3.1. AESTHETICS

This section is an assessment of the potential for the Proposed Project to create construction and/or operational aesthetic impacts. This assessment includes a summary of the regulatory framework, a description of the existing environment, as well as a discussion of anticipated impacts, recommended mitigation measures to address these impacts, and the level of significance with mitigation incorporated.

3.1.1. REGULATORY FRAMEWORK

3.1.1.1. Federal

Occupational Safety and Health Administration (OSHA)

In accordance with Section 107 of the Contract Work Hours and Safety Standards Act, OSHA's Safety and Health Regulations for Construction establish regulations to recognize, avoid, and prevent unsafe working conditions in construction areas. Among other safety areas of concern addressed in these regulations is the illumination of construction and storage areas. OSHA Standard 1926.56(a) requires that all construction areas, tunnels, shafts, and underground areas are lit to an illumination intensity of no less than five foot-candles.

3.1.1.2. State

California Department of Transportation (Caltrans) Scenic Highway Program

The purpose of California's Scenic Highway Program is to protect and enhance the natural scenic beauty of California's highways and their adjacent corridors through special conservation treatment. The Program was established through Senate Bill (SB) 1467 in 1963, which added Sections 260 through 263 to the Streets and Highways Code.

Caltrans defines a State scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Designation criteria are based on how much of the natural landscape can be viewed from such a highway, the landscape's scenic quality, and the degree to which visual intrusions have occurred as a result of development.[1] Scenic corridors include those that are visible to travelers from within and outside of designated State scenic highway rights-of-way and are comprised of primarily scenic and natural features. Eligible highways become officially designated when a local governing body develops and adopts protection measures (e.g., ordinances, zoning, planning policies, etc.) for the area within the scenic corridor, and Caltrans reviews and approves the highway for official designation.[2]

[1] Caltrans, *Scenic Highway Guidelines*, October 2008.
[2] *Ibid.*

3.1.1.3. Local

City of Los Angeles General Plan

Pursuant to Section 65300 of the Government Code, local jurisdictions are required to prepare and adopt a comprehensive, long-term general plan to guide the development of any land within and outside the jurisdiction's boundaries that bears relation to the planning of the jurisdiction. Per the Office of Planning and Research's 2017 General Plan Guidelines, general plans should be presented as collections of topic areas known as "elements". The City of Los Angeles' General Plan, re-adopted in 2001, features aesthetics-related goals, objectives, and policies in the following elements:

- Framework Element
- Land Use Element (within the Central City North Community Plan)

The City's Framework Element provides a long-range, comprehensive citywide view to guide each of the City's 35 community plan to establish their growth and development policies.[3] Among other topics, the Framework establishes Citywide planning goals, objectives, and policies regarding urban form and neighborhood design. The goals, objectives, and policies in this element that pertain to aesthetics are listed in Table 3.1.1.

Table 3.1.1 City of Los Angeles General Plan Aesthetics Goals, Objectives, and Policies

Goal/Objective/Policy	Goal/Objective/Policy Description
FRAMEWORK ELEMENT	
Goal 5A	A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.
Objective 5.1	Translate the Framework Element's intent with respect to Citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.
Policy 5.1.1	Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.
Objective 5.2	Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.
Policy 5.2.1	Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be provided.
Objective 5.5	Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

[3] City of Los Angeles, *General Plan Framework Element*, re-adopted August 8, 2001.

Table 3.1.1 City of Los Angeles General Plan Aesthetics Goals, Objectives, and Policies

Goal/Objective/Policy	Goal/Objective/Policy Description
Policy 5.5.3	Formulate and adopt building and site design standards and guidelines to raise the quality of design Citywide.
Policy 5.5.4	Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture.
Policy 5.5.7	Promote the undergrounding of utilities throughout the City's neighborhoods, districts, and centers.
Objective 5.6	Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.
Policy 5.6.1	Revise community plan designations as necessary to conserve the existing urban form and community character of areas not designated as centers, districts, or mixed-use boulevards.
Objective 5.7	Provide a transition between conservation neighborhoods and their centers.
Policy 5.7.1	Establish standards for transitions in building height and for on-site landscape buffers.
LAND USE ELEMENT (CENTRAL CITY NORTH COMMUNITY PLAN)	
Policy 3-1.3	Require that any proposed development be designed to enhance and be compatible with adjacent development.
Policy 17-1.1	Encourage the preservation, maintenance, enhancement, and reuse of existing buildings and the restoration of original façades.
Policy 17-2.1	Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

Source: City of Los Angeles, 2000; City of Los Angeles, 2001.

The Central City North Community Plan of the City's Land Use Element, adopted in 2000, provides a discussion of the general distribution, location, and intensity of land uses – including the "enjoyment of scenic beauty" – within the Central City North Community Plan Area (CPA).[4] The goals, objectives, and policies that pertain to aesthetics are listed in Table 3.1.1.

City of Los Angeles River Improvement Overlay (RIO) District

Established by Ordinance No. 183145 in 2014, the City's RIO District is regulated by a set of development standards intended to increase awareness and access to the Los Angeles River, as well as improve the aesthetic quality of the Los Angeles River and its surroundings.[5] The development regulations for the RIO District that pertain to aesthetics are listed in Table 3.1.2.

[4] City of Los Angeles, *Central City North Community Plan*, December 15, 2000.
[5] City of Los Angeles Urban Design Studio, *River Design Guidelines*, 2014.

Table 3.1.2 City of Los Angeles RIO District Aesthetic Development Regulations (Ordinance No. 183145)

Development Regulation	Description
Regulation F2 (Screening/Fencing)	a. Loading areas and off-street parking facilities of three spaces or more, either on a surface lot or in a structure, shall be screened from the abutting public right-of-way and the River. However, such screening shall not obstruct the view of a driver entering or leaving the loading area or parking facility, or the view from the street of entrances and exits to a loading area or parking facility, and shall consist of one or a combination of the following: i. A strip at least 5 feet in width of densely planted shrubs or trees which are at least 2 feet high at the time of planting and are of a type that may be expected to form, within three years after time of planting, a continuous, unbroken, year-round visual screen; or ii. A wall, barrier or fence of uniform appearance. Such wall, barrier or fence may be opaque or perforated, provided that not more than 50 percent of the face is open. The wall, barrier or fence shall, when located in either the rear or side yards, be at least 4 feet and not more than 6 feet in height. b. Electrical transformers, mechanical equipment, water meters and other equipment shall be screened from public view. The screening may be opaque or perforated, provided that not more than 50 percent of the face is open. The screen shall be at least 6 inches taller than the equipment and not more than 2 feet taller than the equipment. c. Exterior trash enclosures shall: i. be designed to complement the primary building with a wall height that exceeds the disposal unit it is designed to contain by at least 18 inches; ii. have a solid roof to deter birds and block views from adjacent properties; iii. have solid metal doors that accommodate a lock and remain closed when not in use; and iv. not be constructed of chain link or wood. d. With the exception of single-family homes, all projects facing a street that crosses the river or terminates at the river or a river frontage road shall have all fences within the front or side yards visible from said street consistent with the fence designs identified in the Los Angeles County River Master Plan Landscape Guidelines.
Regulation F3 (Exterior Site Lighting)	a. All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary, and no greater than 0.01 horizontal foot candles 15 feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees or higher from nadir (straight down). b. All low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations in Subdivision 3(a) above.

Source: City of Los Angeles, 2014.

3.1.2. EXISTING SETTING

The Project Site encompasses the majority of the existing Metro Division 20 Rail Yard, which mostly consists of exposed rail tracks and several MOW buildings. The Project Site also covers the land currently occupied by a tow yard and four historic resources, including the four Citizens Warehouse/Lysle Storage Company building, the National Cold Storage facility, and the westernmost edges of the 1st Street and 4th Street Bridges. The western boundary of the Project Site includes commercial/industrial properties along Center Street, as well as the residential complex immediately south of the 1st Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which is comprised of residential, industrial, and commercial uses, and art galleries and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks. The area's appearance is highly industrial in character.

Scenic Vistas

Scenic vistas are visually interesting views of focal points (e.g., notable objects, buildings, or settings) or panoramas that extend into the distance. The Project Site is located in the middle portion of the Central City North CPA of the City of Los Angeles, where development generally consists of apartment buildings, industrial buildings, and adaptively reused industrial buildings. Views of the Project Site are thus limited to those from adjacent buildings, and the Project Site is not within a scenic vista. Panoramas are views of broader geographic areas that are of visual interest. Due to the density of development and the relatively low elevation in the area, panoramas are not available from the Project Site.

Scenic Resources within State Scenic Highway Corridors

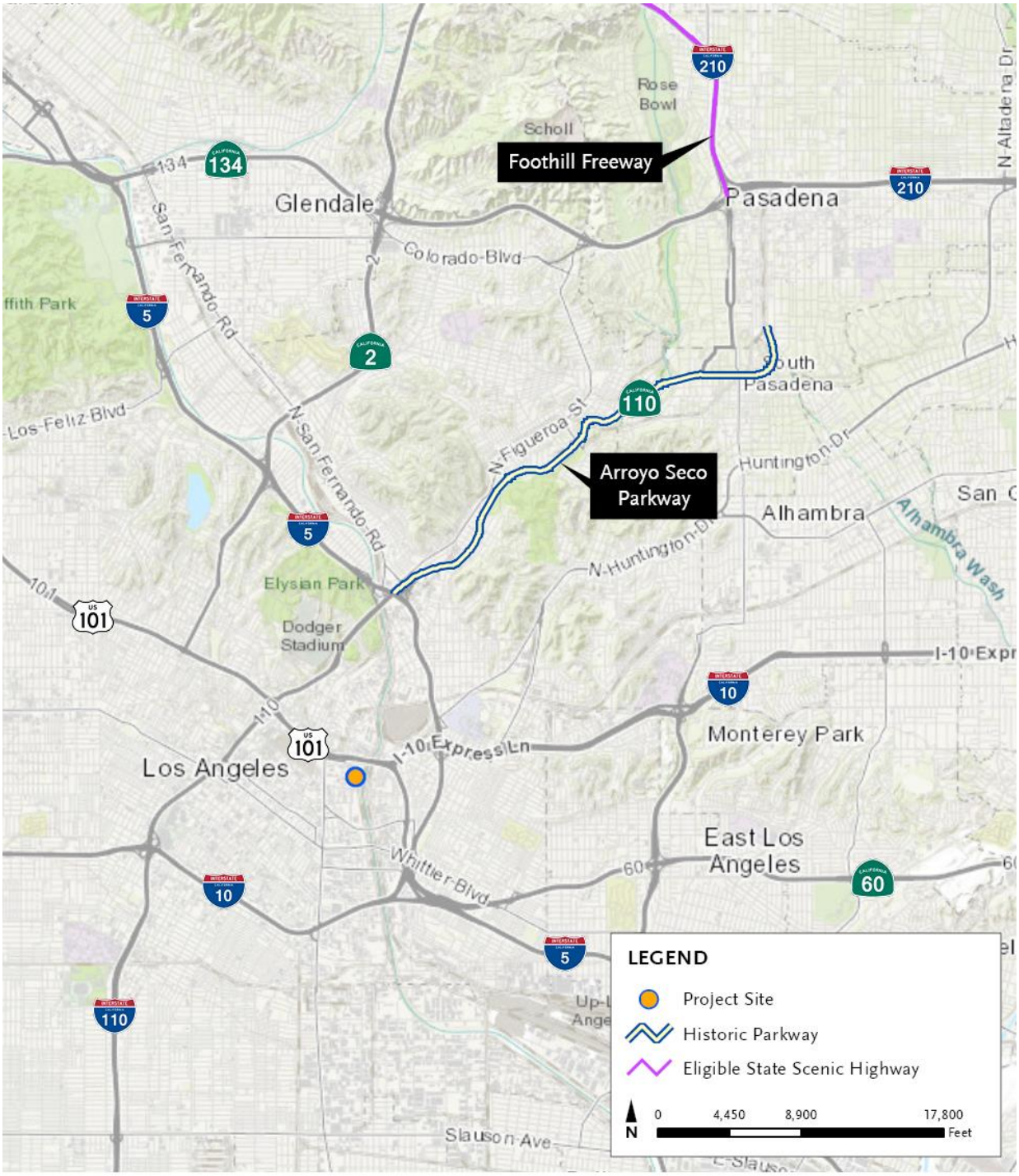
Figure 3.1.1 illustrates the Project Site's position in relation to designated and eligible scenic highways. The nearest State-designated scenic highway is the Arroyo Seco Parkway (State Route 110), which is located approximately two miles north of the Project Site.[6] The Project Site is not within the viewshed of this scenic highway.

Visual Character or Quality

A site visit was conducted on October 3, 2017 to document the baseline conditions of the Project Site and its immediate surroundings. Photographs (Figures 3.1.2 through 3.1.22) were taken from Center Street between Commercial Street and 1st Street and from the 1st Street Bridge, the 4th Street Bridge, and Santa Fe Avenue. Recorded observations were analyzed and confirmed by aerial photography on Google Earth as well as City of Los Angeles zoning and General Plan land use designations. There are no major landforms on the Project Site. The Project Site and its immediate surroundings have a highly industrial visual character as described below.

[6] Caltrans, *California Scenic Highway Mapping System*, Los Angeles County, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed October 10, 2017.

Figure 3.1.1 State Scenic Highways



Source: Terry A. Hayes Associates Inc., 2017; Caltrans, 2017.

Figure 3.1.2 View of Commercial Street from Center Street

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.3 View of Commercial Street Cul-de-Sac

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.4 View of LAPD Viertel's Central Division Police Garage from Commercial Street

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.5 View of LAPD Viertel's Central Division Police Garage from Center Street

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.6 View Across Center Street from LAPD Viertel's Central Division Police Garage

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.7 View of Jackson Street Cul-de-Sac

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.8 View of Temple Street from Center Street

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.9 View of the National Cold Storage Facility from Center Street

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.10 View Across Center Street from the National Cold Storage Facility

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.11 View of Banning Street Cul-de-Sac

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.12 View of the Citizens Warehouse/Lysle Storage Company Building from Center Street

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.13 View of 120 North Santa Fe Avenue from Center Street

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.14 View of 120 North Santa Fe Avenue from Santa Fe Avenue

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.15 View of 100-110 North Santa Fe Avenue from Center Street

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.16 View of 100-110 North Santa Fe Avenue from Santa Fe Avenue

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.17 View of the 1st Street Bridge from Center Street

Source: Terry A. Hayes Associates Inc., 2017.

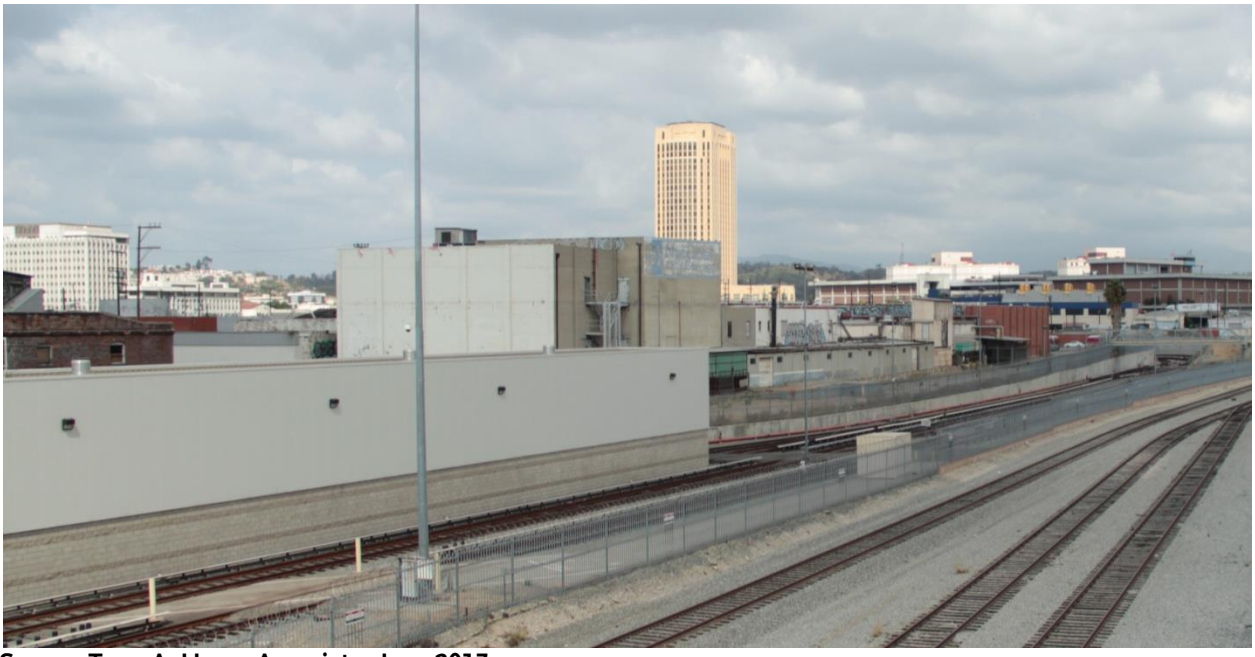
Figure 3.1.18 View of the 1st Street Bridge Pedestrian Access from Center Street

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.19 View of MOW Employee Parking Under 1st Street Bridge

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.20 View of the Future Storage Tracks (Northern) from the 1st Street Bridge

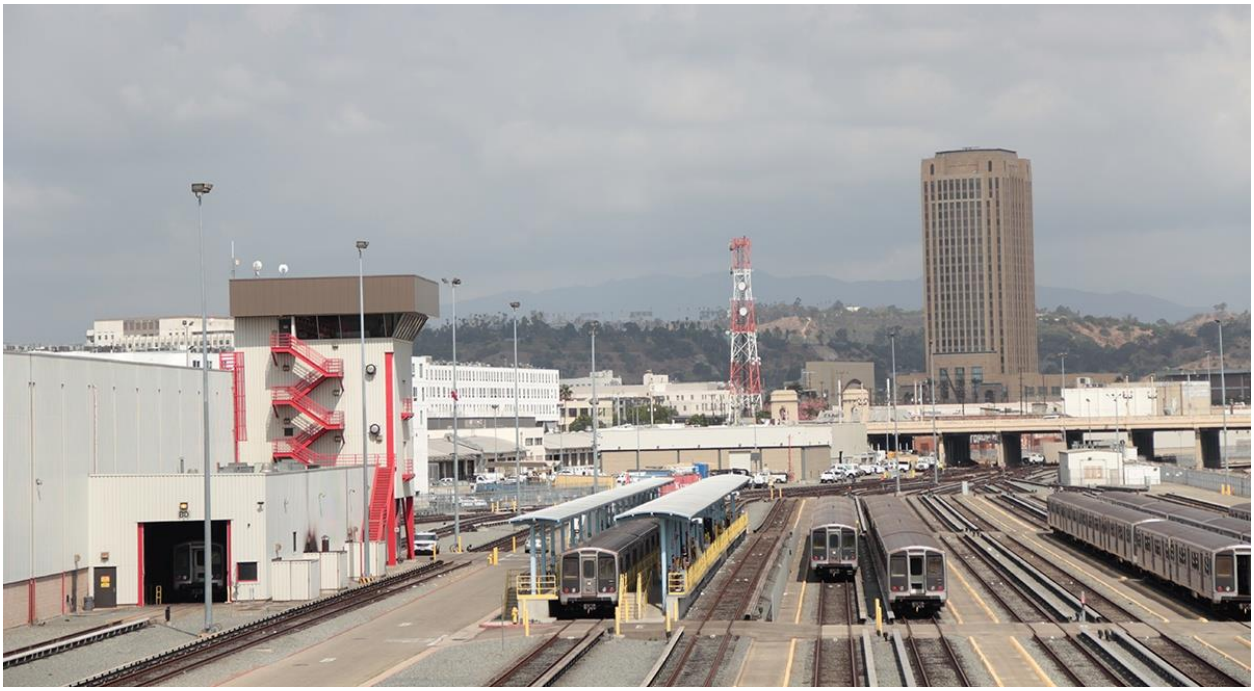


Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.21 View of the Future Storage Tracks (Southern) from the 1st Street Bridge

Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.22 View of the 1st Street Bridge from the 4th Street Bridge



Source: Terry A. Hayes Associates Inc., 2017.

As shown in Figures 3.1.2 through 3.1.22, all of the buildings within the Project Site are approximately 25 to 60 feet tall.[7] Consequently, the existing features of the Project Site are not visible from the north, west, and south sides beyond the abutting Center Street, Santa Fe Avenue, and Commercial Street, and the transecting 1st Street and 4th Street Bridges. Views from streets to the east of the Project Site are approximately 700 feet away and separated from the Project Site by the Los Angeles River and industrial buildings along Myers Street.

As shown in Figures 3.1.2 through 3.1.16, the visual character of the portion of the Project Site along Center Street is mostly defined by low-rise buildings with brick or monotone cement façades. This includes the National Cold Storage facility and the Citizens Warehouse/Lysle Storage Company building. These buildings generally do not have functioning windows (i.e., windows are boarded up or faux). Steel gates and chain-link fences are also common along this segment of Center Street. With the exception of one palm tree at the end of Jackson Street and some short shrubs along the western perimeter of LAPD Viertel's Central Division Police Garage shown in Figures 3.1.5 through 3.1.7, and several street trees across the street from LAPD Viertel's Central Division Police Garage, there is no vegetation on the Project Site.

Also featured on the Project Site is the western portion of the 1st Street Bridge. The 1st Street Bridge is a designated Los Angeles Historic-Cultural Monument (HCM) due to its Beaux-Arts style monumental bridge architecture, among other reasons.[8] As shown in Figures 3.1.17 through 3.1.19, the portion of the 1st Street Bridge between the Los Angeles River and Center Street is supported by ten piers. The area between these piers is used as both a pass-through

[7] Los Angeles Region Imagery Acquisition Consortium (LARIAC) Program, *Building Outlines Shapefile*, 2014.
[8] Historic Places LA, *First Street Bridge, No. 53C1166 Historic, Resource*, http://www.historicplacesla.org/reports/1137bace-b07d-4f57-b859-e0a710dc1091, accessed November 21, 2017.

for trains as well as a parking lot for MOW employees. The 1st Street Bridge is accessible to pedestrians via a staircase on Center Street shown in Figure 3.1.18.

The eastern portion of the Project Site is only visible from the 1st Street Bridge and 4th Street Bridge. As shown in Figures 3.1.20 through 3.1.22, this area is currently being used for the existing Division 20 Rail Yard and associated MOW activities, as well as commuter and freight rail tracks.

Light and Glare

Light impacts are typically associated with the use of artificial light during evening and nighttime hours. A moderate level of ambient nighttime light already exists due to the urban setting of the Project Site. Existing nighttime lighting sources in the Project Site vicinity include street lights, vehicle headlights, and interior and exterior building illumination. Moreover, the existing Division 20 Rail Yard, including the areas adjacent to OSF, is lit to OSHA lighting standards for workplace safety. This lighting is provided by on-site lamps that are between 25 and 70 feet in height. 25-foot lamps are only used in the vicinity of the tunnel and portal, where the area to be illuminated is below grade. All other lamps are at least 40 feet tall. Generally, in order to avoid spillover light, areas closer to surrounding development on Center Street and Santa Fe Avenue are lit by shorter lamps, and areas closer to the rail tracks and Los Angeles River are lit by taller lamps. The existing nighttime lighting condition is illustrated in Figures 3.1.23 through 3.1.26.

Glare is typically a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. As mentioned above, the existing Division 20 Rail Yard is lit using on-site lamps, which are bright point-sources of light. However, these light sources do not contrast with existing light conditions due to the urban setting's moderate level of ambient nighttime light. Consequently, existing glare from the Project Site is minimal.

Figure 3.1.23 View of Existing Division 20 Rail Yard Night Lighting from the 1st Street Bridge (Facing North)

Source: Terry A. Hayes Associates Inc., 2018.

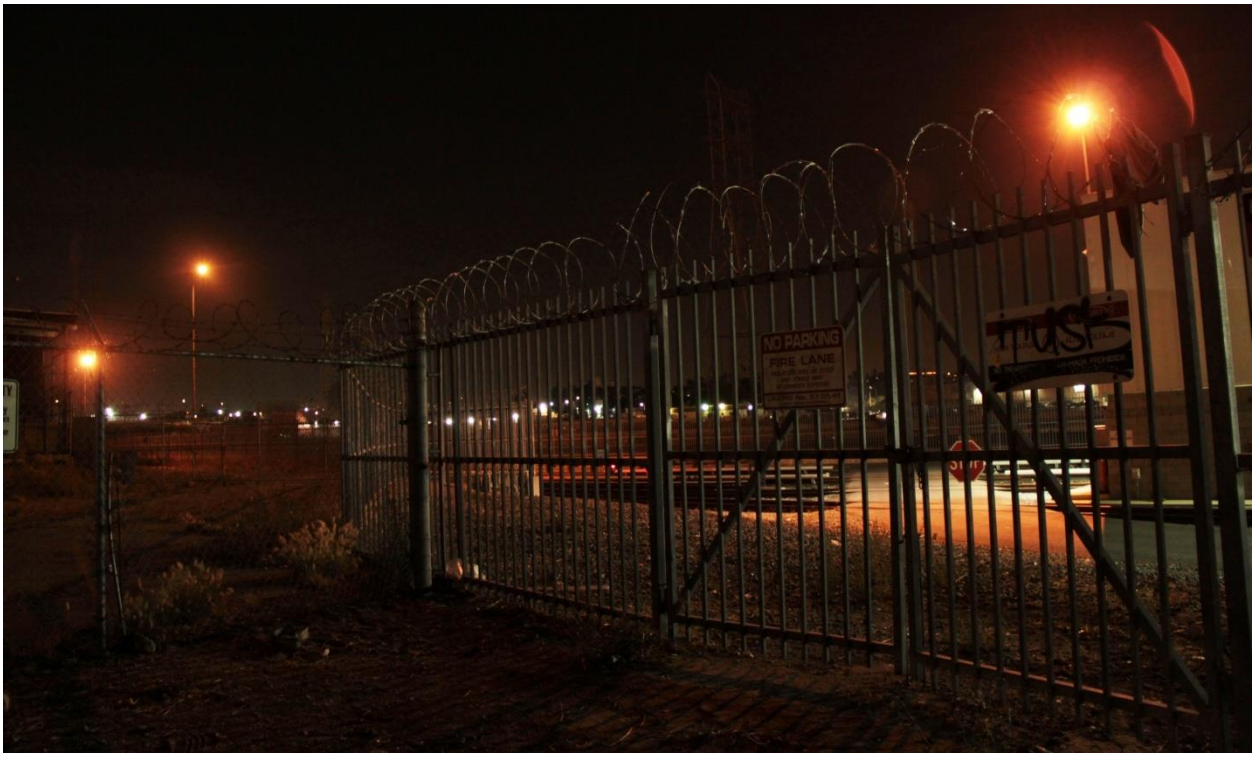
Figure 3.1.24 View of Existing Division 20 Rail Yard Night Lighting from the 1st Street Bridge (Facing South)

Source: Terry A. Hayes Associates Inc., 2018.

Figure 3.1.25 View of Existing Division 20 Rail Yard Night Lighting Relationship to OSF from the 1st Street Bridge

Source: Terry A. Hayes Associates Inc., 2018.

Figure 3.1.26 View of Existing Division 20 Rail Yard Night Lighting from Banning Street



Source: Terry A. Hayes Associates Inc., 2018.

3.1.3. THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have significant aesthetics impacts if it were to:

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

3.1.4. IMPACT ANALYSIS AND MITIGATION MEASURES

This section assesses potential impacts associated with the Proposed Project and, if necessary, identifies mitigation measures to eliminate or reduce impacts. The methodology implemented in this assessment consists of evaluating whether the Proposed Project would have significant visual impacts according to the aforementioned thresholds. Impacts are primarily assessed by considering the Proposed Project's aesthetic modifications to the area in the context of the regulatory framework as well as the environmental setting described above.

Impact 3.1.1 Would the Proposed Project have a substantial adverse effect on a scenic vista?

Impact Analysis

No Impact. Scenic vista are views of focal points or panoramic views of broader geographic areas that have visual interest. Diminishment of a scenic vista would occur if the bulk or design of a building or development were to contrast enough with a visually interesting view, such that the quality of the view is permanently affected. The Project Site is neither part of a scenic vista nor within the sightline of a scenic vista. Although the Proposed Project would introduce a 32-foot ventilation shaft building, it would be shorter than some of its surrounding buildings. For example, the building on the southwest corner of Commercial Street and Center Street is 42 feet tall, and the building on the northeast corner of the same intersection is 49 feet tall.[9] The Proposed Project would not block views of or have an adverse effect on a scenic vista. Therefore, no impact would occur.

Mitigation Measures

No impact would occur and mitigation measures are not required.

[9] Los Angeles Region Imagery Acquisition Consortium (LARIAC) Program, *Building Outlines Geodatabase*, 2014.

Impact 3.1.2 Would the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Impact Analysis

No Impact. No designated State scenic highways are located on or adjacent to the Project Site. The nearest State scenic highway is Arroyo Seco Parkway, approximately two miles north of the Project Site (Figure 3.1.1). The Proposed Project would not damage a scenic resource (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a scenic highway. Therefore, no impact would occur.

Mitigation Measures

No impact would occur and mitigation measures are not required.

Impact 3.1.3 Would the Proposed Project substantially degrade the existing visual character or quality of the site and its surroundings?

Impact Analysis

Less-than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

Construction activities would include materials staging, equipment use, and signage to secure the Project Site. The area surrounding the Project Site is highly industrial in character. In addition, construction is temporary and construction-related effects would be removed after the completion of construction activities. Therefore, the Proposed Project would result in a less-than-significant impact related to construction visual character.

Operations

The Proposed Project would widen the tunnel portal that connects the Metro Red and Purple Lines to the Rail Yard, construct a new ventilation shaft building, modify the Citizens Warehouse/Lysle Storage Company building, construct new storage tracks, reconfigure existing tracks to accommodate a turnback facility, modify piers and superstructures on the western portion of the 1st Street Bridge, and vacate the portions of Jackson Street, Banning Street, and Ducommun Street east of Center Street.

The proposed ventilation shaft building would be 42 feet long, 70 feet wide, and 32 feet tall, and be located on the southeastern end of Commercial Street. The minimum height required for exhaust is 32 feet. However, as mentioned above, the ventilation shaft building would still be shorter than some of its surrounding buildings. Furthermore, its industrial character would be consistent its surroundings. Hence, even though it would be visible from the US-101 freeway, the ventilation shaft building would not degrade the quality of the Project Site and its surroundings.

The building would be connected to the tunnel portal by a ventilation shaft that would protrude above the existing grade by 16 feet. The ventilation shaft itself would be capped with a cover slab and its sidewalls would be covered in a plastic waterproofing membrane. Because it would be shorter than all surrounding buildings, the ventilation shaft would only be visible from Commercial Street, where views are not currently sensitive. Thus, the introduction of the ventilation shaft would not substantially degrade the existing visual character or quality of the Project Site and its surroundings.

A physical perimeter is needed along Center and Commercial Streets as a safety measure to prevent the public from freely accessing the Division 20 Rail Yard. The physical perimeter would not encroach onto public rights-of-way. Although its exact design has not been determined at this time, it would consist of a solid wall or steel fence between 8 and 12 feet tall.

In a coordinated effort to address previously gathered public input, the Proposed Project would provide streetscape improvements including, but not be limited to, street trees and street lighting along Center Street between Ducommun and Commercial Streets to soften the perimeter of the Project Site. Such improvements would be similar in character to those to be provided by Metro's Eastside Access Improvements: 1st & Central Project along Center Street between Jackson and Banning Streets. No street trees or street lighting would be provided along Center Street between Banning Street and the 1st Street Bridge, as these installations may obstruct the implementation of future projects at the currently vacant Citizen's Warehouse/Lysle Storage Company building after the completion of the Proposed Project.

There would also be a five-foot landscaped buffer along Center Street between Commercial and Ducommun Streets, as well as a one-foot landscaped buffer between Jackson and Banning Streets. These landscaped buffers would be provided on the Division 20 Rail Yard property and not along the public right-of-way.

Regarding the historic structures, all character-defining architectural features would be preserved for the Citizens Warehouse/Lysle Storage Company building and the 1st Street Bridge. The National Cold Storage facility would be entirely demolished. In the case of the Citizens Warehouse/Lysle Storage Company building, the northern and western façades and approximately 10,000 square feet of the existing building's footprint would be protected and preserved. All modifications would occur on the building's eastern/back side, where the building is already adjacent to the rail yard. The building's existing and anticipated future aesthetics are illustrated in Figures 3.1.27 through 3.1.30.

Figure 3.1.27 View of North and West Façades of Citizen's Warehouse/Lysle Storage Company Building Before Proposed Project

Source: TY Lin International, 2018.

Figure 3.1.28 Anticipated View of North and West Façades Citizen's Warehouse/Lysle Storage Company Building Upon Completion of Proposed Project

Source: TY Lin International, 2018.

Figure 3.1.29 View of South and East Façades of Citizen's Warehouse/Lysle Storage Company Building Before Proposed Project

Source: TY Lin International, 2018.

Figure 3.1.30 Anticipated View of South and East Façades of Citizen's Warehouse/Lysle Storage Company Building Upon Completion of Proposed Project

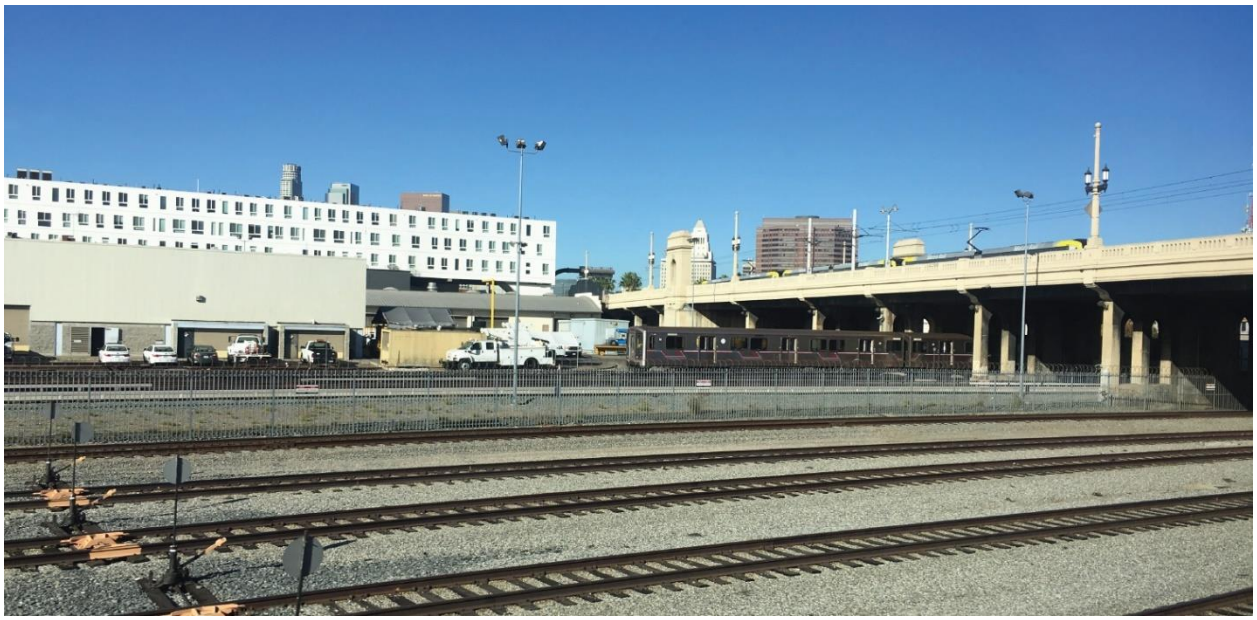
Source: TY Lin International, 2018.

Modifications to the 1st Street Bridge would only be made to its superstructures and piers on the portion to the west of the Los Angeles River, which can only be viewed in detail from three areas. The first of these areas is a limited number of residential units in the adjacent OSF. The other two more frequently traversed areas from which the 1st Street Bridge modifications can be viewed are:

- The 4th Street Bridge, approximately 0.4 miles south of the 1st Street Bridge. However, Figure 3.1.22 shows that this view is limited.
- The Amtrak/Metrolink trains that travel along the west bank of the Los Angeles River, albeit for a short duration.

The primary components of the 1st Street Bridge that would be visible from these locations include fascia girders, light posts, and railings. The Proposed Project would not affect any of these components. The additional girders would mainly be located underneath the shadow of the superstructure. The removal of the piers is not considered a visual impact based on the limited views of the Bridge piers. Moreover, no new visible feature is being proposed that is visually incompatible with the existing bridge. The Bridge's existing and anticipated future aesthetics are illustrated in Figures 3.1.31 and 3.1.32.

Figure 3.1.31 View of 1st Street Bridge from Amtrak/Metrolink Rail



Source: TY Lin International, 2018.

Figure 3.1.32 Anticipated View of 1st Street Bridge from Amtrak/Metrolink Rail

Source: TY Lin International, 2018.

Since most of the existing Metro-owned property is already being used for the Division 20 Rail Yard, modifications within these areas would be aesthetically compatible with the existing industrial setting. Furthermore, modifications to the 1st Street Bridge would be aesthetically compatible with its current architectural design. Therefore, the Proposed Project would result in a less-than-significant impact related to visual character.

Mitigation Measures

This impact would be less than significant and does not require mitigation measures.

Impact 3.1.4 Would the Proposed Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis

Less-than-Significant Impact with Mitigation. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

Construction activities would occur during daytime and nighttime hours, and construction-related illumination would be temporary and limited to safety and security purposes. Due to the reconfiguration of the yard, this would involve the removal of some existing Division 20 Rail Yard lighting fixtures. Temporary construction-related lighting poles and fixtures would be installed in their place to provide comparable illuminance levels. Notwithstanding this action, pursuant to OSHA Standard 1926.56(a), all new construction-related lighting would be lit to an illuminance level of at least five foot-candles. This construction-related lighting would be in addition to existing Division 20 Rail Yard operations-related lighting, since Metro Red and

Purple Line operations would continue during construction of the Proposed Project. If not aimed at and positioned close to the area to be illuminated, the increased levels of ambient light due to construction-related lighting could potentially disturb residents at OSF. Therefore, without mitigation, the Proposed Project could result in a significant impact related to construction lighting.

Operations

The Proposed Project includes several elements (such as glass or metal surfaces) or bright point-sources of light that could create new sources of glare. However, the same elements and bright point-sources of light at the existing Division 20 Rail Yard do not generate substantial glare. Thus, it is not anticipated that the Proposed Project elements would generate substantial glare. Therefore, the Proposed Project would result in a less-than-significant impact related to operational glare.

During operation, the Proposed Project would be lit to provide adequate lighting for maintenance activities and ensure a safe environment. New light sources would include security lighting and point sources of lighting within the yard used for vehicle maintenance and cleaning. All new lighting fixtures to be installed in the areas closest to light-sensitive land uses on Santa Fe Avenue and Center Street (i.e., adjacent to OSF and in the location of the Citizens Warehouse/Lysle Storage Company building) would be mounted on 35-foot poles, which are shorter than the 40-foot poles used elsewhere in the yard. This would reduce the potential for spillover light. However, backlight and uplight from these new nearby lighting fixtures could potentially disturb residents at OSF and any other future light-sensitive uses that may occupy the Citizens Warehouse/Lysle Storage Company building. Therefore, without mitigation, the Proposed Project could result in a significant impact related to operational lighting.

Mitigation Measures

AES-1 Construction-related light fixtures shall be equipped with glare diffusers and feature directional shielding in order to avoid the spillover of light onto adjacent residences.

AES-2 Permanent operations-related light fixtures shall feature directional shielding in order to avoid the spillover of backlight and uplight onto adjacent residences.

Significance After Mitigation

Mitigation Measures **AES-1** and **AES-2** would ensure that lighting sources introduced during both construction and operation of the Proposed Project would be directed away from light-sensitive land uses at night (i.e., adjacent residences at OSF). Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to new sources of light and glare.