

3.1 Aesthetics

3.1.1 Introduction

This section discusses the Project setting in relation to aesthetics resources. It describes existing conditions, current applicable regulatory setting, and potential impacts from operation and construction of the Build Alternatives, including design options and MSF site options. Information in this section is based on the Eastside Transit Corridor Phase 2 Visual and Aesthetics Impacts Report (Appendix B). The study area for aesthetics is the detailed study area (DSA).

3.1.2 Regulatory Framework

3.1.2.1 State

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.

3.1.2.2 Regional and Local

Regional agencies, Los Angeles County, and the cities within the DSA have local regulations and policies pertaining to aesthetics and visual quality as summarized below. More information on the agencies' guiding principles and specific policies relevant to the Project is available in Appendix B.

In September 2020, the Southern California Association of Governments (SCAG) Regional Council adopted the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). While the 2020 RTP/SCS focuses primarily on transportation and land use decisions, it incorporates elements relating to aesthetic impacts, primarily in the form of conservation and open space. In particular, the 2020 RTP/SCS Public Health Technical Report identifies the importance of preserving open space, parks, and natural lands.

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. Metro's Systemwide Station Design Standard uses a modular system which ensure stations are streamlined and adaptable for varying site conditions, allowing stations to be more cost-effective to design, construct, operate, and maintain (Metro 2018). Metro's other planning documents and policies related to aesthetics include the *Metro Rail Design Criteria (MRDC)*, the *Metro Art Program Policy*, and *Metro's Signage Standards* (2012). An overarching goal of these plans is to visually enhance Metro projects, create a more inviting environment for system users, and establish consistency of Metro's signage.

The Los Angeles County 2035 General Plan sets specific goals and policies related to aesthetics resources for the County, including unincorporated areas, such as 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).

The general plan policies of the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier are similar; generally, they all intend to enhance the visual quality or character of their communities. Other related provisions include the development, expansion or preservation of landscaping and recreational open space, establishment of a safe multi-modal transportation system, preservation of historic or cultural resources, and policies to protect visual identity.

3.1.3 Methodology

The methodology for analyzing 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, findings of an analysis of existing visual resources and potential aesthetics impacts can be highly subjective, dependent on the background of the assessor and the opinions of viewers. As discussed below, three steps were taken to assess the existing visual setting and potential aesthetics impacts of the Project.

3.1.3.1 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.

3.1.3.2 Aesthetic Resources

Aesthetics 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. Primary viewer groups (e.g., residents, transit users, pedestrians and bicyclists, 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 (e.g., vegetation and structures) and temporary presence of typical atmospheric conditions (e.g., smoke, dust, fog, and precipitation). In addition, visibility 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 and 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. 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.

3.1.3.3 Aesthetics and Visual Impacts

Aesthetics and 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 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), overhead catenary system poles and power lines, radio tower poles and equipment shelters, traction power substations (TPSS), barriers to restrict access to the guideway, parking facilities, and the MSF. Visual simulations of representative areas where the Build Alternative would introduce new visual features were developed and used in the evaluation of potential visual changes from Project implementation. Additionally, the analysis includes site reconnaissance of the DSA and consideration of the Project components and preliminary design.

3.1.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, an Alternative would have a significant impact related to 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.

3.1.5 Existing Setting

3.1.5.1 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 rivers and spreading grounds and parks. The DSA is a relatively flat lowland plain with little to no changes in elevation.

3.1.5.2 Scenic Vistas and State Scenic Highways

According to the general 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 the roadway and built-out urban landscape (e.g., intervening structures, utility poles). There are no state- or county-designated scenic highways, or eligible state scenic highways 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.

3.1.5.3 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.

3.1.5.4 Local Setting

The following describes the existing aesthetic conditions in the DSA. As identified in **Section 3.1.3**, 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 3.1.1**. 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. **Table 3.1-1** lists the viewpoints by landscape unit and presents an identification (ID) number that corresponds to the viewpoint location shown on **Table 3.1-1**. **Table 3.1-1** also lists the figure number of each photograph. Additional photographs are provided in Appendix B.



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 3.1-1**.

Figure 3.1.1. Landscape Units and Locations of Photograph Viewpoints

Table 3.1-1. Photograph Viewpoints

ID Number ¹	Photograph Location	Figure Number
Landscape Unit 1		
1	Metro Atlantic Station and Beverly Boulevard in the Foreground	Figure 3.1.2
2	Metro Atlantic Station at 3rd Street	Figure 3.1.3
3	Atlantic Boulevard at 4th Street	Figure 3.1.4
4	Golden Gate Theater (CVS Pharmacy)	Figure 3.1.5
5	Atlantic Boulevard at Verona Street	Figure 3.1.6
Landscape Unit 2		
6	Citadel Outlets Main Entrance	Figure 3.1.7
7	Citadel Outlets	Figure 3.1.8
8	Smithway Street Behind Citadel Outlets	Figure 3.1.9
Landscape Unit 3		
9	Davies Avenue at Corvette Street	Figure 3.1.10
10	Pacific Metals Company Building Constructed 1955	Figure 3.1.11
11	Washington Boulevard at Garfield Avenue	Figure 3.1.12
12	Washington Boulevard at Carob Way	Figure 3.1.13
Landscape Unit 4		
13	Washington Boulevard Over Rio Hondo	Figure 3.1.14
14	Rio Hondo Spreading Grounds and Rio Hondo	Figure 3.1.15
15	Washington Boulevard Across Rio Hondo Spreading Grounds	Figure 3.1.16
Landscape Unit 5		
16	Washington Boulevard at Rosemead Boulevard Adjacent to Pico Rivera Towne Center	Figure 3.1.17
17	Dal Re Restaurant Constructed 1951	Figure 3.1.18
18	Atchison, Topeka & Santa Fe Railway Depot Constructed 1886	Figure 3.1.19
19	Cliff May-Designed Ranch House Constructed 1953	Figure 3.1.20
20	Washington Boulevard at Millux Avenue	Figure 3.1.21
Landscape Unit 6		
21	Washington Boulevard in the Background	Figure 3.1.22
22	San Gabriel Mountains in the Background	Figure 3.1.23
Landscape Unit 7		
23	Washington Boulevard at Norwalk Boulevard	Figure 3.1.24
24	Washington Boulevard at Broadway	Figure 3.1.25
25	Washington Boulevard at Appledale Avenue	Figure 3.1.26
26	Washington Boulevard at Lambert Road	Figure 3.1.27

Note:

¹ The ID number corresponds to the location identified on **Figure 3.1.1** and the figure number identifies number of each photograph presented in the description of the landscape units.

3.1.5.4.1 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 3.1.2** through **Figure 3.1.6**.

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 Section 3.4, Cultural Resources.

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



Figure 3.1.3. Viewpoint 2: Metro Atlantic Station at 3rd Street
(Looking west)



Figure 3.1.4. Viewpoint 3: Atlantic Boulevard at 4th Street
(Looking north)



Figure 3.1.5 Viewpoint 4: Golden Gate Theater (CVS Pharmacy)
(Looking west from Atlantic Boulevard and Whittier Boulevard intersection)



Figure 3.1.6. Viewpoint 5: Atlantic Boulevard at Verona Street
(Looking north)

3.1.5.4.2 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 Southern California Edison (SCE) utility and Burlington Northern Santa Fe (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 3.1.7** through **Figure 3.1.9**. 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 3.1.7. Viewpoint 6: Citadel Outlets Main Entrance
(Looking southeast from Telegraph Road and Citadel Drive intersection)



Figure 3.1.8. Viewpoint 7: Citadel Outlets
(Looking north from Citadel Drive)



Figure 3.1.9. Viewpoint 8: Smithway Street Behind Citadel Outlets
(Looking northwest)

3.1.5.4.3 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 3.1.10** through **Figure 3.1.13**. 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 in Section 3.4, Cultural Resources.

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 3.1.10. Viewpoint 9: Davies Avenue at Corvette Street
(Looking south)



Figure 3.1.11. Viewpoint 10: Pacific Metals Company Building Constructed 1955
(View Northwest)



Figure 3.1.12. Viewpoint 11: Washington Boulevard at Garfield Avenue
(Looking east)



Figure 3.1.13. Viewpoint 12: Washington Boulevard at Carob Way
(Looking west)

3.1.5.4.4 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 3.1.14** through **Figure 3.1.16**.

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 3.1.14. Viewpoint 13: Washington Boulevard Over Rio Hondo
(Looking northeast from Bluff Road)



Figure 3.1.15. Viewpoint 14: Rio Hondo Spreading Grounds and Rio Hondo
(Looking south from Washington Boulevard, west of Bluff Road)



Figure 3.1.16. Viewpoint 15: Washington Boulevard Across Rio Hondo Spreading Grounds
(Looking west)

3.1.5.4.5 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 3.1.17** through **Figure 3.1.21**. 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.

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. There are smaller trees along the sidewalks and landscaped median of Washington Boulevard, interfacing with residences east and west of Passons Boulevard to protect the neighborhood's visual quality and provide a buffer between the neighborhood and Washington Boulevard. Periodic background views of the Puente Hills to the east tend to be blocked by street trees.



Figure 3.1.17. Viewpoint 16: Washington Boulevard at Rosemead Boulevard Adjacent to Pico Rivera Towne Center (Looking west)



Figure 3.1.18. Viewpoint 17: Dal Re Restaurant Constructed 1951
(View Southwest)



Figure 3.1.19. Viewpoint 18: Atchison, Topeka & Santa Fe Railway Depot Constructed 1886
(View East)



Figure 3.1.20. Viewpoint 19: Cliff May-Designed Ranch House Constructed 1953
(View Northwest)



Figure 3.1.21. Viewpoint 20: Washington Boulevard at Millux Avenue
(West of San Gabriel River looking east)

3.1.5.4.6 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 3.1.22** and **Figure 3.1.23**. 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 can view the San Gabriel Mountains and Puente Hills to the north. The San Gabriel River has a soft bottom and a bike trail on its eastern edge. From the bike trail, background views of the San Gabriel Mountains and Puente Hills are to the north and foreground views of I-605 are to the east.



Figure 3.1.22. Viewpoint 21: Washington Boulevard in the Background
(Looking south from the San Gabriel Spreading Grounds Trail)



Figure 3.1.23. Viewpoint 22: San Gabriel Mountains in the Background
(Looking north from San Gabriel River Trail at Washington Boulevard)

3.1.5.4.7 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 3.1.24** through **Figure 3.1.27**. 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 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 3.1.24. Viewpoint 23: Washington Boulevard at Norwalk Boulevard
(Looking west)



Figure 3.1.25. Viewpoint 24: Washington Boulevard at Broadway
(Looking west)



**Figure 3.1.26. Viewpoint 25: Washington Boulevard at Appledale Avenue
(Looking west)**



Figure 3.1.27. Viewpoint 26: Washington Boulevard at Lambert Road (Looking west)

3.1.5.4.8 Summary

Overall, the aesthetic context of the DSA is heavily urbanized with commercial and light industrial development, but also includes a presence of suburban communities. **Table 3.1-2** summarizes the existing visual resources in each landscape unit.

Table 3.1-2. 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.

3.1.6 Impact Evaluation

3.1.6.1 Impact AES-1: Vistas

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

3.1.6.1.1 Alternative 1 Washington

Operational Impacts

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.

Within Landscape Unit 1, the guideway would transition 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, column bents to support the aerial Greenwood station, the at-grade LRT infrastructure and ultimately the completed aerial and at-grade guideways and aerial Greenwood station. 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. Further, scenic views of these resources are often dependent on weather and atmospheric conditions or limited due to the area's flat topography. The MSF site option would also be located within Landscape Unit 3 as discussed in **Section 3.1.6.2.4**.

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.

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

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. Additionally, the built-out urban landscape already prevents clear views of the Monterey Park hills and San Gabriel Mountains to the north or the former OII landfill to the east. 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. The at-grade LRT infrastructure and platform and canopy for the at-grade Greenwood station 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. 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, operation of Alternative 1 with the Montebello At-Grade Option would result in a less than significant impact to scenic vistas.

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. 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.

Design Options

Atlantic/Pomona Station Option

Construction of Alternative 1 with the Atlantic/Pomona Station Option would not obstruct views of the Monterey Park hills and San Gabriel Mountains to the north or the former OII landfill to the east 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

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 1 with the Montebello At-Grade Option would result in a less than significant impact to scenic vistas.

3.1.6.1.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with Atlantic/Pomona Station Option, in Landscape Units 1 and 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 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 the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would result in a less than significant impact to scenic vistas.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option 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, intermittent, and limited to the immediate area. Therefore, construction of the base Alternative 2 or Alternative 2 with Atlantic/Pomona Station Option would result in a less than significant impact to scenic vistas.

3.1.6.1.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option 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.

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 at-grade LRT infrastructure and platform and canopy for the at-grade Greenwood station associated with the Montebello At-Grade Option would be 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. The addition of LRT vehicles would be comparable to the roadway traffic along Washington Boulevard and 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. Therefore, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact to scenic vistas.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option 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. Further, views of the San Gabriel Mountains and downtown Los Angeles, would continue to be limited by the surrounding industrial development. Therefore, construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would result in a less than significant impact to scenic vistas.

3.1.6.1.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

The Commerce MSF site option, Montebello MSF site option, and the Montebello MSF At-Grade Option are within a heavily industrialized area within Landscape Unit 3. Operation of these MSF site option would fit within the context of the existing industrial character and would not substantially obstruct views of the San Gabriel Mountains to the north. Surrounding industrial development already prevents clear views of the mountains. Therefore, operation of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade Option would result in a less than significant impact to scenic vistas.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, Montebello MSF site option, or the Montebello MSF At-Grade 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, Montebello MSF site option, or the Montebello MSF At-Grade Option would result in a less than significant impact to scenic vistas.

3.1.6.2 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?

3.1.6.2.1 Alternative 1 Washington

Operational and Construction 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 the DSA. Therefore, operation and construction of Alternative 1 would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Design Options

Atlantic/Pomona Station Option

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 and construction of Alternative 1 with the Atlantic/Pomona Station Option would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

Montebello At-Grade Option

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 and construction of Alternative 1 with the Montebello At-Grade Option would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

3.1.6.2.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational and Construction Impacts

Base Alternative and Design Option

The base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option are not within the viewshed of SR 2, the closest state designated scenic highway, and would largely operate underground. Therefore, operation and construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

3.1.6.2.3 Alternative 3 Atlantic to Greenwood IOS

Operational and Construction Impacts

Base Alternative and Design Option

The base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option are 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 short aerial segment to the Commerce MSF site option. Therefore, 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 not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway. No impact would occur.

3.1.6.2.4 Maintenance and Storage Facilities

Operational and Construction Impacts

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

3.1.6.3 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 with 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.

The analysis of the potential to affect visual character and quality is also address below for informational purposes.

3.1.6.3.1 Alternative 1 Washington Alternative

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). As discussed further in Appendix B, these documents provide a uniform basis for the design of LRT projects and identify systemwide design policies, principles and requirements, including the inclusion of art, 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 of the local jurisdiction, including undergoing design review where applicable. Therefore, operation of Alternative 1 would not conflict with local zoning ordinances pertaining to scenic quality and impacts would be less than significant.

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 Atlantic/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. 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 3.1.6.2.4**. 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 3.1.28**. 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 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 Section 3.4, Cultural Resources, and the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report (Appendix E) for more detailed information on the Pacific Metals Company building. 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 or substantially degrade the existing visual character or quality of public views of the site and its surroundings.

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.

As described above, operation of Alternative 1 would alter, but not substantially degrade, the visual character and quality of its surroundings in Landscape Unit 3.



**Figure 3.1.28. 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 3.1.29**, 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 3.1.30**, 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 3.1.29. Visual Simulation: Washington Boulevard at Rio Hondo Spreading Grounds (Looking east)



Figure 3.1.30. 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. As shown in **Figure 3.1.31**, 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 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 3.1.31. 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 3.1.32** and **Figure 3.1.33**, 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 3.1.32. Visual Simulation: Washington Boulevard at Pioneer Boulevard (Looking west)



Figure 3.1.33. Visual Simulation: Washington Boulevard East of Sorensen Avenue (Looking west)

Design Options

Atlantic/Pomona Station Option

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

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 3.1.34**, 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 3.1.34. Visual Simulation: Washington Boulevard at Greenwood Avenue (At-Grade Option)
(Looking east)

Construction Impacts

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. Additionally, 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. 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

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

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.

3.1.6.3.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would occur 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, operations would comply with local zoning ordinances and regulations governing to scenic quality, where applicable, and result in less than significant impacts. 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.

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would not substantially degrade the visual character and quality of its surroundings in Landscape Unit 1, Landscape Unit 2, or Landscape Unit 3. Detailed analysis of the potential to affect visual character and quality is presented in Appendix B for informational purposes.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option 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 the base Alternative 2 or 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.

3.1.6.3.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would mostly occur 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, operations would comply with local zoning ordinances and regulations governing to scenic quality, where applicable, and result in less than significant impacts. Additionally, operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not substantially degrade the visual character and quality of its surroundings in Landscape Unit 1, Landscape Unit 2, or Landscape Unit 3. Detailed analysis of the potential to affect visual character and quality is presented in Appendix B for informational purposes.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 3 and Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade 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 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 the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would not conflict with applicable regulations governing scenic quality and would result in less than significant impacts.

3.1.6.3.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

Within Landscape Unit 3, the MSF site option would replace light-industrial land uses and would thus be aesthetically compatible with the existing industrial setting. A solid wall or steel fence around the perimeter of the MSF site options would be installed as a safety measure and 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, operation of the MSF site options would follow MRDC, which require MSFs to be designed in a manner appropriate with the existing urban context of the sites. Therefore, operation of the MSF site options would adhere to local zoning ordinances governing scenic quality, where applicable, and result in less than significant impacts.

Construction Impacts

MSF Site Options and Design Option

Construction of the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur in a 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. 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 Section 3.4, Cultural Resources, and Appendix E for more detailed information about the Pacific Metals building.

Under 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 Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would not conflict with applicable regulations governing scenic quality and would result in a less than significant impact.

3.1.6.4 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?

3.1.6.4.1 Alternative 1 Washington

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, several elements that would create new sources of glare at proposed station areas during the day (e.g., glass or metal surfaces) may be included. However, per Metro design criteria and

standards, these sources 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 a less than significant impact 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 a less than significant impact related to light and glare.

Montebello At-Grade Option

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 a less than significant impact related to light and glare.

Construction Impacts

Construction of Alternative 1 would primarily occur during daytime hours. Nighttime and weekend construction, if any, would be limited. 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 a less than significant impact related to light and glare.

Design Options

Atlantic/Pomona Station Option

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 a less than significant impact related to light and glare.

Montebello At-Grade Option

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 a less than significant impact related to light and glare.

3.1.6.4.2 Alternative 2 Atlantic to Commerce/Citadel IOS

Operational Impacts

Base Alternative and Design Option

Operation of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would occur almost entirely underground; however, 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. Operations 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, several elements that would create new sources of glare at proposed station areas during the day (e.g., glass or metal surfaces) would be included. However, per Metro design criteria and standards, these sources would be dulled to ensure they are not substantial. Overall, operations 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 the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact related to light and glare.

Construction Impacts

Base Alternative and Design Option

Construction of the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would primarily occur during daytime hours. Nighttime construction lighting, if any, 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 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 the base Alternative 2 or Alternative 2 with the Atlantic/Pomona Station Option would have a less than significant impact related to light and glare.

3.1.6.4.3 Alternative 3 Atlantic to Greenwood IOS

Operational Impacts

Base Alternative and Design Options

Operation of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would be well lit at night to ensure a safe environment. New nighttime light would primarily emanate from aboveground station areas, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels 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. Operations 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, several elements that would create new sources of glare at proposed station areas during the day would be included. However, per Metro design criteria and standards, these sources would be dulled to ensure they are not substantial. Overall, operations 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 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 related to light and glare.

Construction Impacts

Base Alternative and Design Options

Construction of the base Alternative 3 or Alternative 3 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option would primarily occur during daytime hours. Nighttime construction lighting, if any, 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 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 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 related to light and glare.

3.1.6.4.4 Maintenance and Storage Facilities

Operational Impacts

MSF Site Options and Design Option

The Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade 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 (e.g., security lighting and mounted yard light fixtures) to be shielded towards the MSF site option. Additionally, the MSF site options do not include the use of materials that would be a substantial source of glare. Light and glare associated with the MSF site options 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, the Montebello MSF site option, or the Montebello MSF At-Grade Option would have a less than significant impact related to light and glare.

Construction Impacts

MSF Site Options and Design Option

Construction activities associated with the Commerce MSF site option, the Montebello MSF site option, or the Montebello MSF At-Grade Option would occur during daytime hours. Nighttime construction lighting, if any, would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Construction lighting would be comparable to the illuminance levels of the adjacent industrial area, and it would be temporary and directed toward the construction areas and shielded to minimize spillover lighting and glare. Construction would not substantially increase levels of ambient nighttime light or glare in the immediate area. Therefore, 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 related to light and glare.

3.1.7 Project Measures and Mitigation Measures

As identified in **Section 3.1.6**, the Build Alternatives and Build Alternatives with the design option(s) would have less than significant impacts on aesthetics under Impacts AES-1 (Vistas), AES-3 (Visual Character), and AES-4 (Light and Glare) and no impact under Impact AES-2 (Scenic Highways). MSF site options would have less than significant impacts under Impacts AES-1 (Vistas), AES-3 (Visual Character), and AES-4 (Light and Glare) and no impact under Impact AES-2 (Scenic Highways). No project measures or mitigation measures would be required for operation or construction. **Table 3.1-3** identifies the combined impact of the base alternatives with the associated MSF site option(s), and the alternatives with one or both design options (as applicable) with the associated MSF site option(s). All impacts would be less than significant for all alternatives and design options.

3.1.8 Significance After Mitigation

As identified in **Table 3.1-3**, no mitigation is required for the Build Alternatives and Build Alternatives with the design option(s). Less than significant impacts would remain under Impacts AES-1, AES-3, and AES-4 and no impact would remain under Impact AES-2.

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Table 3.1-3. Summary of Impact Determinations for Build Alternatives and MSF Options

CEQA Impact Topic		Alternative 1: Washington Boulevard								Alternative 2: Commerce/Citadel IOS		Alternative 3: Washington/Greenwood IOS							
		Base Alternative 1 ¹		Alternative 1 + Atlantic/Pomona Station Option		Alternative 1 + Montebello At-Grade Option		Alternative 1 + Atlantic/Pomona Station Option + Montebello At-Grade Option		Base Alternative 2 ²	Alternative 2 + Atlantic/Pomona Station Option	Base Alternative 3 ³		Alternative 3 + Atlantic/Pomona Station Option		Alternative 3 + Montebello At-Grade Option		Alternative 3 + Atlantic/Pomona Station Option + Montebello At-Grade Option	
		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF		Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF	Commerce MSF	Montebello MSF At-Grade Option	Commerce MSF	Montebello MSF At-Grade Option
AES-1 Vistas	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
AES-2 Scenic Highways	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
AES-3 Visual Character	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
AES-4 Light and Glare	Applicable Mitigation	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Source: CDM Smith/AECOM JV, 2022.

Notes:

The Base Alternatives are shaded in light yellow. Design options are not shaded.

¹ The Base Alternative 1 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.

² The Base Alternative 2 includes the Atlantic station (reconfigured/relocated).

³ The Base Alternative 3 includes the Atlantic station (reconfigured/relocated) and aerial Greenwood station.

Key:

NI = No Impact

LTS = Less Than Significant

SU = Significant and Unavoidable

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