, known as the Original Model Colony (OMC), north of Riverside Drive, is a developed urbanized area. Undeveloped areas in the OMC are small, scattered, vacant parcels. The southern half of the City, known as the New Model Colony (NMC), south of Riverside Drive, is relatively flat and open, and is agricultural and rural in character, containing dairies, poultry farms, and row crops. However, the NMC is also rapidly suburbanizing. Figure 3.4, *General and Focus Areas*, in Chapter 3, *Project Description*, illustrates that the City of Ontario can be divided into four general areas: Area 1 – generally west of Grove Avenue, Area 2 – the airport and areas generally east of Grove Avenue and north of State Route 60 (SR-60), Area 3 – south of SR-60 and north of Riverside Drive, and Area 4 – generally south of Riverside Drive. In addition, the City of Ontario can be broken into 15 distinct neighborhoods and districts based on shared aesthetic characteristics, landscaping, and architecture or signage. These areas are categorized by visually prominent buildings, special geographic features, and important cultural centers. Figure 5.1-1, *Neighborhoods/Districts*, illustrates these 15 neighborhoods.

Area 1 – Generally West of Grove Avenue

Aesthetically, Area 1 is the most diverse area of the City due to the various periods of residential development. Area 1 is generally bounded by Benson Avenue to the west, 6th Street to the north, Grove Avenue to the east, and SR-60 to the south (see Figure 3-4). Neighborhoods 1, 3, and 4 are primarily characterized by historic, established, and maturing residential neighborhoods. This area affords a variety of housing types and architectural styles that contribute to its aesthetic diversity. Signage and landscaping are inconsistent, and utilities are aboveground. With the exception of historic homes, homes are comprised of large tract homes, consistent or compatible in architectural style. Residential development in this area is also characterized by front- and side-entry garages, except for homes in the historic areas, which are typically serviced by alleys. Multifamily developments are interspersed among established single-family neighborhoods, particularly north of Interstate -10 (I-10). The architectural and materials quality of these multifamily structures is poor to moderate and a lack of maintenance is apparent. Residential neighborhoods



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are supported with commercial uses along major corridors. Commercial corridors are characterized by buildings of marginal architectural quality and mostly uncoordinated signage of varying heights and styles.

Neighborhood 2 consists of a historic downtown center of varying architectural quality. Some historic buildings have been altered; others have retained their original architecture with varying degrees of maintenance. Euclid Avenue is the defining corridor in the City and reflects the visual character of the City as a whole. The street provides uninterrupted north-south access through the whole City from the historic homes in the downtown district. Euclid Avenue is lined with multistory historic buildings mixed with residential and commercial uses. The Ontario Main Library illustrates infill development and the preservation of maturing developments through the creation of a civic complex within the historic downtown.

Neighborhoods 9, 10, and 11 represent different periods in residential development. The areas are characterized by traditional large-lot, single-family residential development in various styles. Utilities, landscaping, and signage are inconsistent, with utilities normally aboveground. Neighborhood 9 and portions of Neighborhoods 8 and 10 are within the Ontario Quiet Home Program. The program consists of increasing community-airport compatibility through voluntary residential sound insulation and land acquisition. Since its inception, the Ontario Quiet Home Program has removed many of the residences in the eastern portions of Neighborhood 9. Neighborhood 11 differs from Neighborhoods 9 and 10 in that it is more rural than the other two and has large lots that allow animals, such as horses and chickens.

Area 2 – The Airport and Areas Generally East of Grove Avenue and North of SR-60

Area 2 is generally bounded by Grove Avenue to the west, 4th Street to the north, Etiwanda Avenue to the east, and SR-60 to the south (see Figure 3-4, *General and Focus Areas*). The area is predominantly industrial supported by commercial land uses. Industrial uses are oriented around the airport (Neighborhood 7, see Figure 5.1-1). The Los Angeles/Ontario International Airport (LAONT) is visually characterized by ascending and descending aircraft. Buildings around the airport are restricted in height and are large and low. Two railroad corridors run along the northern edge of Holt Boulevard and divide at the airport, with one rail running adjacent to Airport Drive and Guasti Road, and the other running adjacent to Mission Boulevard.

Neighborhood 6 and Neighborhood 8 are east and south, respectively, of LAONT (see Figure 5.1-1). With the exception of the Milliken Landfill, south of Mission Boulevard, Area 2 predominantly contains airport-serving industrial uses, including warehouse uses and manufacturing services. Utilities are underground, but power transmission towers and concrete-lined drainage channels are visually prominent throughout the area. The Milliken Landfill is the highest point in the City and is visible from many viewpoints in the City. Billboards and large signs are cluttered along the I-10, I-15, and SR-60. Remnants of Ontario's agriculture industry are interspersed south of LAONT. The area is a remnant of the City's agricultural past; an assortment of fallow grapevines, old barns, and farmhouses are intermingled with the industrial land uses in Area 2.

Neighborhood 5 is located north-northeast of LAONT (see Figure 5.1-1). The area is the new town center for Ontario, consisting of hospitality, civic, office, and industrial uses. The Ontario Founders' Garden is in the northeast portion of Neighborhood 5 and is visible from I-10 and surrounding roadways. Architecturally, buildings have varied rooflines and heights, multiple stories, and mixed densities. Landscaping consists of recent plantings and themed gardens, with the incorporation of public art. This area contains the historic Guasti Winery, just north on the LAONT. The Guasti Winery includes several historic structures and represents the agriculture heritage on the City. The Ontario Mills Mall is northeast of the LAONT and is one of the primary tourist attractions in the City of Ontario (see Figure 5.1-1, *Neighborhoods/Districts*).

Figure 5.1-1 **Neighborhoods/Districts**



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Area 3 – South of SR-60 and North of Riverside Drive

Area 3 is generally bounded by Euclid Avenue to the west, SR-60 to the north, Milliken Avenue to the east, and Riverside Drive to the south (see Figure 3-4). The area is characterized by a mixture of traditional single-family residential uses (Neighborhood 12) with commercial land uses along major corridors, and newer planned developments with subdivisions (Neighborhood 13) (see Figure 5.1-1). In the traditional single-family areas, architecture, landscaping, signage, and utilities are inconsistent, they are consistent and in good quality in the planned residential areas.

Area 4 – Generally South of Riverside Drive

Area 4 (Neighborhood 14 and 15) is generally bounded by Euclid Avenue to the west, Riverside Drive to the north, Milliken/Hammer Avenue to the east, and Merrill and Bellegrave Avenues to the south (see Figure 3-4). The area is characterized by agriculture resources: agricultural fields, dairy operations, pasture, and croplands, as well as scattered poultry operations, residences, and commercial uses associated with agricultural uses. Agriculture-oriented housing is interspersed throughout the area, with suburban-rural housing located along Riverside Drive, where residential development encroaches on agricultural lands (Neighborhood 15).

Visual Resources

Landforms

The City of Ontario is in the southwestern corner of San Bernardino County, south of the San Gabriel Mountains, in the upper Santa Ana Valley. The City is situated on a broad alluvial fan, which extends from the southern flank of the San Gabriel Mountains and dips gradually southward to the confluence of San Antonio Channel, Cucamonga Channel/Mill Creek, and the Santa Ana River at the Prado Dam Flood Control Basin in Riverside County. Elevation ranges from 1,150 feet above mean sea level (amsl) in the northwest portion to 650 feet amsl in the south-central portion of the City.

Recent (quaternary) alluvium underlies the entire valley. The western portion of the City is underlain by young alluvial-fan deposits. The eastern portion is primarily underlain young eolian (wind driven) deposits with small areas of young alluvial-fan deposits, artificial fill, and young alluvial-valley deposits. The City is bisected by very young alluvial fan and very young wash deposits associated with the Cucamonga Creek Channel.

Natural Features

The City of Ontario is in a highly developed, urban/suburban area. Biological resources have been largely removed or modified throughout the City. The northern half of the City is developed and urbanized with a few vacant parcels. Remnants of native habitats and vegetation communities are virtually absent throughout the northern portion of Ontario. Turf, weeds, nonnative grasses, and nonnative trees and plants are present throughout developed areas of the City. The southern half of the City is agriculture and rural. The area had been extensively altered from natural conditions to primary agricultural use. These areas contain debris mounds—debris and other refuse material (including manure) in piles that overlie the native soils. Areas such as feedlots, cattle holding pens, dairy and poultry operations, and equestrian facilities typically lack vegetation due to intensive disturbance associated with these activities. The area supports ruderal vegetation, including nonnative grasses and forbs. Windrows of trees are the tallest vegetation in the agricultural fields and are prevalent along internal roadways in the areas designated as agricultural industry and cultivated fields.



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Scenic Vistas and Corridors

The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east–west direction. I-15 traverses the northeastern portion of the City in a north–south direction. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of Transportation. However, the Euclid Corridor and the Mission Boulevard Corridor are primary scenic resources in the City of Ontario. Euclid is a grand boulevard with a wide landscaped median along its length. The median is used for public activities and civic events, such as festivals and music concerts. Visually, Euclid Avenue is the most defining corridor in the City. Mission Boulevard has a wide landscaped median and runs east–west immediately south of the airport.

The City of Ontario's physical setting lends opportunities for many views of the community and surrounding natural features, including panoramic views of the San Bernardino and San Gabriel Mountains and stretches of open space and undeveloped land south of Riverside Drive. Scenic vistas can be viewed from an extensive system of formal and informal trails that afford recreational, commercial, and scenic opportunities for the community. The majority of planned trails are throughout the NMC. Current trails in urbanized portions of the City are limited to flood control channels and other informal trails.

Unique Scenic Resources

Visually, the City of Ontario is a linear city with predominantly right-angle streets. The northern portion of the City is highly developed, urban/suburban, with a wide array of residential densities. The northwest portion of the City contains older, maturing residential developments, while the northeast and eastern portion is dominated by planned industrial uses with commercial uses for support. Area 3 is characterized by a mixture of traditional single-family residential uses with commercial land uses located along major corridors, and newer planned developments with subdivisions. The NMC is characterized as agriculture scattered with residential.

Bisecting the City from north to south is I-15, and I-10 and SR-60 traverse east to west. Also traversing the City from east to west is Ontario's most visually important arterial, Euclid Avenue. Euclid Avenue reflects the City's historic past, extending to the historic homes and historically significant buildings in the downtown district of the City.

Historically, Ontario first developed primarily as a citrus agricultural community. Due to the decline of the citrus industry, the City transformed the Victorian "grove houses" that existed at the time into housing tracts. Area 1 has been typified as suburban residential community, with a variety of housing types ranging from historic properties to large-lot rural residential. Established areas of the City are in a period of transition from a suburban small rural community into a fully urbanized community. Transition has not been smooth as undeveloped areas are small, scattered, vacant parcels. The City recognized the need for infill development, preservation of existing neighborhoods, and rehabilitation or reuse of historic structures through areas of the City. Efforts to address such issues have consisted of development and preservation programs, such as the development and implementation of updating development zoning and signage standards.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- AE-1 Have a substantial adverse effect on a scenic vista.
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings.
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold AE-2

Therefore, this impact will not be addressed in the following analysis.

5.1.3 Environmental Impacts

Methodology

The evaluation of aesthetics and aesthetic impacts is highly subjective. It requires the application of a process that objectively identifies the visual features of the existing environment and their importance. The characterization of aesthetics involves establishing the existing visual characters including visual resources and scenic vistas unique to the City of Ontario. Visual resources are determined by identifying existing landforms (e.g., topography and grading), views (e.g., scenic resources such as natural features or urban characteristics) viewing points/locations, and existing light and glare (e.g., nighttime illumination). Changes to the existing aesthetic environment from The Ontario Plan are identified and qualitatively evaluated based on the proposed modifications to the existing setting and the viewers' sensitivity. The project-related impacts are compared to the context of the existing setting, using the threshold criteria discussed below.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.1-1: BUILDOUT IN ACCORDANCE WITH THE ONTARIO PLAN WOULD NOT SUBSTANTIALLY ALTER SCENIC VISTAS IN THE CITY OF ONTARIO. [THRESHOLD AE-1]

Impact Analysis: Implementation of The Ontario Plan could potentially degrade views of the dominant scenic resource in the City of Ontario, the San Gabriel Mountains, which provide panoramic views along the northern corridors of the City. However, as northern portions of the City are developed, implementation of the Proposed Land Use Plan would not substantially alter this scenic resource. Proposed growth in the City is primarily concentrated in undeveloped areas that are interspersed in the mature residential areas in the OMC and throughout the NMC. Implementation of The Ontario Plan would also result in greater density intensification in the City's Ontario Airport Metro Center (Neighborhood 5 on Figure 5.1-1), which would affect views of these natural landscape features. The Proposed Land Use Plan would convert interspersed



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vacant land zoned for commercial uses into mixed land uses. The Ontario Plan land use changes involve the mixed-use land use designation. These mixed-use areas are near major transportation corridors, along Euclid Avenue at Holt Boulevard and Grove Avenue, with a higher concentration northeast of I-10 in the City's "new town center," Ontario Airport Metro.

The majority of new planned development is located throughout the NMC. Buildout in the NMC would result in encroachment of open space. Development of open space areas are proposed in the area approximately south of Edison Avenue and north of Eucalyptus Avenue (Village Green Park). Land use change as a result of new development would alter the visual appearance in the NMC from rural agriculture to low density and low-medium density residential land uses and office/industrial mixed-use.

However, the scale and design of the City, including its land uses, would not deter views of the mountain backdrop. The Municipal Code contains regulations—such as Title 9 Development Code, Chapter 1: Zoning and Land Use Requirements—that require retention of significant natural features and open space preservation of views, contour grading, natural landscaping, and architectural design that blends with the natural terrain of the City. Preserving views of these and other scenic resources will continue to be important in creating and maintaining a sense of community in the City of Ontario. Policy CD1-5 in the Community Design Element of The Ontario Plan would make it the policy of the City to protect public views of the San Gabriel Mountains, and Policies CD2-6, CD2-8, and CD3-3 integrate open space within developments. Furthermore, development within the low-lying areas of the valley would not substantially alter the scenic views provided by this backdrop because the peaks rise to 7,000 feet amsl. Therefore, with adherence to the Municipal Code and review of projects with the policies of the Policy Plan, implementation of The Ontario Plan would not impact scenic vistas in the City.

IMPACT 5.1-2: BUILDOUT IN ACCORDANCE WITH THE PROPOSED LAND USE PLAN WOULD ALTER THE VISUAL APPEARANCE OF THE CITY OF ONTARIO, BUT WOULD NOT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDING. [THRESHOLD AE-3]

Impact Analysis: The Ontario Plan would influence and guide the visual character of the City and its surroundings. The visual character of the City is influenced by the quality and appearance of its freeways, arterial corridors and the land uses adjoining them, as well as by the quality of its residential, commercial, public, and industrial areas. This visual quality is affected by many factors, including the Proposed Land Use Plan designations and policies, specific plans, zoning regulations and enforcement, the City's Capital Improvement Program (CIP), and private property maintenance.

The Community Design Element in the proposed Policy Plan recognizes the importance of community appearance and culture, economic health, and overall quality of life. This element of The Ontario Plan focuses on the form and character of the built environment and is interrelated with the Land Use, Mobility, and Economic Elements. It supports the Land Use Element by providing design policies that complement the City's diverse land uses and historical context, the Mobility Element by providing guidance for aesthetically enhancing arterial corridors, and the Economics Element by recognizing the relationship between quality design and economic viability, stability, and growth. All of these policies have the common goal of improving the visual quality of the City either by enhancing existing positive conditions, developing guidelines to improve future development projects, or constructing capital improvements that improve community aesthetics.

The Ontario Plan also focuses on revitalization of the City's urban areas through neighborhood improvements and redevelopment. The Ontario Plan offers focused guidelines on historical preservation and maintaining the City's visual character. The Ontario Plan addresses various aesthetic conditions within the

historic downtown and nearby areas (see Policy H1.4, Housing Element). Preservation of Guasti Villa and Euclid Avenue reflect the City's desire to maintain its agricultural and historical heritage (see Policy H2.2, Housing Element). The Ontario Plan provides policies that would improve the visual character of the transportation corridors by enhancing landscape, hardscape, signage and lighting; creating commercial centers that are distinctive, pedestrian friendly, and connect to the neighborhoods they serve; introducing high-quality, flexible standards that allow for mixed-use development; and introducing landscaping, lighting, and hardscape that provide distinctive images and identities to major arterials and the areas they access (see Policies H2.1, H2.5, H2.6, and H3.2 of the Housing Element; and Policies CD1-4, CD2-3, CD2-4, and CD2-11 of the Community Design Element). Implementation of Policies CD2-3 and CD2-11 in The Ontario Plan for the industrial and commercial center areas would also strengthen the image of the City through the use of coordinated site planning, landscaping, and complementary design. Concentrating redevelopment efforts through revitalization of underutilized areas in the City would result in an improvement in the existing aesthetic quality of these neighborhoods by reinvigorating business investment in the community. The Ontario Plan policies, such as the policies in the Housing Element and the Community Design Element, will provide guidance on aesthetic issues. Implementation of those policies will ensure that development pursuant to the Land Use Element will not result in adverse aesthetic impacts.

Substantial growth in the City is also focused in the NMC. Growth would result in changes to the area's existing condition. The existing visual character of the NMC includes agricultural uses and scattered residences and commercial uses. Proposed growth would primarily affect the NMC. However, implementation of The Ontario Plan addresses the visual character of the NMC by requiring the use of Specific Plans in the development of the area. Implementation of The Ontario Plan and the use of Specific Plans would address various aesthetic conditions by requiring coordinated site planning and complementary architectural design. In addition, redevelopment or intensification of development in the OMC is also anticipated as a result of buildout of the Proposed Land Use Plan. Consequently, implementation of The Ontario Plan would change the existing visual character in the NMC and the OMC. However, impacts are not considered significant because The Ontario Plan policies of the Community Design Element described above have the common goal of improving the visual quality of the area by developing guidelines to improve future development projects. In addition, Title 9: Development Code of the City's Municipal Code, requires that individual development projects submit to site-specific review pursuant to the City of Ontario processes. These design guidelines and standards would regulate the features of buildings and streets that affect the public realm and would guide the physical development of any development project within the City's boundaries. Therefore, The Ontario Plan would not substantially degrade the visual character or quality of the City of Ontario.

IMPACT 5.1-3: BUILDOUT OF THE ONTARIO PLAN WOULD GENERATE ADDITIONAL LIGHT AND GLARE, BUT WOULD BE MINIMIZED THROUGH ADHERENCE TO THE CITY OF ONTARIO DEVELOPMENT CODE. [THRESHOLD AE-4]

Impact Analysis: Buildout in accordance with the Proposed Land Use Plan would generate new sources of light and glare that could affect day or nighttime views in the City. Sources of light include lighting needed to provide nighttime street and building illumination, security lighting, nighttime traffic, and lighting associated with construction activities.

Lighting introduced to undeveloped and open space areas, especially glaring light, has the potential to impact the visual quality of the nighttime sky and open space areas. Development within the NMC would significantly shift the distribution of existing land uses to a variety of housing types, retail, offices, entertainment, educational, medical, visitor serving, industrial, schools, cultural, recreational and parks, government, open spaces, and a full range of industrial uses. These uses would result in additional sources



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of light or glare. The NMC would be most impacted with the addition of new light sources introduced by new development.

Undeveloped portions of the City and development in the area north of I-10, which is the new town center for Ontario (Neighborhood 5, see Figure 5.1-1), would have the potential to increase nighttime illumination. The City of Ontario Development Code contains standards addressing lighting through its design policies; lighting in residential areas (Article 14), the City's historic districts (Article 26), public facilities (Article 18), open space (Article 19), sign policies (Article 31); and screening and buffering of commercial corridors and industrial areas (see Articles 16 and 17). In addition, the Downtown Ontario Design Guidelines address architectural, graphic, and lighting design principles. Adherence to the design standards of the City of Ontario Development Code (Section 9-1.3325, *Light, Glare, and Heat*) and Downtown Ontario Design Guidelines would ensure that light and glare from new developments would be minimized and that significant impacts would not occur.

5.1.4 Relevant Policy Plan Policies and Programs

Community Design Element

Image and Identity

- CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in southern California.
- CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.
- CD1-3 Neighborhood Improvement. We require viable existing residential and nonresidential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.
- CD1-4 Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage, and lighting.
- CD1-5 View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards, and may be enhanced by framing with trees.

Design Quality

- CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:
- building volume, massing, and height to provide appropriate scale and proportion;
 - a true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and
 - exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

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- CD2-2 Neighborhood Design. We create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:
- a pattern of smaller, walkable blocks that promote access, activity, and safety;
 - variable setbacks and parcel sizes to accommodate a diversity of housing types;
 - traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
 - floor plans that encourage views onto the street and deemphasize the visual and physical dominance of garages (introducing the street frontage as the “outdoor living room”); and
 - landscaped parkways, with sidewalks separated from the curb.
- CD2-3 Commercial Centers. We desire commercial centers to be distinctive, pedestrian friendly, functional, and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.
- CD2-4 Mixed Use, Urban Office, and Transit Serving Areas. We require mixed use, urban office, and transit serving areas to be designed and developed as pedestrian oriented “villages” that promote a vibrant, comfortable, and functional environment.
- CD2-5 Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration, to strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.
- CD2-6 Connectivity. We promote development of local street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means:
- local street patterns that provide access between subdivisions and within neighborhoods, and discourage through traffic;
 - a local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials; and
 - neighborhoods, centers, public schools, and parks that are linked by pedestrian greenways/open space networks. These may also be used to establish clear boundaries between distinct neighborhoods and/or centers.
- CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.



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- CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.
- CD2-9 Landscape Design. We 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.
- CD2-10 Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe, and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.
- CD2-11 Entry Statements. We 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.
- CD2-12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.
- CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.
- CD2-14 Availability of Information. We provide easy access to information for developers, builders, and the public about design quality, construction quality, and sustainable building practices.
- CD2-15 Leverage Professional and Trade Organizations. We support excellence in design and construction quality through collaboration with trade and professional organizations that provide expertise, resources, and programs for developers, builders, and the public.

Pedestrian Environments

- CD3-1 Pedestrian Circulation. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.
- CD3-2 Connectivity Between Streets, Sidewalks, Walkways, and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways, and plazas for pedestrians.
- CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks, or public open spaces.
- CD3-4 Ground Floor Usage of Commercial Buildings. We create lively pedestrian streetscapes by requiring the location of uses, such as shopping, galleries, restaurants, etc., on ground floors adjacent to sidewalks.

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- CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.
- CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality, and sustainability of streetscapes, outdoor spaces and buildings.
- CD3-7 Transit Stops. We require transit stops be well lit, safe, appealing to, and accessible by pedestrians.

Historic Preservation

- CD4-1 Cultural Resource Management. We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.
- CD4-2 Collaboration with Property Owners and Developers. We educate and collaborate with property owners and developers to implement strategies and best practices that preserve the character of our historic buildings, streetscapes, and neighborhoods.
- CD4-3 Collaboration with Outside Agencies. We pursue opportunities to team with other agencies, local organizations, and nonprofits in order to preserve and promote Ontario's heritage.
- CD4-4 Incentives. We use the Mills Act and other federal, state, regional, and local programs to assist property owners with the preservation of select properties and structures.
- CD4-5 Adaptive Reuse. We actively promote and support the adaptive reuse of historic sites and buildings to preserve and maintain their viability.
- CD4-6 Promotion of Public Involvement in Preservation. We engage in programs to publicize and promote the City's and the public's involvement in preservation efforts.
- CD4-7 Public Outreach. We provide opportunities for our residents to research and learn about the history of Ontario through the Planning Department, Museum of History and Art, Ontario, and the Robert E. Ellingwood Model Colony History Room.



Protection and Investment

- CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and properties to be properly and consistently maintained.
- CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.
- CD5-3 Improvements to Property and Infrastructure. We provide programs to improve property and infrastructure.
- CD5-4 Neighborhood Involvement. We encourage active community involvement to implement programs aimed at the beautification and improvement of neighborhoods.

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Community Economic Element

Place-Making

CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

Mobility Element

Roadway System

M1-1 Roadway Design and Maintenance. We require our roadways to:

- Comply with federal, state and local design and safety standards.
- Be compatible with the streetscape and surrounding land uses.

Housing Element

Neighborhoods and Housing

H1-1 Housing Rehabilitation. We support the rehabilitation, maintenance, and improvement of single-family, multiple-family, and mobile homes through code compliance, removal of blight where necessary, and provision of rehabilitation assistance where feasible.

H1-2 Neighborhood Conditions. We direct efforts to improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.

H1-3 Community Amenities. We shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian and bicycle routes, and public safety for neighborhoods consistent with City master plans and neighborhood plans.

H1-4 Historical Preservation. We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.

H1-5 Neighborhood Identity. We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhood.

Housing Supply and Diversity

H2-1 Corridor Housing. We revitalize transportation corridors by encouraging the production of higher density residential and mixed uses that are architecturally, functionally, and aesthetically suited to corridors.

H2-2 Historic Downtown. We foster a vibrant historic downtown through facilitating a wide range of housing types and affordability levels for households of all ages, housing preferences, and income levels.

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- H2-3 Ontario Airport Metro Center. We foster a vibrant, urban, intense, and highly amenitized community in the Ontario Airport Metro Center Area through a mix of residential, entertainment, retail, and office-oriented uses.
- H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
- H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.
- H2.6 Infill Development. We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.

Governmental Constraints

- H3-1 Incentives. We maintain incentive programs that can be offered to projects that provide benefits to the community such as exceptional design quality, economic advantages, environmental sustainability, or other benefits that would otherwise be unrealized.
- H3-2 Flexible Standards. We allow flexibility in the application of residential and mixed-use development standards in order to gain benefits such as exceptional design quality, economic advantages, sustainability, or other benefits that would otherwise be unrealized.
- H3-3 Development Review. We maintain a residential development review process that provides certainty and transparency for project stakeholders and the public, yet allows for the appropriate review to facilitate quality housing development.
- H3-4 Financial Incentives. We consider financial incentives to facilitate and encourage the production, rehabilitation, or improvement of housing or provision of services where such activity furthers housing and community-wide goals.



Land Use Element

Compatibility

- LU2-2 Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.
- LU2-7 Inter-jurisdictional Coordination. We maintain an ongoing liaison with LAWA, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.

Flexibility

- LU3-2 Design Incentives. We offer design incentives to help projects achieve the Vision.

5. Environmental Analysis

AESTHETICS

City of Ontario Development Code

The Ontario Development Code is intended to assist in the implementation of the Ontario General Plan. The Development Code provides a precise guide for the physical development, arrangement of land uses envisioned in the General Plan, provision of open space for light, air circulation, visual relief from the built environment, and standards and guidelines promoting quality development in the City of Ontario.

Downtown Ontario Design Guidelines

The Downtown Ontario Design Guidelines address architectural, graphic, and lighting design principles for development in the area. These guidelines are an adjunct to the City of Ontario's Development Code. The zoning requirements in the Development Code set out precise rules that must be followed throughout the City.

5.1.5 Existing Regulations and Standard Conditions

City of Ontario Municipal Code

The City of Ontario Municipal Code contains regulations regarding historical preservation and general design guidelines that address the aesthetic aspects of residential, commercial, and industrial development:

- **Title 9. Development Code, Chapter 1: Zoning and Land Use Requirements, Part 6: General Regulations, Article 32: General Development Requirements and Exceptions**, contains standards related to development density, screening and setback requirements, signage, street lighting and tree planting, landscape and design, scenic resources, public art, conformity with district regulations, mixed-use requirements, fences and walls, grading, height limitations, lighting, reflective material, and subdivision design criteria for residential (Article 14) and nonresidential (Article 16) development.
- **Title 9. Development Code, Chapter 1: Zoning and Land Use Requirements**, contains regulations for landscaping, lighting, signage, and setbacks in the various land use districts. All on-site lighting fixtures, including parking lot lighting, security lighting and decorative lighting, be indirect or diffused, or shielded or directed away from residential areas.
- **Title 9. Development Code, Chapter 1: Zoning and Land Use Requirements, Part 2: Administration, Article 26: Historic Preservation**, contains standards promoting the enjoyment and use of historical resources; enhancing the visual and aesthetic character, diversity and interest of the City; recognizing historical resources and protecting areas of historical buildings from encroachment of incompatible designs; and promoting public awareness of the benefits of preservation.

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and compliance with The Ontario Plan policies and programs, the following impacts would be less than significant: 5.1-1, 5.1-2 and 5.1-3.

5.1.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures are necessary.

5.1.8 Level of Significance After Mitigation

No significant adverse impacts were identified and no significant unavoidable impacts relating to aesthetics remain.



5. Environmental Analysis

AESTHETICS

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