

Santa Fe Avenue. Santa Fe Avenue is primarily residential in character except for the commercial uses located directly east of the proposed project. South of Firestone Boulevard, Santa Fe Avenue includes multi- and single-family residences. On the northeast corner of the Santa Fe Avenue/Firestone Boulevard intersection is a typical commercial strip mall that includes: a discount store, restaurant, beauty salon, coin laundry, dentist’s office, and surface parking area. Directly east and across the street from the project site are commercial businesses including a discount store, restaurant, and other similar commercial uses. One of the most noticeable visual features in the project area is an approximately 130-foot tall water tower located at the southeast corner the Santa Fe Avenue/Ardmore Avenue intersection, just south of the UPRR tracks (**Figure 4.1-5**). North of the UPRR tracks, Santa Fe Avenue transitions to single- and multi-family neighborhood of Walnut Park. The residential homes on Santa Fe Avenue are one to two stories with setback lengths varying from 10 to 25 feet. These residential setbacks are typically front yard areas, resulting in an increased perception of low-density on Santa Fe Avenue. The commercial buildings along Santa Fe Avenue are also one to two stories, generally have minimal setback lengths, and are of average commercial/industrial massing (one to two stories).

Alameda Street. Alameda Street is a major north-south, commercial/industrial corridor in the region. In the project area, the east side of Alameda Street consists of a gray wall and fence which is the barrier to the Alameda Trench, a nationally significant industrial goods movement thoroughfare. Views of the Alameda Trench are not readily available from the project site due to the location of the buildings on the project site. There are additional UPRR tracks to the east of the Alameda Trench that parallel the Trench. Views of the UPRR tracks can be seen from the northern part of the project site. Primarily auto- and industrial-related uses exist along the west side of Alameda Street in the project area including: auto-wrecking businesses, an auto dealership, and metal- and aluminum-related businesses. The northwest and southwest corners of the Firestone Boulevard/Alameda Street intersection consist of a McDonald’s drive-thru restaurant and a commercial strip mall, respectively. Existing buildings along Alameda Street in the project area generally exhibit minimal setback lengths, average commercial/industrial massing.

Adjacent Residential Streets. **Table 4.1-1** below describes the characteristics of the residential streets adjacent to the project site.

TABLE 4.1-1: VISUAL CHARACTER OF RESIDENTIAL STREETS				
Street	Specific Location	Height (stories)	Setback Length (ft)	Unique Visual Feature (if applicable)
NORTH OF FIRESTONE BOULEVARD				
Independence Avenue	North of project site	One to two	17 to 23	N/A
Ardmore Avenue	East of project site	One to two	12 to 20	UPRR tracks and 130-foot water
Orchard Place	East of project site	One to two	12 to 30	N/A
Laurel Place	East of project site	One to two	9 to 25	N/A
SOUTH OF FIRESTONE BOULEVARD				
Calden Avenue	South of project site	One to two	15 to 27	Adjacent to ELACSC lot
Beaudine Avenue	South of project site	One to two	13 to 40	N/A
Firestone Plaza	South of project site	One to two	15 to 36	Street width varies from 60 to 100
Tope Avenue	South of project site	One to two	14 to 24	N/A
SOURCE: TAHA, 2009.				