



CITY OF POMONA COUNCIL REPORT

December 18, 2017

To: Honorable Mayor and Members of the City Council

From: Linda Lowry, City Manager

Submitted by: Meg McWade, Public Works Director

Subject: **Request for City Council Direction Regarding Aesthetics of Gold Line Bridges/Structures, Walls, and Bridge Art Areas**

OVERVIEW

Recommendation – That the City Council provide direction on the following with recommendations to be submitted to the Metro Gold Line Foothill Construction Authority (GLFCA):

1. Aesthetic Design of Bridges*
2. Aesthetic Design of Retaining and Sound Walls*
3. Aesthetic Design of Walls on Bridges and Structures*
4. Designated Areas for Public Art*

*All with recommendation to include anti-graffiti and anti-vandalism measures

Fiscal Impact – There is no fiscal impact resulting from this action.

Previous Related Action – On September 25, 2017, the City Council authorized the Office of the City Attorney to send a letter to GLFCA Board of Directors and appear at the September 21st Board of Directors meeting to express the City's continued concerns with the project, regarding continued environmental impact issues communicated to GLFCA staff regarding Amendment #4 to the Supplemental Environmental Impact Report (SEIR #4) for the Phase 2B passing through Pomona.

On September 27, 2017, the Office of the City Attorney sent such letter and appeared at the GLFCA Board Meeting to express the City's position and preserve the City's rights to seek judicial assistance. The GLFCA approved Phase 2B, as proposed, without any amendment to address the City's issues.

On October 2, 2017, City Council authorized the Office of the City Attorney to file a Writ of Mandate lawsuit to compel the GLFCA to properly analyze and mitigate impacts in the City of

Pomona from the changes and unmitigated impacts of the Phase 2B alignment; and directed staff to advise GLFCA that an additional grade separation project does not appear feasible to the City of Pomona at this location (Garey Avenue near North Pomona Station).

On October 16, 2017, the City Council directed staff to attend GLFCA Board Meeting and other meetings to make the GLFCA aware of issues; recommend additional opportunities for more public engagement related to the GLFCA project; adopt a cooperative posture with the GLFCA; consider environmental impacts; and receive and file initial potential betterments list.

On October 27, 2017, the Office of the City Attorney filed a Writ of Mandate to overturn the decision by GLFCA to adopt the changes to Phase 2B due to GLFCA failing to adequately and accurately evaluate the environmental impacts associated with such changes to the project in SEIR #4. Under California law, changes in a project require renewed and updated analysis of environmental impacts associated with such changes.

On November 20, 2017, the City Council authorized the continued efforts of Staff to resolve the City's concerns with Metro's proposed Supportive Transit Parking Program (STPP) Master Plan which would reduce parking at rail line stations, including stations along Gold Line Phase 2B.

Environmental Impact – None with this action as such request is only for the aesthetic preferences. GLFCA will be required to evaluate the environmental impacts (i.e. traffic, noise, etc.) of any changes to the project, at the time it approves additional changes to the project.

EXECUTIVE SUMMARY

The GLFCA is continuing to move rapidly toward the design-build portion of the Foothill Gold Line Extension Phase 2B. In order for the City to provide input to the GLFCA, Staff requests City Council direction regarding the City's preferences (subject to environmental impact study and mitigation – after which further comments may need to be addressed, Metro policing for encampments, and all with anti-graffiti and etching measures), for the use and provision of:

- Aesthetics for bridge/structure design (Arcadia, Claremont, or Gold Line);
- Aesthetics retaining and sound walls at or near grade (Square Edge or V-Notch);
- Walls for bridges/structures (Glass/Other Material); and
- Bridge Art Areas (potential for art area under bridge abutments).

Such direction will aid Staff in providing timely information to GLFCA.

DISCUSSION

The Foothill Gold Line Extension (also known as the Metro Gold Line Foothill Extension) is an extension of the Metro Gold Line light rail corridor, from its former terminus in Pasadena, east through the "Foothill Cities" into San Bernardino County. The plan is being implemented as two separate mass-transit projects, known as Phase 2A (Pasadena to Azusa) and Phase 2B (Azusa to

Montclair). Phase 2A was completed in March 2016, while Phase 2B, which involves a station in Pomona, is in the initial stages. The corridor extension will be a part of the Los Angeles County Metro Rail System and, when completed, will be served by the Metro Gold Line. The Foothill Gold Line is being planned and implemented by the Gold Line Foothill Extension Construction Authority (GLFCA).

The GLFCA is working to start the design-build procurement process in the spring of 2018 for the Foothill Gold Line Extension Phase 2B project. GLFCA is requesting final input from cities regarding project features such as aesthetics for bridges/structures and walls, as well as areas designated for art, in order to finalize the design-build procurement process.

Aesthetic Design for Bridges/Structures

In December 2013, the City executed a settlement agreement (Attachment 4) with the GLFCA which stipulated the aesthetic design of the bridges over Garey Avenue and Towne Avenue. The agreed upon aesthetic design would be similar to the existing bridge over Santa Anita Avenue in the City of Arcadia (“Arcadia Bridge Aesthetic”, larger version shown in Attachment 1). Such design in 2013 was for a single bridge at Garey Avenue and a single bridge at Towne Avenue. The 2013 design incorporated the bridge and flyover into a single design at Towne Avenue. It should also be noted that the term “bridge” is used to identify a rail line overcrossing a roadway, and “fly over structure” is used to identify a rail line overcrossing a rail line.

On July 27, 2017, GLFCA adopted a modified version (“refinement”) of the Towne Avenue bridge which did not change the aesthetic design but did move the western portion of such structure further to the west and incorporated a second bridge span flyover, to the west of Towne Avenue, to accommodate freight line rail traffic. As part of the review of SEIR #4, the City commented that GLFCA had not adequately evaluated the change in design of the Towne Avenue bridge to create an additional flyover. This is one basis for the City’s writ against GLFCA.

For other locations along the Phase 2B segment, GLFCA provided two alternative designs, called the “Claremont Aesthetic” and the “Gold Line Aesthetic” (Attachments 2 and 3). It should be noted that since these designs were not recommended for use in Pomona, any potential environmental impacts of either have not been evaluated.

Attributes to consider for the aesthetics of the three bridge/structure choices are as follows:

- Alternative 1: Arcadia Aesthetic Design
 - Included in prior settlement agreement, though significantly altered at Towne Avenue due to current two-bridge flyover design
 - Extends some Downtown Pomona aesthetics to North Pomona area
 - Provides a more historic feel
 - More visual surface area than Alternative Designs 2 and 3, now being proposed by GLFCA

Arcadia Bridge Aesthetic



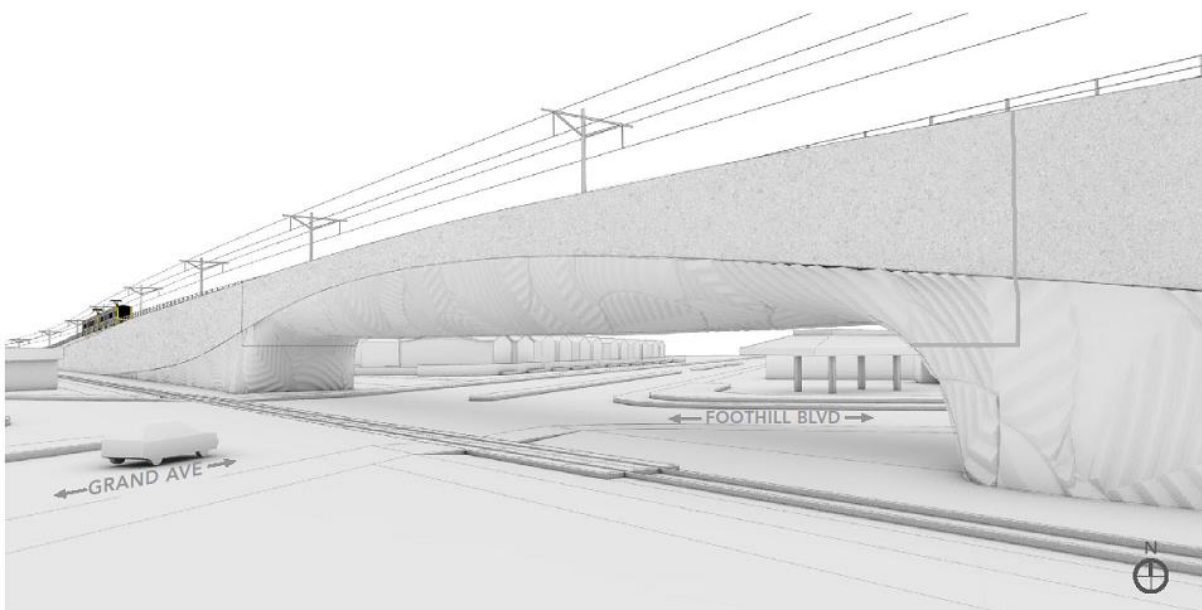
- Alternative 2: Claremont Aesthetic Design
 - Requested by Claremont to provide an open design
 - Provides a more modern feel
 - Less visual surface area to appreciate view beyond the bridge/structure
 - Not originally reviewed for Pomona and any potential environmental impacts would need to be evaluated and potentially mitigated

Claremont Bridge Design



- Alternative 3: Gold Line Aesthetic Design
 - Originally designed to create uniformity with neighboring community along Gold Line route
 - Provides a more modern feel
 - Less visual surface area to appreciate view beyond the bridge/structure
 - Not originally reviewed for Pomona and any potential environmental impacts would need to be evaluated and potentially mitigated

Gold Line Preliminary Bridge Design

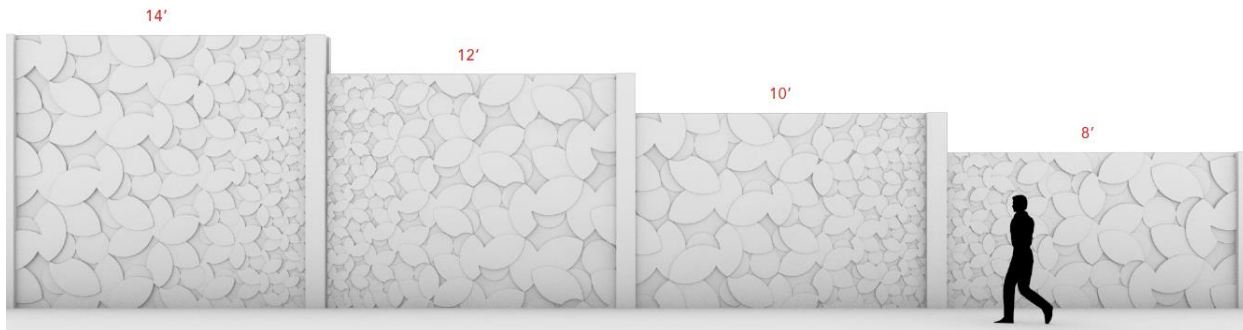


At this time, Staff cannot recommend, nor can Council provide direction on, whether the flyover should be incorporated into the Towne Avenue bridge (as proposed in the 2013 design) or created as a separate flyover to the west of Towne Avenue, as GLFCA has not provided adequate analysis as to the impacts and mitigation measures associated with such alternative. At this time, GLFCA staff has indicated they will be recommending that the separate flyover structure, just west of Towne Avenue, be eliminated and the design revert to the 2013 bridge/flyover design. Staff recommends that regardless of selected design, the recommendations to GLFCA include comments that all bridge structures should be provided with anti-graffiti measures and should be policed by Metro for encampments.

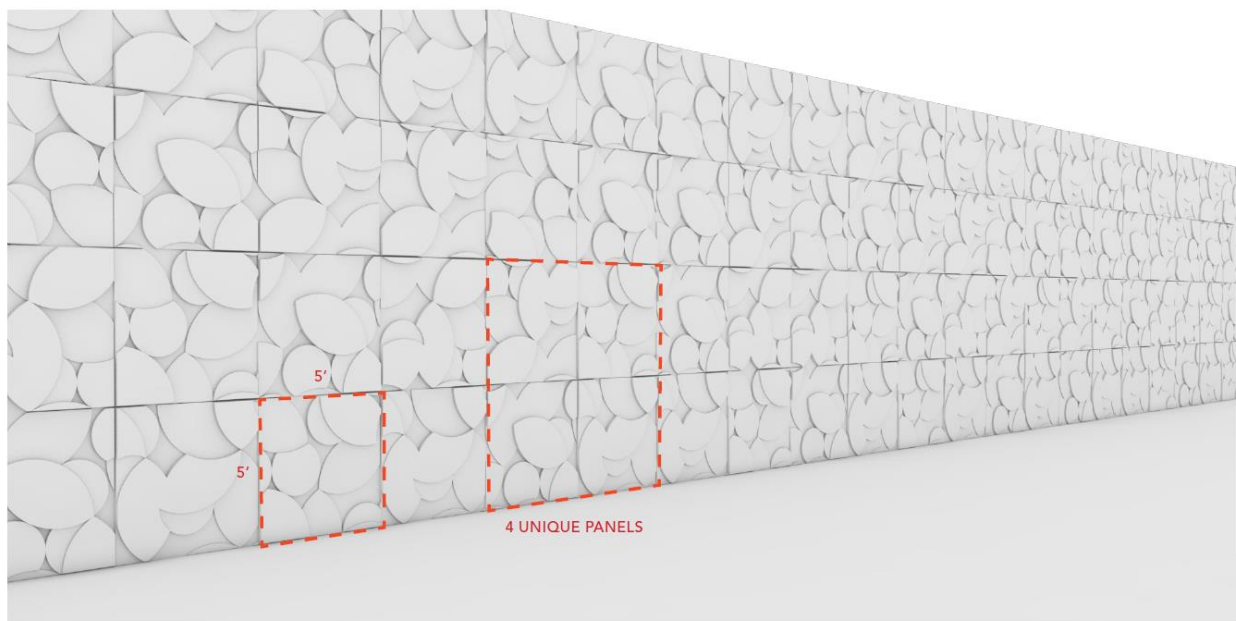
Aesthetic Design - Retaining and Sound Walls

There are two different designs proposed for Retaining and Sound Walls. The designs are Square Edge Orange/Leaf Aesthetic design V-Notch Orange/Leaf Aesthetic design. These designs would be used for retaining walls and sound walls at or near grade (i.e. at or near the ground). The Square Edge Orange/Leaf Aesthetic Design is shown in the following pictures. (Larger depictions of these designs are shown in Attachments 5 and 6) The Square Edge Orange/Leaf Aesthetic appears complementary to the Arcadia bridge/structure aesthetics.

Square Edge Orange/Leaf Aesthetic – Retaining Wall:

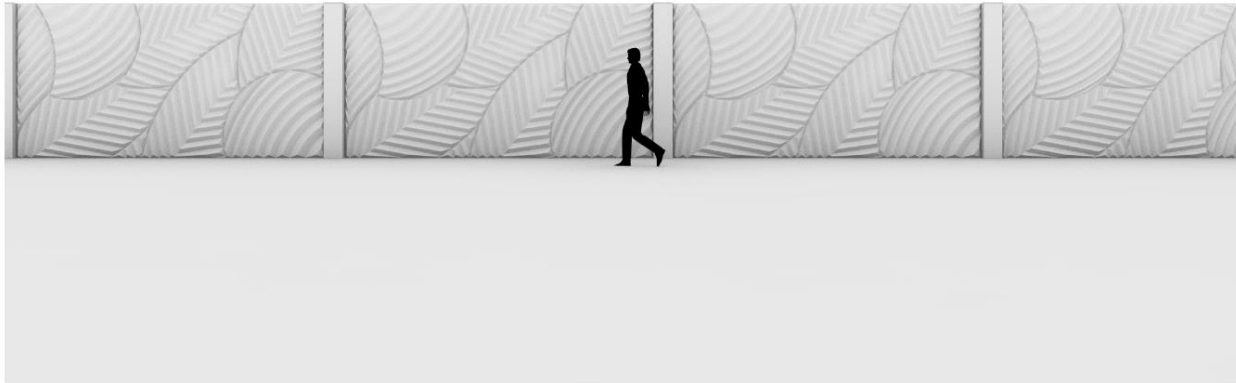


Square Edge Orange/Leaf Aesthetic – Sound Wall:

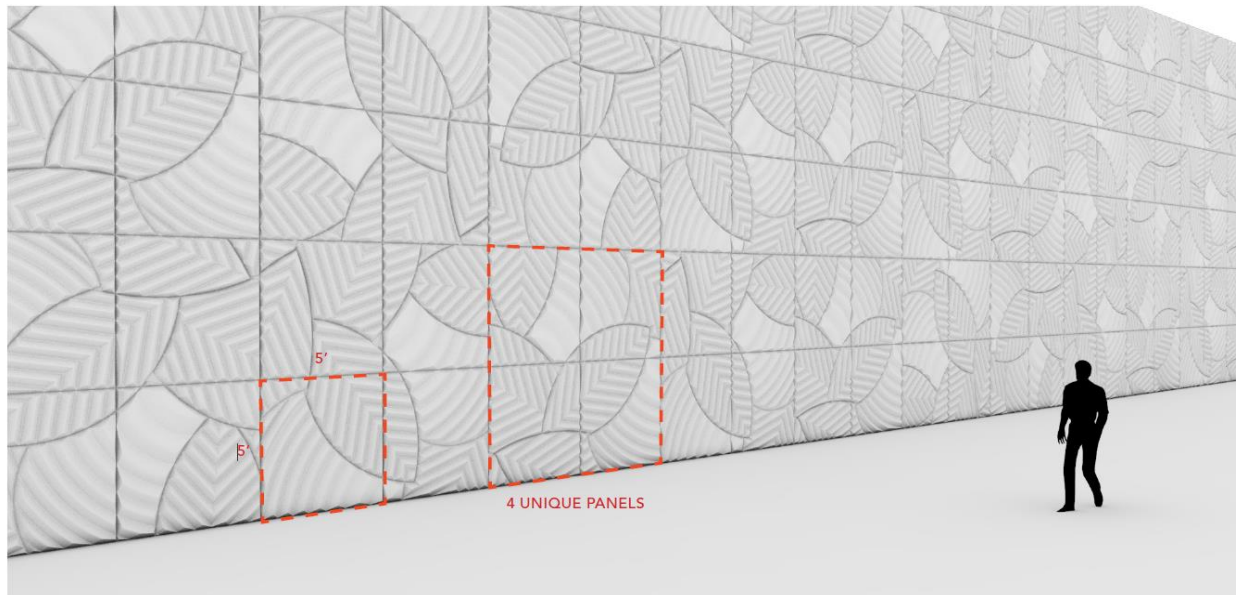


The V-Notch Orange/Leaf Aesthetic shown in the following pictures (larger depictions included in Attachments 7 and 8) seems complementary to the features and patterns of the Claremont and Gold Line Aesthetic Designs for bridges/structures.

V-Notch Orange/Leaf Aesthetic – Retaining Wall:



V-Notch Orange/Leaf Aesthetic – Sound Wall:



Aesthetic Design - Walls on Bridges and Structures

For walls on bridges and structures, City Council may prefer glass-type walls. City staff has raised the concern of graffiti and etching of glass, and GLFCA staff has indicated that they are looking into ways to address these problems. All walls should also be provided with anti-graffiti measures. It should be noted that GLFCA is still working on wall aesthetics; therefore, some revisions may still be needed.

Designated Areas for Public Art – By Bridges

Staff recommends that City Council request GLFCA designate areas under and near the bridge abutments as art areas for the display of public art that will add elements of visual interest for all modes of transit passing near-by these areas. Such improvements should take into account measures to protect and display such artwork.

City Council recommendations will be sent by the City Manager as comments to the Metro Gold Line Foothill Construction Authority (GLFCA). As GLFCA has not provided evaluation of the noise impacts associated with the different designs, Council's recommendation related to the bridge and any walls will be limited to the aesthetic attributes pending additional noise evaluation.

- Attachments:
1. Arcadia Aesthetics Bridge/Structure
 2. Claremont Aesthetics Bridge/Structure
 3. Gold Line Aesthetics Bridge/Structure
 4. Settlement Agreement Aesthetics Bridge/Structure
 5. Square Edge Orange Leaf Aesthetics Retaining Wall
 6. Square Edge Orange Leaf Aesthetics Sound Wall
 7. V-Notch Orange/Leaf Aesthetics Retaining Wall
 8. V-Notch Orange/Leaf Aesthetics Sound Wall

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