



Source: ICF International. April 2011.

Figure 3.13-31. Montclair—Metrolink Station
(view looking east and south)



Source: ICF International. April 2011.

**Figure 3.13-32. Montclair—Trackside Portion of Existing Transcenter
Parking Lot**
(view looking east)



Source: ICF International. May 2012.

Figure 3.13-33. Montclair—Parking Structure Site
(view looking northeast)

3.13.3 Environmental Impacts

3.13.3.1 Evaluation Methodology

This impacts assessment followed guidelines provided in the Federal Highway Administration (FHWA) publication *Visual Impact Assessment for Highway Projects* (March 1981), and the State guidelines provided in Caltrans' Standard Environmental Reference (Caltrans 2007). The assessment also considered local policy documents that address locally important resources and set guidelines for achieving visually-attractive projects.

3.13.3.2 Impact Criteria

Impacts on visual resources are considered significant if the project would:

- Substantially degrade existing visual character within the project setting.
- Damage significant visual resources (including trees or landscape features, rock outcroppings, historic buildings, etc.).
- Adversely affect a scenic vista or scenic view.
- Introduce substantial new shadow effects on sensitive users.
- Introduce substantial glare that would affect sensitive users.
- Create substantial artificial light that would adversely affect nighttime views in the area

3.13.3.3 Short-Term Construction Impacts

No Build Alternative

The No Build Alternative would not involve construction activity. As a result, there would be no associated visual quality impacts.

Transportation Systems Management (TSM) Alternative

The TSM Alternative would enhance bus service, including minor improvements to existing bus facilities. Such enhancements would cause minimal infrastructure-related construction activities, and thus no significant impacts to visual resources would occur.

Build Alternative

The Build Alternative project would include the following activities that may affect visual resources and quality:

- Constructing parking structures, platforms, canopies, right-of way fencing and walls.
- Demolishing a limited number of structures.
- Shifting existing rail track.
- Removing and replacing ballast.
- Installing temporary barricades and scaffolding at bridges or overpasses that are proposed for retrofit or replacement.
- Constructing scaffolding for two new flyovers for the LRT tracks to cross over the BNSF Railway tracks.
- Installing overhead electrification systems (catenaries), traction power substations and communications and signaling systems.
- Installing railroad signal gates at crossings.

These activities would introduce short-term temporary visual obstructions, distractions and interferences within the existing visual environment due to the presence of construction equipment and construction objects (e.g., staged/stockpiled building materials, traffic barricades, signage, and construction personnel). These activities would be visible from residential areas and local roadways throughout the Study Area.

Construction equipment (e.g., pile driving and trenching equipment, bulldozers, rollers, cranes, concrete trucks, pumping equipment, flatbed trucks, dump trucks, rail-mounted equipment) would be present along the right-of-way on a short-term basis. During the construction, there would be temporary traffic detours, as well as a need for limited, temporary easements for construction staging in constrained areas. Detour roads and staging sites would be visually disrupted by additional temporary signage and construction-related equipment and activities.

Construction hours are not expected to extend into the night; therefore, use of lights would be minimal. If use of lights occurs, an adequate buffer and screening would be provided to avoid light spill. In addition, visual impacts related to construction activities would be temporary. Mitigation Measures VIS-1 through VIS-3 would minimize any temporary construction impacts to visual resources and character. The key construction-related impacts anticipated in each of the corridor cities and portions of unincorporated

county land in the Study Area are summarized in the following sections. The impact discussion follows the alignment from west to east, starting with the City of Glendora, the City of La Verne, the City of Pomona, the City of Claremont, and ending in the City of Montclair.

Unincorporated Los Angeles County

A small area of unincorporated county (encompassed by the boundaries of City of Glendora) is located along the railroad alignment east of Citrus Avenue. Aside from north-facing views of the San Gabriel Mountains, no other significant visual resources are present in this portion of the project viewshed. In the area east of Citrus Avenue, beyond the impact area for station-related construction, project construction would be limited to shifting the existing freight track, removing and replacing ballast, installing overhead electrification systems (catenaries), installing communications and signaling systems, and installing roadway improvements (e.g., signal gates). The effects of these short-term activities would not be significant because the only visual resource in the setting is ridgeline views of the San Gabriel Mountains.

Construction activities associated with the Build Alternative project would not significantly degrade or damage any existing scenic resources, visual character, or visual quality. In addition, construction would not have an adverse effect on scenic vistas. Because all light sources would be shielded to prevent spillover light, construction would not result in new sources of substantial light or glare that would affect day or night views in the area. With implementation of the identified mitigation and the use of best management practices that include screening construction staging sites, and compliance with local regulatory requirements, the project would not result in a significant impact to visual resources.

City of Glendora

The Glendora Station would include excavation for a two-level, 400-vehicle parking structure and related vehicle access from Glendora and Vermont Avenues. In addition, minor disruptions could result from the construction of streetscape improvements along Glendora Avenue (e.g., paving, landscaping, providing street furniture) to link the village area to the north with the new station. Minor construction associated with the potential relocation of the bus stop adjacent to the station is also proposed. Pending discussions with the City of Glendora, construction could also include safety improvements at the intersection of Foothill Boulevard and Grand Avenue. The station site is very wide (ranging from approximately 200 to 300 feet in width) and screened with a dense growth of shrubbery and trees (continuing south and east from Vermont and Ada Avenues toward Glendora Avenue). It is also relatively isolated in visual terms from residences (both on the west and the east, across Wabash Avenue) as well as the older, potentially historic commercial buildings in the downtown business district along Glendora Avenue north of Ada Avenue. A new LRT bridge would be constructed at an existing railroad bridge where BNSF Railway trains cross historic Route 66. Farther east, near the intersection of Lone Hill Avenue and Gladstone Street, a new flyover is proposed that would allow LRT trains to cross on a set of tracks over the BNSF Railway track. Trenching, scaffolding, and falsework would be required to facilitate construction of the flyover and railroad bridge, as would some related stockpiling of construction materials. Traffic disruptions and detours would likely occur during construction of the flyover. Since the railroad bridge would be elevated, it is not expected to affect traffic on historic Route 66 during construction. Additional construction-related activities would include building a traction power substation (TPSS) in the railroad right-of-way 800-feet west of Vermont Avenue and another in the right-of-way south of the historic Route 66 overcrossing.

Construction activities, signage, and equipment would potentially cause temporary visual disruption of existing north and northeast facing views of the San Gabriel Mountains for Glendora residents along the rail corridor. The views are currently obstructed by existing urban development and existing rail facilities

(e.g., walls and track berms). As described previously, construction work would not likely extend into the nighttime; any work requiring lighting would be appropriately screened to avoid light spill into nearby residences. In addition, the construction-related impacts on visual resources and visual quality would be temporary. No historic properties or visual resources would be directly affected by the project because neither direct demolition nor significant adjacency impacts would occur, such as blocking significant views or creating substantial shade/shadow impacts. Accordingly, construction activities would not degrade or damage any existing scenic resources, visual character, or quality; would not have an adverse effect on scenic vistas; and would not result in new sources of substantial light or glare that would affect day or nighttime views in the area. Therefore, the project would result in a *less-than-significant* impact on aesthetic and visual resources.

City of San Dimas

The San Dimas Station would require demolition of the City of San Dimas maintenance yard facility to accommodate a parking structure and provide vehicle access from Walnut Avenue. Other activities may include a joint effort by Metro and the City of San Dimas to construct safety improvements at the intersection of Cataract and Bonita Avenues. Some related stockpiling of construction materials would occur, most likely within the railroad right-of-way and on the parking structure site. Because of the siting of the station, detours are not anticipated during construction of the parking structure and LRT station.

Construction of a one-story TPSS structure is proposed north of the LRT tracks, outside the right-of-way and approximately 700 feet west of Euclid Avenue, roughly 0.5-mile west of the proposed train station. The setting is west of the old San Dimas downtown area, adjoining a community-scale shopping center of recent date. With the exception of far-off views to mountain and local foothill ridgelines, no visual resources are present in this setting. No siting or construction-related effects on visual resources are anticipated because the visual character of the adjoining commercial development is typical of the area. historic resources. The key visual resource in this setting, views of local ridgelines, would remain unaffected because the building would be only one-story in height. Visual impacts of the TPSS building would not be significant. Construction of the LRT station would occur within the railroad right-of-way. Significant views would not be affected by construction because of the low height of the building. No other historic properties and/or visual resources adjoin the station. North-facing views of the ridgeline of the San Gabriel Mountains would still be visible throughout the construction and visual impacts of the station's construction would not be significant.

As proposed, construction of the three-level parking structure would affect the south-facing views for nearby residents (north) in both the short- and long term. However, the current views of the local foothills facing south from the surrounding residential area are not significant because they are visually obstructed by trees and nearby buildings. As a result, the effect would be less than significant.

The construction-impacts on visual resources and visual quality would be temporary, and with implementation of the identified mitigation/best management practices, including screening construction staging sites, allowing construction during daylight hours only—thereby avoiding the need for nighttime lighting (or in the event that lighting is required, shielding and directing the lights downward to prevent spillover light)—and complying with local regulatory requirements, the project would not result in a significant impact.

City of La Verne

The La Verne Station would require full or partial demolition of a large existing industrial building and associated parking lot to accommodate a six-level, 600-vehicle parking structure and related vehicle

access from Arrow Highway. The construction site is located south of the railroad alignment along Arrow Highway at a point where the roadway turns south and the buffer between the tracks and Arrow Highway widens noticeably. This feature, as well as the existing street trees and the distance (Figure 3.13-15 and Figure 3.13-16), serves to visually separate the construction site from the old La Verne business and residential district to the north (i.e., north of 1st Street). The large industrial buildings along the north border of the railroad right-of-way would buffer properties north of 1st Street from short-term construction-related visual impacts occurring to the south, such as the structural frame of the parking structure or construction cranes. No significant visual resources have been documented south of Arrow Highway, and the industrial buildings along the north border of the railroad alignment block most south-facing views. As a result, no visual resources would be affected during the construction.

Traffic disruptions and detours would most likely occur during construction of the parking structure and station, and other temporary visual disruptions associated with excavation, laying track and replacement ballast, stockpiling materials, and the presence of construction equipment and vehicles would also occur. However, these short-term construction-related impacts would not significantly impact visual resources.

Construction of a TPSS building is proposed north of the LRT tracks along Palomares Avenue, approximately 800 feet west of Wheeler Avenue. The TPSS would be located both within and outside of the right-of-way south of the Damien High School athletic field. There are no architectural or historic resources present in this area. As a result, no siting or construction-related effects on visual and/or historic resources are anticipated. The key visual resource in this setting, views of local ridgelines, would remain unaffected because the building would be only one-story in height

Overall, the construction impacts on visual resources and visual quality would be temporary and not significant with the implementation of the identified mitigation measures, which include: evening construction staging sites, allowing construction during daylight hours only, and complying with local requirements.

City of Pomona

The Pomona Station design would retain the North Pomona ATSF Station building, but would require demolition of all or part of an existing industrial building and associated parking lot north of the railroad right-of-way to accommodate excavation for a 4.5-level, 750-vehicle parking structure and related vehicle access from Garey Avenue. A new flyover is proposed at the intersection of the railroad and Towne Avenue that would allow LRT trains to cross back to the north side of the BNSF tracks. Trenching, scaffolding, and falsework would be required to facilitate construction of the flyover, as would some related stockpiling of construction materials. Traffic disruptions and detours would most likely occur during construction of the flyover. Commuters' north-facing views along Towne Avenue (i.e., views from the industrial properties along Towne Avenue, Indigo Court, Town Center Drive), as well as similar views from the rear windows of residences along Roderick Avenue, would be disrupted while the flyover is being constructed in the short-term. Loss of these views from the industrial properties is not significant because these viewers are not considered sensitive receptors. Residential viewers are considered sensitive receptors, and the temporary disruption of residents' north-facing views during the construction is considered less than significant.

A TPSS building would be constructed adjacent to the Pomona Station. Because visual and/or historic resources are absent from this setting and a continuous row of industrial buildings and the proposed parking structure would block north-facing views of the ridgeline of the San Gabriel Mountains, neither

siting-related nor construction-related effects on visual and/or historic resources would occur as a result of the construction of the TPSS building.

The construction impacts on visual resources and visual quality would be temporary and not significant with implementation of mitigation measures, including: screening construction staging sites, allowing construction during daylight hours only, and complying with local requirements. However, the long-term impacts of the flyover structure to visual resources would be a significant and unavoidable impact.

City of Claremont

Because the right-of-way narrows at Claremont, the Claremont Station would require expanding the right-of-way to the south and demolishing street improvements along the north side of Santa Fe Street. It would also require removal of the landscape buffer at that location, which extends eastward to College Avenue. The construction would require demolition of fencing, paving, and landscaping along the northernmost edge of the property (just west of College Avenue and east of the Claremont Villas housing community). Expansion of the right-of-way would also require demolition of fencing, paving, and landscaping along a portion of the northernmost edge of the Southern California Water Company property, located just east of College Avenue. Development along Santa Fe Street is of recent date, and no significant visual resources such as mature trees and landscaping or architectural/historic resources are present at this location.

Construction would include excavation to accommodate a three-level, 1,050-vehicle parking structure and related vehicle access from 1st Street. The parking structure would be built on the site of the current, heavily landscaped Metrolink park-and-ride lot. Construction would require removal of paving and existing shrubbery and trees. A pedestrian bridge would connect the station parking structure to the Metrolink platforms (pending an agreement with the City of Claremont) and Little League fields to the south. The construction impacts on visual quality and visual and historic resources, including the Claremont ATSF depot and the Sumner House (1st Street and College Avenue), would be temporary. Through compliance with the City of Claremont Village Design Plan, design treatments would be appropriate to the setting, and shade/shadow impacts would be avoided. With implementation of the best management practices and mitigation measures that include replacing landscaping removed for construction of the parking structure with new landscaping of commensurate quality, screening construction staging sites, allowing construction during daylight hours only (and thereby avoiding the need for nighttime lighting, and compliance with local requirements), project construction would not result in a significant impact.

Related construction would include building a TPSS in the railroad right-of-way just west of Cambridge Avenue, approximately half a mile west of the train station. Because of the absence of visual resources at that location, neither siting-related nor construction-related effects on visual and/or historic resources would occur. Also, because of its one-story height, the key visual resource in this setting—north-facing views of the ridgeline of the San Gabriel Mountains—would remain unaffected.

City of Montclair

The Montclair Station would require demolition of some of the existing features within the Montclair Transcenter, including the bus roadway and platforms for waiting bus passengers. Landscaping and a small number of parking spaces bordering the current Metrolink westbound platform would also be removed. Improvements within the right-of-way would include repositioning the track and LRT construction. Minor structural and design modifications to the existing Monte Vista railroad overcrossing would also occur. With the exception of north-facing views of the San Bernardino Mountains, no visual resources (e.g., significant mature landscaping, rock outcroppings, architectural and/or historic resources)

are present in foreground views. Because most of the demolition work would be occurring at or near grade level, a significant disruption of north-facing views would not occur.

Other construction activities would include rebuilding the bus transfer facility at the Transcenter site, and building a traction power supply substation (TPSS) in the railroad right-of-way, approximately 700 feet east of Claremont Avenue in the City of Claremont. Visual impacts of the TPSS building would be less than significant because no significant architectural/historical landscape visual resources are present in that setting. Also, because of the building's one-story height, the key visual resource in the viewshed, north-facing views of mountain ridgelines, would not be affected.

The construction impacts on visual resources and visual quality would be temporary and with implementation of the identified mitigation measures the project would not result in significant impacts.

3.13.3.4 Long-Term Impacts

No Build Alternative

Long-term impacts on visual quality are not anticipated for the No Build Alternative because there would be no infrastructure-related construction or demolition with the potential to affect sight lines to visual resources. Thus, the No Build Alternative would not result in long-term significant impacts.

Transportation Systems Management (TSM) Alternative

Because the TSM Alternative would enhance bus service, including minor improvements to bus stops, there would be no significant long-term impacts on visual resources.

Build Alternative

Overall, the Build Alternative project has a low potential to adversely affect visual resources because it would be located within the existing railroad right-of-way and have a low profile—resulting in minor changes to the existing visual setting. However, the project removal of some deodar trees in the City of La Verne and a new flyover structure at Towne Avenue in the City of Pomona would result in significant changes in the visual setting at those locations.

No scenic vistas would be adversely affected, since none are designated, though existing views of the San Gabriel Mountains in Pomona would be partially obscured for some residents as a result of the proposed flyover at Towne Avenue. There would be no significant impacts related to shade and shadow effects given that there are no residences or other light-sensitive resources adjoining the proposed LRT stations and associated multi-story parking structures. The LRT catenary system is not of sufficient mass to create shade or shadow impacts. Station and parking development would introduce new sources of light and glare. Since these sources can be shielded so that nighttime lighting is focused on the transit properties, there would be no significant impacts. Mitigation measure VIS-2 would reduce any potential significant impacts resulting from lighting and glare at proposed stations and parking structures to a *less-than-significant* level. Mitigation measures VIS-3 and VIS-4 further reduce any significant visual impacts resulting from the introduction of the proposed LRT tracks and stations to *less-than-significant* levels.

A discussion of the long-term effects on the corridor cities follows.

City of Glendora

The project's effects on visual resources would be considered less than significant because project features would be constructed within an area that does not contain significant architectural/historic or landscape visual resources. The Build Alternative would be constructed primarily along and within an existing railroad right-of-way with a surrounding setting that has historically included rail, industrial, commercial uses. Project components, such as the platform and canopies, safety fencing, overhead electrification equipment, and TPSS facilities, would be low profile and consistent with the railroad's historic operational and design characteristics. The new two-level 400-space parking structure, which would be constructed north of the railroad right-of-way along Glendora Avenue on a large vacant parcel, would also be of a low profile and consistent with the surrounding commercial setting.

The project includes a new flyover structure at Lone Hill Avenue. This structure would be 35 feet high at its highest point and, as such, would be a significant visual presence, particularly at its crossing of Lone Hill Avenue. The area where the flyover would occur is dominated by large-scale, auto-oriented businesses situated between the railroad right-of-way to the north and east, and residential development to the south that would be screened from the flyover by the commercial development to the north and northeast (see Figure 3.13-4, Figure 3.13-5, and Figure 3.13-6). A 60-foot-tall communication tower would be constructed just south of Gladstone Street to the west of the LRT track. The only visually sensitive receptors in this area are the residences located along Gladstone Avenue approximately 0.25-mile south of the Lone Hill Avenue rail crossing. At this distance, and because of the intervening commercial developments, the Lone Hill Avenue flyover would not be visible to these residences; visual impacts related to the flyover would be considered less than significant.

The LRT tracks north of the BNSF tracks, along a portion of the corridor between Glendora Avenue and historic Route 66, would be close to some residences. However, conformance with City of Glendora design policies and Mitigation Measures VIS-4 and VIS-5 would ensure that no significant impacts on visual resources would occur throughout the Glendora portion of the project. Likewise, the effects of project on historic Route 66 and the *Route 66 Corridor Specific Plan* area would be limited as the right-of-way is separated from Route 66 by intervening industrial and commercial uses which block views of the right-of-way from Route 66. Surrounding land uses, and the project components would be low profile and consistent with the railroad's historic operational and design characteristics. Replacement of the existing railroad bridge, which is not a significant historic resource, would be in conformance with the applicable City of Glendora design policies, *Route 66 Corridor Specific Plan* policies, and Mitigation Measure VIS-5. No significant impacts would occur to the visual character of historic State Route 66 or the *Route 66 Corridor Specific Plan* area.

Encompassed within the City of Glendora are two small islands of unincorporated county. Because of the absence of significant architectural/historical and landscape visual resources in that portion of the setting – the county island located east of Citrus Avenue – the project's effect on visual resources would be considered less than significant. In the long term, the presence of the catenaries within the existing rail right of way and changes to the railroad bed and track would be the only changes to the existing visual setting. The effect of the project on the key visual resource – north-facing ridgeline views – would be *less than significant* because the proposed improvements would be limited to at-grade improvements as well as minor aboveground elements, such as the catenaries and other operational railroad features, that would not significantly obscure views.

City of San Dimas

The project includes a station in proximity to a residential complex on Walnut Avenue. However, project features would be constructed within an existing railroad right-of-way and would be low profile. The station's masonry screening wall would block many of the station platform features, but the catenaries and platform canopies would still be visible. Project components, such as the platform and canopies, safety fencing, overhead electrification equipment, and TPSS facilities, would be consistent with the railroad's historic operational and design characteristics by consulting with the City of San Dimas on station design. Therefore, this impact is considered less than significant.

The proposed parking would be in a three-level, approximately 30 foot-high, 450-vehicle parking structure. The effect of the parking structure on visual resources would be *less than significant* because the parking structure would be located within a light industrial district along Arrow Highway and on the site of the current City of San Dimas maintenance facility. Although the adjacent light industrial buildings are approximately 15 to 20 feet tall, they would offer some visual screening of the parking structure from the south, west, and east. Additionally, the parking structure would be set back approximately 100 feet or more from Walnut Avenue and 200 feet or more from the Arrow Highway property line to allow for a surface passenger drop-off/pick-up area, landscaping, and additional buffering from the street. The parking structure and related bridge on the maintenance yard property would place it within the viewshed of a large residential complex on Walnut Avenue. Residents there would have direct south-facing views of those features from as close as approximately 100 to 125 feet. Because significant visual resources are not present in the residents' viewshed and current residents' views are of industrial buildings and tree tops, the effect of the new parking structure and its related features on visual quality would be less than significant. Conformance with City of San Dimas design policies and Mitigation Measures VIS-4 and VIS-5 would further ensure that no significant impacts on visual resources occur.

City of La Verne

Project components, such as the platform and canopies, safety fencing, overhead electrification equipment, signaling devices, and TPSS facilities, would be consistent with the railroad's historic operational and design characteristics. The proposed six-level (approximately 55-foot-high), 600-space parking structure would be taller than any of the immediately adjacent buildings. The structure's height would be consistent with the allowable heights of 72 feet for buildings in the *Old La Verne Specific Plan* area where the this site is located. The large industrial buildings along the north border of the railroad right-of-way visually buffer the commercial and residential properties north of 1st Street from both the station and parking structure proposed to the south. There are no residences in the immediate vicinity of the proposed parking structure that would be affected by the introduction of new shade or shadow effects. Because this parking structure would blend in with future development envisioned in the *Old La Verne Specific Plan*; the existing frontages east of E Street along Arrow Highway and along the south side of 1st Street that straddle the alignment are lined with relatively large industrial buildings; and sensitive architectural/historical visual resources are absent from the station and parking structure locations, significant impacts on visual quality would not occur. Conformance with City of La Verne design policies, consistent with Construction Authority policy, and Mitigation Measures VIS-4 and VIS-5 will ensure that the effect of the parking structure and station on visual resources would not be significant.

The project would result in removal of the deodar cedar trees, as well as other trees, from the railroad right-of-way. This landscape feature is unique along the railroad alignment and a significant visual resource. Even with implementing mitigation measures of transplanting trees outside the project right-of-way after construction or planting new landscaping (e.g., such as planting new shrubbery and/or vines on fencing), this impact would be *significant and unavoidable*.

City of Pomona

The project components, such as the platform and canopies, safety fencing, overhead electrification equipment, signaling devices, and TPSS facilities, would be consistent with the railroad's historic operational and design characteristics.

The new 750-space, 4.5-level (45-foot-high) parking structure would be taller than most of the existing buildings in the surrounding industrial district. It would, however, be set back over 200 feet from Garey Avenue and even farther from Bonita Avenue where visually sensitive residences are located. Because of these large setbacks and the surrounding industrial and transportation-related uses, the visual impacts of the structure would not be significant. Conformance with City of Pomona design policies, consistent with Construction Authority policy, and implementation of Mitigation Measures VIS-4 and VIS-5 would further ensure that the effect of the parking structure and stations on sensitive uses would not be significant.

From some locations, the Towne Avenue flyover could obscure, but not entirely block, north-facing views of the local mountains. The neighborhood in this area is comprised of both large industrial buildings (e.g. Towne Avenue, Indigo Court, and Town Center Drive) as well as one-story homes west of Towne Avenue, which are separated from the rail right-of-way by a masonry property wall. This wall constrains existing views of the railroad alignment for those residents living closest to the rail right-of-way, but it would not block views of elevated features, such as the flyover that are taller than the property wall. For some residents living along Roderick Avenue and the northern portions of Hemlock Way and Wilkie Drive, the 30-foot-high structure would partially block their views of the mountains (Figure 3.13-34). The change in view would occur from only a few locations, and the mountains could still be seen with a slight change in the viewers' line of sight. While the proposed flyover would be designed in accordance with the City of Pomona design policies, views of the mountains would continue to be obscured resulting in a *significant* and unavoidable impact. Mitigation Measures VIS-4, and VIS-5 would minimize any visual impacts on existing views related to lighting and design characteristics of the proposed Towne Avenue flyover, but visual impact would remain *significant and unavoidable*.



Source: Parsons Brinckerhoff, 2011

Figure 3.13-34. Conceptual Flyover Structure at Towne Avenue

City of Claremont

The proposed LRT platforms and canopies would be constructed along the existing railroad right-of-way adjacent to a large scale commercial development to the north and large future multi-story residential development to the south. The LRT facilities would be smaller in scale and presence than any of the surrounding existing or planned land uses. The proposed 1,050-space, three-level (approximately 25-foot-high) parking structure would be compatible in scale with adjacent development west of College Avenue. No residences or other shadow-sensitive land uses are located in close proximity to the proposed parking structure; and uses to the north associated with the Claremont Colleges are too distant from the proposed facility to be affected by any casting of shadows. Therefore, the LRT platforms canopies and parking structure would not be considered a significant visual impact. Canopies and other station amenities would be located to ensure minimum adverse visual impacts to views of the historic depot from the LRT platforms or from the trains themselves. Conformance with City of Claremont design policies (consistent with Construction Authority policy) and Mitigation Measures VIS-4 and VIS-5 would further ensure that no significant impacts on visual resources would result.

Given the significant changes to the visual and historic setting that have already occurred over decades, impacts on visual resources and on key adjacent historic resources, including the Claremont ATSF depot and the Sumner House (1st Street and College Avenue), and on visual quality would be *less than significant*. Compliance with the City of Claremont Village Design Plan would ensure that design treatments would be appropriate to the setting and that shade/shadow impacts would be avoided. Implementation of Construction Authority best management practices and mitigation measures would ensure that a significant impact on visual quality would not occur: replacing the existing park-and-ride lot landscaping removed for construction of the parking structure with new landscaping of commensurate quality; screening parking structure and station lighting elements to avoid glare and spillover light impacts; and complying with local requirements.

City of Montclair

The project's effects on visual resources within Montclair are not considered significant because project features would be constructed within an existing railroad right-of-way and at the existing Montclair Transcenter, where no significant architectural, historic, landscape features, or rock outcroppings are present. Further, safety fencing, overhead electrification equipment, signaling devices, and TPSS facilities would be consistent with the railroad's historic operational and design characteristics. Additionally station parking needs would be accommodated by the existing Transcenter surface parking lots.

Conformance with City of Montclair design policies consistent with Construction Authority policy and Mitigation Measures VIS-4 and VIS-5 would further ensure that no significant impacts on visual resources would result.

3.13.3.5 Cumulative Impacts

The project is being constructed primarily within an existing railroad corridor used historically for both freight and passenger rail services. In addition, former railroad-dependent manufacturing, warehouse, and commercial uses predominate along more than a third of the alignment and are not visually sensitive, further minimizing the potential for significant cumulative visual impacts. Some permanent changes to the visual setting (e.g., Towne Avenue flyover obstruction of mountain views in Pomona) and impacts to visual resources (e.g., removal of trees and landscaping, including deodar cedar trees in La Verne) would occur, resulting in significant and unavoidable impacts to visual resources in La Verne and Pomona. While these impacts would be significant and unavoidable, they would only occur at singular locations

and be highly localized. The project is fully consistent with the applicable policies and goals articulated in the General Plans and specific plans of each of the local jurisdictions in the Study Area, and the implementation of the identified mitigation measures for those instances where visual quality could be adversely affected, would further ensure that the project would not make a substantial contribution to a cumulatively significant effect.

3.13.4 Mitigation Measures

3.13.4.1 Short-Term Construction Mitigation Measures

- **VIS-1**—As determined by a qualified arborist, specimen trees within the existing right-of-way shall be relocated. The relocated trees shall be incorporated into the landscape plan or along adjacent public right-of-way where space permits wherever feasible. Landscape guidelines shall be prepared prior to the start of construction and implemented during the construction phase.
- **VIS-2**—Temporary construction area screening shall be considered in areas adjacent to roadway residences and businesses.
- **VIS-3**—If lighting is required during construction, lighting shall be shielded and directed downward and away from adjacent residential and commercial uses.

3.13.4.2 Long-Term Mitigation Measures

- **VIS-4**—All lighting at the parking facilities and station locations shall utilize best available technology to reduce spillover to adjacent land uses and shall be directed away from adjacent residences. In addition, landscaping, fences, or other measures to shield adjacent residences from light and glare shall be provided where applicable.
- **VIS-5**—All walls, structures and fences shall be properly screened or incorporate design features to improve appearance and reduce visual intrusion. Station design shall feature materials, landscaping, art, and other Metro Gold Line Foothill Extension elements developed by the station design team that includes architects, landscape architects, and lighting experts. Surface treatments shall be provided at the face of safety walls and at roadway/pedestrian portals, and landscaping along safety walls outside of the LRT portal shall be provided where feasible to provide wall screening.

3.13.5 Level of Significance after Mitigation

The construction impacts on visual resources and visual quality would be temporary and with implementation of the identified mitigation measures the project would not result in significant impacts.

Although the identified mitigation measures and other efforts to address the long-term project impacts, including conformance with City of Pomona design policies, could reduce impacts on visual resources, the impact on visual resources from the Towne Avenue flyover would remain *significant* and unavoidable. Also, due to space constraints it would not be possible to replant or plant replacement trees within the existing right-of-way in the City of La Verne. As a result, this long-term impact would remain *significant* and unavoidable at this location.

