

3.13 VISUAL QUALITY

3.13.1 Regulatory Setting

3.13.1.1 State and Regional

California Environmental Quality Act

California Environmental Quality Act (CEQA) applies to any project that would result in a physical change of the Study Area, including alteration of land use, air quality, noise or views. With regard to views and visual quality, CEQA specifically provides for the “...enjoyment of aesthetic, natural, scenic, and historic environmental qualities...” (Section 21001[b]).

California Scenic Highway Program (Senate Bill 1467, Streets and Highways Code Sections 260 to 263)

The California Scenic Highway Program protects and enhances the scenic beauty of the State’s highway system. The program helps to identify portions of the State highway system that require special conservation treatments. Preservation includes adjacent scenic corridors and associated visible natural features. Therefore, any project that may affect the scenic value of an identified scenic corridor is required to consider the provisions of the Program. Preservation includes highways that are designated as scenic and listed as eligible to become State scenic highways.

3.13.1.2 Local

The Study Area includes portions of six local jurisdictions: the Cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair, and a small island portion of unincorporated Los Angeles County. There are no unincorporated lands within or adjacent to the alignment in San Bernardino County. Of these, Los Angeles County and the cities of Glendora, San Dimas, La Verne, and Claremont have policies related to visual resources that are directly applicable to the project. The City of Montclair identifies local mountain ridgelines as the community’s key visual resources but has not outlined any governing aesthetics-related policies. Table 3.13-1 outlines these policies.

Los Angeles County

A small unincorporated county “island” abuts the north side of the railroad alignment for a distance of approximately 1,500 feet between Citrus and Barranca Avenues. Bordered on three sides by the City of Glendora, it carries an H5 (single-family residential) classification in the Los Angeles County *East Azusa/Glendora Islands Land Use Policy Draft* (February 2011).

The primary policy document governing aesthetics in the County’s unincorporated areas is the *Los Angeles County General Plan* (dating from 1980 and before). In addition, the *County of Los Angeles Bicycle Master Plan* (March 2012), a component of the Los Angeles County Transportation Element, identifies existing and proposed bike routes that traverse or could traverse the project area in the future.

Table 3.13-1. Local Planning Goals and Policies

Municipality	Planning Document	Applicable Policies
Los Angeles County	<i>Los Angeles County General Plan</i>	<p>Scenic Highways Element overarching goals:</p> <ul style="list-style-type: none"> • Create a scenic highway system that is publically-accessible through a variety of transportation modes. • Preserve and enhance aesthetic resources within scenic corridors. • Key objective: improve intergovernmental coordination and implementation. <p>Conservation and Open Space Element Policies:</p> <ul style="list-style-type: none"> • Policy 16: Protect visual quality of scenic areas, from public roads, trails and key vantage points. • Policy 30: Develop a system of bikeways, scenic highways, riding and hiking trails. • Policy 34: Encourage the installation and maintenance of pollution-resistant and drought-tolerant plants in urban areas and integrate landscaping and open space into new developments. • Policy 35: Institute tree planting programs while preserving heritage trees. <p>Land Use Element overarching objectives;</p> <ul style="list-style-type: none"> • Encourage high-quality design that is compatible with and sensitive to the natural and manmade environment. • Encourage a more efficient use of land appropriate to natural, ecological, scenic, cultural and open space resources. • Related policy: Reuse/recycle sites in need of revitalization.
	<i>County of Los Angeles Bicycle Master Plan</i>	<ul style="list-style-type: none"> • Figure 3-10 lists existing bike routes that traverse the Metro Gold Line railroad alignment: Foothill Boulevard, Vermont Avenue, Vista Bonita/Glendora Avenue, and Lone Hill Avenue, Bonita Avenue, Arrow Highway, San Dimas Avenue, Indian Hill Boulevard, Sixth Street and Claremont Boulevard.

Table 3.13-1. Local Planning Goals and Policies (continued)

Municipality	Planning Document	Applicable Policies
City of Glendora	<i>Glendora Community Plan 2025</i>	<ul style="list-style-type: none"> • Goals LU-18, LU-20, and LU-21 seek to preserve design compatibility between existing and new development. • OSR-7 calls for enhancement of the City's trail system and bike trails. • CON-10 requires the preservation of the City's hillside trees and street trees.
City of San Dimas	<i>1990 San Dimas General Plan</i>	<ul style="list-style-type: none"> • Goals OS-3 and OS-4 express the City's commitment to providing, developing, and maintaining recreational space, including bike, hiking, and equestrian trails, throughout the City. • Goals L-1, L-4, and L-6 support the preservation of the small town atmosphere of San Dimas and the establishment of a train station to support revitalization of downtown San Dimas, in part, by promoting more nighttime activity.
City of La Verne	<i>City of La Verne General Plan</i>	<ul style="list-style-type: none"> • Goal 3 of the Resource Management Element identifies bike routes and requires the protection of scenic vistas, native trees, and heritage landscape features. • Goals 1, 2, and 3 of the Community Design Element emphasize the protection of La Verne's design character and ambiance through the protection of the urban forest (e.g., preservation of and/or replacement of deodar cedar trees).
	<i>Draft Old Town La Verne Specific Plan</i>	<ul style="list-style-type: none"> • Development standards including maximum height, lot size, setbacks, and parking requirements.
City of Pomona	<i>City of Pomona General Plan Public Review Draft (March 2011)</i>	<ul style="list-style-type: none"> • Does not designate official scenic corridors or scenic vistas, but Open Space Network Element recommends establishing greenbelts outside the project area, along White Avenue and South Garey Avenue. • <u>Calls for aligning new transit-oriented development with transit networks with enhanced connectivity capabilities.</u>
City of Claremont	<i>City of Claremont General Plan</i>	<ul style="list-style-type: none"> • Goals 2-1, 2-3, 2-5, 2-11, and 2-12 express concerns for the preservation of the City's distinctive small town, pedestrian-oriented design character. • Goals 5-1, 5-8, and 5-11 require protection of its urban forest and views of the local mountains, which are considered prime visual resources.
	<i>Claremont Village Design Plan and Village Expansion Specific Plan</i>	<ul style="list-style-type: none"> • Emphasizes the need for pedestrian-oriented development and references the Citrus Regional Bikeway.
City of Montclair	<i>City of Montclair General Plan (1999)</i>	<ul style="list-style-type: none"> • Identifies local mountain ridgelines as the community's key visual resources. However, no scenic vistas, view corridors, or scenic highways are identified, <u>and no aesthetics-related policies are presented.</u>

Source: ICF International. July 2011 and June 2012.

The Los Angeles County General Plan includes *1965 Regional Recreation Areas Plan*, which contains a list of potential scenic corridors that have not yet been fully studied for adoption as scenic highways, and the Scenic Highways (October 1974), Conservation and Open Space (November 1980), and Land Use (November 1980) Elements that contain policies governing aesthetics.

The Scenic Highways Element’s three overarching goals are: 1) the creation of a scenic highway system that can be accessed by the public through a variety of transportation modes, 2) establishment of better scenic corridor linkages with recreational sites, and 3) the “preservation and enhancement of aesthetic resources within scenic corridors.” The key objectives include improving scenic highway-related coordination and implementation “at all levels of government” and encouraging local governments to incorporate scenic routes into their local scenic highway programs.

Only one officially designated scenic highway is listed in the Scenic Highways Element—Angeles Crest Highway (State Route [SR] 2), located in the Angeles National Forest. Four other potential scenic routes are identified for evaluation and possible future designation: SR-210/SR-57 between SR-60 and the Foothill Freeway (in Glendora); Glendora Mountain Road (Glendora and the Angeles National Forest); and Mills Avenue/Mt. Baldy Road (in Claremont, between the Foothill Freeway and Glendora Ridge Road). Of these, only SR-210 traverses the project alignment. The other routes range in distance from one to three miles north of the alignment. A prime objective of the Conservation and Open Space Element is preservation and protection of “sites of historical, archaeological, scenic and scientific value.” Four policies are germane to the project: 1) protecting the “visual quality of scenic areas, including ridgelines and scenic views from public roads, trails, and key vantage points” (Policy 16); 2) developing “a system of bikeways, scenic highways, and riding and hiking trails” while linking recreation sites, where possible (Policy 30); 3) encouraging the installation and maintenance of “pollution-resistant and drought-tolerant plants in urban areas” while integrating landscaping and open space into new developments (Policy 34); and 3) supporting both the preservation of heritage trees and tree planting programs (Policy 35).

In the Land Use Element, two objectives address aesthetic concerns. These include encouraging high-quality design that is “compatible and sensitive to” both the natural and manmade environment and encouraging a more efficient use of land “sensitive to natural, ecological, scenic, cultural, and open space resources.” Related policies include “promoting the more intensive reuse/recycling of sites in need of revitalization” and promoting “compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.” The Land Use Element also addresses scenic highway design criteria, including a policy requiring the placement or screening of all unsightly features to eliminate or reduce visibility from scenic highways.

The *County of Los Angeles Bicycle Master Plan* offers a “vision for a diverse bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable.” It lists a number of existing and potential bike routes that traverse the Metro Gold Line railroad alignment, including: Foothill Boulevard, Vermont Avenue, Vista Bonita/Glendora Avenue, Lone Hill Avenue in Glendora, Bonita Avenue, Arrow Highway, San Dimas Avenue in San Dimas, Indian Hill Boulevard, Sixth Street, and Claremont Boulevard in Claremont (*County of Los Angeles Bicycle Master Plan*. Figure 3-10: “Existing Bicycle Network”).

City of Glendora

The *Glendora Community Plan 2025* (general plan) is the primary policy document governing aesthetics in the City of Glendora. Additional policy direction regarding community design and aesthetics is provided in a series of specific plans, including the *Route 66 Corridor Specific Plan*, *Village on the Green*

Specific Plan, and *Glendora Commercial Plan*, which provide development performance standards that amplify the policies presented in the community plan.

Four of the Elements in the *Glendora Community Plan 2025* touch upon aesthetics and scenic quality. However, few of the plan goals and policies are directly germane to the Metro Gold Line Extension project. The Circulation Element does classify Glendora Avenue, extending south from Glendora Avenue past the Glendora station and parking structure location to Arrow Highway, as a local Class III bike route. Because it traverses downtown Glendora, it would provide direct access to the proposed Glendora station and eventually link with the regional bikeway network; potential users would include commuting and recreational bicyclists—potentially highly sensitive viewer groups.

Although no scenic highways or scenic routes are included in the Circulation Element, certain Circulation Element policies are directly related to the Metro Gold Line Extension project, including the City’s stated preference for a grade-separated crossing at the diagonal Grand Avenue/Foothill Boulevard intersection to reduce congestion and enhance safety (*Glendora Community Plan 2025*: Circulation Element).

Goals in the Land Use Element reference scenic trails. However, all scenic trails are located in parks at the base of Angeles National Forest foothills; at distances of approximately three miles from the project corridor and four miles from the proposed Glendora station location.

The goal of preserving neighborhood character by achieving better design compatibility between existing and new development receives repeated mention (Land Use Element Goals LU-18 and LU-20 through LU-21 and related policies). The Open Space Element includes the goal of enhancing development of the City’s trail system throughout the community, including creating bike trails, such as a trail along Glendora Avenue. Preserving the City’s hillside trees and street trees is highlighted in the Conservation Element.

City of San Dimas

The *1990 San Dimas General Plan* and the *San Dimas Design Guidelines Town Core* (n.d.) are the primary policy documents governing aesthetics in San Dimas. *San Dimas Design Guidelines Town Core* focuses on architectural design specifics for infill commercial and residential construction in the city’s center; its recommendations are not directly germane to the proposed rail project.

Scenic views and corridors are referenced in the Open Space Element of the General Plan. The goals emphasize that views of the foothills and nearby canyons are fundamental community visual resources. Foothill Boulevard, San Dimas Avenue, and Walnut Avenue are designated as local scenic highways. Both Walnut and San Dimas Avenues border the proposed San Dimas station and parking structure; these streets are directly related to the Metro Gold Line Extension project because of their location. Open Space Element Goals OS-3 and OS-4 and related objectives express the City’s commitment to providing, developing, and maintaining recreational space, including bike, hiking, and equestrian trails throughout San Dimas.

The Circulation Element includes three goals that are germane to the proposed Metro Gold Line Extension project, including working with adjoining municipalities and LACMTA to establish a public transportation system that includes rail commuter facilities and provides safe alternatives to travel by automobile, such as “a system of bike routes to meet the needs of local and commuter cyclists” (Goals C-2 through C-3 and related Objectives). Goals in the Land Use Element underscore the commitment to preserving the small town atmosphere of San Dimas. They also link the establishment of a train station to

the revitalization of San Dimas' downtown as additional train service is considered a strategy for promoting more nighttime activity there (Goals L-1, L-4 and L-6 and related Objectives).

City of La Verne

The *City of La Verne General Plan* (1998) is the primary policy document governing aesthetics in the City. The project right-of-way also falls within the Arrow Corridor Specific Plan area and the Central City Redevelopment Project area. The General Plan's Transportation Element sets the goal of achieving a comprehensive transportation system that "encourages Metrolink commuter rail system expansion" as one of its primary goals. In addition, it designates Arrow Highway as a bike route and sets "improving the appearance of railroad track corridors" within the City as a priority.

The identification of bike routes and the protection of scenic vistas, native trees, and heritage landscape features are the essential aesthetics-related goals presented in the Resource Management Element. Several goals directly related to the Metro Gold Line project also are included in the Noise Element, including a commitment to protecting the community from train noise through the potential use of landscaped sound walls, double-glazed windows, revising rail operations procedures, and other design mitigation measures.

The majority of the policies related to aesthetics are contained in the Community Design Element, which emphasizes the protection of La Verne's design character and ambiance as a fundamental goal. The protection of the City's distinctive urban forest is also highlighted in several of the goals, including the preservation of and/or replacement of deodar cedar trees (*Cedrus deodara*) – the primary tree species occurring along the Arrow Highway Metro Gold Line/Burlington Northern Santa Fe (BNSF) right-of-way between San Dimas Canyon Road and D Street. Table CD-4, "Native and Protected Species," lists the deodar cedar as one of the City's 15 native and protected species.

City of Pomona

The *City of Pomona Draft General Plan Public Review* (March 2011) contains goals and policies focused on economic revitalization and improved mobility; rail transportation is viewed as one of the fundamental means of achieving the City's larger revitalization goal. The Economic Development Element, for example, highlights the North Pomona Metrolink/Metro Gold Line station area as a potential location for incubating new green and bio-tech industries and a transit-oriented (TOD) district that would include housing as part of a mixed-use development. The Implementation Element's Goals and Policies of the General Plan provides more TOD-related policy on the North Pomona station location. In addition, this section sets design policy related to train noise through "noise mitigation measures, including, but not limited to, the use of double-paned soundproof windows near Metrolink stations to allow [TOD] to include office and residential uses."

Although the General Plan does not propose official scenic corridors or scenic vista designations, the Open Space Network Element recommends the establishment of greenbelts along White Avenue (from Fairplex south to I-10) and along South Garey Avenue. The Future Open Space Network section of the General Plan shows the area abutting the North Pomona Metrolink/Metro Gold Line station on the south as a potential site for the development of pocket parks. In the Mobility and Access Element, the Citrus Regional Bikeway is referenced as part of a regional bikeway system that would parallel the Metrolink/BNSF railroad right-of-way. The bike route would provide direct access to the proposed Pomona Metro Gold Line station and link it to the regional bikeway system. Potential users would include commuting bicyclists as well as recreational bicyclists—potential highly sensitive viewer groups.

City of Claremont

The *City of Claremont General Plan* (2009) is the primary policy document governing aesthetics in Claremont. Additional policy direction regarding community design and aesthetics is provided in a series of neighborhood plans, including the *Claremont Village Design Plan* (1987) and the *Village Expansion Specific Plan* (2001). A fundamental concern expressed throughout the *Claremont General Plan* is preserving the City’s distinctive small-town, pedestrian-oriented design character (Land Use Element Goals 2-1, 2-3, 2-5, 2-11, and 2-12 and related policies). In addition, its extensive urban forest and views to the local mountains are considered prime visual resources. Protection of these resources is established through a number of the General Plan’s goals and policies. Claremont Village, which borders the Claremont Metrolink/Metro Gold Line station immediately to the north, is designated as an activity node in the General Plan, and pedestrian linkages to and from the Claremont station are proposed.

The Community Mobility Element contains several goals and policies relevant to the Metro Gold Line. Claremont Depot, and the Metrolink, Foothill Transit, and Metro Gold Line transit modes housed on the station site, are referenced as “important legacy elements” that connect the past, present, and future viability of the community. Also referenced is the Citrus Regional Bikeway, which utilizes Bonita Avenue and 1st Street, adjoining the Claremont station as its primary route through Claremont to Claremont Boulevard. As contemplated, the bike route would provide direct access to the proposed Claremont Metro Gold Line station and link it with the regional bikeway network. Hence, its potential users would include commuting bicyclists as well as recreational bicyclists—potential highly sensitive viewer groups. Other mobility goals include supporting the regional transportation network, including the Metro Gold Line extension to Claremont, and working to coordinate the different modes of travel and facilitate easy multi-modal transfers (Community Mobility Goal 4-1 and related policies; Goal 4-4 and related policies). The presence of the Claremont station is conceived as an opportunity for nearby TOD projects (Community Mobility Goal 4-4, Policy 4-4-5).

The *Claremont Village Expansion Specific Plan* and the *Village Design Plan* both emphasize the need for encouraging pedestrian-oriented development, accommodating the Citrus Regional Bikeway, and capitalizing on proximity to the station.

City of Montclair

The *Montclair General Plan* (1999) designates the areas bordering the Montclair station for Planned Development. Montclair’s Circulation Element promotes the provision of public transit to link strategic locations, such as the Montclair Plaza Shopping Center and the Montclair Transcenter, with the (then-proposed) Metrolink station.

The General Plan identifies local mountain ridgelines as the community’s key visual resources. However, no scenic vistas, view corridors, or scenic highways are identified within the City’s corporate boundaries. The protection of views to Foothill Boulevard, part of historic Route 66 (located in the City of Upland and unincorporated Los Angeles County, 1.5 miles north of the Montclair station location) and Mt. Baldy Road (in the mountains within the Angeles National Forest, approximately 5.5 miles north of the Montclair station location), is proposed.

Germane to the area bordering the Montclair station on the south and north, the North Montclair Downtown Specific Plan amplifies the policies of the General Plan. The plans call for the development of a number of large residential communities to capitalize on the proximity of the station and Montclair Plaza. These include “The Paseos” project as well as the Arrow Station Development.

3.13.2 Existing Conditions

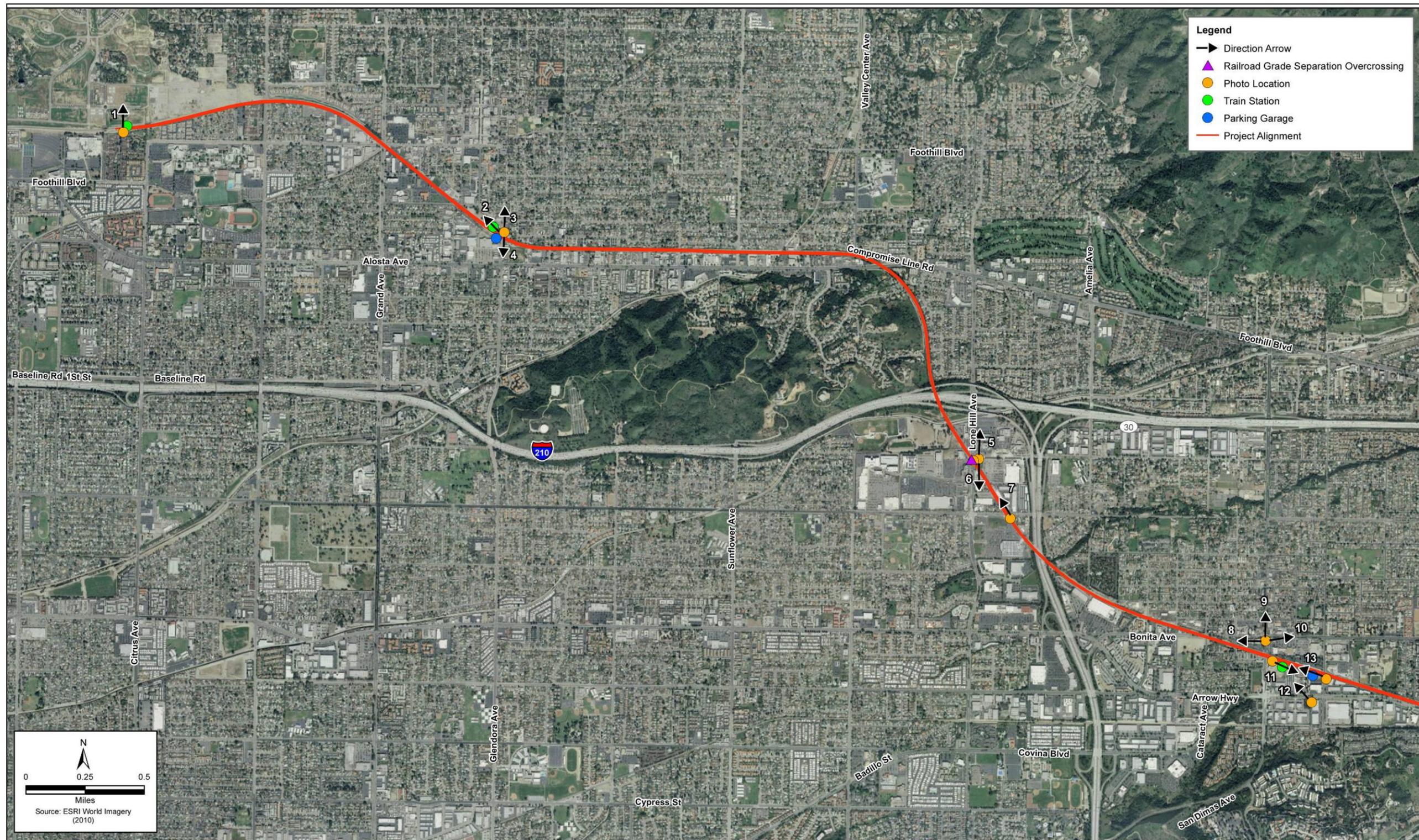
3.13.2.1 Regional Setting

As is typical of many urban areas in Southern California, industrial and commercial uses predominate areas adjacent to the railroad corridor. Historically, these uses were dependent on railroad proximity in order to move manufactured goods to markets on freight lines. This pattern is present in La Verne, Pomona, Montclair, and the eastern portion of San Dimas. Along smaller portions of the corridor—Glendora, Claremont, and the western portion of the San Dimas—a mix of commercial and residential uses are predominant adjacent to the railroad corridor. North-facing views of the San Gabriel Mountains are the key scenic resource along the project corridor and are located approximately 1.5 to 5.5 miles from the alignment at various points.

A few locally designated scenic corridors in the region include San Dimas Avenue, Glendora Avenue, and historic U.S. Route 66. Most of the project corridor lies on flat or gently sloped land. Areas of enhanced landscaping, including dense clusters of native and ornamental trees, offer visual variety and interest along segments of the project corridor. These include the deodar cedar trees that screen the railroad right-of-way in La Verne and the dense stands of trees in the western portion of San Dimas and Claremont.

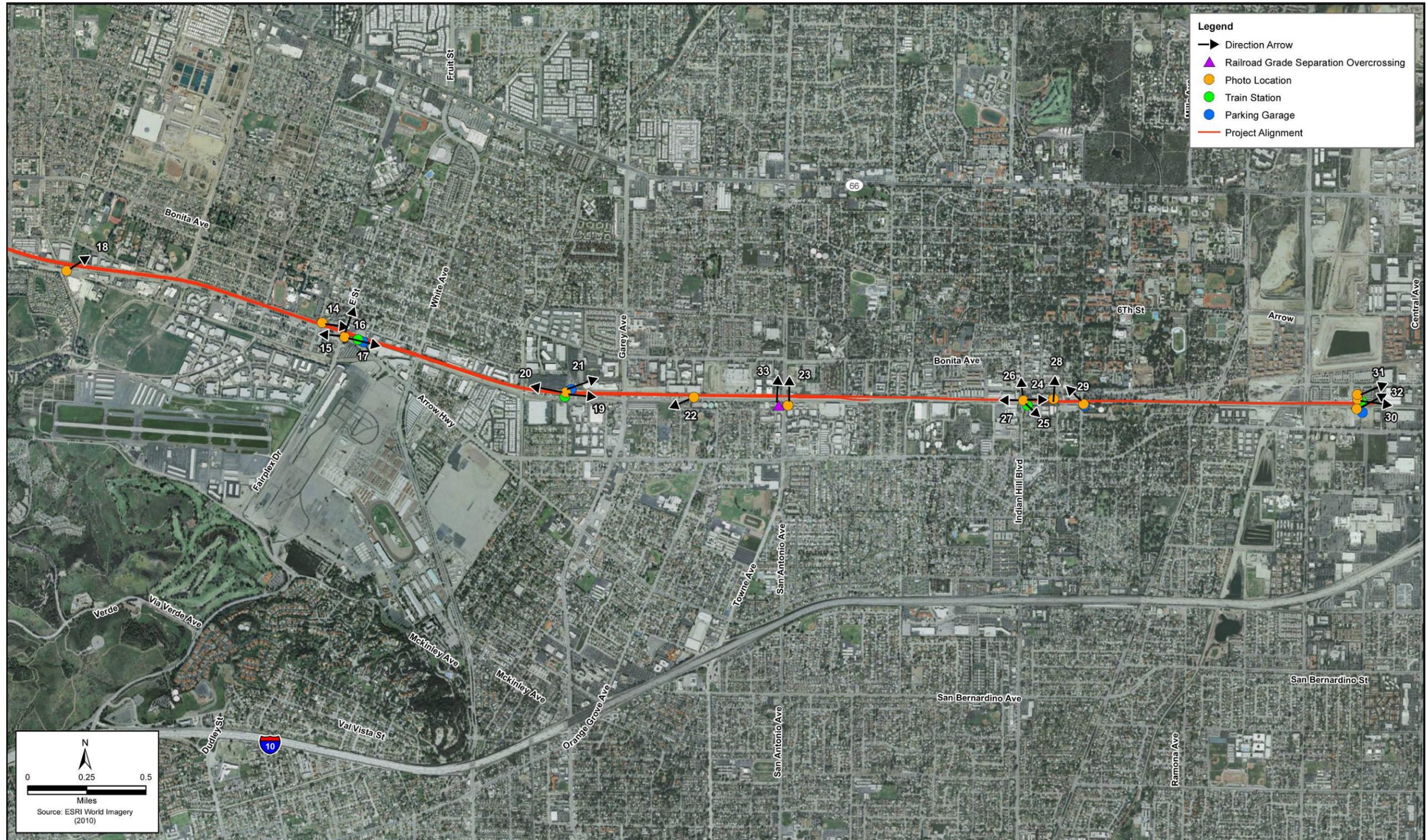
3.13.2.2 Local Setting

This section discusses the visual character and quality along the project corridor and provides photographic documentation of views at representative project alignment locations (Figure 3.13-1 through Figure 3.13-33). The locations of the vantage points in the photographs are also shown in Figure 3.13-1 and Figure 3.13-2.



Source: ICF, 2012

Figure 3.13-1. Key Observation Viewing Points and Visual Assessment Units (1 of 2)



Source: ICF, 2012

Figure 3.13-2. Key Observation Viewing Points and Visual Assessment Units (2 of 2)

City of Glendora

In the western portion of Glendora, the alignment would traverse a residential area and a former nursery site (east of Citrus Avenue). Commercial and residential uses predominate near Grand Avenue. Between Glendora Avenue and Vermont Avenue, the right-of-way and abutting vacant land create a broad, open expanse that extends several hundred feet west and southwest from Glendora Avenue to Vermont Avenue. Several evergreen trees along the western side of Glendora Avenue, as well as scattered clusters of shrubbery, serve to partially screen the right-of-way from some of the west-facing vantages east of Glendora Avenue (Figure 3.13-3). Development surrounding the proposed light rail station at Glendora Avenue includes community-scale retail and commercial to the south, and a post office to the north, dating from 1980 (Figure 3.13-4). Northeast of Glendora Avenue are residential neighborhoods (Figure 3.13-5). Based on a review of the *Glendora Community Plan 2025*, no designated or proposed scenic vistas or other scenic resources are located in this setting.

East of Glendora Avenue, the railroad alignment travels in a nearly due-east direction. It is bordered on the north by single-family residences that front Lemon Avenue and on the south by chiefly commercial development along historic U.S. Route 66 (Alosta Avenue), established in 1926. Today it is a surviving portion of the old U.S. highway system that linked Chicago with Los Angeles across eight states. A diverse array of auto service-related businesses, motels, and small family-owned highway-oriented businesses on small parcels characterize the development along this highway. At historic U.S. Route 66, the Build Alternative crosses over an existing railroad bridge before heading south towards I-210. Land uses within the *Route 66 Corridor Specific Plan* area about the project right-of-way – they are largely commercial and of disparate design quality. The buildings are primarily oriented away from the right-of-way, with views of the right-of-way from historic Route 66 generally limited. The existing railroad bridge is a visual landmark and acts as an entry portal to the *Route 66 Corridor Specific Plan*; the bridge's sign with the City's name in large, black letters.

In the eastern portion of the city, adjoining the location of the proposed flyover structure at Lone Hill Avenue north of Gladstone Street, the Build Alternative project right-of-way traverses an urbanized setting, which is overwhelmingly characterized by regional-scale retail (including Home Depot and Costco stores), an automobile showroom district, and light industrial development (Figure 3.13-6, Figure 3.13-7, and Figure 3.13-8). A small number of single- and small multi-family residences are located along the north side of Gladstone Street approximately 200 feet east of Lone Hill Avenue, and along the south side, east across the project alignment from the Costco store. The north-facing views of the mountains from the residences along Gladstone Street are moderately vivid and only partly obscured by the intervening commercial and industrial development.

City of San Dimas

In eastern San Dimas between the State Route 57 freeway and North Eucla Avenue, single-family residences adjoin the north side of the corridor. The Foothill Village Shopping Center abuts the southern side. No designated scenic vistas exist in this setting. At Amelia Avenue, the hilly terrain provides topographic relief, and the presence of numerous trees is the primary visual resource in close- and mid-range views across this portion of the alignment. The old San Dimas business and residential district is located along Bonita Avenue, between Cataract and San Dimas Avenues.



Source: ICF International. April 2011.

Figure 3.13-3. Glendora—Station Site (Glendora Avenue at Vista Bonita)
(view looking northwest)



Source: ICF International. April 2011.

Figure 3.13-4. Glendora—Glendora Avenue north of the Station Site
(view looking northwest)



Source: ICF International. April 2011.

Figure 3.13-5. Glendora—Glendora Avenue and Railroad Crossing
(view looking south)



Source: ICF International. April 2011.

Figure 3.13-6. Glendora—Lone Hill Avenue
(view looking north)



Source: ICF International. May 2012.

Figure 3.13-7. Glendora—Lone Hill Avenue
(view looking south)



Source: ICF International. May 2012.

Figure 3.13-8. Railroad Right-of-Way at Gladstone Avenue
(looking northward to Lone Hill)

The adjoining neighborhood has an eclectic assortment of building types and uses, including: the historically significant but not architecturally or visually noteworthy San Dimas Lemon Association Packing House (a warehouse at the northwest corner of Cataract and Bonita Avenues); the San Dimas Station (corner of Monte Vista and Bonita Avenues) an architectural resource; and a grouping of late Victorian and early 20th-century dwellings (between Cataract and San Dimas Avenues) with a vivid design character (Figure 3.13-9). San Dimas Avenue serves as a demarcation line between generally older, smaller-scale downtown development and more recent primarily commercial development on larger parcels. This newer development is also typical of suburban commercial development in Southern California. San Dimas Avenue also is a local bike route; it affords vivid north-facing views of the San Gabriel Mountains ridgelines (Figure 3.13-10).

East of San Dimas Avenue the architectural character transitions from small-scale, early 20th-century development to larger-scale, one-story commercial development featuring large surface parking lots (Figure 3.13-11). The brown-brick construction and parking lot landscape elements give this portion of the setting a homogeneous but only moderately vivid design character.

The proposed site of the Metro Gold Line San Dimas station is located east of San Dimas Avenue, outside a grouping of older buildings located west of San Dimas Avenue (Figure 3.13-12). It would be adjacent to and east of the Grove Station mixed-use project that is currently under development. The proposed location of the station parking structure is currently the site of the San Dimas City maintenance yard (east and south of the station) in an area characterized by mixed, but chiefly light industrial uses (Figure 3.13-13). Opposite the proposed parking structure site and to the north, across the railroad alignment is a large two-story multi-family housing development (extending west from Walnut Avenue). Although an approximately 7-foot concrete masonry wall partially screens views of the railroad, largely unimpeded south-facing views can be acquired from the second-floor levels of those units looking across the railroad alignment and toward the proposed parking structure site and Arrow Highway (Figure 3.13-14).



Source: ICF International. April 2011.

Figure 3.13-9. San Dimas—Bonita at San Dimas Avenue
(view looking west)



Source: ICF International. May 2012

Figure 3.13-10. San Dimas—San Dimas Avenue
(view looking north)



Source: ICF International. April 2011

Figure 3.13-11. San Dimas—Bonita at San Dimas Avenue
(view looking east)



Source: ICF International. April 2011.

**Figure 3.13-12. San Dimas—San Dimas Avenue at
Railroad Right-of-Way**
(view looking east)



Source: ICF International. April 2011.

**Figure 3.13-13. San Dimas—View toward Proposed Parking Structure
Site from Arrow Highway**
(view looking northwest)



Source: ICF International. May 2012.

Figure 3.13-14. San Dimas –Walnut Avenue along Railroad Alignment
(view looking west)

City of La Verne

In La Verne’s largely urbanized area (between Damien Avenue and E Street) the primary uses are single-family residences and educational institutions, including Damien High School and the University of La Verne. At D Street, the old La Verne business and residential district is adjacent to but buffered from the railroad right-of-way (north). Numerous buildings in the business district are locally listed historic resources. These include primarily industrial buildings of utilitarian design that were built as lemon packinghouses, and ~~currently that are significant for their historical associations but are~~ not visual resources (viz., 2234 First Street, 2016 D Street). The buildings are located along the railroad alignment’s northern border, between 1st Street, D Street and White Avenue, and were originally built in this location to allow direct access to the BNSF railway corridor.

The packinghouse structures, along with parking lots and athletic fields at the University of La Verne (between B and E Streets), largely buffer the residential and commercial buildings in the business and residential area to the north from views of the railroad. Figure 3.13-15 and Figure 3.13-16 show views at D and E Streets along Arrow Highway. Figure 3.13-17 depicts the view looking north along E Street into the neighborhood that adjoins the railroad alignment. Industrial buildings abut both sides of the alignment between Arrow Highway and 1st Street adjacent to the proposed station at E Street. Single-family residences are located north of 1st Street and East of E Street. The proposed station site is shown on Figure 3.13-18.

On the southern border of the railroad right-of-way, along Arrow Highway east of E Street and extending west approximately to Damien Avenue, is an attractive and distinctive non-continuous row of deodar cedar trees that were planted to provide visual screening of the existing railroad right-of-way (Figure 3.13-19). This is a unique landscape feature along the entire alignment and a significant visual resource.



Source: ICF International. April 2011.

Figure 3.13-15. La Verne—D Street at Railroad Right-of-Way
(view looking east)



Source: ICF International. April 2011.

Figure 3.13-16. La Verne—E Street at Railroad
(view looking west)



Source: ICF International. May 2012.

Figure 3.13-17. La Verne—E Street
(view looking north)



Source: ICF International. April 2011.

Figure 3.13-18. La Verne—E Street at Railroad
(view looking east)



Source: ICF International. April 2011.

Figure 3.13-19. La Verne—Deodar Cedars along Arrow Highway
(view looking east)

City of Pomona

Within the City of Pomona, the alignment would traverse an urbanized setting where single-family residences, multi-family residential development, industrial, and community-scale commercial uses occur adjacent to one another predominate. In the western portion of the city, beginning at Garey Avenue and continuing west, the right-of-way traverses an industrial park (Figure 3.13-20). The area holds a low degree of visual interest because there are few interesting landscape features, little topographic relief, and no scenic resources other than intermittent north-facing views of the San Gabriel Mountains. The station is proposed for a site approximately 1,000 feet west of Garey Avenue (adjoining Santa Fe Street), north of the existing Pomona North Metrolink station parking lot (Figure 3.13-21 and Figure 3.13-22). Concrete and corrugated metal clad industrial buildings and a double-wide expanse of railroad tracks are visually dominant.

The ~~north side of the~~ alignment, between Garey and Towne Avenues, is ~~primarily~~ comprised of large industrial facilities, as well as 1950s-era single-family and more recent multi-family residential development. ~~By contrast~~For example, along the south side of the alignment is developed with a mix of there is a highly eclectic mix of single-family residential groupings, groupings (as along Kimball Avenue, Roderick Drive, and Ivory Lane) large industrial facilities, metal water-storage tanks, an elementary school, as well as Palomares Park. Palomares Park contains the historic Palomares Adobe. ~~It~~The adobe is located at the southern edge of the park (fronting Arrow Highway), approximately 600 feet from the alignment and blocked from view by intervening park development, including large metal water tanks (as referenced above) (Figure 3.13-23). Views north to the San Gabriel Mountains can be glimpsed at this location; however, no designated scenic vistas or other scenic resources are present at this location.

Although two historic buildings are located along the Pomona segment of the project alignment, including the nearby Atchison, Topeka & Santa Fe railroad depot (to the west at Garey Avenue) and the Palomares Adobe (approximately 1,000 feet to the south of the proposed alignment), neither property is a significant visual resource, notwithstanding each being significant based on historical associations. Other nearby buildings are typical suburban industrial and commercial developments.

A flyover is planned at Towne Avenue. Both north and south of the railroad right-of-way along Towne Avenue, Indigo Court, and to the east along Town Center Drive, industrial and commercial uses in large concrete single-story structures dominate the visual setting adjoining a proposed flyover location (Figure 3.13-24). Approximately 550 feet west of Towne Avenue, some 12 single-family residences along Roderick Avenue back up to the railroad alignment adjacent to the western starting point for a proposed flyover location. Because of intervening industrial development, these residences have highly constrained northeast-facing views to the Towne Avenue railroad crossing location. The only scenic resources identified in this setting are the north-facing views of the San Gabriel Mountains. Mature street and yard trees are visual resources of secondary importance.

Along the north side of the project alignment, between Garey and Towne Avenues, are two large residential complexes, abutted by two large industrial park complexes. Just east of Garey Avenue is the multi-story Serenity Villas Senior Housing complex. Further east, The Arbours, a 123-unit single-family residential development, comprised of one-story and two-story residences, abuts the alignment approximately 600 feet west of Towne Avenue. A masonry perimeter wall approximately 7 feet in height is The Arbours' only buffering element along the railroad right-of-way. This land use pattern of abutting industrial and multi-family residential development continues east of Towne Avenue (e.g., Quail Creek Condominiums in Pomona, and the Plum Tree Apartments in the City of Claremont).



Source: ICF International. April 2011.

Figure 3.13-20. Pomona North—Metrolink Station Setting
(view looking east along Santa Fe Avenue)



Source: ICF International. April 2011.

Figure 3.13-21. Pomona North—Metrolink Station
(view looking west and north at platform)



Source: ICF International. April 2011.

**Figure 3.13-22. Pomona—Proposed Parking Structure Site at
Pomona North Station**
(view looking northeast)



Source: ICF International. April 2011.

Figure 3.13-23. Pomona—Near Rear of Palomares Park
(view looking southwest)



Source: ICF International. May 2012.

Figure 3.13-24. Pomona—Towne Avenue
(View looking north)

City of Claremont

Land uses along the portion of the project right-of-way west of Indian Hill Boulevard include residential and industrial uses, which are currently being converted to institutional and commercial uses. East of Indian Hill Boulevard is a mix of commercial, residential, government and institutional buildings, with the institutional buildings associated chiefly with the Claremont Colleges. The proposed LRT station would be situated in a densely developed setting that includes the Claremont Village shopping district, Claremont Villas, a three-story senior housing facility (south), and a three-story office building (north) (Figure 3.13-25 and Figure 3.13-26). Adjoining on the north near the proposed station is the Claremont Village district (chiefly to the north across 1st Street and Indian Hill Boulevard, and west of the Claremont Colleges campuses at College Avenue) (Figure 3.13-27). To the west is a recently-constructed retail shopping center of moderately vivid design character, with an attached three-level parking structure. The shopping center is adjoined on the west by the two-story College Heights Lemon Packinghouse, which has been converted to a combination of a gallery and retail/restaurant commercial uses. The College Heights Lemon Packing house is one of a small number of surviving early 20th-century citrus packing plants along the BNSF railway corridor. However, the new shopping center screens the packing house from views of Indian Hill Boulevard adjoining the existing and proposed stations (Figure 3.13-28).

Noteworthy historic buildings that would adjoin the proposed station include the Atchison, Topeka & Santa Fe railroad depot (Figure 3.13-29) and the Sumner House located at the northwest corner of College Avenue and 1st Street (Figure 3.13-30). Claremont Village is an area of vivid design character and high aesthetic quality because of the architectural quality of its built structures and the abundant, mature street trees. However, there are no designated or proposed scenic highways, view corridors, or scenic vistas in this neighborhood setting. There are only intermittent views of the San Gabriel Mountains from Claremont Village because of the existing trees and the dense placement of buildings (Figure 3.13-30).



Source: ICF International. April 2011

Figure 3.13-25. Claremont—Indian Hill Boulevard at Railroad
(view looking east).



Source: ICF International. April 2011.

Figure 3.13-26. Claremont—Claremont Villas near Indian Hill Boulevard at Railroad
(view looking southeast)



Source: ICF International. April 2011.

Figure 3.13-27. Claremont—Indian Hill Boulevard at Railroad
(view looking north)



Source: ICF International. April 2011.

Figure 3.13-28. Claremont—Indian Hill Boulevard at Railroad
(view looking west)



Source: ICF International. April 2011.

Figure 3.13-29. Claremont—Atchison, Topeka & Santa Fe Railroad Depot
(view is looking south from 1st Street)



Source: ICF International. April 2011.

Figure 3.13-30. Claremont—Sumner House 1st Street at College Avenue
(view looking northwest)

City of Montclair

Within the City of Montclair, the alignment traverses an urban setting with a diverse range of uses that include: neighborhood- and community-scale retail shopping centers, large industrial buildings of concrete construction, a rock quarry/water catchment site, and the Montclair Transcenter, a multimodal transit center (Figure 3.13-31 and Figure 3.13-32). The Montclair Transcenter extends eastward from Monte Vista Avenue (midblock) toward Central Avenue, between the BNSF Railway right-of-way and Richton Street, including the property on the north side of Richton Street. It includes bus lanes, bus passenger shelters, large surface parking lots, and the existing Metrolink station.

To the north is a large expanse of gently rolling undeveloped land dotted with river rock. To the west of the Transcenter site are the Montclair Police headquarters building and a Monte Vista Water District facility. Farther north along Monte Vista Avenue is a large grouping of residential buildings that is part of the College Park housing tract. These elements are typical of suburban development in Southern California and hold low to moderate visual interest. To the south are one-story commercial buildings; to the east are large one-story industrial and commercial buildings. A sand and gravel plant abuts the railroad alignment on the southwest (northeast corner of Monte Vista Avenue and Arrow Highway). Given the lack of visual cohesiveness and the absence of noteworthy architectural and landscape features in foreground views within the viewshed, this urban setting is not considered aesthetically significant. There are no designated scenic corridors or vistas, and there are no identified historic resources near the proposed station site. The primary visual resources in this setting are the visually striking, north-facing views of the ridgelines of the San Bernardino Mountains and mid-range, north-facing views of the river rock-strewn landscape (Figure 3.13-33).



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
TraseCenter 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 unincorporated Los Angeles County, 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 (“Option 1” as described in Section 1.3.3) and related vehicle access from Glendora and Vermont Avenues. Vehicle access for the “Option 2” structure (described in Section 1.3.3) would be from Vermont Avenue only. 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~~ 150 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-south~~ of the LRT tracks, ~~outside~~ within the right-of-way and along the west side of Monte Vista ~~approximately 700 feet west of Euclid Avenue, and~~ roughly 0.5-mile west of the proposed train station. The setting is on the western border of the old San Dimas downtown area, approximately 100 feet south of the old San Dimas train depot, which is both an historic and visual resource ~~adjoining a community-scale shopping center of recent date. Although visual resources are present in this setting, including~~ 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 due to the small size of the TPSS, its construction and placement on the south side of the railroad alignment, and the intervening distances from the depot and the buildings in old San Dimas' downtown area—factors which place it outside of key sight lines along Bonita Avenue near Monte Vista Avenue to and from the depot and the buildings in old San Dimas' downtown ~~because the visual character of the adjoining commercial development is typical of the area.~~ historic resources. The key visual resources ~~in this setting, views~~ this setting (e.g., views of local ridgelines, —and the presence of historic buildings) ~~-would remain unaffected because the building would be only one-story in height. Hence, the~~ 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, and from units at the rear of the Quail Creek Condominiums complex, 960 E. Bonita Avenue (beginning approximately 700 feet east of Towne Avenue), would be disrupted while the flyover is being constructed in the short-term. Loss of these views

from the industrial properties is not considered significant because these viewers are not considered sensitive receptors. Although Residential viewers are considered sensitive receptors, ~~and~~ the temporary disruption of residents' north-facing views during the construction period 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 on the north side of the LRT tracks, approximately 700-850 feet east of Claremont Avenue Boulevard Monte Vista Avenue (at the track end), in a parcel owned by Caltrans which would be partially acquired for the TPSS in the City of Claremont Montclair.~~ 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 parking structure at Glendora Station would be either a two-level 400-space parking structure, described as "Option 1" in Section 1.3.3, or a three-level 420-space structure, described as "Option 2." Option 1 would be, which would be constructed between Glendora Avenue and Vermont Avenue, mostly north within the of the railroad right-of-way that is south of the tracks. Option 2 would be constructed adjacent to Vermont Avenue on a single parcel currently occupied by a commercial use. Either parking structure (Option 1 or Option 2) would along Glendora Avenue on a large vacant parcel, would also be of a have a low profile and would be 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 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. In addition, the structure’s height would be well below the allowable heights of 72 feet for buildings in the Old La Verne Specific Plan area where the site is located. 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, and this parking structure would blend in with future development envisioned in the *Old La Verne Specific Plan* 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. In cooperation with the eCities, landscape guidelines and design strategies shall be prepared prior to the start of construction or any action to trim or remove heritage trees and implemented during the construction phase to minimize the loss of deodar cedars and incorporate new landscaping of commensurate quality when called for, consistent with the Metro Rail Design Criteria and in compliance with local jurisdictions' tree preservation ordinances. The Criteria state that landscaping for new facilities shall be designed in conformance with local landscape ordinances and existing plant material shall be preserved, as appropriate.
- **VIS-2**—Temporary construction area screening shall be considered in areas adjacent to roadways 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. All lighting will conform to ANSI-IESNA standards.
- **VIS-5**—All walls, structures and fences shall be properly screened or incorporate design features to improve appearance and reduce visual intrusion pursuant to the standards established in the Metro Rail Design Criteria. The goal of the Criteria is to create site-adapted designs that reflect the specific urban context of each station and that enhance the neighborhood context in which the project is proposed. The Criteria include artwork, signage, advertising, landscaping, and guidelines for the selection of materials and finishes. Station design shall feature materials, landscaping, art, and other ~~Metro Gold Line Foothill Extension~~ elements consistent with Metro Rail Design Criteria, and 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. Per Metro Rail Design Criteria, artwork will be provided at each station and will be designed by professional artists. According to the Criteria, careful consideration must be given to station compatibility with proposed future development in the neighborhood of each station, and where applicable, future extensions and/or connecting line transfers. Neighborhood culture and character shall be emphasized through artwork. The Designer should become familiar with the general aspects of the entire system in order to determine how his individual project relates to the whole. The Landscape Architect shall coordinate design and production of construction drawings with Designers and Metro Art to ensure that landscaping, facilities architecture, site engineering and station art are visually and functionally compatible. Coordination is particularly important with regard to the design of lighting, paved surfaces, walls and site furnishings. The Authority shall coordinate with Metro Facilities Maintenance group shall be involved in the review and comment stage of landscape design review submittals.
- **VIS-6**—The final design of the Towne Avenue flyover structure shall include considerations of materials and design refinements to reduce the height of the flyover structure above the surrounding grade to the lowest height feasible

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.