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

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

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

Source: ICF International. April 2011.

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

Source: ICF International. May 2012

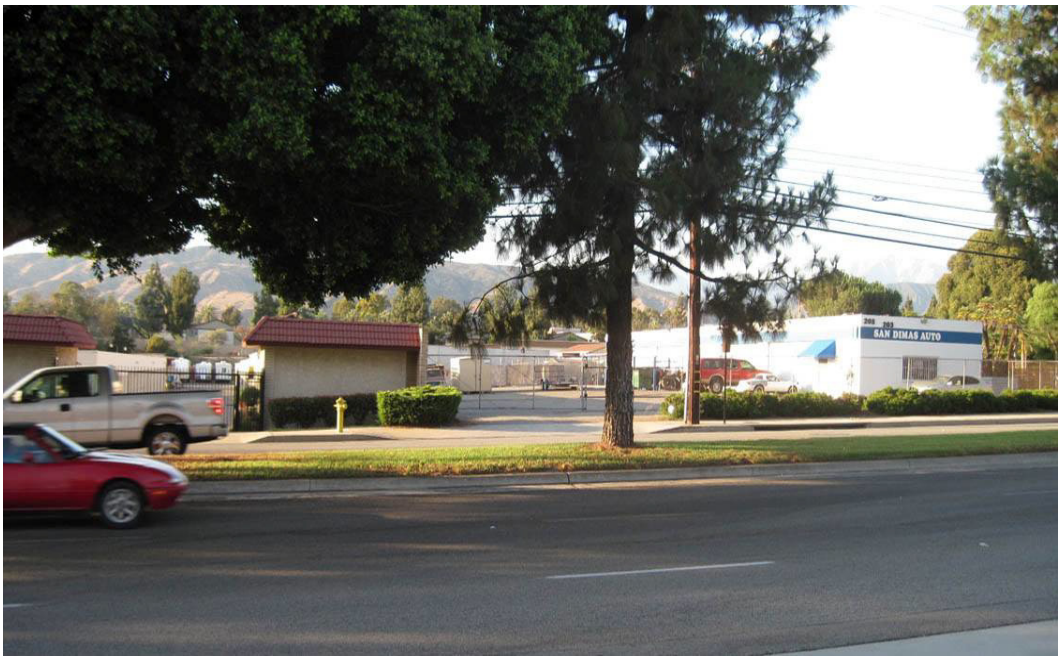
Figure 3.13-10. San Dimas—San Dimas Avenue
(view looking north)

Source: ICF International. April 2011

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

Source: ICF International. April 2011.

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



Source: ICF International. April 2011.

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

Source: ICF International. May 2012.

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

City of La Verne

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

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

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

Source: ICF International. April 2011.

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

Source: ICF International. April 2011.

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

Source: ICF International. May 2012.

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

Source: ICF International. April 2011.

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

Source: ICF International. April 2011.

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

City of Pomona

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

The north side of the alignment, between Garey and Towne Avenues, is primarily comprised of large industrial facilities. By contrast, the south side of the alignment is developed with a mix of single-family residential groupings, large industrial facilities, as well as Palomares Park. Palomares Park contains the historic Palomares Adobe. It is located at the southern edge of the park (fronting Arrow Highway), approximately 600 feet from the alignment and blocked from view by intervening park development, including large metal water tanks (Figure 3.13-23). Views north to the San Gabriel Mountains can be glimpsed at this location; however, no designated scenic vistas or other scenic resources are present at this location.

Although two historic buildings are located along the Pomona segment of the project alignment, including the nearby Atchison, Topeka & Santa Fe railroad depot (to the west at Garey Avenue) and the Palomares Adobe (approximately1,000 feet to the south of the proposed alignment), neither property is a significant visual resource. Other nearby buildings are typical suburban industrial and commercial developments.

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

Source: ICF International. April 2011.

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

Source: ICF International. April 2011.

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

Source: ICF International. April 2011.

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

Source: ICF International. April 2011.

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

Source: ICF International. May 2012.

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

City of Claremont

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

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

Source: ICF International. April 2011

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

Source: ICF International. April 2011.

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

Source: ICF International. April 2011.

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

Source: ICF International. April 2011.

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

Source: ICF International. April 2011.

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

Source: ICF International. April 2011.

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

City of Montclair

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

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