

Appendix B Visual and Aesthetics Impacts Report

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

June 2022

Appendix B

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Prepared for:
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
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Acronyms

2020 RTP/SCS	Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
APTA	American Public Transportation Association
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
Caltrans	State of California, Department of Transportation
CEQA	California Environmental Quality Act
CPTED	crime prevention through environmental design
CRHR	California Register of Historical Resources
DSA	detailed study area
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
GSA	generals study area
I	Interstate
ID	Identification
IOS	Initial Operating Segment
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicle
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSF	maintenance and storage facility
MUTCD	Manual of Uniform Traffic Control Devices

NRHP	National Register of Historic Places
OCS	overhead catenary system
OII	Operating Industries, Inc.
PIH	Presbyterian Intercommunity Health
Project	Eastside Transit Corridor Phase 2 Project
ROW	right-of-way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	<i>Sustainable Communities Strategy</i>
SR	State Route
TBM	tunnel boring machine
TPSS	traction power substation
UPRR	Union Pacific Railroad
USDOT	United States Department of Transportation
VMT	vehicle miles traveled

1.0 INTRODUCTION

This impacts report discusses the Eastside Transit Corridor Phase 2 Project (Project) setting in relation to visual and aesthetics resources. It describes existing conditions, current applicable regulatory setting, and potential impacts from operation and construction of the Build Alternatives and the No Project Alternative. This study was conducted in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, California Code of Regulations Section 15000 et seq.

The Project would extend the Los Angeles County Metropolitan Transportation Authority (Metro) L (Gold) Line, a light rail transit (LRT) line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the city of Whittier. It would extend the existing Metro L (Gold) Line approximately 3.2 to 9.0 miles, depending on the Build Alternative.

The Project area of analysis includes a general study area (GSA) that is regional in scope and scale, and a detailed study area (DSA) that encompasses an approximately two-mile area from the Project alignment in eastern Los Angeles County. Additionally, specialized study areas were developed, where applicable, for certain environmental impact categories where the potential impacts would occur within an area that varies from the GSA or DSA. All specialized study areas are contained within the GSA. The study area for visual and aesthetics is the DSA.

A diverse mix of land uses are located within the GSA and DSA, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Project would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County.

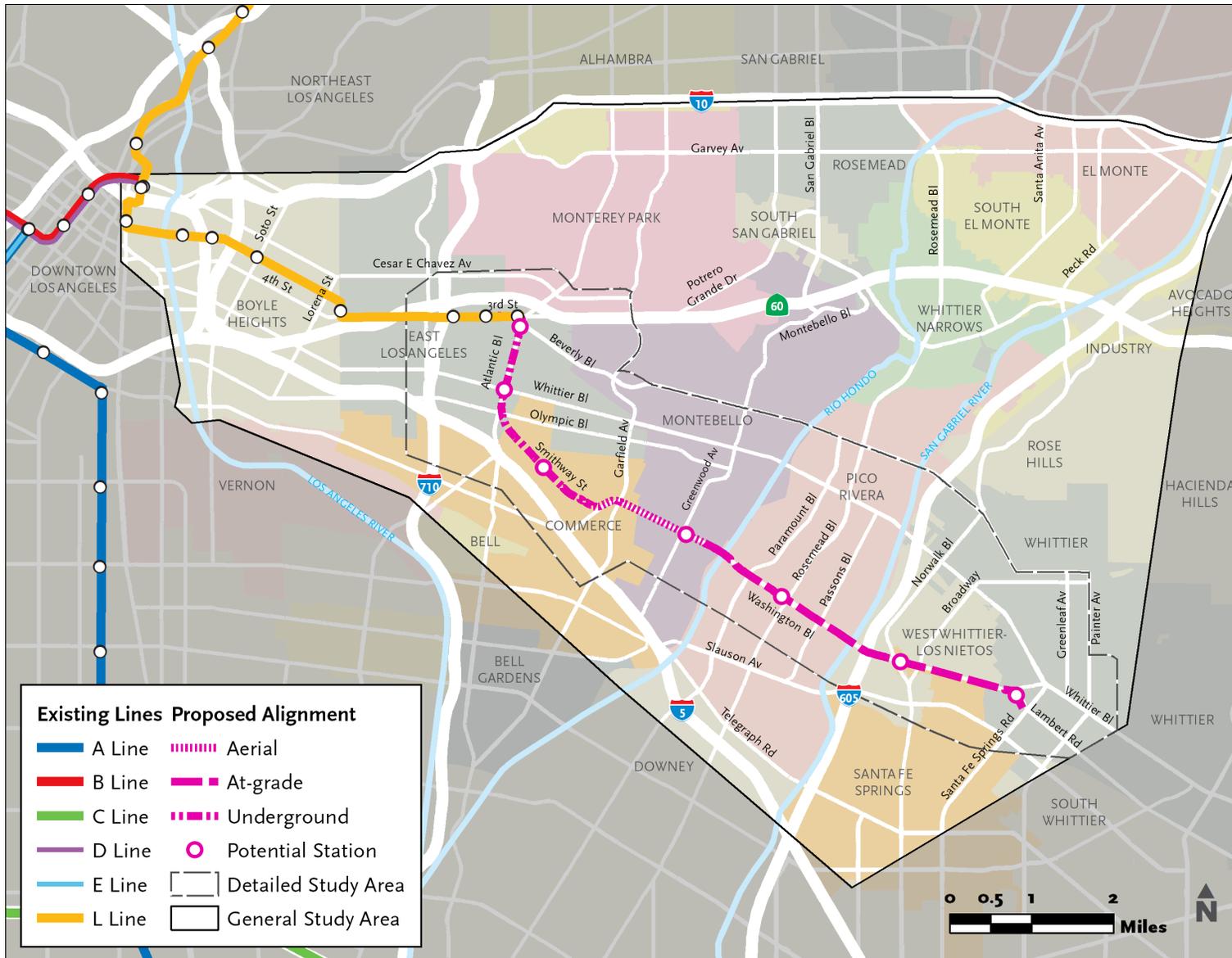
2.0 PROPOSED PROJECT AND ALTERNATIVES

2.1 Project Setting and Description

This impacts report evaluates potential environmental impacts of three Build Alternatives and a No Project Alternative. The Build Alternatives are: Alternative 1 Washington (Alternative 1), Alternative 2 Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), and Alternative 3 Atlantic to Greenwood IOS (Alternative 3).

For purposes of describing the Project, two study areas have been defined. The GSA is regional in scope and scale, whereas the DSA encompasses an approximately two-mile area from the Project alignment's centerline. The GSA is the same for all three of the Build Alternatives. The purpose of the GSA is to establish the study area for environmental resources that are regional in scope and scale, such as regional transportation, including vehicle miles traveled (VMT) and regional travel demands, population, housing, or employment. The GSA consists of several jurisdictions within Los Angeles County including the cities of Bell, Commerce, El Monte, Industry, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, South El Monte, Santa Fe Springs, Whittier, unincorporated areas of Los Angeles County, which includes East Los Angeles and West Whittier-Los Nietos, and other cities within the San Gabriel Valley. It is generally bounded by Interstate (I) 10 to the north, Peck Road in South El Monte and Lambert Road in Whittier to the east, I-5 and Washington Boulevard to the south, and I-710 to the west. **Figure 2.1**, **Figure 2.2**, and **Figure 2.3** present the boundaries of the GSA for each of the three Build Alternatives.

The DSA establishes a study area to evaluate environmental resources that are more sensitive to the physical location of the Build Alternatives. The DSA for Alternative 1 Washington generally includes the area within a half-mile to two-mile distance from the guideway centerline, as shown in **Figure 2.1**. It encompasses five cities, Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, and communities of unincorporated East Los Angeles and Whittier-Los Nietos. The DSA for Alternative 2 Atlantic to Commerce/Citadel IOS and Alternative 3 Atlantic to Greenwood IOS, does not extend as far to the east. As shown in **Figure 2.2** and **Figure 2.3** for Alternative 2 and Alternative 3 respectively, the DSA extends to the Rio Hondo and includes Commerce, Montebello, and unincorporated East Los Angeles.



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.1. Alternative 1 Washington GSA and DSA



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.2. Alternative 2 Atlantic to Commerce/Citadel IOS GSA and DSA



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure 2.3. Alternative 3 Atlantic to Greenwood IOS GSA and DSA

2.2 Build Alternatives

This impacts report evaluates the potential environmental impacts of three Build Alternatives which have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length. Alternative 1 has the longest alignment at approximately 9.0 miles with seven stations (one relocated/reconfigured and six new), two maintenance and storage facility (MSF) site options and would terminate at Lambert station on Lambert Road in the city of Whittier. Alternative 2 is approximately 3.2 miles in length with three stations, one MSF site option, and would terminate at the Commerce/Citadel station in the city of Commerce, with non-revenue lead tracks extending further into the city of Commerce to connect to the Commerce MSF site option. Alternative 3 is approximately 4.6 miles in length with four stations, two MSF site options, and would terminate at Greenwood station in the city of Montebello.

There are also design options under consideration for each of the three Build Alternatives that consist of a variation in the design of the relocated/reconfigured Atlantic Station (applicable to Alternatives 1, 2, and 3) and a variation in the station and alignment profile in Montebello (applicable to Alternatives 1 and 3). Construction and operation of one or both design options are considered and evaluated for Alternative 1 and Alternative 3.

To differentiate the impacts evaluation of a Build Alternative with or without the design option(s) incorporated, a Build Alternative without the design option(s) is referred to as the “base Alternative” (i.e., base Alternative 1). A Build Alternative with a design option incorporated is referred to by using the design option name (e.g., Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option). The three Build Alternatives and the design options are described in greater detail below.

2.2.1 Alternative 1 Washington

Alternative 1 would extend the Metro L (Gold) Line LRT approximately 9.0 miles east from the current at-grade station at Atlantic Boulevard to an at-grade terminus at Washington Boulevard/Lambert Road in the city of Whittier. This alternative would include a relocated/reconfigured Atlantic station in an underground configuration and six new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), Greenwood (aerial), Rosemead (at-grade), Norwalk (at-grade), and Lambert (at-grade). The base Alternative 1 alignment would transition from the existing at-grade alignment to an underground configuration and would transition to an aerial configuration in the city of Commerce before transitioning to at-grade at Montebello Boulevard. The alignment includes approximately 3.0 miles of tunnel, 1.5 miles of aerial, and 4.5 miles of at-grade alignment.

The Alternative 1 alignment crosses the Rio Hondo and San Gabriel River and the Rio Hondo Spreading Grounds. The existing San Gabriel River and Rio Hondo bridges would be replaced with new bridges designed to carry both the LRT facility and the four-lane roadway.

An MSF and other ancillary facilities would also be constructed as part of the Project, including overhead catenary system (OCS), cross passages, ventilation structures, traction power substation (TPSS) sites, crossovers, emergency generators, radio tower poles and equipment shelters, and other supporting facilities along the alignment.

Two design options for Alternative 1 are described below.

2.2.1.1 Guideway Alignment

Under Alternative 1, the guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration. Depending on the MSF site option that is selected, the aerial guideway would continue parallel to Washington Boulevard, east of Garfield Avenue, and merge into the center median of Washington Boulevard (Commerce MSF site option) or merge into the center median of Washington Boulevard at Gayhart Street (Montebello MSF site option). The alignment would maintain an aerial configuration then transition to an at-grade configuration east of Carob Way and would remain at-grade in the center of Washington Boulevard. The at-grade alignment would terminate at Lambert station in the city of Whittier.

2.2.1.1.1 Design Options

The following design options are being considered for Alternative 1:

Atlantic/Pomona Station Option – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open air underground station with two side platforms and a canopy (**Figure 2.4**). This station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The excavation depth of the station invert would be approximately 20 to 25 feet from the existing ground elevation.

This option would also impact the guideway alignment and location of the tunnel boring machine (TBM) extraction pit. The underground guideway would be located east of Atlantic Boulevard and require full property acquisitions at its footprint between Beverly Boulevard and 4th Street. The alignment would connect with the base Alternative 2 alignment just north of the proposed Atlantic/Whittier station. The TBM extraction pit would be east of Atlantic Boulevard between Repetto Street and 4th Street. Limits for the excavation would occur between the TBM extraction pit and the intersection of Pomona Boulevard and Beverly Boulevard.

Montebello At-Grade Option – This design option consists of approximately one mile of at-grade guideway along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello. In this design option, after crossing Saybrook Avenue, the LRT guideway would daylight from underground to an aerial configuration to avoid disrupting existing Burlington Northern Santa Fe (BNSF) Railway tracks. The aerial guideway would continue parallel to Washington Boulevard, then merge into the center median east of Garfield Avenue. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration and remain at-grade until terminating near Lambert Road in the city of Whittier. This design option includes an at-grade Greenwood station located west of Greenwood Avenue. The lead tracks to the MSF site option would also be at-grade. Alternative 1 with the Montebello At-Grade Option would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 5.5 miles of at-grade alignment.



Source: Metro; ACE Team, January 2022.

Figure 2.4. Atlantic/Pomona Station Option

2.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Alternative 2 would extend the Metro L (Gold) Line approximately 3.2 miles from the current terminus at Atlantic Boulevard to an underground terminal station at the Commerce/Citadel station in the city of Commerce with lead tracks connecting to the Commerce MSF site option. Alternative 2 would include a relocated/reconfigured Atlantic station and two new stations: Atlantic/Whittier (underground), and Commerce/Citadel (underground). The base Alternative 2 alignment includes approximately 3.0 miles of underground, 0.1 miles of aerial, and 0.1 miles of at-grade alignment.

An MSF and other ancillary facilities would also be constructed as part of the Project, including OCS, tracks, cross passages, ventilation structures, TPSSs, track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities along the alignment.

2.2.2.1 Guideway Alignment

Under Alternative 2, the guideway would follow the same alignment as under Alternative 1. The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. The alignment would terminate at the Commerce/Citadel station with non-revenue lead tracks connecting to the Commerce MSF site option.

2.2.2.1.1 Design Option

One design option, the Atlantic/Pomona Station Option described in **Section 2.2.1.1.1** and shown on **Figure 2.4** is being considered for Alternative 2.

2.2.3 Alternative 3 Atlantic to Greenwood IOS

Alternative 3 would extend the Metro L (Gold) Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an aerial terminal station at the Greenwood station in the city of Montebello. This alternative would include a relocated/reconfigured Atlantic station and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (aerial). The base Alternative 3 alignment includes approximately 3.0 miles of underground, 1.5 miles of aerial, and 0.1 miles of at-grade alignment.

An MSF and other ancillary facilities would also be constructed as part of the Project, including OCS, tracks, cross passages, ventilation structures, TPSSs, track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities along the alignment.

Two design options for Alternative 3 are described below.

2.2.3.1 Guideway Alignment

Under Alternative 3, the guideway would follow the same alignment as under Alternative 1. The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would then turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration. Depending on the MSF site option that is selected, the aerial guideway would continue parallel to Washington Boulevard, east of Garfield Avenue, and merge into the center median of Washington Boulevard (Commerce MSF site option) or merge into the center media of Washington Boulevard at Gayhart Street (Montebello MSF site option). The aerial guideway would terminate at the Greenwood station in the city of Montebello.

2.2.3.1.1 Design Option

Two design options described in **Section 2.2.1.1.1**, the Atlantic/Pomona Station Option and the Montebello At-Grade Option are being considered for Alternative 3. Alternative 3 with the Montebello At-Grade Option would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 1.1 miles of at-grade alignment.

2.3 Maintenance and Storage Facilities

The Project has two MSF site options: the Commerce MSF site option and the Montebello MSF site option. One MSF site option would be constructed. The MSF would provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRVs) that are not in service and would connect to the mainline with one lead track. The MSF would also provide office space for Metro rail operation staff, administrative staff, and communications support staff. The MSF would be the primary physical employment centers for rail operation employees, including train operators, maintenance workers, supervisors, administrative, security personnel and other roles.

The Commerce MSF site option is located in the city of Commerce, and the Montebello MSF site option is located in the city of Montebello. The Commerce MSF site option is located where it could support any of the three Build Alternatives. The Montebello MSF site option is located where it could support either Alternative 1 or Alternative 3.

2.3.1 Commerce MSF

The Commerce MSF site option is located in the city of Commerce, west of Washington Boulevard and north of Gayhart Street. The site is approximately 24 acres and is bounded by Davie Avenue to the east, Fleet Street to the north, Saybrook Avenue to the west, and an unnamed street to the south. Additional acreage would be needed to accommodate the lead track and construction staging. As shown in a dashed line on **Figure 2.5**, the guideway alignment with the Commerce MSF site option would daylight from an underground to aerial configuration west of the intersection of Gayhart Street

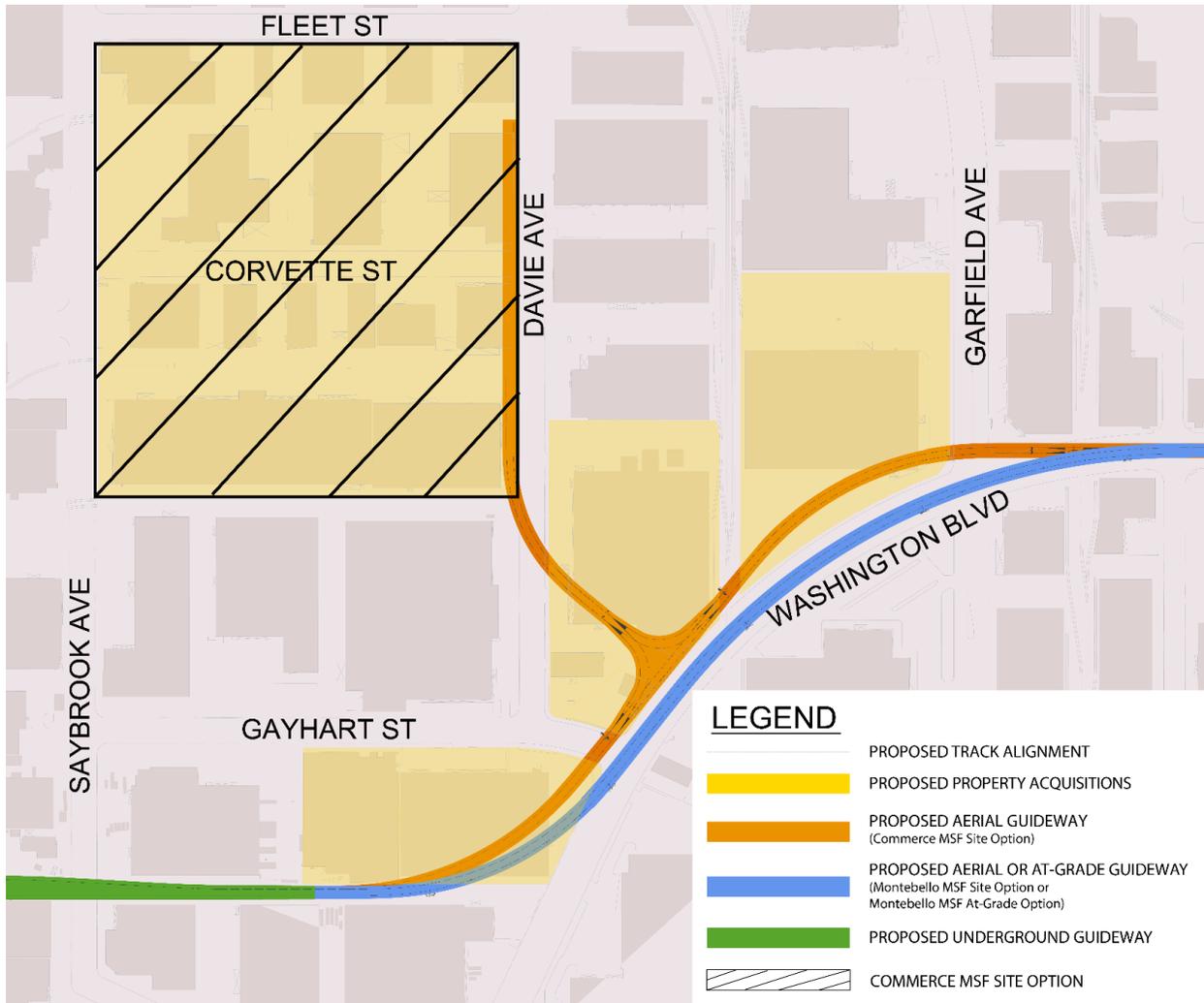
and Washington Boulevard and would run parallel to Washington Boulevard from Gayhart Street to Yates Avenue. The lead tracks to the Commerce MSF site option would be located northeast of the intersection of Gayhart Street and Washington Boulevard and extend in an aerial configuration and then would transition to at-grade within the MSF after crossing Davie Avenue. To construct and operate the Commerce MSF site option, Corvette Street would be permanently closed between Saybrook Avenue and Davie Avenue. Corvette Street is an undivided two-lane road and is functionally classified as a local street under the California Road System. The facility would accommodate storage for approximately 100 LRVs.

2.3.2 Montebello MSF

The Montebello MSF site option is located in the city of Montebello, north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres in size and is bounded by S. Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. Additional acreage would be needed to accommodate the lead track and construction staging. As shown on in a solid line on **Figure 2.5**, as with the Commerce MSF site option, the guideway alignment with the Montebello MSF site option would daylight from an underground to an aerial configuration west of intersection of Gayhart Street and Washington Boulevard. The alignment would be located further east than the alignment with the Commerce MSF site option. The aerial guideway for the Montebello MSF site option would transition to the median of Washington Boulevard at Gayhart Street. Columns that would provide structural support for the aerial guideway would be installed in the median of Washington Boulevard and would require roadway reconfiguration and striping on Washington Boulevard.

The lead tracks would be in an aerial configuration from Washington Boulevard, parallel S. Vail Avenue, and then transition to at-grade as it approaches the MSF. The facility would accommodate storage for approximately 120 LRVs.

The Montebello MSF At-Grade Option includes an at-grade configuration for the lead tracks to the Montebello MSF. This design option would be necessary if the Montebello At-Grade Option is selected under Alternative 1 or Alternative 3. In this design option, the lead tracks would be in an at-grade configuration from Washington Boulevard, paralleling S. Vail Avenue and remain at-grade to connect to the Montebello MSF site option. For this design option, through access on Acco Street to Vail Avenue would be eliminated and cul-de-sacs would be provided on each side of the lead tracks to ensure that access to businesses in this area is maintained. Acco Street is an undivided two-lane road and is functionally classified as a local street under the California Road System.



Source: Metro; ACE Team, January 2022.

Figure 2.5. Montebello MSF S-Curve Alignment

2.4 Ancillary Facilities

The Build Alternatives would require a number of additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, TPSS, train control houses, electric power switches and auxiliary power rooms, communications rooms, radio tower poles and equipment shelters, and an MSF. Alternatives 1, 2, and 3 would have an underground alignment of approximately 3 miles in length between La Verne and Saybrook Avenue. Per Metro's Fire Life Safety Criteria, ventilation shafts and emergency fire exits would be installed along the tunnel portion of the alignment. These would be located at the underground stations or public right-of-way (ROW). The alignment for Alternative 1 and Alternative 3 would travel along the median of the roadway for most of the route. The precise location of ancillary facilities would be determined in a subsequent design phase.

2.5 Proposed Stations

The following stations would be constructed under Alternative 1:

- Atlantic (Relocated/Reconfigured) – The existing Atlantic Station would be relocated and reconfigured to an underground center platform station located beneath Atlantic Boulevard south of Beverly Boulevard in East Los Angeles. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station.
- Atlantic Pomona Station Option – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground open-air station with two side platforms and a canopy. This station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the city of Commerce. Parking would not be provided at this station.
- Greenwood – This station would be aerial with a side platform located in the median of Washington Boulevard east of Greenwood Avenue in the city of Montebello. This station would provide a surface parking facility near the intersection of Greenwood Avenue and Washington Boulevard.
 - Under the Montebello At-Grade Option, Greenwood station would be an at-grade station located west of the intersection at Greenwood and Washington Boulevard.
- Rosemead – This station would be at-grade with a center platform located in the center of Washington Boulevard west of Rosemead Boulevard in the city of Pico Rivera. This station would provide a surface parking facility near the intersection of Rosemead and Washington Boulevards.
- Norwalk – This station would be at-grade with a center platform located in the median of Washington Boulevard east of Norwalk Boulevard in the city of Santa Fe Springs. This station would provide a surface parking facility near the intersection of Norwalk and Washington Boulevards.
- Lambert – This station would be at-grade with a center platform located south of Washington Boulevard just west of Lambert Road in the city of Whittier. This station would provide a surface parking facility near the intersection of Lambert Road and Washington Boulevard.

Alternative 2 would include Atlantic (Relocated/Reconfigured), Atlantic/Whittier, and Commerce/Citadel stations as described above.

Alternative 3 would include Atlantic (Relocated/Reconfigured), Atlantic/Whittier, Commerce/Citadel, and Greenwood stations as described above.

Station amenities would include items in the Metro Systemwide Station Standards Policy (Metro 2018) such as station pin signs, security cameras, bus shelters, benches, emergency/information telephones, stairs, map cases, fare collection, pedestrian and street lighting, hand railing, station landscaping, trash receptacles, bike racks and lockers, emergency generators, power boxes, fire hydrants, and artwork. Escalators and elevators would be located in aerial and underground stations. Station entry portals would be implemented at underground stations. Station access would be ADA-compliant and also have bicycle and pedestrian connections. Details regarding most of these items, including station area planning and urban design, would be determined at a later phase.

2.6 Description of Construction

Construction of the Project would include a combination of elements dependent upon the locally preferred alternative. The major construction activities include guideway construction (at-grade, aerial, underground); decking and tunnel boring for the underground guideway; station construction; demolition; utility relocation and installation work; street improvements including sidewalk reconstruction and traffic signal installation; retaining walls; LRT operating systems installation including TPSS and OCS; parking facilities; an MSF; and construction of other ancillary facilities. Alternative 1 would include construction of bridge replacements over the San Gabriel and Rio Hondo Rivers.

In addition to adhering to regulatory compliance, the development of the Project would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMP). Project engineering and construction would, at minimum, be completed in conformance with the regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria (MRDC) (Metro 2018), California Building Code, Metro Operating Rules, and Metro Sustainability Principles.

The construction of the Project is expected to last approximately 60 to 84 months. Construction activities would shift along the corridor so that overall construction activities should be relatively short in duration at any one point. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices (MUTCD) standards. Typical roadway construction traffic control methods and devices would be followed including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Properties adjacent to the Project's alignment would be used for construction staging. The laydown and storage areas for construction equipment and materials would be established in the vicinity of the Project within parking facilities, and/or on parcels that would be acquired for the proposed stations and MSF site options. Construction staging areas would be used to store building materials, construction equipment, assemble the TBM, temporary storage of excavated materials, and serve as temporary field offices for the contractor.

2.7 Description of Operations

The operating hours and schedules for Alternatives 1, 2, and 3 would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro L (Gold) Line (effective 2019). It is anticipated that trains would operate every day from 4:00 am to 1:30 am. On weekdays, trains would operate approximately every 5 to 10 minutes during peak hours, every 10 minutes mid-day and until 8:00 pm, and every 15 minutes in the early morning and after 8:00 pm. On weekends, trains would operate every 10 minutes from 9:00 am to 6:30 pm, every 15 minutes from 7:00 am to 9:00 am and from 6:30 pm to 7:30 pm, and every 20 minutes before 7:00 am and after 7:30 pm. These operational headways are consistent with Metro design requirements for future rail services.

2.8 No Project Alternative

The No Project Alternative establishes impacts that would reasonably be expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the GSA aside from projects currently under construction or funded for construction and operation by 2042 via the 2008 Measure R or 2016 Measure M sales taxes. The No Project Alternative would include highway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS). The No Project Alternative includes existing projects from the regional base year (2017) and planned regional projects in operation in the horizon year (2042).

3.0 REGULATORY FRAMEWORK

3.1 State

3.1.1 California Environmental Quality Act (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (Section 15000 et seq.)

CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities” (CA Public Resources Code Section 21001[b]). CEQA requires state and local agencies to identify the significant environmental impacts of their actions, including potential significant aesthetic and visual impacts, and to avoid or mitigate those impacts, when feasible.

3.1.2 State Scenic Highways (California Streets and Highways Code Sections 260 to 263)

The State Scenic Highways Program lists highways that are either eligible for designation as a scenic highway or are already designated as a scenic highway. A highway may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view (California Department of Transportation [Caltrans] 2022). The Streets and Highways Code establishes state responsibility for protecting, preserving, and enhancing California's natural scenic beauty of scenic routes and areas that require special scenic conservation and treatment.

3.2 Local

3.2.1 Southern California Association of Governments

SCAG is the designated Metropolitan Planning Organization for the six-county region, consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG works with local governments and stakeholders to develop transportation and land use strategies that help the region achieve state greenhouse gas (GHG) emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support goods movement industry, and utilize resources more efficiently.

In September 2020, the SCAG Regional Council adopted the *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS)*. The 2020 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. It includes an implementation plan for future transportation investments over the next 25 years—ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges.

While the 2020 RTP/SCS focuses primarily on transportation and land use decisions, it incorporates elements relating to visual and aesthetic impacts, primarily in the form of conservation and open space. Representative of this is Connect SoCal Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats. In particular, the 2020 RTP/SCS Public Health Technical Report identifies the importance of preserving open space, parks, and natural lands.

3.2.2 Metro

3.2.2.1 Metro Systemwide Station Design Standards Policy

In January 2018, Metro adopted a Systemwide Station Design Standards Policy to ensure all future Metro Rail stations follow a consistent, streamlined systemwide design, with integrated site-specific public art and sustainable landscaping as variable elements. This policy takes precedence over prior Metro policies regarding architectural design for Metro rail station public areas. Metro’s Systemwide Station Design Standard uses a modular system, or “kit-of-parts”. This kit-of-parts helps to ensure that stations are streamlined and adaptable for varying site conditions, allowing stations to be more cost-effective to design, construct, operate, and maintain (Metro 2018).

3.2.2.2 Metro Rail Design Criteria

Metro Rail Design Criteria (MRDC) include design guidelines to provide a uniform basis for the design of light rail projects. The policies and procedures pertain to design criteria for all construction over, under, or adjacent to a Metro facility or structure. Policies include minimizing visual intrusion on public and private spaces and identifies landscaping, public art and other transit parkway improvements as potential train station amenities.

3.2.2.3 Metro Art Program

The Metro Art Program Policy, in accordance with Federal Transit Administration (FTA) Circular 9400.1A (Design & Art in Transit Projects) and American Public Transportation Association (APTA) SUDS-UD-RP007-13 (Best Practices for Integrating Art Into Capital Projects), mandates the inclusion of art in the design of public spaces to create a more inviting environment, enliven a functional world, and contribute to a positive experience for the system’s future riders. This program consists of guidelines pertaining to community involvement, artist collaboration, and certain components of light rail, including station design, trees and other landscaping, signage, street and pedestrian lighting, and public art (Metro 2021; APTA 2013).

3.2.2.4 Metro Signage Standards

Metro's Signage Standards (2012) describes its graphic identity and how it helps to increase the consistency of Metro's public image and reinforce Metro's reputation for quality, efficiency, and safety. Consistency and quality in Metro's graphic identity represents the professionalism of Metro's employees and the vision Metro brings to urban life in Los Angeles County. Graphic standards reduce operational costs by reducing duplication and provide guidelines to help avoid "reinventing the wheel." When communication is clear, consistent, thoughtfully designed, and attractively presented, everyone benefits.

3.2.3 Los Angeles County

The following general policy statements related to visual resources are part of the existing *Los Angeles County 2035 General Plan*, adopted in October 2015 (Los Angeles County 2015). These include:

- **Urban Form:** Protect and enhance the visual uniqueness of natural edges, encourage superior design of major entryways, create a consistent visual relationship with surrounding development
- **Community Design:** The concept of Community Design includes, but is not limited to, examples such as consistent landscaping, visual delineation of a special district, or design standards to minimize the visual impact of structures on the environment
- **Scenic Resources:** Protect the visual quality of highly scenic areas and views from scenic highways, roads, trails and key vantage points
- **Historic Resources:** Protect the visual integrity of historical sites or structures, including consideration of building heights, materials, textures, colors, setbacks and landscaping

Specific policies included in the plan that pertain to aesthetics and visual impacts are listed below:

- **Policy LU 10.2:** Design development adjacent to natural features in a sensitive manner to complement the natural environment
- **Policy LU 10.3:** Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament
- **Policy LU 10.5:** Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction
- **Policy LU 10.8:** Promote public art and cultural amenities that support community values and enhance community context
- **Policy LU 10.10:** Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces

- Policy C/NR 13.1: Protect scenic resources through land use regulations that mitigate development impacts
- Policy C/NR 13.3: Reduce light trespass, light pollution and other threats to scenic resources
- Policy C/NR 13.4: Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation
- Policy C/NR 13.5: Encourage required grading to be compatible with the existing terrain
- Policy C/NR 13.6: Prohibit outdoor advertising and billboards along scenic routes, corridors, waterways, and other scenic areas

3.2.3.1 East Los Angeles

The *East Los Angeles Community Plan* establishes a framework of goals, policies and programs that is designed to provide guidance to those making decisions affecting allocations of resources and the pattern, density, and character of development in East Los Angeles (MBA 1998). Goals related to visual quality include the following:

- To encourage high standards of development and improve the aesthetic quality of the community
- To show consistency with its intent on scale, signs, and character standards

Policies intended to achieve the goals relating to aesthetics and visual quality are listed below:

- Encourage existing commercial uses to establish attractive and unifying architectural elements and themes
- Improve the image of the major corridors using landscaping, lighting, graphics, and/or other streetscape treatments

3.2.4 City of Commerce

The *Commerce General 2020 General Plan* (City of Commerce 2008) sets forth the following policies which aim to encourage aesthetic improvements in its industrial area:

- Community Development Policy 1.6: Ensure that commercial and industrial development provides sufficient landscape buffers and other design features to separate new non-residential uses located in areas adjacent to existing residential neighborhoods
- Transportation Policy 3.5: Encourage the maintenance and improvement of “pedestrian-safe” oriented facilities to ensure safe pedestrian movement

The General Plan’s Resource Management Element addresses visual and aesthetic impacts in depth and identifies resource issues that need to be considered in future planning and development in the city. According to the Resource Management Element, “key issues include... aesthetics, cultural

resources (historical, archeological, and paleontological), open space, and recreational facilities.” The element lists relevant visual amenities, including five developed public parks, landscaped boulevards, as well as the landscaping included in individual developments. Policies specific to visual and aesthetic resources are listed below:

- Resource Management Policy 2.1: The city of Commerce will strive to preserve the history of the city and any historical places in the city, such as the railroad station and the rubber trees in the vicinity of Olympic and Goodrich Boulevards
- Resource Management Policy 4.2: The city of Commerce will explore code enforcement measures to ensure that landscaping is well maintained
- Resource Management Policy 4.3: The city of Commerce will implement a definitive street tree program that, at a minimum, calls for landscaping along major rights-of-way and within industrial and commercial developments
- Resource Management Policy 4.5: The city of Commerce will require that at least five percent of the site area of all new commercial and industrial developments be landscaped
- Resource Management Policy 5.1: The city of Commerce will maintain the existing park and recreational facilities to the extent that they can continue to provide residents with the best possible recreational opportunities
- Resource Management Policy 5.3: The city of Commerce will continue to upgrade existing facilities to improve park appearance and utility
- Resource Management Policy 6.1: The city of Commerce will strive to ensure that park and open space is preserved and maintained for the use of existing and future residents of the city
- Resource Management Policy 6.2: The city of Commerce will ensure that future public works projects in the region do not significantly adversely impact the community and its residents

3.2.5 City of Montebello

The *Montebello General Plan* (City of Montebello 1973) was adopted in 1973 and was intended to guide development for 20 years. As the city is built beyond the life of the general plan, the city of Montebello is currently in the process of updating their general plan. The current *Montebello General Plan* includes the following policies and objectives, which are intended to enhance the physical environment of the city:

- Conservation Policy 2: Trees and vegetation should be preserved and provided to serve as animal habitats within parks, schools, cemeteries, and other landscaped open spaces
- Conservation Policy 8: The Juan Matias Sanchez Adobe, the Rio Hondo monument, the Viejo Mission, Taylor Ranch, and El Camino Real should be preserved and restored as necessary¹

¹ The Rio Hondo Monument is located along the alignment of Alternative 1. The other resources identified in Policy 8 are not near the Project.

- Redevelopment Policy 1: Undertake programs and actions that will reduce or eliminate the conditions of blight found to exist within any areas of the city
- Redevelopment Policy 2: Maintain standards of improvement, which will avoid the creation of conditions of blight
- Redevelopment Policy 3: Continue to enforce health, building, and safety laws as a means of encouraging the maintenance and improvement of property within the city and discouraging deterioration and obsolescence
- Parks and Recreation Policy 1: Preserve and maintain all existing park and recreational facilities within the city
- Open Space Objectives: Identify existing open space that is important to welfare of the community; establish standards and criteria for the location and development of open space and recreation land; provide open space and a full range of recreation facilities and programs which are easily accessible to all residents; identify unique natural features, scenic areas, and historical sites; and identify methods for the preservation and acquisition of open space

3.2.6 City of Pico Rivera

The Pico Rivera Image Enhancement Program (Pico Rivera Municipal Code Chapter 18.43) provides design guidelines to reinforce the identity of both the city and neighborhood areas, including city signage improvements located at the intersection of Washington Boulevard and Paramount Boulevard. In addition to the enhancement objectives, the *Pico Rivera General Plan* (City of Pico Rivera 2014) sets policies to institute a visual identity. The following policies and objectives are related to aesthetic and visual impacts:

- Circulation Policy 5.1-1 Multimodal Options: Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm
 - Implementation Program for Policy 5.1-1: If the proposed Washington Boulevard alignment for the Gold Line Extension is selected:
 - Work with Metro on design of the proposed transit station to minimize its visual impacts
 - Work with Metro to determine necessary amenities to be included as part of the project (e.g., kiosk showing location of businesses and provision of overhead walkways to each quadrant of the intersection, intersection and aesthetic improvements along Washington Boulevard)
 - Make provisions for transit-oriented improvements (e.g., streetscape improvements) in the area
 - Increase densities and intensities, and allow mixed-use development at the Washington-Rosemead intersection

- Community Facilities Policy 6.6-7 Visual Impacts: Work with Southern California Edison (SCE) and the Gas Company to minimize the impacts of energy facilities within the community, including use of low profile or underground substation facilities
- Environmental Resources Policy 8.6-1 Open Space Conservation: Conserve areas that serve as interim and permanent open space in the City, including the Rio Hondo and San Gabriel River corridors and their spreading grounds, other publicly maintained open space, and utility corridors
- Environmental Resources Policy 8.6-2 Valuable Natural Resources: Preserve and restore unique and valuable natural resources and associated habitats, primarily located along the Rio Hondo and San Gabriel River channels and spreading grounds, including special-status species, in coordination with federal, state, and local resource agencies
- Environmental Resources Policy 8.6-6 Native Plants: Use native and drought tolerant plants and trees in all public and private landscaping
- Environmental Resources Policy 8.7-1 Resource Preservation: Protect and preserve significant historic, archaeological, and paleontological resources, including those recognized at the national, state, and local levels
- Land Use Policy 3.8-6 Enhanced Design Character: Encourage the renovation, infill and redevelopment of existing commercial areas to improve their architectural design and quality, reduce the visual prominence of parking lots, make centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance the definition and character of the street frontage and associated streetscapes
- Land Use Policy 3.10-3 Coordination with Non-City Public Service Providers: Coordinate, partner with, and encourage school and utility districts and other government and independent agencies that may be exempt from City land use control and approval to plan and improve their properties and design improvements to achieve a high level of visual and architectural quality that maintains the character of the neighborhoods or district in which they are located

3.2.7 City of Santa Fe Springs

The *Santa Fe Springs 2040 General Plan* (City of Santa Fe Springs 2021) was adopted in February 2022. Applicable goals and policies related to the visual environment within the vicinity of Washington Boulevard in the current plan include:

- Land Use Policy-4.6: Appearance of Commercial Corridors. Enhance the appearance of all commercial corridors and districts.
- Land Use Policy-11.1: Signature Design. Require developments along major corridors and at City entries to use distinctive architectural, landscaping, and site design treatments.
- Land Use Policy-11.2: Public Art. Encourage public artwork within public rights-of-way, along streetscapes, at gateways, and integrated into private projects in a manner visible to the public and that encourages the City's cultural and historical elements.

- Land Use Policy-11.3: Community Image. Encourage a unique and consistent community image that celebrates Santa Fe Springs' cultural and historic heritage and incorporates sustainable development approaches.
- Land Use Policy-11.4: Visual Character. Encourage development that enhances the visual character, quality, and uniqueness of residential neighborhoods and commercial and industrial districts.
- Land Use Policy-11.6: Industrial Design. Insist upon distinctive architecture, landscaping, and shade trees along street frontages and on private property that defines the character of industrial and commercial districts.
- Land Use Policy-11.7: Vibrant Streetscapes. Design streetscapes to provide an opportunity to blend business, transportation, and users into a vibrant, unified space through placemaking, public art, lighting, landscaping, and gateway entry elements, and to reduce visual clutter.
- Land Use Policy-11.10: Community Safety. Encourage development design that enhances community safety via crime prevention through environmental design (CPTED) approaches.
- Conservation and Open Space Policy-3.1: Outdoor Art Sculptures. Expand the collection of permanent outdoor sculptures citywide through the Heritage Artwork in Public Places Program. Ensure that future artwork additions are appropriate, of superior quality, adequately funded, maintained, placed in unrestrictive settings, and representative of Santa Fe Springs' culture and aesthetic.
- Conservation and Open Space Policy -5.4: Green Buffers. Expand trees and landscaping to build an extensive green buffer between residential neighborhoods and freeways, rail corridors, and industrial zones to help reduce air pollution impacts. Prioritize residential neighborhoods that are designated as disadvantaged communities.
- Circulation Policy-6.8: Streetscape Aesthetics. Promote an enhanced aesthetic image through streetscaping, median improvements, and careful implementation of non-essential signage.

The city of Santa Fe Springs has identified guiding principles to inform its general plan update process. An element of the guiding principles relevant to the Project include support for healthy and safe neighborhoods considering best practices around land use, mobility, housing, environmental justice, community services, and design (City of Santa Fe Springs 2020).

3.2.8 City of Whittier

The 2021-2040 *Envision Whittier General Plan* (City of Whittier 2021) was adopted in October 2021. Relevant policies include:

- Land Use and Community Character, Policy LUCC-4.7: Improve and maintain the visual and aesthetic qualities of commercial and industrial districts through the control of design, signs, parking, landscaping, architecture, and property maintenance.
- Historic Resources, Policy HR-3.3: Encourage compatible new development of and near buildings, structures, sites, districts, and landscapes with historic designations to ensure

limited physical and visual impact to existing historic resources and within older neighborhoods.

- Resource Management, Policy RM-10.2: Enhance park aesthetics, lighting, and design to provide safe and environmentally responsible park and recreation spaces.

4.0 METHODOLOGY

The methodology for analyzing visual and aesthetics impacts generally follows the principles outlined in the Guidelines for the Visual Impact Assessment for Highway Projects (2015) published by the Federal Highway Administration (FHWA). Despite assessment guidance, it is acknowledged that the findings of an analysis of existing visual resources and potential visual impacts can be highly subjective, dependent on the background of the assessor and the opinions of viewers. The qualities that create an aesthetically pleasing setting or that result in the perception of a visual element as aesthetically positive or negative vary from person to person. Different viewers may consider a change in the visual environment as either beneficial or adverse.

The following steps were followed to assess the existing visual setting and potential visual impacts of the Project:

- Identify landscape units
- Identify the existing visual resources that could be noticeably altered by the Build Alternatives
- Assess the visual impacts associated with the Build Alternatives

4.1 Landscape Units

The immediate vicinity of the Build Alternatives was subdivided into a series of landscape units to capture the overall characteristics of different segments of the corridor. A landscape unit is typically defined by the limits of a particular viewshed or the distinct transition in land uses. Views representative of the visual character of the area were identified within each landscape unit.

4.2 Visual Resources

Visual resources include those items typically found in the natural environment (e.g., land, water, vegetation, animals); the cultural environment (e.g., buildings, infrastructure, structures, iconic artifacts and art); or the project environment (e.g., highway geometrics, grading, constructed elements, vegetative cover, ancillary visual elements, and atmospheric conditions.) The cohesion or variation in form and the level of upkeep or deterioration of these environments are part of the process in the identification of visual resources.

Visual quality is the value that viewers place on their relationship—their experience—with the visual resources in their environment. For example, it is the sense of harmony viewers perceive viewing the resources that compose the natural environment; the order they perceive viewing the resources that compose the cultural environment; and the coherence they perceive viewing the resources that compose the project environment.

Primary viewer groups (e.g., residents, motorists, transit users, pedestrians and bicyclists, recreationalists, people who work in the area) were identified by observing the surrounding land uses and circulation patterns. Their perception of visual resources is influenced by physical constraints—topography, land cover (i.e., vegetation and structures), and temporary presence of typical atmospheric conditions (i.e., smoke, dust, fog, and precipitation). In addition, the extent to which a

visual resource is visible is constrained by the physiological limits of human sight—location, proximity, and lighting.

Typically, visual sensitivity varies with the type of viewer groups and is based on the visibility of the visual resource, distance to the visual resource, relative elevation of the viewers compared to the visual resource, and frequency and duration of views. Residents and recreationalists of parklands or other public space may be the most sensitive to changes to the visual environment because their activities are enhanced by the presence of visual resources. These viewer groups are likely to be very aware of and concerned about their views and are likely to have expectations of the visual environment. Users and employees of commercial, industrial, and office facilities are less sensitive to changes in the visual environment because these users generally do not utilize these facilities for their visual and aesthetic values. Motorists and bicyclists on streets generally have lower expectations and sensitivity than other viewer groups due to the speed at which they travel through the environment.

4.3 Visual Impacts

Visual impacts are determined by assessing the compatibility of the Project components (i.e., mass, scale, and lighting and glare) with the existing surrounding visual character and the viewer groups' sensitivity to the changes in the visual character or changes to their views of visual resources. Adverse visual impacts may include the removal of visual resources, obstruction of scenic vistas, glare from reflective surfaces and light spill over onto sensitive uses, and the introduction of new Project components that may detract from the visual character of a local area. Project components may include modified medians, tracks and at-grade crossings, elevated guideways, stations (including ramps, platforms, fare vending equipment, and canopies), OCS poles and power lines, TPSSs, barriers to restrict access to the guideway, parking facilities, and the MSF. In addition, visual simulations of representative areas where the Build Alternative would introduce new visual features were developed and used in the evaluation of the visual changes that would potentially occur with Project implementation. Additionally, the analysis includes site reconnaissance of the DSA and consideration of the Project components and preliminary design.

5.0 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, an Alternative would have a significant impact related to visual and aesthetics if it would:

Impact AES 1: Have a substantial adverse effect on a scenic vista.

Impact AES 2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Impact AES 3: In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

Impact AES 4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

6.0 EXISTING SETTING

6.1 Regional Setting

The regional setting is characterized by a primarily built-out urban environment consisting of a variety of commercial, industrial, and residential development, as well as waterway infrastructure (rivers and spreading grounds) and parks. The DSA is a relatively flat lowland plain with little to no changes in elevation.

6.1.1 Scenic Vistas

According to the general plans and community plans of the local jurisdictions within the DSA, there are no formal or designated scenic vistas. Depending on the publicly accessible location, distant views include the San Gabriel Mountains to the north, Puente Hills to the east, and downtown Los Angeles skyline to the west; however, these vistas may be minimally visible along the Project alignment due to orientation of roadway and built-out urban landscape (i.e., intervening structures, trees and landscaping, and utility poles).

6.1.2 State Scenic Highways

There are no state- or county-designated scenic highways, or eligible state scenic highways located in the DSA or with views of the DSA. The closest designated scenic highway is State Route 2 (SR 2) located approximately eight miles northwest of the existing Atlantic Station.

6.1.3 Light and Glare

Due to the urbanized nature of the DSA, a moderate level of ambient nighttime light and daytime glare already exists. Nighttime lighting sources include streetlights, vehicle headlights, and interior, exterior building illumination, including light fixtures on nearby residential, commercial, and industrial uses. Glare is mostly a daytime occurrence and associated with buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials.

6.2 Local Setting

The following describes the existing visual and aesthetic conditions in the DSA. As identified in **Section 4.0**, the alignment is divided into a series of landscape units with particular viewsheds or transitions in land use. Alternative 1 is divided into seven landscape units (Landscape Units 1 – 7), as shown in **Figure 6.1**. Alternative 2 consists of two landscaped units (Landscape Units 1 and 2), and Alternative 3 consists of three landscape units (Landscape Units 1 – 3). The landscape units are described below with photographs of representative viewpoints. **1** lists the viewpoints by landscape unit and presents an identification (ID) number that corresponds to the viewpoint location shown on **Figure 6.1** also lists the figure number of each photograph.



Source: Metro; CDM Smith/AECOM JV, 2021.

Note: Number inside the photograph viewpoint location corresponds to the ID number for each viewpoint listed in Table 6-1.

Figure 6.1. Landscape Units and Locations of Photograph Viewpoints

Table 6-1. Photograph Viewpoints

ID Number ¹	Photograph Location	Figure Number
Landscape Unit 1		
1	Metro Atlantic Station and Beverly Boulevard in the Foreground	Figure 6.2
2	Metro Atlantic Station at 3 rd Street	Figure 6.3
3	Atlantic Boulevard at Beverly Boulevard	Figure 6.4
4	Atlantic Boulevard at 4 th Street	Figure 6.5
5	St. Alphonsus Catholic Church	Figure 6.6
6	Whittier Boulevard at Atlantic Boulevard	Figure 6.7
7	Golden Gate Theater (CVS Pharmacy)	Figure 6.8
8	Atlantic Boulevard at Verona Street	Figure 6.9
Landscape Unit 2		
9	Citadel Outlets Main Entrance	Figure 6.10
10	Citadel Outlets	Figure 6.11
11	Smithway Street Behind Citadel Outlets	Figure 6.12
12	Commerce Casino and Hotel	Figure 6.13
13	Private Employee Parking within SCE ROW	Figure 6.14
Landscape Unit 3		
14	Davies Avenue at Corvette Street	Figure 6.15
15	Corvette Street at Davies Avenue	Figure 6.16
16	Pacific Metals Company Building constructed 1955	Figure 6.17
17	Washington Boulevard at Garfield Avenue	Figure 6.18
18	Yates Avenue at Washington Boulevard	Figure 6.19
19	Washington Boulevard at Maple Avenue	Figure 6.20
20	Washington Boulevard at Carob Way	Figure 6.21
Landscape Unit 4		
21	San Gabriel Mountains in the Background and Rio Hondo in the Foreground	Figure 6.22
22	Washington Boulevard Across Rio Hondo Spreading Grounds	Figure 6.23
23	Washington Boulevard Over Rio Hondo	Figure 6.24
24	Rio Hondo Spreading Grounds and Rio Hondo	Figure 6.25
Landscape Unit 5		
25	Washington Boulevard at Rosemead Boulevard Adjacent to Pico Rivera Towne Center	Figure 6.26
26	Dal Re Restaurant constructed 1951	Figure 6.27
27	Atchison, Topeka & Santa Fe Railway Depot constructed 1886	Figure 6.28
28	Cliff May-Designed Ranch House constructed 1953	Figure 6.29
29	Washington Boulevard at Parsons Boulevard	Figure 6.30
30	Washington Boulevard at Loch Alene Boulevard	Figure 6.31

ID Number ¹	Photograph Location	Figure Number
31	Washington Boulevard at Millux Avenue	Figure 6.32
Landscape Unit 6		
32	Washington Boulevard in the Foreground	Figure 6.33
33	San Gabriel Mountains and Puente Hills in the Background and San Gabriel Spreading Grounds in the Foreground	Figure 6.34
34	Washington Boulevard in the Background	Figure 6.35
35	San Gabriel Spreading Grounds and River	Figure 6.36
36	San Gabriel Mountains in the Background	Figure 6.37
Landscape Unit 7		
37	Washington Boulevard at Norwalk Boulevard	Figure 6.38
38	Washington Boulevard at Broadway	Figure 6.39
39	I-605 Washington Boulevard at Allport Avenue	Figure 6.40
40	Washington Boulevard at Appledale Avenue	Figure 6.41
41	Washington Boulevard at Lambert Road (looking east)	Figure 6.42
42	Washington Boulevard at Lambert Road (looking west)	Figure 6.43

Note:

¹ The ID number corresponds to the location identified on **Figure 6.1** and the figure number identifies number of each photograph presented in the description of the landscape units.

6.2.1 Landscape Unit 1 – Atlantic Boulevard, East Los Angeles

Landscape Unit 1 begins at the intersection of 3rd Street and Woods Avenue, curves at the intersection of 3rd Street and Atlantic Boulevard and continues south. At approximately Atlantic Boulevard and Verona Street, the landscape unit curves southeast, crosses Amalia Avenue, Boswell Place, Pacific Place, and ends at the intersection of Goodrich Boulevard and Union Pacific Avenue. This landscape unit is along the alignment of all Build Alternatives and is entirely within the community of East Los Angeles. Its visual character and quality are depicted in **Figure 6.2** through **Figure 6.9**.

Atlantic Boulevard is a five-lane arterial roadway that runs north-south with two lanes of traffic in both directions and a center left-turn lane. There is a consistent placement of streetlights, crosswalks, and street trees on both sides of the street. Landscape Unit 1 is primarily an auto-oriented commercial corridor surrounded by residences, some mixed-use development, public facilities, and schools, including Garfield High School and Fourth Street Elementary School. Buildings along Atlantic Boulevard generally range between one and two stories with surface parking lots.

Amalia Avenue, Boswell Place, and Pacific Place are residential streets consisting of single-family homes, residential landscaping, and sidewalks on both sides of the street. Many of these homes are eligible for the National Register of Historic Places (NRHP) at the local level of significance for their association with the residential development of East Los Angeles in the pre-World War II era. However, these buildings are not eligible for listing as historic resources for lack of architectural integrity; as such, these are not considered visually sensitive resources. The impacts of the Project on

the historic homes is further addressed in the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report.

The primary viewers in Landscape Unit 1 consist of motorists, pedestrians, residents, and patrons of commercial businesses. Atlantic Boulevard includes multiple bus stops, so transit users would also constitute primary viewers. Some sections of the Atlantic Boulevard consist of medians with greenery or landscaped shrubbery along the sidewalks. Atlantic Park provides visual relief from the commercial activity along the corridor with trees and green open space.

Visual resources along this corridor include the St. Alphonsus Catholic Church and the former Golden Gate Theater (repurposed as a CVS Pharmacy), which features a Spanish Churrigueresque-style façade. Although the commercial corridor is surrounded by a residential area, neither single-family homes nor multi-family complexes are visible from most of this corridor. From Atlantic Boulevard, there are limited background views of the San Gabriel Mountains and clear views of the hills of Monterey Park to the north. From Pomona Boulevard, there are limited background views of the open space hillside of the former Operating Industries, Inc. (OII) landfill site to the east.



Figure 6.2. Viewpoint 1: Metro Atlantic Station and Beverly Boulevard in the Foreground
(Looking southeast from 3rd Street and Woods Avenue intersection)



**Figure 6.3. Viewpoint 2: Metro Atlantic Station at 3rd Street
(Looking west)**



**Figure 6.4. Viewpoint 3: Atlantic Boulevard at Beverly Boulevard
(Looking north)**



**Figure 6.5. Viewpoint 4: Atlantic Boulevard at 4th Street
(Looking north)**



**Figure 6.6. Viewpoint 5: St. Alphonsus Catholic Church
(Looking south)**



Figure 6.7. Viewpoint 6: Whittier Boulevard at Atlantic Boulevard
(Looking east)



Figure 6.8. Viewpoint 7: Golden Gate Theater (CVS Pharmacy)
(Looking west from Atlantic Boulevard and Whittier Boulevard intersection)



Figure 6.9. Viewpoint 8: Atlantic Boulevard at Verona Street
(Looking north)

6.2.2 Landscape Unit 2 – Smithway Street, Commerce

Landscape Unit 2 begins at the intersection of Goodrich Boulevard and Union Pacific Avenue, crosses Ferguson Drive and Union Pacific Railroad (UPRR) before aligning with Smithway Street between Flotilla and Tubeway and ends at the SCE utility and BNSF ROW. This landscape unit is along the alignment of all Build Alternatives and is located entirely within the city of Commerce. Its visual character and quality are depicted in **Figure 6.10** through **Figure 6.14**. This area is generally characterized as industrial except for the Citadel Outlets. The primary viewers are motorists, workers, and visitors to the Citadel Outlets.

Goodrich Boulevard is a four-lane collector roadway that runs north-south with two lanes of traffic in both directions and sidewalks on both sides of the street. Union Pacific Avenue is an east-west running collector road with a sidewalk on the south side of the street. Ferguson Boulevard is a four-lane collector roadway that runs east to west with two lanes of traffic in both directions and a sidewalk on the south side of the roadway. Generally, this area consists of heavy industrial warehouses, surface parking associated with Los Angeles County administrative offices, street trees, minimal landscaping, and the UPRR.

Smithway Street is a two-lane arterial roadway that runs east-west with one lane of traffic in each direction. The roadway is not typically busy and functions as an access road for the north entrance of the Citadel Outlets' parking facilities and for the surrounding industrial buildings. Vegetation along Smithway Street is minimal and consists of a few small, landscaped areas with trees and ornamental vegetation.

Tubeway Avenue is a two-lane roadway with one lane running north-south in each direction. Generally, this area consists of warehouses and parking lots; however, there are views of the Crowne Plaza Hotel

and Commerce Casino to the south along Tubeway Avenue. The hotel and the casino add visual interest to this landscape with a white, Assyrian and Babylonian-theme façade; however, only partial views are available when looking south on Tubeway Avenue from Smithway Street.

The views available from this area are limited due to the industrialized nature of the development, primarily consisting of multi-story industrial warehouses and a tall fence on the north side of the Citadel Outlets with little variation in visual character. The Citadel Outlets, which features a front façade decorated to commemorate ancient Sumerian, Akkadian, and Babylonian cultures, is the most dominant visual feature along Telegraph Road; however, the views of this façade are not available along Smithway Street. The Citadel Outlets façade also feature prominent electronic signage.

The private surface parking lot within the SCE ROW affords background views of the San Gabriel Mountains to the north with foreground views of electrical transmission towers and lines; however, this view is only available to the employees who have access to this parking facility.



Figure 6.10. Viewpoint 9: Citadel Outlets Main Entrance
(Looking southeast from Telegraph Road and Citadel Drive intersection)



Figure 6.11. Viewpoint 10: Citadel Outlets
(Looking north from Citadel Drive)



Figure 6.12. Viewpoint 11: Smithway Street Behind Citadel Outlets
(Looking northwest)



Figure 6.13. Viewpoint 12: Commerce Casino and Hotel
(Looking south from Tubeway Avenue at Smithway Street)



Figure 6.14. Viewpoint 13: Private Employee Parking within SCE ROW
(Looking north)

6.2.3 Landscape Unit 3 – Washington Boulevard, Montebello

Landscape Unit 3 begins at Saybrook Avenue, immediately east of SCE utility and BNSF railway ROW and extends east along Washington Boulevard to Bluff Road in Montebello. Washington Boulevard is a six-lane major truck arterial that runs east-west with three lanes of traffic in each direction. This landscape unit is along the alignment of Alternative 1 and Alternative 3 and is within the city of Montebello. Its visual character and quality are depicted in **Figure 6.15** through **Figure 6.21**. There would be a portion of non-revenue track under Alternative 2 that would also extend partially into Landscape Unit 3 to the Commerce MSF site option.

The landscape unit area is highly concentrated with automobiles and truck traffic with low volumes of pedestrians or cyclists; therefore, the primary viewers are motorists and truck drivers. Washington Boulevard also includes multiple bus stops, so transit users would also constitute primary viewers. There are very few significant visual resources in the area. The most dominant visual features of this landscape unit consist of large warehouses, railroad crossings, and several billboards. Most warehouses that face Washington Boulevard are uniform in size, shape, and color. The Pacific Metals Company/Rolled Steel Products building, located at the northwest corner of Washington Boulevard and Garfield Avenue, is eligible for listing in the NRHP at the local level of significance for its distinctive architectural design character as an example of local International Style industrial architecture from the 1950s. This is the only historic/visual resource in this locale, as the other nearby buildings are more recent typical industrial development.

The area between Saybrook Avenue and Greenwood Avenue, which includes the sites proposed for the Commerce MSF site option and Montebello MSF site option, is built-out industrial and developed with single-story nondescript warehouse buildings. Utility poles and overhead wires run along Washington

Boulevard and secondary roads (i.e., Davies Avenue, Corvette Street, Maple Avenue, Saybrook Avenue, and Vail Avenue). There are a limited number of trees and ornamental landscaping within this existing industrial area, primarily adjacent to building frontages, sidewalks, and parking strips. Although inconsistent, the trees and ornamental landscaping along Washington Boulevard and secondary roads provide some visual relief within the industrial setting.

At Greenwood Avenue, the industrial character of Washington Boulevard transitions from the truck terminal and heavy assembly and manufacturing uses to retail and commercial development. East of Greenwood Avenue, the South Montebello Irrigation District administration building is an intact example of a modestly scaled infrastructure building from 1941, eligible for the NRHP for its association with local water distribution. Just east of the administration building is the William and Florence Kelly House, a one-story Spanish Colonial Revival style single-family residence built in 1937. It is eligible for the NRHP at the local level of significance for its association with residential development of Montebello in the pre-World War II era. However, the eligibility determination for these buildings is not based on their architectural integrity; as such, these are not considered visually sensitive resources. Additional information regarding the Project's potential impacts on historic resources is provided the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report.

From Greenwood Avenue to Bluff Road, the visual character of Washington Boulevard is mixed-use comprised of commercial and light industry. It contains limited-to-no landscaping and no documented historic buildings. West of Bluff Road, motorists and pedestrians on Washington Boulevard have background views of the downtown Los Angeles skyline.



Figure 6.15. Viewpoint 14: Davies Avenue at Corvette Street
(Looking south)



**Figure 6.16. Viewpoint 15: Corvette Street at Davies Avenue
(Looking west)**



**Figure 6.17. Viewpoint 16: Pacific Metals Company Building constructed 1955
(View Northwest)**



Figure 6.18. Viewpoint 17: Washington Boulevard at Garfield Avenue
(Looking east)



Figure 6.19. Viewpoint 18: Yates Avenue at Washington Boulevard
(Looking north)



**Figure 6.20. Viewpoint 19: Washington Boulevard at Maple Avenue
(Looking east)**



**Figure 6.21. Viewpoint 20: Washington Boulevard at Carob Way
(Looking west)**

6.2.4 Landscape Unit 4 – Rio Hondo and Rio Hondo Spreading Grounds

Landscape Unit 4 is along Washington Boulevard between Bluff Road and the eastern edge of the Rio Hondo Spreading Grounds along Alternative 1 only. Its visual character and quality are depicted in **Figure 6.22** through **Figure 6.25**.

East of Bluff Road, Washington Boulevard crosses the concrete-lined channel of the Rio Hondo. From the intersection at Bluff Road and crossing at Rio Hondo, motorists and pedestrians are afforded views of the Rio Hondo and nearby shallow basins (Rio Hondo Spreading Grounds), and San Gabriel Mountains and Puente Hills to the north and east, respectively. A bike path is located along the Rio Hondo and Rio Hondo Spreading Grounds to promote a regional river trail system that connects neighboring jurisdictions. The bike paths are popular and considered a prominent recreational resource along the stretch of the Rio Hondo. Pedestrians and bicyclists from the river and bike path also enjoy scenic views of the San Gabriel Mountains to the north and Puente Hills to the east.

East of Rio Hondo, large mature trees are in the median and on both sides of Washington Boulevard. The trees are a visually defining feature for their shape and size. The trees obscure the motorist and pedestrian view of the San Gabriel Mountains to the north and Puente Hills to the east. Additionally, the electrical transmission towers and power lines along the eastern edge of the Rio Hondo Spreading Grounds add a structural element to the visual character of the surroundings.



Figure 6.22. Viewpoint 21: Washington Boulevard Over Rio Hondo
(Looking northeast from Bluff Road)



Figure 6.23. Viewpoint 22: Rio Hondo Spreading Grounds and Rio Hondo
(Looking south from Washington Boulevard, west of Bluff Road)



Figure 6.24. Viewpoint 23: San Gabriel Mountains in the Background and Rio Hondo in the Foreground
(Looking north from Washington Boulevard, west of Bluff Road)



Figure 6.25. Viewpoint 24: Washington Boulevard Across Rio Hondo Spreading Grounds
(Looking west)

6.2.5 Landscape Unit 5 – Washington Boulevard, Pico Rivera

Landscape Unit 5 is on Washington Boulevard along Alternative 1 only between the eastern edge of the Rio Hondo Spreading Grounds and Pico Vista Road, immediately west of the San Gabriel Spreading Grounds. Its visual character and quality are depicted in **Figure 6.26. Viewpoint 25: Washington Boulevard at Rosemead Boulevard Adjacent to Pico Rivera Towne Center** through **Figure 6.32**. The primary viewers are motorists and pedestrians. East of the Rio Hondo Spreading Grounds, visual character of Washington Boulevard transitions from flood control to commercial and single-family residential with overhead power lines.

The Pico Rivera Towne Center, a 60-acre open-air shopping center located south of Washington Boulevard between Paramount Boulevard and Rosemead Boulevard, is the most notable visual feature. The Pico Rivera Towne Center attracts many local residents and shoppers. Washington Boulevard in this area features trees and ornamental landscaping along the median and sidewalks. However, the commercial retail strip to the north is not architecturally or visually significant compared to the Pico Rivera Towne Center. For instance, the wide and curvy sidewalk, flowering shrubs, and trees are attractive visual features of the shopping center on the south side of Washington Boulevard compared to the north side of the street, which is characterized by mostly retail buildings of simple design with

minimal sidewalk landscaping and mature trees; as such, the north side of Washington Boulevard has few distinguishing visual features.

Near the northeast corner of Washington Boulevard and Rosemead Boulevard, the Dal Rae Restaurant is eligible under NRHP for its association as a fine dining restaurant and cocktail lounge from the post-World War II era. A tall two-sided neon pole sign that displays the restaurant's name has been a familiar icon along the Washington Boulevard corridor for more than 50 years. Additional neon signs mark the auto entrance as well as the west- and south-facing façades. These signs are contributing features of the property. Further east of the restaurant, the Pico Rivera Historical Museum is also a visually recognizable local landmark that is eligible for listing in the California Register of Historical Resources (CRHR) for its architectural style as an early railroad depot. At the northwest corner of Lindsey Avenue and Washington Boulevard, the Cliff May-designed ranch house, originally constructed in 1953, is eligible for the NRHP and is considered a visually sensitive resource in Pico Rivera.

Between Rosemead Boulevard and Pico Vista Road, Washington Boulevard is comprised primarily of single-family residential uses. According to the *Pico Rivera General Plan*, most of the existing housing stock is over 30 years old and the upkeep of the visual quality of the area may present challenges. However, the city has planted smaller trees along the sidewalks and landscaped median of Washington Boulevard, interfacing with residences east and west of Parsons Boulevard to protect the neighborhood's visual quality and provide a buffer between the residential area and Washington Boulevard. There are periodic background views of the Puente Hills to the east, although they tend to be blocked by street trees.



Figure 6.26. Viewpoint 25: Washington Boulevard at Rosemead Boulevard Adjacent to Pico Rivera Towne Center (Looking west)



**Figure 6.27. Viewpoint 26: Dal Re Restaurant constructed 1951
(View Southwest)**



**Figure 6.28. Viewpoint 27: Atchison, Topeka & Santa Fe Railway Depot constructed 1886
(View East)**



**Figure 6.29. Viewpoint 28: Cliff May-Designed Ranch House constructed 1953
(View Northwest)**



Figure 6.30. Viewpoint 29: Washington Boulevard at Passons Boulevard (Looking west)



Figure 6.31. Viewpoint 30: Washington Boulevard at Loch Alene Boulevard (Looking east)



Figure 6.32. Viewpoint 31: Washington Boulevard at Millux Avenue
(West of San Gabriel River looking east)

6.2.6 Landscape Unit 6 – San Gabriel River and San Gabriel Spreading Grounds

Landscape Unit 6 is on Washington Boulevard along Alternative 1 only between Pico Vista Road and I-605 freeway. East of Pico Vista Road, Washington Boulevard slopes up slightly to cross the San Gabriel River, and then slopes back down under the I-605 overpass. Its visual character and quality are depicted in **Figure 6.33** through **Figure 6.37**.

The San Gabriel Spreading Grounds is bordered by Whittier Boulevard to the north, residential communities along Pico Vista Road to the west, Washington Boulevard to the south, and the San Gabriel River to the east. The Los Angeles County property is generally closed to the public, except for public trails within the spreading grounds. From Washington Boulevard, views of the spreading grounds and associated trails are slightly obscured by mature trees along the southern edge. From the trails of the spreading grounds, visitors are afforded views of the San Gabriel Mountains and Puente Hills to the north. The San Gabriel River has a soft bottom and has a bike trail on its eastern edge. From the bike trail, background views of the San Gabriel Mountains and Puente Hills are available to the north and foreground views of I-605 are to the east.



Figure 6.33. Viewpoint 32: Washington Boulevard in the Foreground
(Looking east from Pico Vista Road)



Figure 6.34. Viewpoint 33: San Gabriel Mountains and Puente Hills in the Background
San Gabriel Spreading Grounds in the Foreground
(Looking north from the Spreading Grounds Trail)



Figure 6.35. Viewpoint 34: Washington Boulevard in the Background
(Looking south from the San Gabriel Spreading Grounds Trail)



Figure 6.36. Viewpoint 35: San Gabriel Spreading Grounds and River
(Looking north from Washington Boulevard)



Figure 6.37. Viewpoint 36: San Gabriel Mountains in the Background
(Looking north from San Gabriel River Trail at Washington Boulevard)

6.2.7 Landscape Unit 7 – Washington Boulevard, West Whittier-Los Nietos

Landscape Unit 7 is on Washington Boulevard along Alternative 1 only between I-605 freeway in West Whittier-Los Nietos and Lambert Road in Whittier. The visual character and quality are depicted in **Figure 6.38** through **Figure 6.43**.

At the intersection of Washington Boulevard and Pioneer Boulevard, I-605 freeway is visually dominating. The surface parking facility of Pioneer High School at the southeast corner of Pioneer Boulevard and Washington Boulevard is often empty. The school campus is farther southeast and not visible from Washington Boulevard. From Pioneer Boulevard to Norwalk Boulevard, the visual character of Washington Boulevard is defined by mostly low-density, single-family residences with small trees lining both sides of the street. The Santa Fe Springs Market Place, a community-scale shopping center located on the northeast corner of Norwalk and Washington Boulevards, marks a change in neighborhood character from residential to commercial retail.

Between Norwalk Boulevard and Allport Avenue, Washington Boulevard traverses a community-scale commercial neighborhood that consists of convenience shops, auto repair shops, fast food restaurants, surface parking, used car sale dealerships, and a car wash. Sidewalks are narrow with few street trees with the visual character being defined primarily by auto-oriented uses. In general, there is no defining visual features, as the small-scale commercial buildings along Washington Boulevard are not distinctive in their architecture and have little visual uniformity or unique variation from block to block.

Between Allport and Crowndale Avenues, Washington Boulevard is characterized by commercial retail and light industrial uses. The median of Washington Boulevard is landscaped with tall, swaying palm trees that create a strong vertical element for the length of corridor. The trees are a visually defining feature of this area. In addition, the Rheem Laboratory buildings at 12000 Washington Boulevard,

currently operated by the Salvation Army as a transitional living center, are the only historic/visual resources in this locale and are eligible under NRHP for their significant role in the development of manufacturing and scientific research.

East of Crowndale Avenue, there is a mix of commercial and institutional buildings, mainly associated with the Presbyterian Intercommunity Health (PIH) Hospital at the Washington Boulevard and Lambert Road intersection. Background views of the Puente Hills are visible along this segment of Washington Boulevard by pedestrians and motorists but are partially obstructed by street trees, billboards and signs, overhead utility wires, and taller buildings associated with the hospital. Puente Hills is an important ecological and visual resource for the city of Whittier and represents the only remaining large undeveloped area within the city. In addition, as part of Puente Hills, the Rose Hills Memorial Park is a landform backdrop as seen from residential areas; however, the suburban cityscape prevents clear views from the Lambert Road and Washington Boulevard intersection.



**Figure 6.38. Viewpoint 37: Washington Boulevard at Norwalk Boulevard
(Looking west)**



**Figure 6.39. Viewpoint 38: Washington Boulevard at Broadway
(Looking west)**



**Figure 6.40. Viewpoint 39: I-605 Washington Boulevard at Allport Avenue
(Looking west)**



**Figure 6.41. Viewpoint 40: Washington Boulevard at Appledale Avenue
(Looking west)**



Figure 6.42. Viewpoint 41: Washington Boulevard at Lambert Road
(Looking east)



Figure 6.43. Viewpoint 42: Washington Boulevard at Lambert Road
(Looking west)

6.2.8 Summary

Overall, the visual and aesthetic context of the DSA is heavily urbanized with commercial and light industrial development, but also includes a presence of suburban communities. **Table 6-2** summarizes the existing visual resources in each landscape unit.

Table 6-2. Existing Visual Resources by Landscape Unit

Landscape Unit	Visual Resources
1	Atlantic Park, St. Alphonsus Catholic Church, former Golden Gate Theater, hills of Monterey Park, OII landfill site
2	Façade of the Citadel Outlet Mall, Crowne Plaza Hotel and Commerce Casino
3	Downtown Los Angeles Skyline, Pacific Metals Company/Rolled Steel Products building, South Montebello Irrigation District administration building, William and Florence Kelly house
4	Rio Hondo and associated spreading grounds, mature trees along Washington Boulevard median, Puente Hills
5	Dal Rae Restaurant, Pico Rivera Historical Museum, Cliff May-designed Ranch House
6	San Gabriel River and associated spreading grounds, Puente Hills
7	Rheem Laboratory (Salvation Army building), tall palm trees along Washington Boulevard median, Puente Hills

Note: To various extents based on location and other factors, all landscape units may afford views of the San Gabriel Mountains to the north.

7.0 Impacts

7.1 Impact AES-1: Vistas

Impact AES-1: Would a Build Alternative have a substantial adverse effect on a scenic vista?

7.1.1 Alternative 1 Washington

7.1.1.1 Operational Impacts

As previously described in **Section 6.1.1**, no scenic vistas are present in the DSA. Views of surrounding landscapes and topography are available but not considered unique or of aesthetic significance. In addition, these views are not the primary focus of affected viewer groups. Potential view impacts are discussed for each landscape unit below.

Within Landscape Unit 1, the guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The primary visual elements of the Project would be the tunnel portal along 3rd Street, west of Woods Avenue, the relocated/ reconfigured access plaza for the underground stations along Atlantic Boulevard at Beverly Boulevard, and the new access plaza for the underground station along Whittier Boulevard. The visibility of the tunnel portal is limited to the area along 3rd Street directly in front of and facing the portal. The tunnel portal is anticipated to be a tube-shaped passageway structure without a dissipative design and would not be visually obtrusive. Additionally, an approximately 60-foot-tall antenna structure (radio tower) would be installed near the Atlantic/Whittier station. These features would not substantially obstruct views of the Monterey Park hills and San Gabriel Mountains to the north (available from Atlantic Boulevard) or the former OII landfill to the east (available from Pomona Boulevard) because the built-out urban landscape already prevents clear views of the mountains.

Within Landscape Unit 2, the guideway would be underground. The primary visual elements of the Project would include the new access plaza for the underground Commerce/Citadel station along Smithway Street and an approximately 60-foot-tall antenna structure (radio tower) would be installed near the Commerce/Citadel station. Additionally, an above-ground outdoor shelter may be required if the underground control room cannot support additional equipment. These features would not substantially obstruct views of the San Gabriel Mountains to the north (available from Tubeway Avenue) because the surrounding industrial and commercial development already prevents clear views of the mountains.

Within Landscape Unit 3, the primary visual elements of the Project would include the tunnel portal east of Saybrook Avenue, retaining wall to support the daylighting to an aerial configuration, columns to support the aerial LRT guideway either parallel to or along the center median of Washington Boulevard, column bents to support the aerial Greenwood station, the at-grade LRT infrastructure along the center median of Washington Boulevard. While these features, particularly the aerial guideway and aerial station, would be highly visible, they would not substantially obstruct views of the San Gabriel Mountains to the north or the downtown Los Angeles skyline to the west because the surrounding industrial and commercial development already prevents clear views of the mountains

and skyline. The aerial guideway and aerial Greenwood station would not substantially obstruct views of the San Gabriel Mountains to the north, which are sparingly available from Washington Boulevard, depending on weather and atmospheric conditions. The guideway would transition from aerial to at-grade east of Carob Way, at the eastern edge of Landscape Unit 3. The at-grade LRT would not substantially obstruct views of the San Gabriel Mountains of Los Angeles skyline because existing views are currently limited by flat topography and existing development.

Within Landscape Unit 4, the primary visual elements of the Project would include the at-grade LRT infrastructure along the center median of Washington Boulevard. These features would not substantially obstruct views of the San Gabriel Mountains and Puente Hills to the north and east, respectively, from vantage points along Rio Hondo or Bluff Road and within the Rio Hondo Spreading Grounds because the addition of LRT vehicles would be comparable to the roadway traffic along Washington Boulevard. Additionally, electrical transmission towers and overhead power lines in the foreground do not beneficially contribute to these views.

Within Landscape Unit 5, the primary visual elements of the Project would include the at-grade LRT infrastructure and the platform and canopy associated with the Rosemead station along the center median of Washington Boulevard. These features would not substantially obstruct views of the San Gabriel Mountains to the north because the addition of LRT vehicles would be comparable to the roadway traffic along Washington Boulevard. Additionally, the surrounding commercial and residential development already prevents clear views of the mountains.

Within Landscape Unit 6, the primary visual elements of the Project would include the at-grade LRT infrastructure along the center median of Washington Boulevard. These features would not substantially obstruct views of the San Gabriel Mountains and Puente Hills to the north and east, respectively, from vantage points along the San Gabriel River or within the San Gabriel River Spreading Grounds because the addition of LRT vehicles would be comparable to the roadway traffic along Washington Boulevard. Metro's LRT vehicle is approximately 87 feet in length and 12 feet in height. They typically run in two- or three-car trains. They operate every five to 10 minutes during peak hours and with an average a speed of 24 to 35 mph (Metro 2022). Due to their size and brief passage, the LRT vehicles would not be sufficient to adversely obstruct views. Additionally, electrical transmission towers, overhead power lines, and I-605 Freeway embankment in the foreground do not beneficially contribute to these views.

Within Landscape Unit 7, the primary visual elements of the Project would include the at-grade LRT infrastructure and the platform and canopy associated with the Norwalk and Lambert stations. These features would not substantially obstruct views of the San Gabriel Mountains and Puente Hills to the north and east, respectively, because the addition of LRT vehicles would be comparable to the roadway traffic along Washington Boulevard. Additionally, the surrounding industrial and commercial development already prevents clear views of the mountains.

Overall, views in the DSA as a whole would not be substantially affected. Therefore, operation of Alternative 1 would result in a less than significant impact to scenic vistas.

Design Options

Atlantic/Pomona Station Option

If Alternative 1 with the Atlantic/Pomona Station Option is selected, the operational impacts on scenic vistas would be similar to those described under the base Alternative 1. The Atlantic/Pomona Station Option would not obstruct views of the primary visual elements within the surrounding area because it would operate below-grade in a trench covered by a canopy. The Atlantic/Pomona Station Option would be located in Landscape Unit 1. The proposed station and access plaza would not substantially obstruct views of the Monterey Park hills and San Gabriel Mountains to the north (available from Atlantic Boulevard) or the former OII landfill to the east (available from Pomona Boulevard) because the built-out urban landscape already prevents clear views of the mountains. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact to scenic vistas.

Montebello At-Grade Option

Under the Montebello At-Grade Option, the guideway along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello would be at-grade instead of aerial, as with the base Alternative 1. The transition of aerial from at-grade would occur at Yates Avenue. If Alternative 1 with the Montebello At-Grade Option is selected, the operational impacts on scenic vistas would be similar to those described under the base Alternative 1 with an aerial configuration at this location. The at-grade LRT infrastructure and platform and canopy for the at-grade Greenwood station associated with the Montebello At-Grade Option would not substantially obstruct the views of the San Gabriel Mountains or downtown Los Angeles skyline to the north and west, respectively, because the surrounding industrial and commercial development already prevents clear views of the mountains and skyline. Further, the addition of LRT vehicles would be comparable to the roadway traffic along Washington Boulevard. Additionally, the overhead wires and catenary poles would not diminish long-range views of these natural landscapes, which are readily visible from many points along Washington Boulevard. These views as a whole would not be substantially affected. Therefore, as with the base Alternative 1, operation of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact to scenic vistas.

7.1.1.2 Construction Impacts

Construction of Alternative 1 would introduce visually disruptive elements in each landscape unit, including light and heavy excavation, tunneling, roadway/bridge demolition and reconstruction, structural falsework, tree removal, security fencing, stockpiled building materials, safety and directional signage, and installation of LRT infrastructure, station platforms and plazas, and ancillary facilities. Large, heavy equipment may include cranes, bulldozers, scrapers and trucks.

Figure 7.1 shows the typical construction activities conducted for similar Metro LRT projects. Construction activities, while a visual nuisance, would not substantially obstruct views of the San Gabriel Mountains, Puente Hills, or downtown Los Angeles skyline, because activities would be temporary and intermittent and limited to the immediate area. Therefore, construction of Alternative 1 would result in a less than significant impact to scenic vistas.



Figure 7.1. Metro Gold Line Eastside Extension and Metro Expo Line Construction

Design Options

Atlantic/Pomona Station Option

If Alternative 1 with the Atlantic/Pomona Station Option is selected, the construction impacts on scenic vistas would be similar to those described under the base Alternative 1. Construction of the Atlantic/Pomona Station Option would not obstruct views of the Monterey Park hills and San Gabriel Mountains to the north (available from Atlantic Boulevard) or the former OII landfill to the east (available from Pomona Boulevard) because activities would be temporary and intermittent and limited to the immediate area. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would result in a less than significant impact to scenic vistas.

Montebello At-Grade Option

If Alternative 1 with the Montebello At-Grade Option is selected, the construction impacts on scenic vistas would be similar to those described under the base Alternative 1 with an aerial configuration at this location. Construction of the Montebello At-Grade Option located in Landscape Unit 3 would be at ground level as opposed to aerial along Washington Boulevard. Views of the San Gabriel Mountains and downtown Los Angeles skyline to the north and west, respectively, would not be substantially obscured and continue to be limited by the surrounding industrial development. Additionally, construction activities would be temporary and intermittent and limited to the immediate area. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact to scenic vistas.

7.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.1.2.1 Operational Impacts

Alternative 2 is located within Landscape Unit 1 and 2, similar to Alternative 1. Alternative 2 would not substantially obstruct views of the primary visual elements within each landscape unit because it would operate almost entirely underground, with the exception of the access plazas for the underground stations and the 0.1-mile at-grade segment where the existing at-grade alignment transitions to the new underground alignment. The 0.1-mile at-grade segment would be consistent with existing conditions as the Metro L (Gold) Line already operates at-grade along this segment of 3rd Street. The access plazas would not substantially obstruct views of the Monterey Park hills and San Gabriel Mountains to the north (available from Atlantic Boulevard and Tubeway Avenue) or the former OII landfill to the east (available from Pomona Boulevard) because the built-out urban landscape already obscures these views. Alternative 2 non-revenue tracks would extend partially into Landscape Unit 3 to the Commerce MSF site option. The primary visual elements of the Project would include the tunnel portal east of Saybrook Avenue, retaining wall to support the daylighting to an aerial configuration, and the structure supporting the aerial lead tracks to the Commerce MSF. While these features, particularly the aerial guideway, would be highly visible, they would not substantially obstruct views of the San Gabriel Mountains to the north or the downtown Los Angeles skyline to the west because the surrounding industrial and commercial development already prevents clear views of the

mountains and skyline. Therefore, operation of Alternative 2 would result in a less than significant impact to scenic vistas.

Design Option

Atlantic/Pomona Station Option

If Alternative 2 with the Atlantic/Pomona Station Option is selected, the operational impacts on scenic vistas would be similar to those described under the base Alternative 2. The Atlantic/Pomona Station Option would be located in Landscape Unit 1. The Atlantic/Pomona Station Option would not obstruct views of the primary visual elements within the surrounding area because it would operate below-grade in a trench covered by a canopy. The proposed station and access plaza would not substantially obstruct views of the Monterey Park hills and San Gabriel Mountains to the north (available from Atlantic Boulevard) or the former OII landfill to the east (available from Pomona Boulevard) because the built-out urban landscape already prevents clear views of the mountains. Therefore, operation of Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact to scenic vistas.

7.1.2.2 Construction Impacts

Similar to Alternative 1, construction of Alternative 2 would introduce visually disruptive elements but would not substantially obstruct views of the San Gabriel Mountains or the former OII landfill site because activities would be temporary and intermittent and limited to the immediate area. Therefore, construction of Alternative 2 would result in a less than significant impact to scenic vistas.

Design Option

Atlantic/Pomona Station Option

If Alternative 2 with the Atlantic/Pomona Station Option is selected, the construction impacts on scenic vistas would be similar to those described under the base Alternative 2. Construction of the Atlantic/Pomona Station Option would not obstruct views of the Monterey Park hills and San Gabriel Mountains to the north (available from Atlantic Boulevard) or the former OII landfill to the east (available from Pomona Boulevard) because activities would be temporary and intermittent and limited to the immediate area. Therefore, as with the base Alternative 2, construction of Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact to scenic vistas.

7.1.3 Alternative 3 Atlantic to Greenwood IOS

7.1.3.1 Operational Impacts

Similar to Alternative 1, the components of Alternative 3 would not substantially obstruct views of the surrounding landscapes and topography in Landscape Units 1 – 3, including the San Gabriel Mountains, former OII landfill, and downtown Los Angeles skyline because the surrounding industrial

and commercial development already prevents clear views of the mountains and skyline. The aerial guideway and aerial Greenwood station would be highly visible but would not substantially obstruct views of the San Gabriel Mountains to the north that are sparingly available from Washington Boulevard, depending on weather and atmospheric conditions. These views, as a whole, would not be substantially affected. Therefore, operation of Alternative 3 would result in a less than significant impact to scenic vistas.

Design Options

Atlantic/Pomona Station Option

If Alternative 3 with the Atlantic/Pomona Station Option is selected, the operational impacts on scenic vistas would be similar to those described under the base Alternative 3. The Atlantic/Pomona Station Option would be located in Landscape Unit 1. The Atlantic/Pomona Station Option would not obstruct views of the primary visual elements within the surrounding area because it would operate below-grade in a trench covered by a canopy. The proposed station and access plaza would not substantially obstruct views of the Monterey Park hills and San Gabriel Mountains to the north (available from Atlantic Boulevard) or the former OII landfill to the east (available from Pomona Boulevard) because the built-out urban landscape already prevents clear views of the mountains. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would result in a less than significant impact to scenic vistas.

Montebello At-Grade Option

Under the Montebello At-Grade Option, the guideway along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello would be at-grade instead of aerial, as with the base Alternative 3. The transition of aerial from at-grade would occur at Yates Avenue. If Alternative 3 with the Montebello At-Grade Option is selected, the operational impacts on scenic vistas would be similar to those described under the base Alternative 3 with an aerial configuration at this location. The at-grade LRT infrastructure and platform and canopy for the at-grade Greenwood station associated with the Montebello At-Grade Option located in Landscape Unit 3 would be located at ground level and would not substantially obstruct the views of the San Gabriel Mountains or downtown Los Angeles skyline to the north and west, respectively, because the surrounding industrial and commercial development already prevents clear views of the mountains and skyline. Additionally, the addition of LRT vehicles would be comparable to the roadway traffic along Washington Boulevard. Additionally, the overhead wires and catenary poles would not diminish long-range views of these natural landscapes, which are readily visible from many points along Washington Boulevard. These views as a whole would not be substantially affected. Therefore, as with the base Alternative 3, operation of Alternative 3 with the Montebello At-Grade Option would result in a less than significant impact to scenic vistas.

7.1.3.2 Construction Impacts

Similar to Alternative 1, construction of Alternative 3 would introduce visually disruptive elements but would not substantially obstruct views of the San Gabriel Mountains or downtown Los Angeles skyline, because activities would be temporary and intermittent and limited to the immediate area. Therefore, construction of Alternative 3 would result in a less than significant impact to scenic vistas.

Design Options

Atlantic/Pomona Station Option

If Alternative 3 with the Atlantic/Pomona Station Option is selected, the construction impacts on scenic vistas would be similar to those described under the base Alternative 3. Construction of Alternative 3 with the Atlantic/Pomona Station Option would not obstruct views of the Monterey Park hills and San Gabriel Mountains to the north (available from Atlantic Boulevard) or the former OII landfill to the east (available from Pomona Boulevard) because activities would be temporary and intermittent and limited to the immediate area. Therefore, as with the base Alternative 3, construction of Alternative 3 with the Atlantic/Pomona Station Option would result in a less than significant impact to scenic vistas.

Montebello At-Grade Option

If Alternative 3 with the Montebello At-Grade Option is selected, the construction impacts on scenic vistas would be similar to those described under the base Alternative 3 with an aerial configuration at this location. Construction of the Montebello At-Grade Option would be at ground level as opposed to aerial along Washington Boulevard. Views of the San Gabriel Mountains and downtown Los Angeles skyline to the north and west, respectively, would not be substantially obscured and continue to be limited by the surrounding industrial development. Additionally, construction activities would be temporary and intermittent and limited to the immediate area. Therefore, construction of Alternative 3 with the Montebello At-Grade Option would result in a less than significant impact to scenic vistas.

7.1.4 Maintenance and Storage Facilities

7.1.4.1 Operational Impacts

7.1.4.1.1 Commerce MSF

The Commerce MSF site option is located within a heavily industrialized area within Landscape Unit 3. Operation of this MSF would generally fit within the context of the existing industrial character and would not substantially obstruct views of the San Gabriel Mountains to the north. The surrounding industrial development already prevents clear views of the mountains. Therefore, operation of the Commerce MSF site option would result in a less than significant impact to scenic vistas.

7.1.4.2 Montebello MSF

The Montebello MSF site option is located within a heavily industrialized area within Landscape Unit 3. Operation of this MSF would generally fit within the context of the existing industrial character and would not substantially obstruct views of the San Gabriel Mountains to the north. The surrounding industrial development already prevents clear views of the mountains. Therefore, operation of the Montebello MSF site option would result in a less than significant impact to scenic vistas.

Design Option

Montebello MSF At-Grade Option

The Montebello MSF At-Grade Option would connect into the Montebello MSF site option, immediately west of the intersection of Vail Avenue and Washington Boulevard. The at-grade LRT infrastructure would not substantially obstruct the views of the San Gabriel Mountains to the north because the surrounding industrial development already prevents clear views of the mountains. Therefore, operation of the Montebello MSF At-Grade Option would result in a less than significant impact to scenic vistas.

7.1.4.3 Construction Impacts

7.1.4.3.1 Commerce MSF

Construction of the Commerce MSF site option would introduce visually disruptive activities (e.g., demolition, site clearing, and grading) but would not substantially obstruct views of the San Gabriel Mountains to the north, because such activities would be temporary and intermittent and limited to the immediate industrial area. Therefore, construction of the Commerce MSF site option would result in a less than significant impact to scenic vistas.

7.1.4.3.2 Montebello MSF

Construction of the Montebello MSF site option would introduce visually disruptive activities (e.g., demolition, site clearing, and grading) but would not substantially obstruct views of the San Gabriel Mountains to the north, because such activities would be temporary and intermittent and limited to the immediate industrial area. Therefore, construction of the Montebello MSF site option would result in a less than significant impact to scenic vistas.

Design Option

Montebello MSF At-Grade Option

Construction of the Montebello MSF At-Grade Option would be temporary and intermittent and would not substantially obscure views of the San Gabriel Mountains to the north. Therefore, construction of the Montebello MSF At-Grade Option would result in a less than significant impact to scenic vistas.

7.2 Impact AES-2: Scenic Highways

Impact AES-2: Would a Build Alternative substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

7.2.1 Alternative 1 Washington

7.2.1.1 Operation Impacts

Alternative 1 would travel through portions of unincorporated Los Angeles County, Montebello, Commerce, Pico Rivera, Santa Fe Springs, and Whittier. Based on a review of the general plans and community plans of those jurisdictions, no state- or local-designated scenic highway, or eligible state scenic highways are located in the DSA. The closest state designated scenic highway is SR 2, Angeles Crest Highway, approximately eight miles northwest of the existing East Los Angeles Civic Center Station. SR 2 does not have views of DSA. Therefore, operation of Alternative 1 would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 1, Alternative 1 with the Atlantic/Pomona Station Option is not within the viewshed of SR 2 or along any scenic roadway corridors identified in any local jurisdictions' general plan. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Montebello At-Grade Option

As with the base Alternative 1, Alternative 1 with the Montebello At-Grade Option is not within the viewshed of SR 2 or along any scenic roadway corridors identified in any local jurisdictions' general plan. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

7.2.1.2 Construction Impacts

Alternative 1 is not within the viewshed of the closest state designated scenic highway SR 2 or along any scenic roadway corridors identified in any nearby local jurisdictions' general plan. Therefore, construction of Alternative 1 would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 1, Alternative 1 with the Atlantic/Pomona Station Option is not within the viewshed of SR 2 or along any scenic roadway corridors identified in any local jurisdictions' general plan. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Montebello At-Grade Option

As with the base Alternative 1, Alternative 1 with the Montebello At-Grade Option is not within the viewshed of SR 2 or along any scenic roadway corridors identified in any local jurisdictions' general plan. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

7.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.2.2.1 Operational Impacts

Similar to Alternative 1, Alternative 2 is not within the viewshed of SR 2, the closest state designated scenic highway, and would largely operate underground. Therefore, operation of Alternative 2 would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Design Option

Atlantic/Pomona Station Option

As with the base Alternative 2, Alternative 2 with the Atlantic/Pomona Station Option is not within the viewshed of SR 2 or along any scenic roadway corridors identified in any local jurisdictions' general plan. Therefore, operation of Alternative 2 with the Atlantic/Pomona Station Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

7.2.2.2 Construction Impacts

Similar to Alternative 1, Alternative 2 is not within the viewshed of SR 2, the closest state designated scenic highway, or along any scenic roadway corridors identified in any nearby local jurisdictions' general plan. Therefore, construction of Alternative 2 would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Design Option

Atlantic/Pomona Station Option

As with the base Alternative 2, Alternative 2 with the Atlantic/Pomona Station Option is not within the viewshed of SR 2 or along any scenic roadway corridors identified in any local jurisdictions' general plan. Therefore, construction of Alternative 2 with the Atlantic/Pomona Station Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

7.2.3 Alternative 3 Atlantic to Greenwood IOS

7.2.3.1 Operational Impacts

Similar to Alternative 1, Alternative 3 is not within the viewshed of SR 2, the closest state designated scenic highway, and would largely operate underground with a short at-grade segment and a short aerial segment to the Commerce MSF site option. Therefore, operation of Alternative 3 would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 3, Alternative 3 with the Atlantic/Pomona Station Option is not within the viewshed of SR 2 or along any scenic roadway corridors identified in any local jurisdictions' general plan. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Montebello At-Grade Option

As with the base Alternative 3, the Montebello At-Grade Option is not within the viewshed of SR 2, the closest state designated scenic highway, or along any scenic roadway corridors identified in any local jurisdictions' general plan. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

7.2.3.2 Construction Impacts

Similar to Alternative 1, Alternative 3 is not within the viewshed of SR 2, the closest state designated scenic highway, or along any scenic roadway corridors identified in any nearby local jurisdictions' general plan. Therefore, construction of Alternative 3 would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 3, Alternative 3 with the Atlantic/Pomona Station Option is not within the viewshed of SR 2 or along any scenic roadway corridors identified in any local jurisdictions' general plan. Therefore, construction of Alternative 3 with the Atlantic/Pomona Station Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Montebello At-Grade Option

As with the base Alternative 3, the Montebello At-Grade Option is not within the viewshed of SR 2 or along any scenic roadway corridors identified in any local jurisdictions' general plan. Therefore, construction of Alternative 3 with the Montebello At-Grade Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

7.2.4 Maintenance and Storage Facilities

7.2.4.1 Operational Impacts

7.2.4.1.1 Commerce MSF

The closest designated scenic highway to the MSF site option is SR 2, located approximately nine miles northwest of Commerce MSF site option. The Commerce MSF site option is not within the viewshed of SR 2 and not located along any scenic roadway corridors identified in any local jurisdictions general plan. Therefore, operation of the Commerce MSF site option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

7.2.4.1.2 Montebello MSF

The closest designated scenic highway to the MSF site option is SR 2, located approximately 10 miles northwest of the Montebello MSF site option. The Montebello MSF site option is not within the viewshed of SR 2 and not located along any scenic roadway corridors identified in any local jurisdictions general plan. Therefore, operation of the Montebello MSF site option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Design Option

Montebello MSF At-Grade Option

Operation of the Montebello MSF At-Grade Option would include at-grade MSF lead tracks. The Montebello MSF At-Grade Option would have similar impacts as the Montebello MSF site option. The

closest designated scenic highway to the MSF site option is SR 2, located approximately 10 miles northwest of the Montebello MSF site option. The Montebello MSF site option is not within the viewshed of SR 2 and not located along any scenic roadway corridors identified in any local jurisdictions general plan. Therefore, operation of the Montebello MSF At-Grade Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

7.2.4.2 Construction Impacts

7.2.4.2.1 Commerce MSF

The closest designated scenic highway to the MSF site option is SR 2, located approximately nine miles northwest of Commerce MSF site option. The Commerce MSF site option is not within the viewshed of SR 2 and not located along any scenic roadway corridors identified in any local jurisdictions general plan. Therefore, construction of the Commerce MSF site option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

7.2.4.2.2 Montebello MSF

The closest designated scenic highway to the MSF site option is SR 2, located approximately 10 miles northwest of the Montebello MSF site option. The Montebello MSF site option is not within the viewshed of SR 2 and not located along any scenic roadway corridors identified in any local jurisdictions general plan. Therefore, construction of the Montebello MSF site option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Design Option

Montebello MSF At-Grade Option

Construction of the Montebello MSF At-Grade Option would have similar impacts as the Montebello MSF site option. The closest designated scenic highway to the MSF site option is SR 2, located approximately 10 miles northwest of the Montebello MSF site option. The Montebello MSF site option is not within the viewshed of SR 2 and not located along any scenic roadway corridors identified in any local jurisdictions general plan. Therefore, construction of the Montebello MSF At-Grade Option would not damage any scenic resources (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

7.3 Impact AES-3: Visual Character

Impact AES-3: Would a Build Alternative in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Build Alternatives, including design options, and MSF site options are in an urbanized area, as defined by CEQA Guidelines Section 15387; therefore, in accordance with Appendix G of the CEQA Guidelines, a significant impact would occur if the Build Alternative (with or without the design option[s]) conflicts with applicable zoning and other regulations governing scenic quality. The zoning ordinances of each jurisdiction in the DSA do not directly regulate the design of transportation infrastructure elements including LRT. Additionally, the jurisdictions in the DSA generally do not have policies or regulations that govern visual quality during construction activities for transportation-related projects. The Build Alternative (with or without the design option[s]) would be designed in conformance with all Metro policies related to visual resources, including the Metro Systemwide Station Design Standards Policy.

7.3.1 Alternative 1 Washington Alternative

7.3.1.1 Operational Impacts

Operational components of Alternative 1, including but not limited to station design, trackway, auxiliary facilities, parking facilities, and new landscaping would follow the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). The MRDC provides a uniform basis for the design of LRT projects. The Metro Transit Service Policies and Standards identify policies, principles and requirements in the design or modification of the transit network. The Metro Public Art Policy mandates the inclusion of art in the design of its transit systems. Metro requires rail projects to incorporate architectural directive and standard drawings based on lessons learned from past, completed Metro Rail projects. The Systemwide Station Design Standards Policy provides a consistent, streamlined systemwide design approach for Metro stations that include sustainable design features and sustainable landscaping. Alternative 1 would mostly operate underground or within the public roadway ROW. Certain elements that would be located on properties outside of the public ROW (e.g., station plazas and TPSS) would comply with applicable zoning and design requirements, including undergoing mandated design review where applicable and coordinating with local jurisdictions during preliminary and final design. Therefore, operation of Alternative 1 would not conflict with local zoning ordinances pertaining to scenic quality and impacts would be less than significant.

For the purposes of this impacts report, analysis of the potential to affect visual character and quality is presented hereafter for informational purposes.

Within Landscape Unit 1, Alternative 1 would primarily operate beneath Atlantic Boulevard and would not result in adverse visual impacts on any visual resource, including Atlantic Park, St. Alphonsus Catholic Church, and the historic property of the former Golden Gate Theater. Alternative 1 would result in permanent alterations to commercial parcels where station entry and plazas are proposed for

the new underground stations. Such at-grade facilities would be designed to integrate with the existing character of the surrounding land uses. The relocated/reconfigured Atlantic station and Whittier station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. An antenna structure would be located at Atlantic/Whittier station. This would be similar to infrastructure that already exists in the urban landscape, such as telephone poles, light poles, and cellular and other antennas and would not be visually disruptive or incompatible. Therefore, operation of Alternative 1 would not substantially degrade the visual character and quality of its surroundings in Landscape Unit 1.

Within Landscape Unit 2, Alternative 1 would operate beneath Smithway Street and would not result in adverse visual impacts on any visual resource, including the façade of the Citadel Outlets along Telegraph Road and the Crowne Plaza and Commerce Casino along Tubeway Avenue. The proposed station entry and plaza for the underground Commerce/Citadel station, located next to Smithway Street, would be compatible with the surrounding small-scale, industrial and commercial development. Private development is planned for the location proposed for the Commerce/Citadel station; the property owner is coordinating their ongoing development with the proposed station plaza. The Commerce/Citadel station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. An antenna structure and potentially an outdoor shelter would be located at Commerce/Citadel station. This would be similar to infrastructure that already exists in the urban landscape, such as telephone poles, light poles, and cellular and other antennas and would not be visually disruptive or incompatible. Therefore, operation of Alternative 1 would not substantially degrade the visual character and quality of its surroundings in Landscape Unit 2.

Within Landscape Unit 3, Alternative 1 would operate aerial (west of Carob Way) and at-grade (east of Carob Way) along Washington Boulevard. The MSF site option would also be located within Landscape Unit 3 as discussed in **Section 7.3.4**. Although the aerial guideway and Greenwood station would be relatively the same height as the existing utility infrastructure (approximately 60 feet) located on the eastbound side of Washington Boulevard, it would be highly visible, as shown in **Figure 7.2**. Such elevated, bulky, concrete railway structures crossing commercial thoroughfares are typically more visually tolerable in industrial and commercial areas. These features, while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines approximately three quarters of a mile south and north, respectively, of the Greenwood station.

Regarding the historic resources, the Pacific Metals Company/Rolled Steel Products building would be acquired and demolished if the Commerce MSF site option is selected. While the building does have distinctive architectural design and qualities, it is an industrial building located in a developed area with other industrial buildings that lacks scenic quality. Demolition of the building would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Refer to the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report for more detailed information on the Pacific Metals Company building. As discussed further in **Section 7.3.4.2.2**, if the Montebello MSF site option is selected, the aerial structure would be located in the median of Washington Boulevard between Gayhart Street and Yates Avenue approximately 60 feet from the southeast corner of the Pacific Metals Company building. The Pacific Metals Company building would not be acquired, and it would not be physically demolished, destroyed, relocated, or altered. The aerial structure would generally follow existing transportation corridors and would not limit views of the Pacific Metals Company building. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting

with the new visual element of the aerial structure would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

Additionally, the aerial Greenwood station would not materially impair in an adverse manner the physical traits or integrity of the South Montebello Irrigation District building and William and Florence Kelly House that convey its historical significance. The Greenwood station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. Therefore, operation of Alternative 1 would alter, but not substantially degrade, the visual character and quality of its surroundings in Landscape Unit 3.



**Figure 7.2. Visual Simulation: Washington Boulevard at Greenwood Avenue
(Looking east)**

Within Landscape Unit 4, Alternative 1 would operate at-grade along the center median of Washington Boulevard. The line of mature trees presently along the center median of Washington Boulevard would be removed to accommodate the placement of the proposed at-grade LRT guideway infrastructure; thus, reducing the visual connectivity and changing the visual character of this segment of Washington Boulevard. However, as shown in **Figure 7.3**, no new visible feature, including the barrier divider for safety purposes, would be visually incompatible with the existing urban and transportation-oriented visual aesthetic of Washington Boulevard or substantially detract from the Rio Hondo and Rio Hondo Spreading Grounds, which are the primary focal point of this area. Therefore, Alternative 1 would alter, but not substantially degrade, the visual character and quality of its surroundings in Landscape Unit 4.

Within Landscape Unit 5, Alternative 1 would operate at-grade along Washington Boulevard. The Rosemead station would be designed as a pedestrian-friendly environment by including landscaping, canopies, benches, and site-specific public art; thereby, promoting a sense of place and enhancing the commercial area's visual unity. As shown in **Figure 7.4**, no new visible feature, including the barrier divider for safety purposes, would be visually incompatible with the existing transportation-oriented visual aesthetic of Washington Boulevard. Regarding the historic resources, the at-grade LRT infrastructure would not materially impair in an adverse manner the physical traits or integrity of the Dal Rae Restaurant, Pico Rivera Historical Museum, and Cliff May-designed ranch house that convey its historical significance. Therefore, operation of Alternative 1 would alter, but not substantially degrade, the visual character and quality of its surroundings in Landscape Unit 5.



Figure 7.3. Visual Simulation: Washington Boulevard at Rio Hondo Spreading Grounds
(Looking east)



Figure 7.4. Visual Simulation: Washington Boulevard at Rosemead Boulevard
(Looking east)

Within Landscape Unit 6, Alternative 1 would operate at-grade along Washington Boulevard. The existing bridges across the Rio Hondo and the San Gabriel River would be replaced with new bridges that would be of similar height and design, but wider to accommodate an at-grade LRT guideway. The replacement bridges would not change the existing visual character or quality. As shown in **Figure 7.5**, no new visible feature, including the barrier divider for safety purposes, would be visually incompatible with the existing transportation-oriented visual aesthetic of Washington Boulevard or detract from the San Gabriel River and San Gabriel River Spreading Grounds, which are the primary focal point of this area. Therefore, operation of Alternative 1 would alter, but not substantially degrade, the visual character and quality of its surroundings in Landscape Unit 6.



Figure 7.5. Visual Simulation: Washington Boulevard at San Gabriel River
(Looking north)

Within Landscape Unit 7, Alternative 1 would operate at-grade along Washington Boulevard. The line of tall palm trees along the median of Washington Boulevard between Allport and Appledale Avenues would be replaced by the at-grade LRT guideway infrastructure; thus, reducing the visual continuity. The Norwalk and Lambert stations would be designed as a pedestrian-friendly environment by including landscaping, canopies, benches, and public art; thereby, promoting a sense of place and enhancing the neighborhood commercial area's visual unity. As shown in **Figure 7.6** and **Figure 7.7**, the proposed at-grade LRT operations along Washington Boulevard would introduce new visual elements within its immediate surroundings. However, no new visible features, including the barrier divider for safety purposes, would be visually incompatible with the existing transportation-oriented visual aesthetic of Washington Boulevard. In addition, the alteration of the setting with the new at-grade LRT elements would not materially impair the historic resource significance of the Rheem Laboratory (Salvation Army buildings). Therefore, operation of Alternative 1 would alter, but not substantially degrade, the visual character and quality of its surroundings in Landscape Unit 7.



**Figure 7.6. Visual Simulation: Washington Boulevard at Pioneer Boulevard
(Looking west)**



**Figure 7.7. Visual Simulation: Washington Boulevard East of Sorensen Avenue
(Looking west)**

Design Options

Atlantic/Pomona Station Option

If Alternative 1 with the Atlantic/Pomona Station Option is selected, the operational impacts on visual character would be similar to those described under the base Alternative 1. Within Landscape Unit 1, the Atlantic/Pomona Station Option is located within auto-oriented commercial uses of an urbanized area. The Atlantic/Pomona Station Option would operate in a below grade trench. The station plaza and TPSSs for the station would be designed to integrate with the existing character of the surrounding land uses and would follow the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). These Metro standards, design criteria, policies, and directives include design elements for LRT infrastructure. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would comply with local zoning ordinances and regulations governing scenic quality, where applicable, and would result in less than significant impacts.

Montebello At-Grade Option

If Alternative 1 with the Montebello At-Grade Option is selected, the operational impacts on visual character would be similar to those described under the base Alternative 1. Within Landscape Unit 3, the Montebello At-Grade Option is located within light-industrial and commercial uses of an urbanized area. The Montebello At-Grade Option and associated Greenwood station would operate along the center median of Washington Boulevard. Certain elements that would be located on properties outside of the public roadway ROW (e.g., parking facilities and TPSS) would comply with applicable zoning and design requirements, including undergoing mandated design review and coordinating with local jurisdictions during preliminary and final design. As shown in **Figure 7.8**, the Montebello At-Grade Option would be consistent with the existing visual character or quality of the immediate area. It would also follow Metro's Transit Service Policies and Standards, Metro Art Program Policy, and Systemwide Station Design Standards Policy. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would not conflict with local zoning ordinances pertaining to scenic quality and would result in less than significant impacts.



Existing



Not to Scale

Conceptual

Figure 7.8. Visual Simulation: Washington Boulevard at Greenwood Avenue (At-Grade Option)
(Looking east)

7.3.1.2 Construction Impacts

Alternative 1 would comply with the South Coast Air Quality Management District (SCAQMD) Rule 403, which would beneficially affect visual quality during construction by reducing the amount of visible dirt and dust along public ROW and properties beyond the active construction area.

Construction activities would alter the visual character and quality of the immediate surroundings with heavy equipment use, tunneling, tree removal, stock-piled building materials, and safety and directional signage. However, construction activities would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging areas would be fenced for a variety of purposes, including screening views of construction site and activities, security, and noise controls, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. This would help to minimize the visual nuisance and ensure that the visual character and quality of the immediate area is not substantially degraded during construction. Therefore, construction of Alternative 1 would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts.

Design Options

Atlantic/Pomona Station Option

If Alternative 1 with the Atlantic/Pomona Station Option is selected, the construction impacts would be similar to those described under the base Alternative 1. Construction of the Atlantic/Pomona Station Option would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur mostly underground. Although temporary and short-term in nature, construction activities would be a visual nuisance. However, the perimeter of construction staging associated with station plazas for underground stations would be fenced for a variety of purposes, including screening views, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts during construction.

Montebello At-Grade Option

If Alternative 1 with the Montebello At-Grade Option is selected, the construction impacts would be similar to those described under the base Alternative 1 with an aerial configuration at this location. Construction of the Montebello At-Grade Option would be visible to visually sensitive uses along the Greenwood Avenue. The construction activities would introduce heavy equipment (i.e., excavators, loaders, trucks) along Washington Boulevard. However, such activities would be temporary and short-term in nature. In addition, the perimeter of construction staging associated with the proposed Greenwood station and parking facilities would be fenced for a variety of purposes, including screening views, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. Construction of the Montebello At-Grade Option would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403. Therefore, construction of Alternative 1 with the Montebello At-Grade Option would not conflict with applicable regulations governing scenic quality during construction and would result in less than significant impacts.

7.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.3.2.1 Operational Impacts

Alternative 2 would operate almost entirely underground. The station plazas and TPSSs for the underground stations would be designed to integrate with the existing character of the surrounding land uses and would follow the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). These Metro standards, design criteria, policies, and directives include design elements for LRT infrastructure. Therefore, operation of Alternative 2 would comply with local zoning ordinances and regulations governing to scenic quality, where applicable, and result in less than significant impacts. Operation of Alternative 2 would not substantially degrade the visual character and quality of its surroundings in Landscape Unit 1, Landscape Unit 2, or Landscape Unit 3.

For the purposes of this impacts report, analysis of the potential to affect visual character and quality is presented hereafter for informational purposes.

Within Landscape Unit 1, Alternative 2 would operate beneath Atlantic Boulevard and would not result in adverse visual impacts on any visual resource, including Atlantic Park, St. Alphonsus Catholic Church, and the historic property of the former Golden Gate Theater. Alternative 2 would result in permanent alterations to commercial parcels where station entry and plazas are proposed for the new underground stations. Such at-grade facilities would be designed to integrate with the existing character of the surrounding land uses. The relocated/reconfigured Atlantic station and Whittier station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. An antenna structure would be located at Atlantic/Whittier station. This would be similar to infrastructure that already exists in the urban landscape, such as telephone poles, light poles, and cellular and other antennas and would not be visually disruptive or incompatible. Therefore, operation of Alternative 2 would not substantially degrade the visual character and quality of its surroundings in Landscape Unit 1.

Within Landscape Unit 2, Alternative 2 would operate beneath Smithway Street and would not result in adverse visual impacts on any visual resource, including the façade of the Citadel Outlets along Telegraph Road and the Crowne Plaza and Commerce Casino along Tubeway Avenue. The proposed station entry and plaza for the underground Commerce/Citadel station, located next to Smithway Street, would be compatible with the surrounding small-scale, industrial and commercial development. Private development is planned for the location proposed for the Commerce/Citadel station; the property owner is coordinating their ongoing development with the proposed station plaza. The Commerce/Citadel station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. An antenna structure and potentially an outdoor shelter would be located at Commerce/Citadel station. This would be similar to infrastructure that already exists in the urban landscape, such as telephone poles, light poles, and cellular and other antennas and would not be visually disruptive or incompatible. Therefore, operation of Alternative 2 would not substantially degrade the visual character and quality of its surroundings in Landscape Unit 2.

Within Landscape Unit 3, Alternative 2 non-revenue tracks would extend to the Commerce MSF site option. The primary visual elements of the Project would include the tunnel portal east of Saybrook Avenue, retaining wall to support the daylighting to an aerial configuration, and the structure supporting the aerial lead tracks to the Commerce MSF. The lead tracks to the Commerce MSF would be in an aerial configuration. The aerial guideway would be highly visible, but this would be located in an industrial and commercial area with existing transportation and other infrastructure, and while conspicuous, would be congruent with other railway infrastructure in the area such as the Metrolink Orange County and Riverside Lines, and would not substantially degrade the existing visual character or quality of the area.

Design Option

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option is located within auto-oriented commercial uses of an urbanized area. The Atlantic/Pomona Station Option would operate in a below grade trench. The station plaza and TPSSs for the station would be designed to integrate with the existing character of the surrounding land uses and would follow the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). These Metro standards, design criteria, policies, and directives include design elements for LRT infrastructure. Therefore, operation of Alternative 2 with the Atlantic/Pomona Station Option would comply with local zoning ordinances and regulations governing to scenic quality, where applicable, and result in less than significant impacts.

7.3.2.2 Construction Impacts

Similar to Alternative 1, construction of Alternative 2 would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur mostly underground. Construction activities would be a visual nuisance. However, construction activities would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging associated with station plazas for underground stations would be fenced for a variety of purposes, including screening views, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. Therefore, construction of Alternative 2 would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts.

Design Option

Atlantic/Pomona Station Option

If Alternative 2 with the Atlantic/Pomona Station Option is selected, the construction impacts would be similar to those described under the base Alternative 2. Construction of the Atlantic/Pomona Station Option would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur mostly underground. Although temporary and short-term in nature, construction activities would be a visual nuisance. However, the perimeter of construction staging associated with station plazas for underground stations would be fenced for a variety of purposes, including screening views, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. Therefore, construction of Alternative 2 with the

Atlantic/Pomona Station Option would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts.

7.3.3 Alternative 3 Atlantic to Greenwood IOS

7.3.3.1 Operational Impacts

Similar to Alternative 1, Alternative 3 would mostly operate underground or within the public roadway ROW. Certain elements that would be located on properties outside of the public ROW (e.g., station plazas and TPSS) would comply with applicable zoning and design requirements, including the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). These Metro standards, design criteria, policies, and directives include design elements for LRT infrastructure. Therefore, operation of Alternative 3 would comply with local zoning ordinances and regulations governing to scenic quality, where applicable, and result in less than significant impacts.

For the purposes of this impacts report, analysis of the potential to affect visual character and quality is presented hereafter for informational purposes.

Within Landscape Unit 1, Alternative 3 would primarily operate beneath Atlantic Boulevard and would not result in adverse visual impacts on any visual resource, including Atlantic Park, St. Alphonsus Catholic Church, and the historic property of the former Golden Gate Theater. Alternative 3 would result in permanent alterations to commercial parcels where station entry and plazas are proposed for the new underground stations. Such at-grade facilities would be designed to integrate with the existing character of the surrounding land uses. The relocated/reconfigured Atlantic station and Whittier station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. An antenna structure would be located at Atlantic/Whittier station. This would be similar to infrastructure that already exists in the urban landscape, such as telephone poles, light poles, and cellular and other antennas and would not be visually disruptive or incompatible. Therefore, operation of Alternative 3 would not substantially degrade the visual character and quality of its surroundings in Landscape Unit 1.

Within Landscape Unit 2, Alternative 3 would operate beneath Smithway Street and would not result in adverse visual impacts on any visual resource, including the façade of the Citadel Outlets along Telegraph Road and the Crowne Plaza and Commerce Casino along Tubeway Avenue. The proposed station entry and plaza for the underground Commerce/Citadel station, located next to Smithway Street, would be compatible with the surrounding small-scale, industrial and commercial development. Private development is planned for the location proposed for the Commerce/Citadel station; the property owner is coordinating their ongoing development with the proposed station plaza. The Commerce/Citadel station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. An antenna structure and potentially an outdoor shelter would be located at Commerce/Citadel station. This would be similar to infrastructure that already exists in the urban landscape, such as telephone poles, light poles, and cellular and other antennas and would not be visually disruptive or incompatible. Therefore, operation of Alternative 3 would not substantially degrade the visual character and quality of its surroundings in Landscape Unit 2.

Within Landscape Unit 3, Alternative 3 would operate aerial (west of Carob Way) and at-grade (east of Carob Way) along Washington Boulevard. The MSF site option would also be located within Landscape Unit 3 as discussed in **Section 7.3.4**. Although the aerial guideway and Greenwood station would be relatively the same height as the existing utility infrastructure (approximately 60 feet) located on the eastbound side of Washington Boulevard, it would be highly visible, as shown in **Figure 7.2**. Such elevated, bulky concrete railway structures crossing commercial thoroughfares are typically more visually tolerable in industrial and commercial areas. These features, while conspicuous, would be congruent with other railway infrastructure in the area like the Metrolink Orange County and Riverside Lines approximately three quarters of a mile south and north, respectively, of the Greenwood station.

Regarding the historic resources, the Pacific Metals Company/Rolled Steel Products building would be acquired and demolished, if the Commerce MSF site option is selected. While the building does have distinctive architectural design and qualities, it is an industrial building located in a developed area with other industrial buildings that lacks scenic quality. Demolition of the building would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Refer to the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report for more detailed information on the Pacific Metals Company building. As discussed further in **Section 7.3.4.2.2**, if the Montebello MSF site option is selected, the aerial structure would be located in the median of Washington Boulevard between Gayhart Street and Yates Avenue approximately 60 feet from the southeast corner of the Pacific Metals Company building. The Pacific Metals Company building would not be acquired, and it would not be physically demolished, destroyed, relocated, or altered. The aerial structure would generally follow existing transportation corridors and would not limit views of the Pacific Metals Company building. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Additionally, the aerial Greenwood station would not materially impair in an adverse manner the physical traits or integrity of the South Montebello Irrigation District building and William and Florence Kelly House that convey its historical significance. The Greenwood station would be designed as a pedestrian-friendly environment to promote a sense of place and enhance the neighborhood commercial area's visual unity. Therefore, operation of Alternative 3 would alter, but not substantially degrade, the visual character and quality of its surroundings in Landscape Unit 3.

Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option is located within auto-oriented commercial uses of an urbanized area. The Atlantic/Pomona Station Option would operate in a below grade trench. The station plaza and TPSSs for the station would be designed to integrate with the existing character of the surrounding land uses and would follow the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). These Metro standards, design criteria, policies, and directives include design elements for LRT infrastructure. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would comply with local zoning ordinances and regulations governing to scenic quality, where applicable, and would result in less than significant impacts.

Montebello At-Grade Option

If Alternative 3 with the Montebello At-Grade Option is selected, the operational impacts on visual character would be similar to those described under the base Alternative 3. The Montebello At-Grade Option is located within light-industrial and commercial uses of an urbanized area. The Montebello At-Grade Option and associated Greenwood station would operate along the center median of Washington Boulevard. Certain elements that would be located on properties outside of the public roadway ROW (e.g., parking facility and TPSS) would comply with applicable zoning and design requirements, including undergoing mandated design review and coordinating with local jurisdictions during preliminary and final design. As shown in **Figure 7.8**, the Montebello At-Grade Option would be consistent with the existing visual character or quality of the immediate area. It would also follow the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). Therefore, operation of Alternative 3 with the Montebello At-Grade Option would not conflict with local zoning ordinances pertaining to scenic quality and would result in less than significant impacts.

7.3.3.2 Construction Impacts

Similar to Alternative 1, construction of Alternative 3 would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur mostly underground with a short at-grade segment and a short aerial segment. Construction activities would be a visual nuisance. However, construction activities would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging associated with station plazas for underground and aerial stations would be fenced for a variety of purposes, including screening views, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. Therefore, construction of Alternative 3 would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts.

Design Options

Atlantic/Pomona Station Option

If Alternative 3 with the Atlantic/Pomona Station Option is selected, the construction impacts would be similar to those described under the base Alternative 3. Construction of the Atlantic/Pomona Station Option would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur mostly underground with a short at-grade segment and a short aerial segment. Although temporary and short-term in nature, construction activities would be a visual nuisance. However, the perimeter of construction staging associated with station plazas for underground stations would be fenced for a variety of purposes, including screening views, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. Therefore, construction of Alternative 3 with the Atlantic/Pomona Station Option would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts.

Montebello At-Grade Option

If Alternative 3 with the Montebello At-Grade Option is selected, the construction impacts would be similar to those described under the base Alternative 3 with an aerial configuration at this location.

Construction of the Montebello At-Grade Option would be visible to visually sensitive uses along the Greenwood Avenue. The construction activities would introduce heavy equipment (i.e., excavators, loaders, trucks) along Washington Boulevard. However, such activities would be temporary and short-term in nature. In addition, the perimeter of construction staging associated with the proposed Greenwood station and parking facilities would be fenced for a variety of purposes, including screening views into the construction site, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. Construction of the Montebello At-Grade Option would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403. Therefore, construction of Alternative 3 with the Montebello At-Grade Option would not conflict with applicable regulations governing scenic quality during construction and would result in less than significant impacts.

7.3.4 Maintenance and Storage Facilities

7.3.4.1 Operational Impacts

7.3.4.1.1 Commerce MSF

Within Landscape Unit 3, the Commerce MSF site option would replace light-industrial land uses; thus, would be aesthetically compatible with the existing industrial setting. A solid wall or steel fence around the perimeter of the Commerce MSF site option which would be installed as a safety measure, would also prevent visual access. The physical perimeter would not encroach onto public ROW. No substantial change in visual character or quality would occur. Additionally, the operational activities occurring within the Commerce MSF site option would follow MRDC, which require it to be designed in a manner that would appropriately consider the existing urban context in which the MSF is located. The operation of Commerce MSF site option would adhere to the city of Commerce's zoning ordinance governing scenic quality, where applicable, and result in less than significant impacts.

7.3.4.1.2 Montebello MSF

Within Landscape Unit 3, the Montebello MSF site option would replace light-industrial land uses; thus, would be aesthetically compatible with the existing industrial setting. A solid wall or steel fence around the perimeter of the Montebello MSF site option that would be installed as a safety measure, would also prevent visual access. The physical perimeter would not encroach onto public ROW. No substantial change in visual character or quality would occur. Additionally, the operational activities occurring within the Montebello MSF site option would follow MRDC, which require it to be designed in a manner that would appropriately consider the existing urban context in which the MSF is located. Therefore, the operation of the Montebello MSF site option would adhere to the city of Montebello's zoning ordinance governing scenic quality, where applicable, and result in less than significant impacts.

Montebello MSF At-Grade Option

Operation of the Montebello MSF At-Grade Option would have similar impacts as the Montebello MSF site option. The at-grade LRT infrastructure would comply with applicable zoning and design requirements, including undergoing mandated design review, and would be consistent with the existing visual character or quality of the immediate area. It would also follow MRDC, Metro's Transit

Service Policies and Standards, Metro Art Program Policy, and Systemwide Station Design Standards Policy. Therefore, operation of the Montebello MSF At-Grade Option would not conflict with local zoning ordinances pertaining to scenic quality and would result in less than significant impacts.

7.3.4.2 Construction Impacts

7.3.4.2.1 Commerce MSF

Construction of the Commerce MSF site option would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur in highly industrial area. Construction activities, while a temporary visual nuisance, would not be visible to any residential or visually sensitive uses. In addition, the perimeter of construction staging area would be fenced for a variety of purposes, including screening views, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. Under the Commerce MSF site option, the Pacific Metals Company building, an historic resource would be acquired and demolished. As described for Alternative 1, while the building does have distinctive architectural design and qualities, it is an industrial building located in a developed area with other industrial buildings that lacks scenic quality. Demolition of the building would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Refer to the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report for more detailed information. Overall, construction of the Commerce MSF site option would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts.

7.3.4.2.2 Montebello MSF

Construction of the Montebello MSF site option would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur in highly industrial area. Construction activities, while a temporary visual nuisance, would not be visible to any residential or visually sensitive uses. In addition, the perimeter of construction staging area would be fenced for a variety of purposes, including screening views of the construction site, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. Additionally, as part of the Montebello MSF, the Pacific Metals Company Building would not be physically demolished, destroyed, relocated, or altered. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The new aerial structure would introduce a new visual element but would not change the historic character of the building. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance. Therefore, construction of the Montebello MSF site option would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts.

Montebello MSF At-Grade Option

Construction of the Montebello MSF At-Grade Option would have similar impacts as the Montebello MSF site option. Construction activities, while a temporary visual nuisance, would not be visible to any residential or visually sensitive uses. In addition, the perimeter of construction staging area would be fenced for a variety of purposes, including screening views of the construction site, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging. Therefore, construction of the Montebello MSF At-Grade Option would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts.

7.4 Impact AES-4: Light and Glare

Impact AES-4: Would a Build Alternative create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

7.4.1 Alternative 1 Washington

7.4.1.1 Operational Impacts

Alternative 1 would be well lit at night to ensure a safe environment. New nighttime light would primarily emanate from station areas (e.g., station plazas, entryways, platforms and parking facilities), which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. Light from headlights on LRT vehicles are also not expected to extend beyond the public transportation-related ROW and its light intensity is expected to be comparable to existing vehicular traffic along surrounding roads. Alternative 1 would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downwards or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, Alternative 1 would include several elements (e.g., glass or metal surfaces) that would create new sources of glare at proposed station areas during the day but, per Metro design criteria and standards, would be dulled to ensure they are not substantial.

Overall, Alternative 1 would create a negligible addition to light and glare and would not constitute a substantial change in existing light and glare in the immediate area. Therefore, operation of Alternative 1 would have less than significant impacts related to light and glare.

Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would operate entirely below grade in a trench covered by a canopy; however, its station entryways and plazas would be lit at night to ensure a safe environment. New nighttime light would primarily emanate from station areas (e.g., station plazas, entryways, platforms and parking facilities), which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. The Atlantic/Pomona Station Option would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downwards or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Therefore, operation of Alternative 1 with the Atlantic/Pomona Station Option would have less than significant impacts related to light and glare.

Montebello At-Grade Option

As with the base Alternative 1, Alternative 1 with the Montebello At-Grade Option would create a negligible addition to light and glare along Washington Boulevard, which would not constitute a substantial change in existing light and glare. Light from headlights on LRT vehicles are also not expected to extend beyond the public transportation-related ROW and its light and glare intensity is expected to be comparable to existing vehicular traffic, streetlights, industrial/commercial buildings, and parking facilities. Therefore, operation of Alternative 1 with the Montebello At-Grade Option would have less than significant impacts related to light and glare.

7.4.1.2 Construction Impacts

Construction of Alternative 1 would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Such activities may include, but are not limited to, tunneling, columns and trackwork, installing catenary wire, and stockpiling materials. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Additionally, construction-related illumination would be temporary and limited to safety and security purposes. Construction of Alternative 1 would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, construction of Alternative 1 would have less than significant impacts related to light and glare.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 1, construction of Alternative 1 with the Atlantic/Pomona Station Option would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas, including residences and other light-sensitive uses. Additionally, construction-related illumination would be temporary and limited to safety and security purposes. Construction of Alternative 1 with the Atlantic/Pomona Station Option would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, vehicular traffic). Therefore, construction of Alternative 1 with the Atlantic/Pomona Station Option would have less than significant impacts related to light and glare.

Montebello At-Grade Option

As with the base Alternative 1, construction of Alternative 1 with the Montebello At-Grade Option would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas, including residences and other light-sensitive uses. Additionally, construction-related illumination would be temporary and limited to safety and security purposes. Construction of Alternative 1 with the Montebello At-Grade Option would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights,

vehicular traffic). Therefore, construction of Alternative 1 with the Montebello At-Grade Option would have less than significant impacts related to light and glare.

7.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

7.4.2.1 Operational Impacts

Alternative 2 would operate almost entirely underground; however, its station entryways and plazas would be lit at night to ensure a safe environment. New nighttime light would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., commercial buildings, streetlights, and parking facilities) currently exist. Alternative 2 would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downwards or feature directional shielding to minimize spillover onto adjacent properties. Additionally, Alternative 2 would include several elements (e.g., glass or metal surfaces) that would create new sources of glare at proposed station areas during the day but, per Metro design criteria and standards, would be dulled to ensure they are not substantial.

Overall, Alternative 2 would create a negligible addition to light and glare, which would not constitute a substantial change in existing light and glare in the immediate area. Therefore, operation of Alternative 2 would have less than significant impacts related to light and glare.

Design Option

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would operate entirely in a below grade trench covered by a canopy; however, its station entryways and plazas would be lit at night to ensure a safe environment. New nighttime light would primarily emanate from station areas (e.g., station plazas, entryways, platforms and parking facilities), which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. The Atlantic/Pomona Station Option would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downwards or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Therefore, operation of Alternative 2 with the Atlantic/Pomona Station Option would have less than significant impacts related to light and glare.

7.4.2.2 Construction Impacts

Construction of Alternative 2 would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Such activities may include, but are not limited to, tunneling, columns and trackwork, installing catenary wire, and stockpiling materials. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Additionally,

construction-related illumination would be temporary and limited to safety and security purposes. Construction of Alternative 2 would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, construction of Alternative 2 would have less than significant impacts related to light and glare.

Design Option

Atlantic/Pomona Station Option

As with the base Alternative 2, construction of Alternative 2 with the Atlantic/Pomona Station Option would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas, including residences and other light-sensitive uses. Additionally, construction-related illumination would be temporary and limited to safety and security purposes. Construction of Alternative 2 with the Atlantic/Pomona Station Option would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, vehicular traffic). Therefore, construction of Alternative 2 with the Atlantic/Pomona Station Option would have less than significant impacts related to light and glare.

7.4.3 Alternative 3 Atlantic to Greenwood IOS

7.4.3.1 Operational Impacts

Alternative 3 would be well lit at night to ensure a safe environment. New nighttime light would primarily emanate from aboveground station areas (e.g., station plazas, entryways, platforms and parking facilities), which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist. Light from headlights on LRT vehicles are also not expected to extend beyond the public transportation-related ROW and its light intensity is expected to be comparable to existing vehicular traffic along surrounding roads. Alternative 3 would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downwards or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, Alternative 3 would include several elements (e.g., glass or metal surfaces) that would create new sources of glare at proposed station areas during the day but, per Metro design criteria and standards, would be dulled to ensure they are not substantial.

Overall, Alternative 3 would create a negligible addition to light and glare, which would not constitute a substantial change in existing light and glare in the immediate area. Therefore, operation of Alternative 3 would have less than significant impacts related to light and glare.

Design Options

Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would operate entirely below grade in a trench covered by a canopy; however, lighting of the underground platforms would emanate from the open station and would be visible in the station vicinity. Additionally, its station entryways and plazas would be lit at night to ensure a safe environment. This new lighting would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking facilities) currently exist at the site and the surroundings. The Atlantic/Pomona Station Option would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downwards or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Therefore, operation of Alternative 3 with the Atlantic/Pomona Station Option would have less than significant impacts related to light and glare.

Montebello At-Grade Option

As with the base Alternative 3, Alternative 3 with the Montebello At-Grade Option would create a negligible addition to light and glare along Washington Boulevard, which would not constitute a substantial change in existing light and glare. Light from headlights on LRT vehicles are also not expected to extend beyond the public transportation-related ROW and its light and glare intensity is expected to be comparable to existing vehicular traffic, streetlights, industrial/commercial buildings, and parking facilities. Therefore, operation of Alternative 3 with the Montebello At-Grade Option would have less than significant impacts related to light and glare.

7.4.3.2 Construction Impacts

Construction of Alternative 3 would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Such activities may include, but are not limited to, tunneling, columns and trackwork, installing catenary wire, and stockpiling materials. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Additionally, construction-related illumination would be temporary and limited to safety and security purposes. Construction of Alternative 3 would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination). Therefore, construction of Alternative 3 would have less than significant impacts related to light and glare.

Design Options

Atlantic/Pomona Station Option

As with the base Alternative 3, construction of Alternative 3 with the Atlantic/Pomona Station Option would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare

onto adjacent areas, including residences and other light-sensitive uses. Additionally, construction-related illumination would be temporary and limited to safety and security purposes. Construction of Alternative 3 with the Atlantic/Pomona Station Option would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, vehicular traffic). Therefore, construction of Alternative 3 with the Atlantic/Pomona Station Option would have less than significant impacts related to light and glare.

Montebello At-Grade Option

As with the base Alternative 3, construction of Alternative 3 with the Montebello At-Grade Option would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas, including residences and other light-sensitive uses. Additionally, construction-related illumination would be temporary and limited to safety and security purposes. Construction of Alternative 3 with the Montebello At-Grade Option would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, vehicular traffic). Therefore, construction of Alternative 3 with the Montebello At-Grade Option would have less than significant impacts related to light and glare.

7.4.4 Maintenance and Storage Facilities

7.4.4.1 Operational Impacts

7.4.4.1.1 Commerce MSF

The Commerce MSF site option would be lit to provide sufficient illumination for operations and maintenance activities and ensure a safe environment on a 24-hour basis. Metro design criteria and standards would require new light sources (i.e., security lighting and mounted yard light fixtures) to be shielded towards the MSF. Additionally, the MSF does not include the use of materials that would be a substantial source of glare. Light and glare associated with the Commerce MSF site option would be a negligible addition to existing light and glare because the adjacent area is industrial with similar light intensity/conditions. Therefore, operation of the Commerce MSF site option would have less than significant impacts related to light and glare.

7.4.4.1.2 Montebello MSF

The Montebello MSF site option would be lit to provide sufficient illumination for operations and maintenance activities and ensure a safe environment on a 24-hour basis. Metro design criteria and standards would require new light sources (i.e., security lighting and mounted yard light fixtures) to be shielded towards the MSF. Additionally, the MSF does not include the use of materials that would be a substantial source of glare. Light and glare associated with the Montebello MSF site option would be a negligible addition to existing light and glare because the adjacent area is industrial with similar light intensity/conditions. Therefore, operation of the Montebello MSF site option would have less than significant impacts related to light and glare.

Montebello MSF At-Grade Option

Operation of the Montebello MSF At-Grade Option would have similar impacts as the Montebello MSF site option. The Montebello MSF At-Grade Option would create a negligible addition to light and glare from Washington Boulevard to the MSF, which would not constitute a substantial change in existing light and glare. Light from headlights on LRT vehicles are also not expected to extend beyond the public transportation-related ROW and its light and glare intensity is expected to be comparable to existing vehicular traffic, streetlights, industrial/commercial buildings, and parking facilities. Therefore, operation of the Montebello MSF At-Grade Option would have less than significant impacts related to light and glare.

7.4.4.2 Construction Impacts

7.4.4.2.1 Commerce MSF

Construction activities associated with the Commerce MSF site option would occur during daytime hour and may be required at nighttime and weekends, which would comply with local ordinance restrictions. However, construction lighting would be comparable to the illuminance levels of the adjacent industrial area. Construction-related illumination would be temporary and directed toward the construction areas and shielded to minimize spillover lighting and glare. The construction of the Commerce MSF site option would not substantially increase levels of ambient nighttime light or glare in the immediate area. Therefore, construction of the Commerce MSF site option would have less than significant impacts related to light and glare.

7.4.4.2.2 Montebello MSF

Construction activities associated with the Montebello MSF site option would occur during daytime hour and may be required at nighttime and weekends, which would comply with local ordinance restrictions. However, construction lighting would be comparable to the illuminance levels of the adjacent industrial area. Construction-related illumination would be temporary and directed toward the construction areas and shielded to minimize spillover lighting and glare. The construction of the Montebello MSF site option would not substantially increase levels of ambient nighttime light or glare in the immediate area. Therefore, construction of the Montebello MSF site option would have less than significant impacts related to light and glare.

Montebello MSF At-Grade Option

Construction of the Montebello MSF At-Grade Option would primarily occur during daytime hours. Nighttime and weekend construction, if any, would comply with local ordinance restrictions. Construction lighting would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas, including residences and other light-sensitive uses. Additionally, construction-related illumination would be temporary and limited to safety and security purposes. Construction of the Montebello MSF At-Grade Option would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, vehicular traffic). Therefore, construction of the Montebello MSF At-Grade Option would have less than significant impacts related to light and glare.

8.0 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

8.1 Impact AES-1: Vistas

Impact AES-1: Would a Build Alternative have a substantial adverse effect on a scenic vista?

8.1.1 Alternative 1 Washington

As discussed in **Section 7.1.1**, operation and construction of the base Alternative 1 or Alternative 1 with Atlantic/Pomona Station Option and/or Montebello At-Grade Option would have a less than significant impact under Impact AES-1; therefore, no mitigation would be required.

8.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.1.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact AES-1; therefore, no mitigation would be required.

8.1.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.1.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact AES-1; therefore, no mitigation would be required.

8.1.4 Maintenance and Storage Facilities

As discussed in **Section 7.1.4**, operation and construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact AES-1; therefore, no mitigation would be required.

8.2 Impact AES-2: Scenic Highways

Impact AES-2: Would a Build Alternative substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

8.2.1 Alternative 1 Washington

As discussed in **Section 7.2.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no impact under Impact AES-2; therefore, no mitigation would be required.

8.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.2.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have no impact under Impact AES-2; therefore, no mitigation would be required.

8.2.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.2.3**, operation and construction of the base Alternative 3 or Alternative 3 with Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have no impact under Impact AES-2; therefore, no mitigation would be required.

8.2.4 Maintenance and Storage Facilities

As discussed in **Section 7.2.4**, operation and construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have no impact under Impact AES-2; therefore, no mitigation would be required.

8.3 Impact AES-3: Visual Character

Impact AES-3: Would a Build Alternative in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

8.3.1 Alternative 1 Washington

As discussed in **Section 7.3.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact AES-3; therefore, no mitigation would be required.

8.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.3.2**, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact AES-3; therefore, no mitigation would be required.

8.3.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.3.3**, operation and construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or Montebello At-Grade Option would have a less than significant impact under Impact AES-3; therefore, no mitigation would be required.

8.3.4 Maintenance and Storage Facilities

As discussed in **Section 7.3.4**, operation and construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact AES-3; therefore, no mitigation would be required.

8.4 Impact AES-4: Light and Glare

Impact AES-4: Would a Build Alternative create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

8.4.1 Alternative 1 Washington

As discussed in **Section 7.4.1**, operation and construction of the base Alternative 1 or Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would have a less than significant impact under Impact AES-4; therefore, no mitigation would be required.

8.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

As discussed in **Section 7.4.2**, operation and construction of Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact under Impact AES-4; therefore, no mitigation would be required.

8.4.3 Alternative 3 Atlantic to Greenwood IOS

As discussed in **Section 7.4.3**, operation and construction of the base Alternative 3 or Alternative with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option, would have a less than significant impact under Impact AES-4; therefore, no mitigation would be required.

8.4.4 Maintenance and Storage Facilities

As discussed in **Section 7.4.4**, either the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact under Impact AES-4; therefore, no mitigation would be required.

8.5 Mitigation Measure Applicability

As described above, none of the Build Alternatives, including design options, and/or MSF site options would have significant impacts on visual resources. Therefore, no mitigation measures are required.

9.0 NO PROJECT ALTERNATIVE

9.1 No Project Alternative

9.1.1 Description

The No Project Alternative would not involve construction of a new LRT service in the DSA. It would also not include any major service improvements or new transportation infrastructure beyond what is listed in Metro's 2020 LRTP. The transit network within the DSA would be largely the same as it is now.

9.1.2 Construction Impacts

The No Project Alternative would not include any Project-related construction activities or roadway improvements to traffic flow patterns; therefore, it would not result in construction impacts on community character related to scenic vistas, visual resources, nighttime lighting, and/or shading and shadowing. Additionally, because the streetscape would remain essentially unchanged, the existing visual character of the DSA would not be directly or indirectly degraded or enhanced. As a result, the No Project Alternative would have no Project-related impact to visual resources or quality.

9.1.3 Operational Impacts

No direct or indirect operational impacts to scenic vistas, visual resources, nighttime lighting, and/or shading and shadowing would occur with the No Project Alternative because there would be no new transit operations. Additionally, no new streetscape improvements would be made. Therefore, the No Project Alternative would not result in a Project-related operational impact on visual resources or alter the existing community's visual character.

9.1.3.1 Vistas

There would be no new Project-related transit operations under the No Project Alternative and therefore, there would be no impacts from operation on vistas.

9.1.3.2 Scenic Highways

There would be no new Project-related transit operations under the No Project Alternative and therefore, there would be no impacts from operation on Scenic Highways.

9.1.3.3 Visual Character

There would be no new Project-related transit operations under the No Project Alternative and therefore, there would be no impacts from operation on Visual Character.

9.1.3.4 Light and Glare

There would be no new Project-related transit operations under the No Project Alternative and therefore, there would be no impacts from operation on light and glare.

10.0 SUMMARY OF ALTERNATIVES

Table 10-1 provides a summary of impacts for the No Project Alternative, three Build Alternatives, and the MSFs that would remain after mitigation.

Table 10-1. Significant Impacts Remaining After Mitigation

Impact Topic	No Project Alternative	Alternative 1	Alternative 2	Alternative 3	MSF
Impact AES-1: Vistas	No impact	Less than significant impact	Less than significant impact	Less than significant impact	Less than significant impact
Impact AES-2: Scenic Highways	No impact	No impact	No impact	No impact	No impact
Impact AES-3: Visual Character	No impact	Less than significant impact	Less than significant impact	Less than significant impact	Less than significant impact
Impact AES-4: Light and Glare	No impact	Less than significant impact	Less than significant impact	Less than significant impact	Less than significant impact

10.1 No Project

There would be no impacts on aesthetics resources under the No Project Alternative.

10.2 Alternative 1 Washington + MSF

The operation and construction of the base Alternative 1 and either the Commerce MSF site option or the Montebello MSF site option would have a less than significant impact on visual and aesthetic resources under Impacts AES-1 (Vistas), AES-3 (Visual Character), and AES-4 (Light and Glare). There would be no impact under Impact AES-2 (Scenic Highways).

10.2.1 Alternative 1 Washington + MSF + Design Options

The operation and construction of Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact on visual and aesthetic resources under Impacts AES-1 (Vistas), AES-3 (Visual Character), and AES-4 (Light and Glare). There would be no impact under Impact AES-2 (Scenic Highways).

10.3 Alternative 2 Atlantic to Commerce/Citadel IOS + Commerce MSF

The operation and construction of the base Alternative 2 and the Commerce MSF site option would have a less than significant impact on visual and aesthetic resources under Impacts AES-1 (Vistas), AES-3 (Visual Character), and AES-4 (Light and Glare). There would be no impact under Impact AES-2 (Scenic Highways).

10.3.1 Alternative 2 Atlantic to Commerce/Citadel IOS + Commerce MSF + Design Option

The operation and construction of Alternative 2 with the Atlantic/Pomona Station Option and the Commerce MSF site option would have a less than significant impact on visual and aesthetic resources under Impacts AES-1 (Vistas), AES-3 (Visual Character), and AES-4 (Light and Glare). There would be no impact under Impact AES-2 (Scenic Highways).

10.4 Alternative 3 Atlantic to Greenwood IOS + MSF

The operation and construction of the base Alternative 3 and either the Commerce MSF site option or Montebello MSF site option would have a less than significant impact on visual and aesthetic resources under Impacts AES-1 (Vistas), AES-3 (Visual Character), and AES-4 (Light and Glare). There would be no impact under Impact AES-2 (Scenic Highways).

10.4.1 Alternative 3 Atlantic to Greenwood + MSF + Design Options

The operation and construction of Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option and either the Commerce site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact on visual and aesthetic resources under Impacts AES-1 (Vistas), AES-3 (Visual Character), and AES-4 (Light and Glare). There would be no impact under Impact AES-2 (Scenic Highways).

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Alex Kessel	Environmental Planner	MA – Urban and Regional Planning, University of California, 2019 BA – Geology and Environmental Sciences, University of Colorado, 2013	2

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