

8-4.6 VISUAL AND AESTHETIC CONDITIONS

This section analyzes visual and aesthetic conditions along the three Rapid Bus alternatives: RB-3, RB-5, and RB-Network.

8-4.6.1 Setting

8-4.6.1.1 Methodology

Generally, there are two types of physical features that characterize the visual environment of an area:

- Built environment features including development patterns, buildings, structures, parking areas and roads, utilities, and signs; and,
- Natural features such as hills, vegetation, rock outcroppings, drainages, and soils.

The study area is defined to include local and distinct views as seen from within the immediate vicinity of potential RB stops. As no construction occurs except at RB stops, views along the alignment are not discussed in detail. Local views include immediate landscapes, and distinct views include mountains, hills and ridgelines up to five miles away.

The setting is defined in terms of views. The corridors for the three Rapid Bus alternatives are subdivided into “visual assessment units” within which the views are discussed. Also included is an assessment of existing trees, lighting, and glare.

a. Views

The following terms are used to analyze and rank the overall quality of views in the study area, and are presented in the tables to follow:

- **Visual quality** refers to the general aesthetics of a view. This analysis attempts to assess the quality of a view in an objective fashion through the use of the following descriptive categories: vividness, intactness, and unity. Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive patterns; intactness is the visual integrity of the natural and built landscape and its freedom from encroaching elements; and unity is the visual coherence and compositional harmony of the landscape considered as a whole. This analysis evaluates visual quality using low, medium and high rankings. Views of high quality have topographic relief, a variety of vegetation, rich colors, and unique natural and built features. Areas with medium visual quality have interesting but minor landforms, some vegetative variety in color, and/or moderate scenery. Areas of low visual quality have uninteresting scenery, and/or common elements.
- **Viewer groups and sensitivity** identifies who is most likely to experience the view, and what the associated sensitivities of the viewer and land use are. Residents are considered to have high sensitivity as a viewer group. High sensitivity land uses are schools,



religious institutions, and passive outdoor spaces including parks, playgrounds, and recreation areas. Motorists and transit patrons have varying sensitivity depending on the nature of their trip. Motorists on pleasure trips are considered to be more sensitive than commuters. Due to their travel speeds and the large number of distractions posed by driving, motorists are ranked as having medium sensitivity. Occupants of office, commercial or industrial buildings are also considered to have medium sensitivity, as most or all of their time is spent focused on work tasks inside of buildings.

- **Duration of a view** refers to the amount of time that a particular view can be seen by a specific viewer group. Two duration categories are used in this analysis: fleeting or intermittent views (such as those experienced by motorists and cyclists), which are rated as short, and long-term or constant views (including views from residences or office buildings), which are rated long.
- **Visual resources** within a view may include unique views, views identified in local plans, views from scenic highways, or specific unique structures or landscape features, including a distinct group of mature trees.

b. Existing Mature Trees

The existing mature trees in the MTA right-of-way (BRT corridor) are described on page 4-131 of the Final EIR, and are unchanged. Street trees are planted intermittently near the curb along the streets in each of the Rapid Bus alternatives. On portions of some arterials such as Sherman Way, there are landscaped medians with mature trees. A windshield survey was made to determine the existence of trees at proposed RB stop areas. On average, less than twenty five percent of the corridors have street trees at the RB stops and many of these trees are not mature.

c. Lighting and Glare

In the vicinity of the proposed RB stops, there are existing street lighting and lighting in commercial and school parking lots. The location of this existing lighting if the lighting varies from standard streetlights is described in the discussion of visual assessment units below. There are no existing glare conditions.

8-4.6.1.2 Visual Assessment Units: Detailed Discussion

Existing visual and aesthetic conditions of the Full BRT Alternative are unchanged, and found on pages 4-134 to 4-180 of the Final EIR.

The San Fernando Valley sits in the backdrop of mountains and hills on all four sides. Santa Susana Mountains lie to the northwest, and Simi Hills to the west. To the south, the San Fernando Valley is bounded by Santa Monica Mountains. The Verdugo Hills lie to the east, and San Gabriel Mountains to the northeast. Due to the straight grid of wide arterial streets in the Valley, there are partial views of these mountains from most arterial streets. The three Rapid Bus alternatives would not change the existing physical or visual setting along the corridors, as no construction would take place along the corridors, except at the RB stops. The only areas of



potential change would be at the RB stops and layover areas. Therefore, viewer groups/viewer sensitivity is analyzed for the area immediately adjacent to the RB stop canopy. Following is a detailed discussion of the visual setting of the three alternatives.

For descriptive purposes the visual assessment unit is defined as two segments for each east-west corridor broken along the I-405 Freeway and the north-south corridors. The east-west corridors are described from east to west, and the north-south corridors are described from north to south. In addition to the information presented in the following tables, existing features such as visual character, viewer groups/sensitivity, key views, and visual resources are described in some detail in the visual assessment units.

The following describes visual and aesthetic conditions along the RB-3 Alternative, the RB-5 Alternative, and the RB-Network Alternative. The discussion for all the three Rapid Bus alternatives includes views in the immediate vicinity both along the corridors and the RB stops.

a. RB-3 Alternative

The RB-3 Alternative consists of three east-west routes: Victory Boulevard, Vanowen Street, and Sherman Way as well as Lankershim Boulevard from the North Hollywood Metro Red Line Station to Sherman Way (See **Figure 8-4.1-1**, **Figure 8-4.1-2**, and **Figure 8-4.1-3**).

□ Lankershim Boulevard

| Visual Assessment Unit – Lankershim Boulevard | | | |
|--|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Medium | Workers and Visitors/Medium | Short | Lankershim Depot |

The visual surroundings along Lankershim Boulevard are characterized primarily by auto serving uses with a few pedestrian amenities (See **Figure 8-4.6-1**). There are a few multi-family apartments fronting on Lankershim Boulevard between Erwin Street and Friar Street, and between Sherman Way and Valerio Street. Key views of the Santa Monica and Santa Susana Mountains can be seen along Lankershim Boulevard.

This segment of Lankershim Boulevard consists of three potential RB stop locations (See **Figure 8-4.1-1**). Lankershim and Chandler Boulevards, lined with commercial and industrial uses and North Hollywood Metro Red Line Station, define the visual character of the North Hollywood RB stop area. On the west side of Lankershim Boulevard stands the historic Lankershim Depot. On the east side of Lankershim Boulevard, which is the potential location of the RB stop, there are the station portal and landscaped transit plazas at the North Hollywood Metro Red Line Station (See **Figure 8-4.6-1**). There are palm trees around the Red Line station portal. The entire bus and rail stations are lit at night. Lankershim Depot is the visual resource at this RB stop area. The visual characters of both the Oxnard Street and Sherman Way RB stop areas are defined by commercial and auto-oriented industrial uses.



Lankershim Boulevard from Kittridge Street



North Hollywood Metro Red Line Station from Lankershim Boulevard

Figure 8-4.6-1: Existing Character of the Lankershim Boulevard



❑ Victory Boulevard

The Victory Boulevard corridor extends from Lankershim Boulevard west to Owensmouth Avenue, and consists of a total of eleven potential RB stop locations (See **Figure 8-4.1-1**, **Figure 8-4.1-2**, and **Figure 8-4.1-3**).

• East Valley

| Visual Assessment Unit – Victory Boulevard (East Valley) | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Workers and Visitors/Medium | Short | None |

Between Lankershim Boulevard and the 405 Freeway (I-405) a mixture of multifamily and single-family homes largely dominate the visual character of this assessment unit. There are a few schools and commercial uses located near the proposed RB stops and along the corridor. Along the residential development in the corridor the sidewalks are landscaped with trees.

Victory Boulevard from Lankershim Boulevard to I-405 consists of five RB stop locations (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). Commercial uses surrounded by single- and multi- family developments typically flank the RB stops. Both potential RB stops at Laurel Canyon Boulevard would be located on the far-sides of the intersection. The Valley Plaza shopping center that consists of a department store, local shops, and multi-storied buildings located adjacent to the sidewalk defines the local view of this RB stop area (See **Figure 8-4.6-2**). There are a few crepe myrtle trees to the northeast.

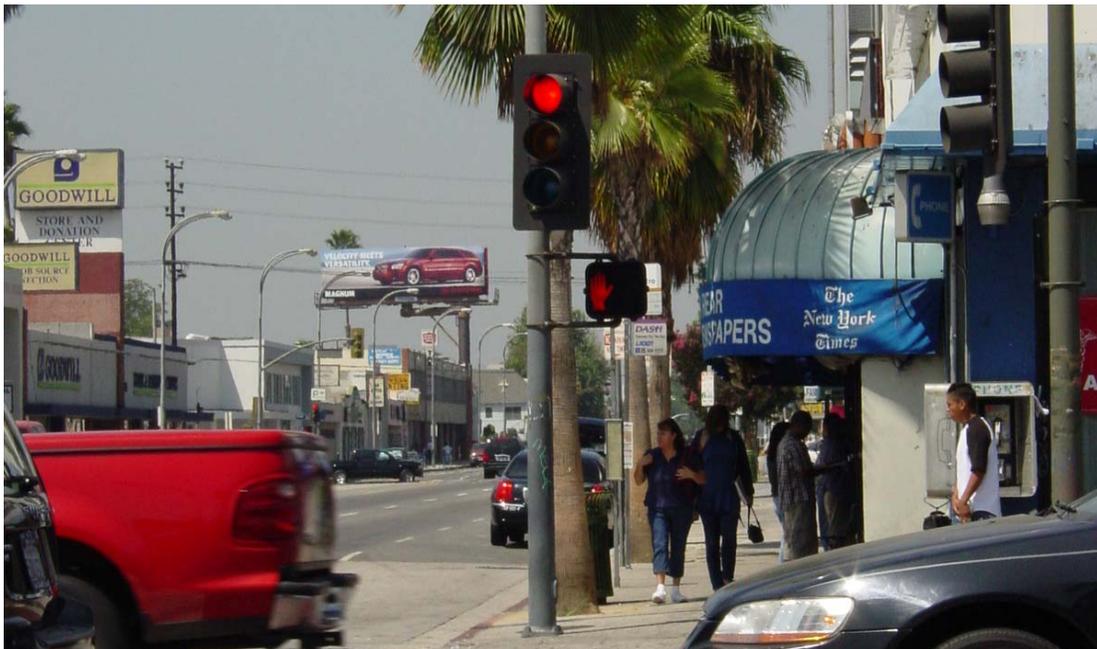
An elementary school, commercial uses, and single- and multi-family residences define the Coldwater Canyon Avenue RB stop area’s visual character. A coffee shop and a fast food shop are directly adjacent to the proposed RB stops. Largely a mix of single- and multi-family residential uses dominates the visual character of Woodman Avenue RB stop area. A gas station and an electronics store directly border the potential RB stops at Woodman Avenue. A few evergreen pear trees are located to the northeast and the southeast of the intersection.

Civic and commercial uses including offices, banks, restaurants, and local shops characterize the visual environment at the Van Nuys Boulevard RB stop area with retail and a newsstand directly adjacent to the RB stops (See **Figure 8-4.6-2**). Mature palm trees are located on all four sides of the Van Nuys Boulevard intersection adding some visual relief to this highly commercialized area.

Small shopping plazas that cater to the daily needs and some auto-oriented uses define the visual character of Sepulveda Boulevard RB stop area. A few crepe myrtles are located on the northeast corner.



Potential RB Stop at Laurel Canyon Boulevard



Potential RB Stop at Van Nuys Boulevard

Figure 8-4.6-2: Existing Character of Victory Boulevard-East Valley



• **West Valley**

| Visual Assessment Unit – Victory Boulevard (West Valley) | | | |
|---|---|----------------------|--|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| High | Workers and Visitors/Medium, Residents/High | Varied | Sepulveda Dam Recreation Area, Lake Balboa Park, Van Nuys Golf Course, Reseda Park and Recreation Center, Pierce College |

The West Valley visual assessment unit has a strong visual character defined by views of the Sepulveda Dam Recreation Area, Lake Balboa Park and rolling agricultural fields of Pierce College campus on the south, and Van Nuys Golf Course and Reseda Park and Recreation Center on the north. Between Woodley Avenue and De Soto Avenue the visual environment is characterized by single- and multi-family residential, schools, commercial, and public uses (**Figure 8-4.6-3**). The residents and students are viewers of high sensitivity in this area. From De Soto Avenue to Owensmouth Avenue, Victory Boulevard is largely commercial and industrial in nature. Patrons of the commercial strips to the west of De Soto Avenue are viewers of medium sensitivity.

Between I-405 and Owensmouth Avenue, Victory Boulevard consists of six RB stop locations (See **Figure 8-4.1-2** and **Figure 8-4.1-3**). RB stops will potentially be located on the far-sides of the Woodley Avenue intersection. The visual character of this RB stop area is dominated by small-scale single-story commercial uses with surface parking on the north side of Victory Boulevard. To the southwest is Sepulveda Air National Guard station, and there are mature trees along the bicycle path both on the north and the south side of the MTA right-of-way (See **Figure 8-4.6-3**). The only visual resource in the RB stop area is the Van Nuys Golf Course on the north.

The immediate Balboa Boulevard RB stop area is diverse in its visual character. To the northwest of the Balboa Boulevard intersection, which is the potential westbound RB stop, mature pine trees partially screen the view of the bleachers and sports facilities at the Birmingham High School. To the northeast is single-story small-scale commercial development with surface parking, and multi-family housing along Balboa Boulevard. To the southeast is the Los Angeles Department of Transportation (LADOT) park and ride lot. To the southwest, which is the eastbound RB stop, are a group of four-story office buildings with surface parking and a row of young crepe myrtle trees along MTA right-of-way. The bike path along Victory Boulevard curves south along Balboa Boulevard, which is lined with tall, mature trees south through the Sepulveda Dam Recreation Area. The Sepulveda Dam Recreation Area is the visual resource in this RB stop area.

Sherman Oaks Center for Enriched Studies, the Reseda Park and Recreation Center, some auto-serving uses and neighborhood shops characterize the visual environment of the Reseda Boulevard RB stop area. The uses directly adjacent to the RB stops are retail and auto-oriented



uses. The northeast corner of the Reseda Park and Recreation Center is landscaped with a variety of trees and colorful shrubs.

Commercial uses on the north and single-family houses on the southwest visually define the Tampa Avenue RB stop area (See **Figure 8-4.6-3**). A fast food shop, parking lot of Loehmann's Plaza, and a gas station can be viewed at the potential RB stops. The sidewalk on the southwest adjacent to the single-family dwellings is landscaped with mature trees and is visually pleasing.

The Pierce College Campus Little League Fields and the West Valley Adult Occupational Training Center to the south, and single-family residences to the north dominate the visual character of the Winnetka Avenue RB stop area. At Pierce College the area around buildings has lush planting, and features several mature trees. However, the institutional buildings are buffered from the street by Pierce College recreational fields and parking lots for the Occupational Center. Directly adjacent to the RB stops are a childcare center and an office building. Unobstructed views of Santa Susana Mountains can be seen on the northwest side.

At the De Soto Street RB stop area the visual character varies. To the northwest, multi-family residential dominates. However, the MTA Row acts as a buffer between the residential uses and the RB stop. Structures are typically two stories with no vegetation. To the northeast lies a single-family neighborhood, screened from view by rear yard walls and vegetation. Pierce College fields to the southeast have an agrarian character. The only visual resource at this RB stop area is the Pierce College fields providing a unique rural view.



Victory Boulevard from Louise Avenue

Figure 8-4.6-3: Existing Character of Victory Boulevard-West Valley





The MTA Row as viewed from Victory Boulevard



Potential RB Stop at Tampa Avenue

Figure 8-4.6-3: Existing Character of Victory Boulevard-West Valley (Cont.)



❑ Vanowen Street

The Vanowen Street corridor extends from Lankershim Boulevard to Owensmouth Avenue and consists of a total of eleven potential RB stop locations (See **Figure 8-4.1-1**, **Figure 8-4.1-2**, and **Figure 8-4.1-3**).

• East Valley

| Visual Assessment Unit – Vanowen Street (East Valley) | | | |
|--|---|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Workers and Visitors/Medium, Residents/High | Varied | None |

Multi-family apartments fronting on the street and single-family neighborhoods behind them characterize the visual environment of this segment of Vanowen Street. Small scaled commercial including gas stations, fast food, a bank, medical offices, and small retail establishments at the RB stop sites are interspersed at major and collector streets (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). The visual assessment unit has no visual resources. Overhead wires and power poles span along the corridor, and there is inadequate landscaping for visual relief.

From Lankershim Boulevard to I-405, Vanowen Street consists of five RB stop locations (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). Single- and multi-family housing surround the offices, convenience shops and auto serving uses, which are directly adjacent to the Laurel Canyon Boulevard RB stops. To the southeast, the three-story office building at the eastbound RB stop has a narrow sidewalk (See **Figure 8-4.6-4**).

A medical clinic and apartments establish the visual character of the Coldwater Canyon Avenue RB stop area. To the northwest are a paved surface parking lot and some young trees. Uses directly adjacent to the Woodman Avenue RB stop area are medical offices, small retail shops, and a gas station. Single- and multi-family housing surround the commercial uses (See **Figure 8-4.6-4**). The RB stop area is devoid of any significant visual resource.

Visually dominant characteristics in the Van Nuys Boulevard RB stop area include two-story commercial uses located directly adjacent to the sidewalk with a mixture of single- and multi-family on the east and the west sides surrounding the commercial areas. Chinese flame trees are growing on all the four sides of the intersection creating a pleasant pedestrian environment (See **Figure 8-4.6-4**). Unique street lights are visible along Van Nuys Boulevard.

Local view of the Sepulveda Boulevard RB stop area is primarily defined by commercial uses varying from two to five stories. Potential RB stops would be adjacent to a shopping center and a parking lot. Mature crepe myrtle trees are located to the southeast of Sepulveda Boulevard intersection.





Potential RB Stop at Laurel Canyon Boulevard



Potential RB Stop at Woodman Avenue

Figure 8-4.6-4: Existing Character of Vanowen Street–East Valley





Potential RB Stop at Van Nuys Boulevard

Figure 8-4.6-4: Existing Character of Vanowen Street–East Valley (Contd)



- **West Valley**

| Visual Assessment Unit – Vanowen Street (West Valley) | | | |
|--|---|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Medium | Residents/High, Workers and Visitors/Medium | Varied | Van Nuys Golf Course |

The visual characteristics on this segment of Vanowen Street are diverse in nature. With the exception of Tampa Avenue and Winnetka Avenue RB stop locations that are predominantly surrounded by single-family residences, the rest of the corridor can be defined as single- and multi-family homes concentrated mainly on the blocks between major arterials (See **Figure 8-4.6-5**). At the potential RB stop areas, which are located along major arterials, there are gas stations, fast food restaurants, convenience stores, and small shopping centers (See **Figure 8-4.1-2** and **Figure 8-4.1-3**). Residents, students, and users of Van Nuys Golf Course are highly sensitive viewers. Workers and commuters have medium sensitivity.

From I-405 to Owensmouth Avenue, Vanowen Street consists of six RB stop locations (See **Figure 8-4.1-2** and **Figure 8-4.1-3**). The Woodley Avenue RB stop area’s visual characteristics consist of single-story older local shops (See **Figure 8-4.6-5**). A fairly new Department of Water and Power building with some trees and vegetation flanks the southwest corner, which is the potential eastbound RB stop. The only visual resource in this area is the Van Nuys Golf Course. Typical single-story shops, fast food, and a gas station define the visual environment of the Balboa Boulevard RB stops. The fields of Valley Alternative Magnet School can be viewed west of the immediate RB stop area.

Commercial uses adjacent to the sidewalk and a gas station and multi-family apartments sit at the potential RB stops at Reseda Boulevard. A number of auto oriented uses, and a maze of overhead wires can also be viewed in the vicinity. Single-story retail and medical offices adjacent to the sidewalk define the visual environment of the Tampa Avenue RB stop area. The sidewalk on the northwest side is landscaped with palm trees. Small convenience stores and a gas station define local views of the Winnetka Avenue RB stop area. However, single-family development and dense mature trees adjacent to the commercial areas give it a residential character. A fast food shop, a gas station, and convenience stores visually characterize the De Soto Avenue RB stop area. Views of Santa Susana Mountains can be seen to the northwest.





View of Vanowen Street from Oso Avenue



Potential RB Stop at Woodley Avenue

Figure 8-4.6-5: Existing Character of Vanowen Street-West Valley



□ Sherman Way

The Sherman Way corridor extends from Lankershim Boulevard to Topanga Canyon Boulevard and consists of a total of thirteen potential RB stop locations (See **Figure 8-4.1-1**, **Figure 8-4.1-2**, and **Figure 8-4.1-3**).

• East Valley

| Visual Assessment Unit – Sherman Way (East Valley) | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low to Medium | Workers and Visitors/Medium | Short | None |

Between Lankershim Boulevard and I-405, the views along Sherman Way are defined by varied land uses (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). Land uses between Lankershim Boulevard and Woodman Avenue are predominantly commercial and industrial with overhead power lines visible along the street (See **Figure 8-4.6-6**). Between Woodman Avenue and I-405, a mixture of single- and multi-family, and commercial uses characterizes the visual environment. Towards Van Nuys Boulevard the corridor has pleasant views of landscaped medians (See **Figure 8-4.6-6**).

From Lankershim Boulevard to I-405, Sherman Way consists of six RB stop locations (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). The visual characters of Lankershim Boulevard and Laurel Canyon Boulevard RB stop areas are dominated by industrial and commercial uses. There are a few mature zelkova trees to the southwest side of Lankershim Boulevard adjacent to the potential RB stop. Some pine trees are located to the northwest side of Sherman Way and Laurel Canyon Boulevard intersection, adjacent to the sidewalk. There are no visual resources in this RB stop area.

Adjacent to the RB stops at Coldwater Canyon Avenue are a retail shopping center and a gas station (See **Figure 8-4.6-6**). The Woodman Avenue RB stop area is visually characterized by single- and multi-family housing, and some commercial uses at the potential RB stops. Mature sweet gum and tulip trees are located to the northwest side. To the southeast are a few bottlebrush trees.

Two- to three-story commercial uses dominate the visual character of both the westbound and eastbound RB stops at Van Nuys Boulevard. The surrounding neighborhood consists of single- and multi-family residential uses and there are a few crepe myrtle trees to the northwest. The Sepulveda Boulevard RB stop area is also largely defined by commercial uses. Mature palm trees are growing on all four sides of this intersection.





Sherman Way from Atoll Avenue



A view of the median from Kester Avenue



Potential RB Stop at Coldwater Canyon Avenue

Figure 8-4.6-6: Existing Character of Sherman Way-East Valley



- **West Valley**

| Visual Assessment Unit – Sherman Way (West Valley) | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low to Medium | Hospital/High, Workers and Visitors/Medium | Varied | None |

The Sherman Way West Valley visual assessment unit can be defined by a mixture of single- and multi-family residential and commercial developments, with a few religious institutions and schools near major and collector streets (See **Figure 8-4.1-2** and **Figure 8-4.1-3**). An attractive streetscape with a landscaped median containing mature palm trees, pines, and palms along the curb is included within this visual assessment unit (See **Figure 8-4.6-7**). There are no visual resources in this assessment unit.

The segment of Sherman Way from I-405 to Topanga Canyon Boulevard in the west contains seven potential RB stop locations (See **Figure 8-4.1-2** and **Figure 8-4.1-3**). Single- and multi-family residential uses on the east and commercial uses on the west define the visual environment of the Woodley Avenue RB stop area. Directly adjacent to the RB stops are a gas station and shopping center. The median is landscaped with some vegetation. Young evergreen pear and palm trees are located to the southeast. To the southwest is a four- to five-story office building with glass cladding and variety of trees growing in its surroundings. Mexican fan palms trees are located to the northeast.

Single-story retail and small convenience shops sit at the potential RB stops at Balboa Boulevard. Mature palm trees are growing on all sides of the intersection. The Reseda Boulevard RB stops are visually characterized by largely single-story commercial, and some industrial uses. The crosswalks have a different surface treatment (See **Figure 8-4.6-7**).

A gas station and a hospital building define the visual surroundings of potential RB stops at Tampa Avenue. A shopping center, a gas station, and a pre-school visually describe the RB stops at Winnetka Avenue. The De Soto Avenue RB stops are visually characterized by a few auto serving and retail uses. Palm trees can be viewed at the intersection. Commercial development defines the visual environment closest to the Topanga Canyon Boulevard RB stop. The single- and multi-family residential uses in the surrounding neighborhood contain high sensitivity viewers.





A view of the median from Encino Avenue



Potential RB Stop at Reseda Boulevard

Figure 8-4.6-7: Existing Character of Sherman Way-West Valley



❑ **Topanga Canyon Boulevard**

| Visual Assessment Unit – Topanga Canyon Boulevard and Owensmouth Avenue | | | |
|--|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Medium | Workers and Visitors/Medium | Short | None |

Topanga Canyon Boulevard from Oxnard Street to Sherman Way is visually characterized by largely commercial uses including the Topanga Plaza Shopping Center and the Promenade at Woodland Hills (See **Figure 8-4.1-3**). The huge surface parking lots of these large retail stores can be viewed to the east of Topanga Canyon Boulevard. To the west are office buildings varying from two to over six stories. Viewers in this visual assessment unit are mostly of low and medium sensitivity. There are no visual resources in this visual assessment unit. Large-scale retail and office buildings dominate the visual character of this segment (See **Figure 8-4.6-8**).

One potential RB stop location is sited in this assessment unit at Sherman Way. Commercial uses largely surround the Sherman Way RB stop area. A bank is located adjacent to the potential southbound RB stop.



View of Topanga Canyon Boulevard from Erwin Street

Figure 8-4.6-8: Existing Character of the Topanga Canyon Boulevard



❑ Owensmouth Avenue

Owensmouth Avenue includes a potential northbound RB stop adjacent to an office building at the Warner Center Transit Hub. Throughout Warner Center, streets are lined with mature street trees.

b. RB-5 Alternative

The RB-5 Alternative consists of five east-west Rapid Bus routes: Chandler Boulevard, Burbank Boulevard, Oxnard Street, Victory Boulevard, and Sherman Way as well as Lankershim Boulevard from the North Hollywood Metro Red Line Station to Victory Boulevard.

❑ Lankershim Boulevard

| Visual Assessment Unit – Lankershim Boulevard | | | |
|--|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Medium | Workers and Visitors/Medium | Short | Lankershim Depot |

The visual surroundings along Lankershim Boulevard are characterized primarily by commercial and office uses (See **Figure 8-4.6-1**). The street is largely auto-oriented with auto-serving uses and few pedestrian amenities.

This segment of Lankershim Boulevard consists of two RB stop locations (See **Figure 8-4.1-4**). Lankershim and Chandler Boulevards, lined with commercial and industrial uses, and the North Hollywood Metro Red Line Station define the visual character of the North Hollywood RB stop area. On the west side of Lankershim Boulevard stands the historic Lankershim Depot. On the east side of Lankershim Boulevard, which is the potential location of the RB stop, there are station portal and landscaped transit plazas at the North Hollywood Metro Red Line Station (See **Figure 8-4.6-1**). There are palm trees around the Red Line station portal. The entire bus and rail stations are lit at night. Lankershim Depot is the visual resource at this RB stop area.

The visual characters of the Oxnard Street RB stops are defined by commercial uses, and the surrounding neighborhood is comprised of both multi-family apartment buildings and single-family houses. Individuals working in office and commercial buildings are medium sensitivity viewers.

❑ Chandler Boulevard

| Visual Assessment Unit – Chandler Boulevard | | | |
|--|---|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Medium | Residents/High, Workers and Visitors/Medium | Varied | North Hollywood Park |

The entire Chandler Boulevard corridor is within the East Valley, and extends from Lankershim Boulevard to Van Nuys Boulevard (See **Figure 8-4.1-4** and **Figure 8-4.1-5**). This corridor consists of four RB stop locations.

The majority of buildings with a view of Chandler Boulevard are multi-family and single-family. Some commercial development exists at the Lankershim Boulevard and Laurel Canyon RB stop areas (See **Figure 8-4.1-4** and **Figure 8-4.1-5**). The North Hollywood Park is the visual resource in this assessment unit (See **Figure 8-4.6-9**).

The Laurel Canyon Boulevard RB stop area includes single-story commercial uses, three-story Valley Village Senior Apartments, and a four-story office building. In the surrounding area, the visual character is that of a mixed single- and multi-family residential neighborhood. Between Coldwater Canyon Avenue and Van Nuys Boulevard is a single-family neighborhood with a lushly landscaped streetscape and no bus service today (See **Figure 8-4.6-9**).

The Coldwater Canyon Boulevard RB stop area consists of predominantly single-family houses and sensitive viewers (See **Figure 8-4.6-9**). Many mature trees are growing in this RB stop area. Single-family residential development dominates the Woodman Avenue RB stop area as well. This part of the corridor has views of mature trees along the sidewalks on both sides of the landscaped median and Santa Monica and Santa Susana Mountains. The eastbound RB stop at the intersection of Van Nuys Boulevard and Chandler Boulevard will be adjacent to a gas station/grocery store.



View of North Hollywood Park from Chandler Boulevard

Figure 8-4.6-9: Existing Character of Chandler Boulevard





View of Chandler Boulevard from Ethel Avenue



Potential RB Stop at Coldwater Canyon Avenue

Figure 8-4.6-9: Existing Character of Chandler Boulevard



□ Burbank Boulevard

The Burbank Boulevard corridor extends from Lankershim Boulevard to Ventura Boulevard, after which it makes a loop along Ventura Boulevard and Reseda Boulevard in order to connect with the Ventura Rapid bus route. It consists of a total of seven potential RB stop locations (See **Figure 8-4.1-4** and **Figure 8-4.1-5**).

• East Valley

| Visual Assessment Unit – Burbank Boulevard (East Valley) | | | |
|---|---|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Residents/High, Workers and Visitors/Medium | Varied | None |

For the most part Burbank Boulevard from Lankershim Boulevard to I-405 contains highly sensitive viewers residing in two- to four-story multi-family apartments along the street and single-family neighborhoods behind them (See **Figure 8-4.6-10**). However, the potential RB stops are predominantly small-scale commercial, except at Coldwater Canyon Avenue. There are no visual resources in this assessment unit.

From Lankershim Boulevard to I-405, Burbank Boulevard consists of five RB stop locations (See **Figure 8-4.1-4** and **Figure 8-4.1-5**). Single-family housing and two- to three-story multi-family surround the small-scale commercial uses at the Laurel Canyon Boulevard RB stop area. Some auto serving uses and a gas station are directly adjacent to the RB stops. Crepe myrtle trees are growing to the southeast and northwest. Older two- to three-story multi-family houses sit closest to the Coldwater Canyon RB stops, surrounded by single-family dwellings (See **Figure 8-4.6-10**). To the northwest, which is a potential RB stop, is a paved parking lot for Los Angeles Valley College, containing mature trees is visible. Some mature trees are also growing on the southeast side.

The immediate views around the Woodman Avenue RB stops are one- to two-story commercial uses (See **Figure 8-4.6-10**). A two-story medical clinic and some small shops sit directly adjacent to the RB stops. Highly sensitive single- and multi-family development surrounds these commercial uses. A mixture of single-story commercial and residential uses dominate the visual environment of the Van Nuys Boulevard RB stop area. The potential RB stops would be adjacent to auto sales, gas station, and a Supermarket. Uses defining the visual characters of the RB stops at Sepulveda Boulevard are some offices and a gas station.





Burbank Boulevard from Hazeltine Avenue



Potential RB Stop at Coldwater Canyon Avenue



Potential RB Stop at Woodman Avenue

Figure 8-4.6-10: Existing Character of Burbank Boulevard-East Valley



- **West Valley**

| Visual Assessment Unit – Burbank Boulevard (West Valley) | | | |
|---|---|----------------------|--|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| High to Medium | Residents/High, Workers and Visitors/Medium | Varied | Sepulveda Dam Recreation Area, Encino and Balboa Golf Course, Hjelte Sports Center |

West of I-405 Freeway to Balboa Boulevard, Burbank Boulevard is surrounded by pleasant views of the Sepulveda Dam Recreation Area, the Encino and Balboa Golf Course on the north and Hjelte Sports Center on the south. Residential uses are predominant in this corridor except for the area surrounding the intersection of Reseda Boulevard and Ventura Boulevard, which is largely commercial (See **Figure 8-4.1-5**).

This corridor contains two potential RB stop locations. The Balboa Boulevard RB stop area has visual access to the Sepulveda Dam Recreation Area and the Encino and Balboa Golf Course to the north. The Balboa Sports Center and single-family residents would view the potential RB stops. The RB stop at the intersection of Ventura Boulevard and Reseda Boulevard would be located in a pedestrian-oriented commercial area (See **Figure 8-4.6-11**). Jacaranda and magnolia trees are located to the northwest and crepe myrtle to the southeast.



Potential RB Stop at Reseda Boulevard and Ventura Boulevard

Figure 8-4.6-11: Existing Character of Burbank Boulevard-West Valley



❑ **Oxnard Street**

| Visual Assessment Unit – Oxnard Street | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Residents/High, Workers/Medium | Varied | None |

The Oxnard Street corridor lies within the East Valley, and extends from Lankershim Boulevard to I-405 Freeway (See **Figure 8-4.1-4** and **Figure 8-4.1-5**). It has a total of six potential RB stop locations.

A mix of single-family and multi-family dwellings that face onto the street characterizes the visual character along Oxnard Street from Lankershim Boulevard to Hazeltine Avenue with commercial at Lankershim Boulevard, Laurel Canyon Boulevard, Van Nuys Boulevard, and Sepulveda Boulevard RB stop areas (See **Figure 8-4.6-12**). West of Hazeltine Avenue to I-405 Freeway, industrial and commercial developments dominate the segment. Overhead utility wires dominate the view along the street.

The visual character of the Lankershim Boulevard RB stop is defined by commercial uses, and the surrounding neighborhood is comprised of both multi-family apartment buildings and single-family houses. The visual characters of the Laurel Canyon Boulevard RB stops are established by a gas station and a park-and-ride facility. The westbound RB stop would be constructed under the State Highway 170 Bridge, due to site constraints and to provide access to the Laurel Plaza Shopping Center and uses at the intersection. No sensitive viewers are immediately adjacent to the RB stops. Santa Susana Mountain views can be seen along Laurel Canyon Boulevard to the west.

Sensitive residential uses and viewers, and Grant High School characterize the visual character of the Coldwater Canyon Avenue RB stop to the southwest. The sidewalks at this intersection are landscaped with mature trees providing a comfortable pedestrian realm. Single-story neighborhood shopping facilities surrounded largely by single- and multi-family housing define the visual character of the Woodman Avenue RB stop. There are mountain views from this RB stop.

The visual characters of both the Van Nuys Boulevard and the Sepulveda Boulevard RB stop locations are dominated by industrial and commercial uses (See **Figure 8-4.6-12**). Existing development near the RB stops at Van Nuys Boulevard are car dealers. However, buildings nearby in Van Nuys Civic Center vary from eight to ten stories. Santa Monica and Santa Susana Mountains can be viewed from Sepulveda Boulevard.





View of Oxnard Street from Woodman Avenue



Potential RB Stop at Sepulveda Boulevard

Figure 8-4.6-12: Existing Character of Oxnard Street



❑ Victory Boulevard

The Victory Boulevard corridor extends from Lankershim Boulevard west to Topanga Canyon Boulevard, where it makes a loop at the Warner Center. It consists of a total of eleven RB stop locations (See **Figure 8-4.1-4**, **Figure 8-4.1-5**, and **Figure 8-4.1-6**).

• East Valley

| Visual Assessment Unit – Victory Boulevard (East Valley) | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Workers and Visitors/Medium | Short | None |

Between Lankershim Boulevard and the 405 Freeway (I-405) a mixture of multi-family and single-family homes largely dominate the visual character of this assessment unit. There are a few schools and commercial uses located near the proposed RB stops, and along the corridor. Along the residential development in the corridor the sidewalks are landscaped with trees.

Victory Boulevard from Lankershim Boulevard to I-405 consists of five RB stop locations (See **Figure 8-4.1-4** and **Figure 8-4.1-5**). Commercial uses surrounded by single- and multi-family developments typically flank the RB stops. Both RB stops at Laurel Canyon Boulevard would be located on the far-sides of the intersection. The Valley Plaza shopping center that consists of a department store, local shops, and multi-storied buildings located adjacent to the sidewalk defines the local view of this RB stop area (See **Figure 8-4.6-2**). There are a few crepe myrtle trees to the northeast.

An elementary school, commercial uses, and single- and multi-family residences define the Coldwater Canyon Avenue RB stop area’s visual character. A coffee shop and a fast food shop are directly adjacent to the proposed RB stop. A mix of single- and multi-family residential uses dominates the visual character of the Woodman Avenue RB stop area. A gas station and an electronics store border the potential RB stops at Woodman Avenue. A few evergreen pear trees are located to the northeast and the southeast of the intersection.

Civic and commercial uses including offices, banks, restaurants, and local shops characterize the visual environment at the Van Nuys Boulevard RB stop area with retail and a newsstand directly adjacent to the RB stops (See **Figure 8-4.6-2**). Mature palm trees are located on all four sides of the Van Nuys Boulevard intersection adding some visual relief to this highly commercialized area.

Small shopping plazas that cater to daily needs and some auto-oriented uses define the visual character of the Sepulveda Boulevard RB stop area. A few crepe myrtles are growing on the northeast corner.



- **West Valley**

| Visual Assessment Unit – Victory Boulevard (West Valley) | | | |
|---|---|----------------------|--|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| High | Workers and Visitors/Medium, Residents/High | Varied | Sepulveda Dam Recreation Area, Lake Balboa Park, Van Nuys Golf Course, Reseda Park and Recreation Center, Pierce College |

The West Valley visual assessment unit has a strong visual character defined by views of Sepulveda Dam Recreation Area, Lake Balboa Park and rolling agricultural fields of Pierce College campus on the south, and Van Nuys Golf Course and Reseda Park and Recreation Center on the north.

Between Woodley Avenue and De Soto Avenue the visual environment is characterized by single- and multi-family residential, schools and commercial and public uses (See **Figure 8-4.6-3**). The residents and students are viewers of high sensitivity in this area. From De Soto Avenue to Owensmouth Avenue, Victory Boulevard is largely commercial and industrial in nature. Patrons of the commercial strips to the west of De Soto Avenue are viewers of medium sensitivity.

Between I-405 and Topanga Canyon Boulevard, Victory Boulevard consists of six RB stop locations (See **Figure 8-4.1-5** and **Figure 8-4.1-6**). Both potential RB stops will be located on the far-sides of the Woodley Avenue intersection. The visual character of this RB stop area is dominated by small-scale single-story commercial uses with surface parking on the north side of Victory Boulevard. To the southwest is the Sepulveda Air National Guard station, and there are mature trees along the bicycle path both on the north and the south side of the MTA right-of-way (See **Figure 8-4.6-3**). The only visual resource in the RB stop area is the Van Nuys Golf Course on the north.

The immediate Balboa Boulevard RB stop area is diverse in its visual character. To the northwest of the intersection, which is the potential westbound RB stop, mature pine trees partially veil the view of the bleachers and sports facilities at Birmingham High School. To the northeast is single-story small-scale commercial development with surface parking, and multi-family housing along Balboa Boulevard. To the southeast is the Los Angeles Department of Transportation (LADOT) park and ride lot. To the southwest, which is the eastbound RB stop, are a group of four-story office buildings with surface parking and a row of young crepe myrtle trees along the right-of-way. The bike path along Victory Boulevard curves south along Balboa Boulevard, which is lined with tall, mature trees south through the Sepulveda Dam Recreation Area. The Sepulveda Dam Recreation Area is the visual resource in this RB stop area.



Sherman Oaks Center for Enriched Studies, and the Reseda Park and Recreation Center, some auto-serving uses and neighborhood shops characterize the visual environment of the Reseda Boulevard RB stop area. The uses directly adjacent to the RB stops are retail and auto-oriented uses. The northeast corner of the Reseda Park and Recreation Center is landscaped with a variety of trees and colorful shrubs. Commercial uses on the north and single-family houses on the southwest define the Tampa Avenue RB stop area (See **Figure 8-4.6-3**). A fast food shop, parking lot of Loehmann’s Plaza, and a gas station can be viewed at the potential RB stops. The sidewalk on the southwest adjacent to the single-family dwellings is landscaped with mature trees and is visually pleasing.

The Pierce College Campus Little League Fields and the West Valley Adult Occupational Training Center to the south, and single-family residences to the north dominate the visual character of the Winnetka Avenue RB stop area. A childcare center and an office building are directly adjacent to the potential RB stops. At Pierce College the area around buildings has lush planting and features several mature trees. However, the institutional buildings are buffered from the street by Pierce College recreational fields, and parking lots for the Occupational Center. Unobstructed views of Santa Susana Mountains can be seen on the northwest side.

At the De Soto Avenue RB stop area the visual character varies. To the northwest, multi-family residential dominates. However, the MTA Row acts as a buffer between the residential uses and the RB stop. Structures are typically two stories with no vegetation. To the northeast lies a single-family neighborhood, screened from view by rear yard walls and vegetation. Pierce College fields to the southeast have an agrarian character. The only visual resource at this RB stop area is the Pierce College fields providing a unique rural view.

□ Sherman Way

The Sherman Way corridor extends from Vineland Avenue to Topanga Canyon Boulevard and consists of a total of thirteen potential RB stop locations (See **Figure 8-4.1-4**, **Figure 8-4.1-5**, and **Figure 8-4.1-6**).

• East Valley

| Visual Assessment Unit – Sherman Way (East Valley) | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low to Medium | Workers and Visitors/Medium | Short | None |

Between Vineland Avenue and I-405, the views along Sherman Way are defined by varied land uses. Land uses between Vineland Avenue and Woodman Avenue are predominantly commercial and industrial with overhead power lines visible along the street (See **Figure 8-4.6-6**). Between Woodman Avenue and I-405, a mixture of single- and multi-family and commercial



uses characterizes the visual environment. Towards Van Nuys Boulevard the corridor has pleasant views of landscaped medians (See **Figure 8-4.6-6**).

From Vineland Avenue to I-405, Sherman Way consists of six RB stop locations (See **Figure 8-4.1-4** and **Figure 8-4.1-5**). Single- and multi-family residences to the north, and industrial and commercial uses to the south dominate the visual character of the Vineland Avenue RB stop area. The Burbank-Glendale-Pasadena Airport also lies to the south. The visual character of Laurel Canyon Avenue RB stop area is dominated by industrial and commercial uses. Some pine trees are growing to the northwest side of the Sherman Way and Laurel Canyon intersection, adjacent to the sidewalk. There are no visual resources in this RB stop area..

Adjacent to the potential RB stops at Coldwater Canyon Avenue are a retail shopping center and a gas station (See **Figure 8-4.6-6**). The Woodman Avenue RB stop area is visually characterized by single- and multi-family housing, and some commercial uses at the potential RB stops. Mature sweet gum and tulip trees are located to the northwest side. To the southeast are a few bottlebrush trees.

Two- to three-story commercial uses dominate the visual characters of both the westbound and the eastbound Van Nuys Boulevard RB stops. The surrounding neighborhood consists of single- and multi-family residential uses, and there are a few crepe myrtle trees to the northwest. The Sepulveda Boulevard RB stop area is also largely defined by commercial uses. Mature palm trees are growing on all four sides of this intersection.

- **West Valley**

| Visual Assessment Unit – Sherman (West Valley) | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low to Medium | Hospital/High, Workers and Visitors/Medium | Varied | None |

The Sherman Way West Valley visual assessment unit can be defined by a mixture of single- and multi-family residential and commercial developments, with a few religious institutions and schools near major and collector streets (See **Figure 8-4.1-5** and **Figure 8-4.1-6**). An attractive streetscape with a landscaped median containing mature palm trees, pines, and palms along the curbs is included within this visual assessment unit (See **Figure 8-4.6-7**). There are no visual resources in this assessment unit.

The segment of Sherman Way from I-405 to Topanga Canyon Boulevard in the west contains seven potential RB stop locations (See **Figure 8-4.1-5** and **Figure 8-4.1-6**). Single- and multi-family residential uses on the east and commercial uses on the west define the visual environment of the Woodley Avenue RB stop area. Directly adjacent to the RB stops are a gas station and shopping center. The median is landscaped with some vegetation. Young evergreen pear and palm trees are located to the southeast. To the southwest is a four- to five-story office



building with glass cladding and variety of trees growing in its surroundings. Mexican fan palms trees are located to the northeast.

Single-story retail and small convenience shops sit at the potential RB stops at Balboa Boulevard. Mature palm trees are growing on all the sides of the intersection. The Reseda Boulevard RB stop area is visually characterized by largely single-story commercial, and some industrial uses. The crosswalks have a different surface treatment (See **Figure 8-4.6-7**).

A gas station and a hospital building define the visual surroundings of the RB stops at the Tampa Avenue RB stop area. A shopping center, a gas station, and a pre-school visually describe the RB stops at Winnetka Avenue. The De Soto Avenue RB stops are visually characterized by auto serving uses and retail uses. Palm trees can be viewed at the intersection. Commercial development defines the visual environment closest to the Topanga Canyon Boulevard RB stop area. The single- and multi-family residential uses in the surrounding neighborhood contain high sensitivity viewers.

❑ Owensmouth Avenue

Owensmouth Avenue includes a potential northbound RB stop adjacent to an office building at the Warner Center Transit Hub. Throughout Warner Center, streets are lined with mature street trees.

c. RB-Network Alternative

The RB-Network Alternative consists of Rapid Bus routes on the following streets: Victory Boulevard, Roscoe Boulevard, Devonshire Street, San Fernando Road, Laurel Canyon Boulevard, Van Nuys Boulevard, Sepulveda Boulevard, Reseda Boulevard and Topanga Canyon Boulevard (See **Figure 8-4.1-7, Figure 8-4.1-8, Figure 8-4.1-9, Figure 8-4.1-10, Figure 8-4.1-11, Figure 8-4.1-12, Figure 8-4.1-13, Figure 8-4.1-14, Figure 8-4.1-15, Figure 8-4.1-16, and Figure 8-4.1-17**).

❑ Lankershim Boulevard

| Visual Assessment Unit – Lankershim Boulevard | | | |
|--|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Medium | Workers and Visitors/Medium | Short | Lankershim Depot |

The visual surroundings along this visual assessment unit are characterized primarily by commercial and office uses (See **Figure 8-4.6-1**). Some single- and multi- family residential uses surrounding the commercial uses contain high sensitivity users (See **Figure 8-4.1-7 and Figure 8-4.1-9**). The street is largely auto-oriented with auto-serving uses with few pedestrian amenities.



This segment of Lankershim Boulevard consists of two potential RB stop locations. Lankershim and Chandler Boulevards, lined with commercial and industrial uses, and the North Hollywood Metro Red Line Station define the visual character of the North Hollywood RB stop area. On the west side of Lankershim Boulevard stands the historic Lankershim Depot. On the east side of Lankershim Boulevard, which is the potential location of the RB stop, there are the station portal and landscaped transit plazas at the North Hollywood Metro Red Line Station (See **Figure 8-4.6-1**). There are palm trees around the Red Line station portal. The entire bus and rail stations are lit at night. Lankershim Depot is the visual resource at this RB stop area.

The visual character of the Oxnard Street RB stop area is defined by commercial uses, and the surrounding neighborhood is comprised of both multi-family apartment buildings, and single-family houses. Individuals working in offices and commercial buildings are medium sensitivity viewers.

❑ Victory Boulevard

The Victory Boulevard corridor extends from Lankershim Boulevard west to Topanga Canyon Boulevard, where it makes a loop at the Warner Center Transit Hub. It consists of a total of eleven RB stop locations (See **Figure 8-4.1-9**, **Figure 8-4.1-10**, and **Figure 8-4.1-11**).

• East Valley

| Visual Assessment Unit – Victory Boulevard (East Valley) | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Workers and Visitors/Medium | Short | None |

Between Lankershim Boulevard and the I-405 Freeway a mixture of multi-family and single-family homes largely dominate the visual character of this assessment unit. There are a few schools and commercial uses located near the RB stops, and along the corridor. Along the residential development in the corridor the sidewalks are landscaped with trees.

Victory Boulevard from Lankershim Boulevard to I-405 consists of five RB stop locations (See **Figure 8-4.1-9** and **Figure 8-4.1-10**). Commercial uses surrounded by single- and multi-family developments typically flank the RB stops. Both RB stops at Laurel Canyon Boulevard would be located on the far-sides of the intersection. The local view of this RB stop area is defined by the Valley Plaza shopping center that consists of a department store, local shops, and multi-storied buildings located adjacent to the sidewalk (See **Figure 8-4.6-2**). There are a few crepe myrtle trees to the northeast.

An elementary school, commercial uses, and single- and multi-family residences define the Coldwater Canyon Avenue RB stop area’s visual character. A coffee shop and fast food shop are directly adjacent to the proposed RB stops. A mix of single- and multi-family residential



uses dominates the visual character of the Woodman Avenue RB stop area. A gas station and an electronics store border the RB stops at Woodman Avenue. A few evergreen pear trees are located to the northeast and the southeast of the intersection.

Civic and commercial uses including offices, banks, restaurants, and local shops characterize the visual environment at the Van Nuys Boulevard RB stop area with retail and a newsstand directly adjacent to the RB stops (See **Figure 8-4.6-2**). Mature palm trees are located on all four sides of the Van Nuys Boulevard intersection adding some visual relief to this highly commercialized area.

Small shopping plazas that cater to daily needs and some auto-oriented uses define the visual character of Sepulveda Boulevard RB stop area. A few crepe myrtles are located on the northeast corner.

- **West Valley**

| Visual Assessment Unit – Victory Boulevard (West Valley) | | | |
|---|---|----------------------|--|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| High | Workers and Visitors/Medium, Residents/High | Varied | Sepulveda Dam Recreation Area, Lake Balboa Park, Van Nuys Golf Course, Reseda Park and Recreation Center, Pierce College |

The West Valley visual assessment unit has a strong visual character defined by views of Sepulveda Dam Recreation Area, Lake Balboa Park and rolling agricultural fields of Pierce College campus on the south, and Van Nuys Golf Course and Reseda Park and Recreation Center on the north.

Between Woodley Avenue and De Soto Avenue the visual environment is characterized by single- and multi-family residential, schools and commercial and public uses (See **Figure 8-4.6-3**). The residents and students are viewers of high sensitivity in this area. From De Soto Avenue to Owensmouth Avenue, Victory Boulevard is largely commercial and industrial in nature. Patrons of the commercial strips to the west of De Soto Avenue are viewers of medium sensitivity.

Between I-405 and Topanga Canyon Boulevard, Victory Boulevard consists of six RB stop locations (See **Figure 8-4.1-10** and **Figure 8-4.1-11**). Both potential RB stops will be located on the far-sides of the Woodley Avenue intersection. The visual character of this RB stop area is dominated by small-scale single-story commercial uses with surface parking on the north side of Victory Boulevard. To the southwest is the Sepulveda Air National Guard station, and there are mature trees along the bicycle path both on the north and the south side of the MTA right-of-way



(See **Figure 8-4.6-3**). The only visual resource in the RB stop area is the Van Nuys Golf Course on the north.

The immediate Balboa Boulevard RB stop area is diverse in its visual character. To the northwest of the intersection, which is the potential westbound RB stop, mature pine trees partially veil the view of the bleachers and sports facilities at Birmingham High School. To the northeast is single-story small-scale commercial development with surface parking, and multi-family housing along Balboa Boulevard. To the southeast is the Los Angeles Department of Transportation (LADOT) park and ride lot. To the southwest, which is the eastbound RB stop, are a group of four-story office buildings with parking and a row of young crepe myrtle trees along the right-of-way. The bike path along Victory Boulevard curves south along Balboa Boulevard, which is lined with tall, mature trees south through the Sepulveda Dam Recreation Area. The Sepulveda Dam Recreation Area is the visual resource in this RB stop area.

Sherman Oaks Center for Enriched Studies, Reseda Park and Recreation Center, some auto-serving uses and neighborhood shops characterize the visual environment of the Reseda Boulevard RB stop area. The uses directly adjacent to the RB stops are retail and auto-oriented uses. The northeast corner of the Reseda Park and Recreation Center is landscaped with a variety of trees and colorful shrubs. The Tampa Avenue RB stop area is visually defined by commercial on the north single-family houses on the southwest (See **Figure 8-4.6-3**). A fast food shop, a parking lot of Loehmann's Plaza, and a gas station can be viewed at the RB stops. The sidewalk on the southwest adjacent to the single-family dwellings is landscaped with mature trees and is visually pleasing.

The Pierce College Campus Little League Fields and the West Valley Adult Occupational Training Center to the south and single-family residences to the north dominate the visual character of the Winnetka Avenue RB stop area. At Pierce College the area around buildings has lush planting and features several mature trees. However, the institutional buildings are buffered from the street by Pierce College recreational fields and parking lots for the Occupational Center. Directly adjacent to the RB stops are a childcare center and an office building. Unobstructed views of Santa Susana Mountains can be seen on the northwest side.

At the De Soto Avenue RB stop area the visual character varies. To the northwest, multi-family residential dominates. However, the MTA Row acts as a buffer between the residential uses and the RB stop. Structures are typically two stories with no vegetation. To the northeast lies a single-family neighborhood, screened from view by rear yard walls and vegetation. Pierce College fields to the southeast have an agrarian character. The only visual resource at this RB stop area is the Pierce College fields providing a unique rural view.

□ Roscoe Boulevard

The Roscoe Boulevard corridor extends from San Fernando Road in the east to Topanga Canyon Boulevard in the west. It consists of a total of thirteen RB stop locations (See **Figure 8-4.1-12**, **Figure 8-4.1-13**, and **Figure 8-4.1-14**).



- East Valley**

| Visual Assessment Unit – Roscoe Boulevard (East Valley) | | | |
|--|---|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Residents/High, Workers and Visitors/Medium | Varied | None |

The characteristics defining the visual environment of this segment of Tuxford Street/Roscoe Boulevard transform from industrial uses between San Fernando Road and Amboy Avenue, to a mixture of residential and commercial uses between Amboy Avenue and I-405 (See **Figure 8-4.1-12**, **Figure 8-4.1-13** and **Figure 8-4.6-13**). Mountains are viewed from Roscoe Boulevard. There are no major visual resources in this corridor.

Between San Fernando Road and the 405 Freeway, Roscoe Boulevard consists of six potential RB stop locations (See **Figure 8-4.1-12** and **Figure 8-4.1-13**). There are no landscape features in the vicinity of the San Fernando Road and Tuxford Street RB stop area. To the northwest a blank facade of an industrial building faces Roscoe Boulevard (See **Figure 8-4.6-13**). Uses adjacent to the potential RB stops at Laurel Canyon Boulevard include a shopping center, a gas station, and a fast food shop. Single-family dwellings surround the RB stop area. Some mature tall trees located in the residential area can be viewed from Roscoe Boulevard.

High-tension wires can be viewed to the northwest of Roscoe Boulevard and Coldwater Canyon intersection with a backdrop of Santa Susana Mountains (See **Figure 8-4.6-13**). A vacant lot and a gas station are located directly adjacent to the RB stops. The existing unsheltered local bus stop at the westbound RB stop area adds to the unfriendly pedestrian environment. A small shopping center, small-scale auto dealer, and a hospital can be viewed closest to the potential RB stops at the Woodman Avenue RB stop area. Patients going to Kaiser Foundation Hospital to the southeast of Woodman Avenue are highly sensitive viewers. The sidewalk on the southeast side is landscaped with some vegetation. Views of San Gabriel Mountains can be seen on the northeast side.

Large retail, paved surface parking lots and some mature trees define the visual character of the Van Nuys Boulevard RB stop area. Potential RB stops would be adjacent to a restaurant, and a department store. Largely commercial developments dictate the visual character of the Sepulveda Boulevard RB stop area (See **Figure 8-4.6-13**). Uses adjacent to the proposed RB stops include some auto-oriented shops and a shopping center. There are some trees and shrubs at the intersection.





View of Roscoe Boulevard from Laurelgrove Avenue



Potential RB Stop at San Fernando Road

Figure 8-4.6-13: Existing Character of Roscoe Boulevard – East Valley





Potential RB Stop at Coldwater Canyon Boulevard



Potential RB Stop at Sepulveda Boulevard

Figure 8.4.6-13: Existing Character of Roscoe Boulevard – East Valley (Cont.)



- **West Valley**

| Visual Assessment Unit – Roscoe Boulevard (West Valley) | | | |
|--|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Workers and Visitors/Medium | Short | None |

The visual character of this assessment unit is defined by industrial, commercial and single- and multi-family residential uses (See **Figure 8-4.1-13** and **Figure 8-4.1-14**), and varied species and sizes of street trees (See **Figure 8-4.6-14**).

Between I-405 Freeway and Topanga Canyon Boulevard, the Roscoe Boulevard corridor consists of seven potential RB stop locations (See **Figure 8-4.1-13** and **Figure 8-4.1-14**). Both Woodley Avenue and Balboa Boulevard RB stops are visually characterized by mostly industrial and commercial uses (See **Figure 8-4.6-14**). Some shrubs and young crepe myrtle trees are growing in the vicinity of Woodley Avenue RB stop area. Convenience shops and a gas station are located adjacent to the potential RB stops at Balboa Boulevard.

The commercial uses defining the visual character of the Reseda Boulevard RB stop area are a shopping center and medical offices that vary from two to three stories. Auto-oriented uses and small-scaled retail shops visually characterize the Tampa Avenue RB stops. To the northeast of Tampa Avenue is an Alpine style commercial building starkly in contrast with the surrounding structures.

The RB stop area at Winnetka Avenue includes a school, a gas station, and large retail store. No visual buffer exists between the school and the street. Single-story strip retail, fast food, and some auto serving uses flank the De Soto Avenue RB stop area. A large retail store, a video shop, and a parking lot can be viewed closest to the Topanga Canyon RB stop area. Santa Susana Mountains can be seen on the northwest (See **Figure 8-4.6-14**).

□ Devonshire Street

This corridor runs on Arleta Avenue from Van Nuys Boulevard to Filmore Street, and then continues westwards on Devonshire Street to Canoga Avenue, and then southwards on Canoga Avenue up to Lassen Street. It consists of a total of nine potential RB stop locations (See **Figure 8-4.1-15**, **Figure 8-4.1-16**, and **Figure 8-4.1-17**).





View of Roscoe Boulevard from Owensmouth Avenue



Potential RB Stop at Woodley Avenue



Potential RB Stop at Topanga Canyon Boulevard

Figure 8.4.6-14: Existing Character of Roscoe Boulevard – West Valley





View of Devonshire Street from Lemona Street



View of Devonwood Park at Woodman Avenue

Figure 8.4.6-15: Existing Character of Devonshire Street – East Valley



- East Valley**

| Visual Assessment Unit – Devonshire Street (East Valley) | | | |
|---|---|----------------------|---|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Medium | Residents/High, Workers and Visitors/Medium | Varied | Devonwood Park, Pacoima Spreading Grounds |

Between Van Nuys Boulevard and I-405 the visual character is defined primarily by single- and multi-family residential development interspersed with some commercial uses at major arterials (See **Figure 8-4.1-15** and **Figure 8-4.1-16**). Devonwood Park is the visual resource in this assessment unit. A typical view of the Devonshire Street corridor is that of single-family residences and in some instances tall street trees (See **Figure 8-4.6-15**).

This segment consists of three RB stop locations. The visual character of the Van Nuys Boulevard RB stop area is defined by some auto-serving uses with single-family houses adjacent to the uses. Devonwood Park and an auto dealer shop sit at the Woodman Avenue RB stop area (See **Figure 8-4.6-15**). Single-family dwellings are located adjacent to these small-scaled commercial uses. Devonwood Park is the visual resource in this RB stop area. The western portion of Pacoima Spreading Grounds to the northeast is also a visual feature from this RB stop area.

Both small and large retail shops, and a gas station define the visual environment of the Sepulveda Boulevard RB stops. The paved parking lot for Vons is visible to the northeast of the intersection. The existing local bus stop on the southeast has uncovered seating.

- West Valley**

| Visual Assessment Unit – Devonshire Street (West Valley) | | | |
|---|---|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Residents/High, Workers and Visitors/Medium | Varied | None |

West Valley visual assessment unit is predominantly characterized by residential development along the corridor from I-405 to De Soto Avenue (See **Figure 8-4.1-16**, **Figure 8-4.1-17** and **Figure 8-4.6-16**). From De Soto Avenue to Canoga Avenue and Lassen Street, commercial and industrial uses define the visual environment (See **Figure 8-4.1-17**).



View of Devonshire Street from Vanalden Avenue



Potential RB Stop at Tampa Avenue

Figure 8.4.6-16: Existing Character of Devonshire Street – West Valley



This corridor consists of six potential RB stop locations (See **Figure 8-4.1-16** and **Figure 8-4.1-17**). In this visual assessment unit, Devonshire Street has four RB stop locations that are directly adjacent to single-family houses containing sensitive viewers. At the Woodley Avenue RB stop area a single-story commercial building is adjacent to the westbound RB stop, and a gas station and single-family dwellings are adjacent to the eastbound RB stop. Two-story multi-family and single-family dwellings surround the retail uses. Avenues of mature trees can be viewed on both the east and the west sides.

Two- to four-story commercial buildings and some auto-oriented uses can be viewed from the Balboa Boulevard RB stop area. Vegetation and trees have softened the view of the surface parking lots of the North Hills Plaza to the southeast. Big box retail and single-family residences characterize the visual surroundings of the Reseda Boulevard RB stop area. However, shopping and auto uses directly adjoin the RB stops. Santa Susana Mountains can be viewed to the northwest.

Single-family residences primarily adjoin the RB stop areas, but are shielded by boundary walls and mature trees at both Tampa Avenue and Winnetka Avenue RB stops (See **Figure 8-4.6-16**). A church is located at the westbound RB stop at Winnetka Avenue and the sidewalk on the northeast side of Winnetka Avenue is unpaved. An eastbound RB stop is located adjacent to the Chatsworth Metrolink Station. Distant views of Santa Monica and Santa Susana Mountains to the north and northwest can be seen.

□ San Fernando Road

| Visual Assessment Unit – San Fernando Road | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Workers/Medium | Short | None |

The San Fernando Road corridor starts at the Sylmar/San Fernando Metrolink Station in the north, turns south on Hollywood Way, and then turns west on Empire Avenue to connect to the Burbank Airport Metrolink Station. It consists of a total of eight potential RB stop locations (See **Figure 8-4.1-9**, **Figure 8-4.1-12**, **Figure 8-4.1-15** and **Figure 8-4.1-16**).

The visual character along the San Fernando Road assessment unit is defined by varied commercial developments (of little design consistency). Light industrial uses lie to the east of the road, and heavy industrial uses lie to the west. Most of the sidewalks along the corridor are unpaved with little or no pedestrian amenities (See **Figure 8-4.6-17**). Views of San Gabriel and Santa Susana Mountains can be seen to the northeast and northwest respectively. Santa Monica Mountains can be viewed on the south.





View of San Fernando Road from Van Nuys Boulevard



Potential RB Stop at San Fernando Road / Maclay Avenue

Figure 8-4.6-17: Existing Character of San Fernando Road



Auto-oriented commercial uses and two-story multi-family dwellings define the immediate visual character of Sylmar/San Fernando Metrolink Station RB stops. The civic center lies within a quarter mile of the Truman Street/Maclay Avenue RB stop area. However, retail and auto-oriented uses are located at the potential RB stops. The pedestrian-oriented retail uses and well-defined sidewalks give this RB stop area an urban character (See **Figure 8-4.6-17**). Varieties of street trees are growing along this segment of the corridor. Railroad tracks run to the east at the Van Nuys Boulevard RB stop area, and the sidewalk on this side is unpaved. Older single-family development surrounds the industrial uses on both the east and the west sides. The visual characters of the Osborne Street RB stops are defined by rail tracks and Whiteman Airport at the northbound RB stop and auto-oriented uses at the southbound RB stop. A clear view of Santa Monica and Santa Susana Mountains can be seen to the south and northwest, respectively. Heavy industrial uses can be viewed to the southeast. High sensitivity single-family residences surround the industrial development.

The visual environment of the Sheldon Street RB stop is similar to the Osborne Street RB stop area. There is some vegetation and trees growing on the northwest side of the RB stop area. The railroad tracks to the east are above the road level at Tuxford Street RB stop area, and hence conceal the industrial uses to the east. There is no pedestrian sidewalk to the east of this RB stop area. Most of the visual environment at the Sunland Boulevard RB stop area is defined by commercial and industrial uses lacking architectural consistency and landscape features. The northbound RB stop is located adjacent to the Burbank Airport Metrolink Station. To the northeast San Gabriel Mountains can be viewed.

□ Laurel Canyon Boulevard

| Visual Assessment Unit – Laurel Canyon Boulevard | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Residents/High, Workers/Medium | Varied | None |

The Laurel Canyon Boulevard corridor extends from Van Nuys Boulevard in the north to Ventura Boulevard in the south. It consists of a total of eight potential RB stop locations (See **Figure 8-4.1-7**, **Figure 8-4.1-9**, **Figure 8-4.1-12**, and **Figure 8-4.1-15**).

A mix of single- and multi-family residential, with commercial and public uses near major and collector streets, and industrial uses near Sherman Way describes the visual environment of Laurel Canyon Boulevard. Looking north the San Gabriel Mountains are visible and the Santa Monica Mountains are viewed towards the south. There are no visual resources along this corridor.

Both the Van Nuys Boulevard and the Osborne Street RB stop locations are visually characterized by single-story commercial uses that consist of convenience shops, auto shops, a fast food, and parking lot for big retail in the immediate vicinity (See **Figure 8-4.6-18**). Sensitive residential development surrounds the commercial uses. Overhead wires and power poles run on the west side. The Sheldon Street RB stops have views of single-family and single-



story commercial uses. The I-5 Freeway passing through the RB stop area is buffered with vegetation and trees. The Roscoe Boulevard RB stops include a gas station and some auto-oriented use with single-family adjacent to it, and have no significant visual element in the vicinity. The surface parking lot of the Canyon Plaza Shopping Center to the northwest is screened with pine trees.

Industrial uses and railroad tracks surround the Sherman Way RB stop area, and give it a monotonous and uninteresting visual character. The commercial buildings adjacent to the proposed RB stops at the Victory Boulevard RB stop area are a bank and small retail. The architectural character of the surrounding buildings varies giving this commercial center a disjointed look. One- to two-story offices, and small and large retail are located next to the Magnolia Boulevard RB stop area. The parking lot for Vons can be viewed to the southwest. Santa Monica Mountains can be viewed to the south. The Ventura Boulevard RB stop area has one- to two-story commercial uses, and considerable pedestrian activity. Views of Santa Monica Mountains are to the south of this RB stop area (See **Figure 8-4.6-18**).

□ Van Nuys Boulevard

| Visual Assessment Unit – Van Nuys Boulevard | | | |
|--|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Workers/Medium | Short | None |

The Van Nuys Boulevard corridor extends from Foothill Boulevard to Ventura Boulevard, and consists of a total of fourteen potential RB stop locations (See **Figure 8-4.1-8**, **Figure 8-4.1-10**, **Figure 8-4.1-13**, and **Figure 8-4.1-15**).

The visual character along the Van Nuys Boulevard corridor varies. From Foothill Boulevard to Parthenia Street, Van Nuys Boulevard is largely residential. The visual setting transforms to high-density commercial development from Parthenia Street to Ventura Boulevard (See **Figure 8-4.6-19**). Major portions of the corridor have “streetwall” development and streetscape improvements creating a pedestrian-oriented character. There are no visual resources in this unit.

A two-story commercial building and an auto repair shop are visible at the Foothill Boulevard RB stops. There is no sidewalk on the northeast side of the intersection. Single-story retail and a fast food shop are located in the immediate vicinity of the Glenoaks Boulevard RB stops (See **Figure 8-4.6-19**). The San Gabriel Mountains can be viewed on the northeast. Primarily auto serving businesses are located at the San Fernando Road RB stops. Railroad tracks running north to south have an unpaved sidewalk next to the tracks. Older single-family development surrounds the commercial and industrial uses existing at the RB stops. Potential RB stops at Laurel Canyon Boulevard will be located adjacent to a fast food and some auto shops.





Potential RB Stop at Van Nuys Boulevard



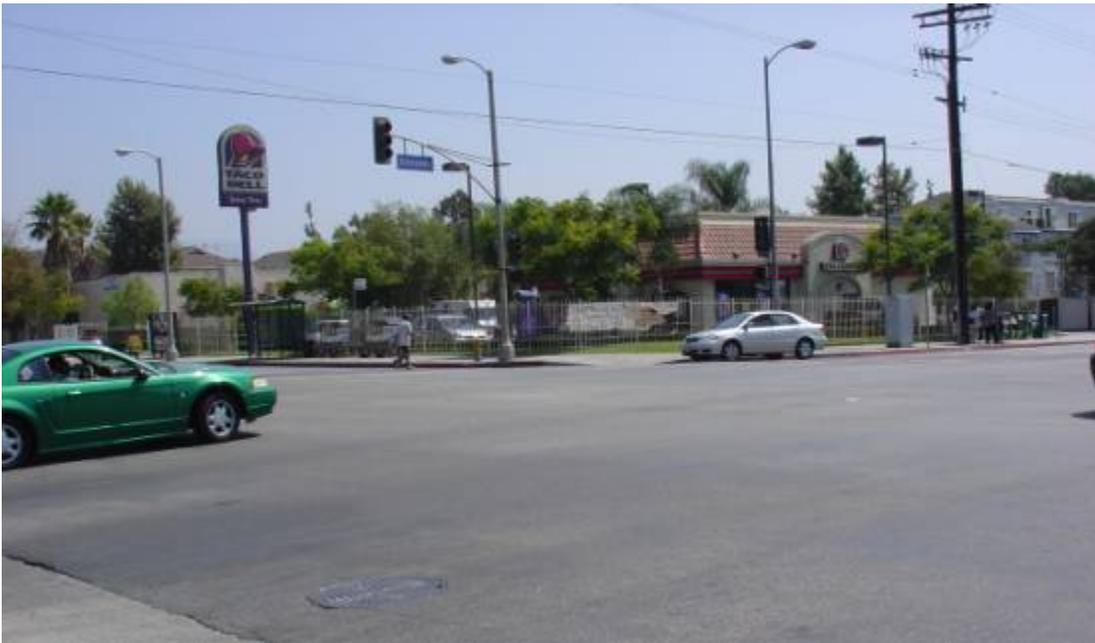
Potential RB Stop at Ventura Boulevard

Figure 8.4.6-18: Existing Character of Laurel Canyon Boulevard





View of Van Nuys from Kittridge Street



Potential RB Stop at Glenoaks Boulevard

Figure 8-4.6-19: Existing Character of Van Nuys Boulevard



Visual characters of the Arleta Avenue RB stops are defined by a shopping center with single-family adjacent to it, and a older fast food shop with a church next to it. Big box retail, and multi-family housing are the closest uses to the Woodman Avenue RB stop area. San Gabriel Mountains are visible to the east. The immediate uses at the Nordhoff Street RB stop area consist of small retail and neighborhood shops. Some mature trees can be seen in the RB stop area. The Roscoe Boulevard RB stop is an area of high pedestrian activity. Big box retail and offices characterize the visual surroundings at the RB stops. Trees and vegetation support pedestrian activity.

A Metrolink Station and a fast food shop define the visual characters of both the northbound and the southbound RB stops at Keswick Street, respectively. The dense commercial developments at Sherman Way, Vanowen Street and Victory Boulevard RB stop areas vary in height and character. All three RB stop areas have intense pedestrian and vehicular activity. A mix of single-story retail and auto-oriented uses dominate the visual environment of the Burbank Boulevard RB stops. The visual character of the Ventura Boulevard RB stop area is characterized by mixed commercial uses oriented towards the sidewalk.

□ Sepulveda Boulevard

| Visual Assessment Unit – Sepulveda Boulevard | | | |
|---|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Residents/High, Workers/Medium | Varied | None |

The Sepulveda Boulevard corridor runs parallel to the I-405 Freeway, and extends from Chatsworth Street to Ventura Boulevard. It consists of a total of nine potential RB stop locations (See **Figure 8-4.1-8**, **Figure 8-4.1-10**, **Figure 8-4.1-13**, and **Figure 8-4.1-16**).

The Sepulveda Boulevard corridor has a varied visual character. The general character along Sepulveda Boulevard is defined by mixed commercial uses with some residential uses interspersed along the corridor. There is a landscaped median between Nordhoff Street and Chatsworth Street (See **Figure 8-4.6-20**).

State Highway 118 and the I-405 Freeway traverse the Chatsworth Street RB stop area on the north and the west, respectively. A gas station is located at the potential Chatsworth Street RB stop. Views of the San Gabriel Mountains can be seen on the east. Large retail uses with paved parking lots define the visual character of the Devonshire Street RB stops. The commercial uses at the Nordhoff Street RB stops include a supermarket, small retail and some auto serving uses.

Largely commercial developments dictate the visual character of the Roscoe Boulevard RB stop area. A gas station and retail shops are located in the immediate vicinity of the proposed RB stops. There are some trees and shrubs at the intersection. Commercial uses, parking lots, and overhead wires and power poles define the Sherman Way RB stop area (See **Figure 8-4.6-20**).





View of Sepulveda Boulevard from Nordhoff Street



Potential RB Stop at Sherman Way

Figure 8.4.6-20: Existing Character of Sepulveda Boulevard



The Vanowen Street RB stops are defined by a five-story office building and auto-oriented small businesses. The visual character of the Victory Boulevard RB stop area is defined by auto serving uses and small retail shops. Large industrial buildings and warehouses, a five-story office building, large retail uses and single-family Cameron Woods neighborhood characterizes the visual environment at the Burbank Boulevard RB stop area. There are no visual resources in this area. Modern high-rise commercial buildings are located near the Ventura Boulevard RB stop. Ventura Boulevard sidewalks are landscaped with palm trees creating an active pedestrian walkway.

☐ Reseda Boulevard

| Visual Assessment Unit – Reseda Boulevard | | | |
|--|--|----------------------|-----------------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Residents/High, Workers/Medium | Varied | Reseda Park and Recreation Center |

The Reseda Boulevard corridor extends from Devonshire Street in the north to Ventura Boulevard in the south. It consists of a total of seven RB stop locations (See **Figure 8-4.1-8**, **Figure 8-4.1-10**, **Figure 8-4.1-13**, and **Figure 8-4.1-16**).

Retail and small strip malls characterize the visual surroundings of the Devonshire Street RB stop area. A large surface parking lot with insufficient landscaping is visible adjacent to the potential southbound RB stop. Santa Susana Mountains can be viewed to the northwest and Santa Monica Mountains to the south. One- to two-story large and small retail stores define the visual character of the Nordhoff Street RB stop area (See **Figure 8-4.6-21**). The commercial uses at the Roscoe Boulevard RB stop area vary from two to three stories. Small retail stores and a gas station exist at the potential RB stops.

The Sherman Way RB stop area, which is in downtown Reseda, is visually characterized by mostly commercial uses. A gas station and small retail uses adjacent to the sidewalk are visible at the potential RB stops. Recent improvements to this area include new sycamore trees, new streetlights, pedestrian lighting at the bus stops, and a landscaped median along Sherman Way. The majority of buildings on the Vanowen Street RB stop area are commercial, and therefore do not contain sensitive viewers. Small restaurants, some retail and auto-oriented uses exist at the RB stops.

The Victory Boulevard RB stop area has little activity being primarily residential. Reseda Park and Recreation Center is the visual resource in the Victory Boulevard RB stop area, and is located adjacent to the proposed northbound RB stop (See **Figure 8-4.6-21**). The southbound RB stop includes a gas station adjacent to multi-family apartments. Workers in this high activity pedestrian-oriented commercial area would have a view of the Ventura Boulevard RB stop. Small retail and a gas station are visible at the potential RB stops.





View of Reseda Boulevard from Mayall Street



Potential RB Stop at Nordhoff Street

Figure 8.4.6-21: Existing Character of Reseda Boulevard





View of Reseda Park and Recreation Center at Victory Boulevard

Figure 8.4.6-21: Existing Character of Reseda Boulevard (Cont.)

The Victory Boulevard bus stop area has little activity being primarily residential. Reseda Park and Recreation Center is the visual resource in the Victory Boulevard bus stop area, and is located adjacent to the proposed northbound bus stop site (**Figure 8-4.6-21**). The southbound bus stop site includes a gas station adjacent to multi-family apartments. Workers in this high activity pedestrian-oriented commercial area would have a view of the Ventura Boulevard bus stop. Small retail and a gas station are visible at the potential station stops.

□ Topanga Canyon Boulevard

| Visual Assessment Unit – Topanga Canyon Boulevard | | | |
|--|--|----------------------|-------------------------|
| Visual Quality | Viewer Group/Viewer Sensitivity | View Duration | Visual Resources |
| Low | Residents/High, Workers/Medium | Varied | None |

The Topanga Canyon Boulevard corridor extends from Lassen Street to Oxnard Street and consists of a total of four RB stop locations (**Figure 8-4.1-11** and **Figure 8-4.1-14**). Residential

development interspersed with some commercial development forms the visual character between Sherman Way and Nordhoff Street (See **Figure 8-4.6-22**). Between Sherman Way and Oxnard Street, commercial uses dominate the visual environment.



View of Topanga Canyon Boulevard from Elkwood Street

Figure 8.4.6-22: Existing Character of Topanga Canyon Boulevard

A southbound RB stop is located adjacent to the Chatsworth Metrolink Station. The Nordhoff Street RB stop area includes some small restaurants and a gas station at the potential RB stops. Santa Susana Mountains to the west and single-family residences located on a hill on the southwest provide a scenic view. Mountains on the north and west provide an attractive backdrop for the Roscoe Boulevard RB stop area. Large and small retail uses and a gas station are visible at the potential RB stops. Commercial developments characterize the visual surroundings of both Sherman Way and Vanowen Street RB stop areas. A high school and a SBC Communications building are located at the Vanowen Street RB stops.

□ Owensmouth Avenue

Owensmouth Avenue includes a potential northbound RB stop adjacent to an office building at the Warner Center Transit Hub RB stop area. Throughout Warner Center, streets are lined with mature street trees.

8-4.6.2 Impacts

This section describes the impacts the proposed project would have on existing visual and aesthetic conditions along the Rapid Bus alternatives. In general, the visual impacts of the Rapid Bus alternatives would be minimal and limited to RB stop areas. In the following sections, visual impacts are organized by two areas: (1) general impacts and (2) impacts at RB stop areas.

8-4.6.2.1 General Impacts

a. Compatibility and Views

The routes of the three Rapid Bus alternatives would be aligned within the existing street ROWs. The RB stops would be spaced approximately one-mile apart, and located along the sidewalk within the existing street ROW. Most elements installed at the RB stops would be at-grade and would not alter, obstruct, or materially change the visual character of the immediate area. A typical RB stop design includes a single canopy supported by two 14-foot 5-inch steel poles joined by a crossbar and surmounted by a curved, translucent canopy. The width of the canopy ranges from 2 to 10 feet. The two poles with the canopy create a gate that marks the location where the door of a Rapid Bus would be spotted to help speed boarding and alighting. On the crossbar an electronic message sign would be mounted, which provides information on the real time arrival of the next Rapid Bus. At the leading edge of each RB stop would be a 19-foot “flag pole” topped with an illuminated Rapid sign that extends over the street. A kiosk is also provided for advertising and system-wide information. In addition, trash receptacles would be provided at all RB stops. **Figure 8.2-5** illustrates the latest version of a typical RB stop, and **Appendix 8-A** includes RB stop typical engineering plans.

RB stops would be located along adjoining existing streets in areas with multi-family, commercial, or industrial development, would be in scale with existing arrangements and would not obstruct the character of key views. In a few conditions, RB stops would be adjacent to single-family developments. RB stops, signage, lighting at RB stops, and street furniture would be the only new vertical elements introduced along the right-of-way. The introduction of these new elements would be compatible with the existing visual and landscape character of the area.

b. Existing Mature Trees

The construction of the three Rapid Bus alternatives would result in the loss of 5 to 26 existing trees depending on the alternative. The RB-3 Alternative would remove eleven existing trees, the RB-5 Alternative would remove five existing trees, and the RB-Network Alternative would remove twenty-six existing trees. Approval from the City of Los Angeles Board of Public Works would first be obtained before street trees are removed, and any street trees removed would be replaced in kind along the streets according to the City of Los Angeles standards. Trees or their root systems may be damaged by construction activity, and these would be replaced.



c. Lighting and Glare

The construction of the project would result in the installation of additional lighting at RB stop areas. There does exist nighttime street lighting at these RB stops, so impacts would be minimal. Where residential uses are adjacent to RB stops, lighting will be designed and placed in such a way as to minimize glare and nighttime light intrusion on residences.

8-4.6.2.2 RB-3 Alternative

a. Lankershim Boulevard Visual Assessment Unit

The northbound Rapid Bus stop would be located on the farside of the intersection with Chandler Boulevard directly adjacent to the North Hollywood Metro Red Line Station. Within this portion of the Lankershim Boulevard Visual Assessment Unit is a visual resource, the historic Lankershim Depot, which is located on North Chandler just west of Lankershim Boulevard. The Rapid Bus stop near the Depot would be sited on Lankershim Boulevard at a distance north of the Lankershim Depot and since it is an end of the line stop, no canopy would be provided. Therefore, views to the Depot from the street would not be obstructed.

The Oxnard Street and Sherman Way RB stops would be adjacent to primarily auto-oriented commercial and industrial areas. RB stops in the Lankershim Boulevard Visual Assessment Unit would have no significant visual impacts under CEQA.

b. Victory Boulevard Visual Assessment Unit – East Valley

The five potential RB stops along Victory Boulevard in the East Valley would all be located on the farside of the intersections, directly adjacent to shopping centers, fast foods, coffee shops, gas stations, or a newsstand. It is estimated that two street trees would need to be removed for these RB stops in the East Valley. The introduction of a RB stop adjacent to these uses would have minimal visual effect as each RB stop is designed to minimize obstructing views to businesses. No significant visual impact would occur under CEQA.

c. Victory Boulevard Visual Assessment Unit – West Valley

In this assessment unit all potential RB stops would be on the farside, except for the eastbound Balboa Boulevard RB stop would be on the nearside. The uses directly adjacent to potential RB stop locations vary with a shopping center and MTA right-of-way at the Woodley Avenue RB stop location, a school and office building at the Balboa Boulevard RB stop location, multifamily and single-family residences at the Reseda Boulevard RB stop location, fast food and a gas station at the Tampa Avenue RB stop location, the West Valley Occupational Center at the Winnetka Avenue RB stop location, and the MTA right-of-way and Pierce College at the De Soto Avenue RB stop location. Although there are several visually sensitive uses including single-family homes at the Balboa Boulevard RB stop location, the RB stop canopy, as designed, would not be visually intrusive. If views from the single-family residences would be impaired, only a pole and no canopy would be provided at the RB stop. No significant visual impact under CEQA would occur.



d. Vanowen Street Assessment Units – East and West Valley

All RB stops in these visual assessment units would be located on the farside of the intersection except at the Woodley Avenue RB stop location, where both stops would be located on the nearside. Commercial uses directly adjacent to the RB stop canopies include medical offices, shopping centers, gas stations, other retail, restaurants, fast food and a bank. The Sepulveda Boulevard and Reseda Boulevard RB stops would be directly adjacent to apartments. Six trees would need to be removed near the Van Nuys Boulevard and Tampa Avenue intersections. The Van Nuys Golf Course, a visual resource, is along the corridor but is not located directly adjacent to any RB stop. Minimal visual impact would occur. Therefore, no significant visual impact would occur under CEQA.

e. Sherman Way Visual Assessment Unit – East and West Valley

All RB stops would be located on the farside of the intersections along sidewalks. Land uses directly adjacent to the potential RB stops would include shopping centers, gas stations, storefront retail, other retail, plus a preschool at the Balboa Boulevard RB stop location and a hospital at the Tampa Avenue RB stop location. Three trees would be removed for the RB stops in these assessment units. As discussed previously, RB stops are designed for compatibility to commercial uses. Therefore, no significant visual impact under CEQA would occur.

f. Topanga Canyon Boulevard and Owensmouth Avenue Visual Assessment Unit

In this visual assessment unit a RB stop would be located at Sepulveda Boulevard and the Warner Center Transit Hub. Uses directly adjacent to these RB stops primarily would consist of retail and office uses with some multi-family apartments along Owensmouth near the Warner Center Transit Hub. The Warner Center Transit Hub would likely include multiple canopies. A limited number of street trees may need to be relocated at these RB stop areas. The RB stop as designed would have no significant impact on the visual environment under CEQA.

8-4.6.2.3 RB-5 Alternative

a. Chandler Boulevard Visual Assessment Unit

The MTA currently runs bus services along Chandler Boulevard from Lankershim Boulevard to Whitsett Avenue in this visual assessment unit. There is no bus service beyond Whitsett Avenue along this route. There are highly sensitive viewers along this segment, as, multifamily and single-family residences are predominant along these streets. The trees in the median would filter views. The RB stop canopies at Laurel Canyon Boulevard would be located adjacent to apartments and a healthcare facility.

At Coldwater Canyon Boulevard, the westbound RB stop would be on the farside of the intersection directly adjacent to a single-family home, and the eastbound RB stop would be on the nearside adjacent to a single-family home which has hedges blocking views from the home to the potential RB stop. New sidewalks may be required at this RB stop. Single-family homes would be adjacent to far-side RB stops at Woodman Avenue. If canopies at these RB stops



would substantially block single-family views from the home only a pole would be provided. Visual impacts would be minimal due to the RB stop design, and there would be no significant impacts under CEQA.

b. Burbank Boulevard Visual Assessment Unit – East Valley

Burbank Boulevard is a wide street with utility poles dominating the view, intermittent street trees and predominantly multifamily residential adjacent to the street. Small-scale commercial uses are located near the RB stops, except the Coldwater Canyon Boulevard RB stop, which has apartments and a parking lot for Valley College. Impacts would be minimal, and no significant impacts under CEQA would occur.

c. Burbank Boulevard Visual Assessment Unit – West Valley

The assessment unit has several visual resources: Sepulveda Dam Recreation Area, Encino and Balboa Golf Course, and the Hjelte Sports Center as well as sensitive viewers due to the predominantly residential uses along this corridor. The Balboa Sports Park and single-family houses are directly adjacent to the Balboa Boulevard RB stops. Reseda Boulevard and Ventura Boulevard RB stops are adjacent to commercial shops. No trees would be removed. Impacts would be minimal, and no significant impacts would occur under CEQA.

d. Oxnard Street Visual Assessment Unit

The visual characteristics of Oxnard Street are varied and RB stops are located where there are no street trees. Overhead utility wires, poles and sign clutter dominates the view of the streetscape. Along Oxnard Street development directly adjacent to the RB stops includes commercial uses with the exception of the Coldwater Canyon Boulevard RB stop area which has multifamily residential and Grant High School at the potential RB stops. A minimal amount of trees will be removed, and no significant impact under CEQA would occur.

e. Victory Boulevard Assessment Unit

As discussed previously in the RB-3 Alternative, no significant impacts under CEQA would occur.

f. Sherman Way Visual Assessment Unit

As discussed previously in the RB-3 Alternative, no significant impacts under CEQA would occur.

8-4.6.2.4 RB-Network Alternative

a. Victory Boulevard Assessment Unit

As discussed previously in the RB-3 Alternative, no significant impacts under CEQA would occur.



b. Roscoe Boulevard Visual Assessment Unit – East and West Valley

Roscoe Boulevard contains a mixture of industrial, residential and commercial uses. A variety of commercial uses are located directly at the RB stops. Among these uses are shopping centers, gas stations, fast food fast food, a nursery, offices, auto related uses, and a liquor store. Near the Van Nuys Boulevard RB stop is a major center including a Walmart and a major department store. All RB stops would be located at the farside except the eastbound stop at Sepulveda Boulevard and the westbound stop at Balboa Boulevard. One tree would be removed at a stop area. Visual impacts would be minimal, and no significant impacts under CEQA would occur.

c. Devonshire Street Visual Assessment Unit – East and West Valley

Devonshire Street’s visual character is defined by primarily residential development. Devonwood Park and Pacoima Spreading Grounds are visual resources in the assessment unit. Five of the RB stop areas have single-family or multi-family residential directly adjacent to the RB stops and the potential RB stop at Woodman Avenue is adjacent to a park. Many of the single-family residences have walls and landscaping along the sidewalk, which would obscure views of potential RB stops from residences. At single-family home locations, RB stop canopies would be carefully positioned to avoid obstructing views from single-family homes. In some instances, only a pole and no canopy would be provided adjacent to the single-family homes. Visual impacts would be minimal, and no significant impacts under CEQA would occur.

d. San Fernando Road Visual Assessment Unit

San Fernando Road would connect the Sylmar/San Fernando Metrolink Station with the Burbank Airport Metrolink Station. A large portion of the corridor parallels MTA owned railroad right-of-way and there are overhead wires and few trees. In downtown San Fernando the street has a pedestrian-oriented character. Adjacent to the San Fernando Road RB stops would be primarily industrial uses and mixed commercial uses, with some apartments near the Sylmar/San Fernando Metrolink Station RB stop. Visual impacts would be minimal, and no significant impacts under CEQA would occur.

e. Laurel Canyon Boulevard Visual Assessment Unit

Laurel Canyon Boulevard corridor includes a mix of single-family and multi-family residential with commercial and industrial uses near RB stops. No significant impacts under CEQA would occur.

f. Van Nuys Boulevard Visual Assessment Unit

Along Van Nuys Boulevard are many of the most prominent civic and commercial destinations in the San Fernando Valley. The character and uses of Van Nuys Boulevard change considerably from north to south. In the northern portion of the corridor there is considerable residential development with commercial and industrial near RB stops. Between Plummer Street and I-5, a significant amount of multi-family has been constructed on Van Nuys, with neighborhood-oriented commercial at major intersections. South of Plummer Street the corridor



is almost entirely commercial or institutional uses and many of the buildings are built up to the sidewalks creating pedestrian oriented density. Introducing Rapid Bus into the streetscape of this largely commercial area and in many instances pedestrian-oriented streets will have a minimal effect, and there would be no significant impacts under CEQA.

g. Sepulveda Boulevard Visual Assessment Unit

From Chatsworth Street to Nordhoff Street, uses along Sepulveda Boulevard are primarily multiple-family, some single-family, and commercial adjacent to the RB stop areas. This portion of the corridor has a wide median with landscaping south of Devonshire Street.

From Nordhoff Street to Ventura Boulevard, the Sepulveda Boulevard corridor is largely a commercial corridor with strip retail, warehouse, offices, as well as some multiple-family housing. Sidewalks are narrow, often only six feet, and there are power poles and multiple curb cuts limiting the location of canopies and other amenities at the RB stops.

The Rapid Bus stops are designed with canopy widths from two feet to ten feet so the Rapid Bus design could be placed along the sidewalk adjacent to commercial uses with minimal impact. Where sidewalks are narrow adjacent to residential, in some cases no canopy would be provided. No significant visual or aesthetic impacts under CEQA would occur.

h. Reseda Boulevard Visual Assessment Unit

Along Reseda Boulevard most development is either commercial or multifamily residential. Most commercial development is either small street-front, pedestrian-oriented retail, or small strip retail. Downtown Reseda is located at the Sherman Way RB stop location. All RB stops have commercial uses adjacent to them except for the Victory Boulevard RB stops. There the northbound stop would be adjacent to Reseda Park and Recreation Center and the southbound stop adjacent to multi-family. Sidewalks along Reseda Boulevard are typically eight feet to ten feet wide with some exceptions where the sidewalks are narrower. Visual impacts would be minimal, and no significant impacts under CEQA would occur.

i. Topanga Canyon Boulevard Visual Assessment Unit

As discussed previously in the RB-3 Alternative, no significant impacts under CEQA would occur.

8-4.6.3 Mitigation Measures

8-4.6.3.1 RB-3 Alternative

No mitigation measures are required for visual and aesthetic conditions.

8-4.6.3.2 RB-5 Alternative

No mitigation measures are required for visual and aesthetic conditions.



8-4.6.3.3 RB-Network Alternative

No mitigation measures are required for visual and aesthetic conditions.

