

## **3.6 VISUAL/AESTHETICS**

The information in this section is based on the I-710 Corridor Project *Visual Impact Assessment* (VIA) (December 2011) and *Urban Design and Aesthetics Toolbox Report* (February 2012).

### **3.6.1 REGULATORY SETTING**

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the Federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). To further emphasize this point, the Federal Highway Administration in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities.” (CA Public Resources Code Section 21001[b])

### **3.6.2 AFFECTED ENVIRONMENT**

#### **3.6.2.1 VISUAL ENVIRONMENT STUDY AREA**

The Study Area for visual impacts includes or is adjacent to commercial, industrial, residential, local roads, and major highways/freeways (I-405, SR-91, I-105, I-5, and SR-60). The primary viewer groups in the Study Area are residents, motorists, pedestrians, cyclists, park and recreational facility users, employees, and users of commercial and industrial facilities.

#### **3.6.2.2 LANDSCAPE UNITS**

A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers. The following landscape units were defined within the Study Area.

**RESIDENTIAL.** The residential landscape unit applies solely to residential households. This unit includes views of the I-710 Corridor Project from all residences within the Study Area. This unit includes single-family homes, multifamily homes (such as apartments, townhouses, and condominiums), and mobile homes. Housing styles and residential landscaping may vary substantially between residential areas. Residents along the existing I-710 do not see much of the existing freeway due to the presence of existing walls and fences along the freeway.

**PORTS OF LONG BEACH AND LOS ANGELES.** The Ports of Long Beach and Los Angeles (Ports) landscape unit includes 7,500 acres of land, with 25 terminals and 270 berths, and is located at the southern terminus of the I-710 Corridor. Although landscaping is minimal, future projects will include components of sustainable beautification and include the use of native and drought-tolerant species.

**RECREATION.** The recreation landscape unit applies to parks, bicycle trails, golf courses, and other recreational/leisure-time facilities. Trees such as eucalyptus and liquidambar are prevalent in this unit.

**EDUCATION.** The education landscape unit is characterized by elementary, middle, and high schools as well as colleges or universities. Although many of these facilities are located within 0.1 mile of the freeway, soundwalls and surrounding buildings contribute to obstruction of the views to I-710. This landscape unit consists of numerous trees, shrubs, and groundcovers that are planted within these facilities.

**INDUSTRIAL.** The industrial landscape unit includes manufacturing and storage facilities. Various trees, shrubs, and groundcovers are planted within the area, but differ from parcel to parcel. The majority of the Study Area falls within this landscape unit.

**COMMERCIAL.** The commercial landscape unit applies to business parks with small office areas and larger back warehouses. Various trees, shrubs, and groundcovers are planted within the area, but differ from parcel to parcel.

**CEMETERY.** There are several cemeteries located within proximity of the I-710 Corridor. A large number of trees, shrubs, and grasses are typically planted within these facilities.

**FREEWAY.** The I-710 mainline within the Study Area represents the freeway landscape unit. Most of I-710's route is located parallel to the course of the Los Angeles River and is within several hundred feet from the riverbed. Within the I-710 right-of-way, guardrails, advertisement signs, light poles, and utility lines are found. The freeway landscape unit also contains various types of landscaping.

**UTILITIES.** Utility structures, transmission lines, and subtransmission lines are located throughout the Study Area. Utility corridors with these facilities parallel and cross the I-710 mainline in many areas. The structure types depicted in the visual simulations provided later in this section are intended to be conceptual based on existing structure types. The actual structure types may be different and will be determined during final design of the project.

### 3.6.2.3 TOPOGRAPHY

The I-710 Corridor Project is situated within the central part of the Los Angeles Basin. The elevation of the I-710 Corridor Project varies from near sea level in the south to approximately 180 feet above mean sea level near SR-60 (USGS, 1994). The lands within the Study Area are generally flat with a slight downward slope toward the Pacific Ocean, located just south of Ocean Blvd. The most prominent landforms near the I-710 Corridor Project are the Dominguez Hills to the southwest of the I-710/SR-91 interchange and Signal Hill to the southeast of the I-710/I-405 interchange.

### 3.6.2.4 METHODOLOGY

This section summarizes the methodology and terminology used to assess visual impacts of the build alternatives. More details on the methodology are available in the VIA, which was prepared following the methodology prescribed in the publication *Visual Impact Assessment for Highway Projects* (FHWA, August 1981). The following six principal steps were carried out to assess the visual impacts of the build alternatives:

1. Define the project setting and viewshed.
2. Identify Key Views for visual assessment.
3. Analyze existing visual resources and viewer response.
4. Depict the visual appearance of project alternatives.
5. Assess the visual impacts of project alternatives.
6. Propose methods to avoid, minimize, and/or mitigate adverse visual impacts.

The visual impacts of the build alternatives were determined by assessing the existing visual resources, the visual resource change due to the I-710 Corridor Project, and predicting viewer response to that change. The degree of visual quality in a view was evaluated using the following FHWA descriptive terms:

- **Vividness:** Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns (e.g., Niagara Falls is a highly vivid landscape component).
- **Intactness:** Intactness is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. This factor can be present in well-kept urban and rural landscapes and natural settings.

- **Unity:** Unity is the visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape

A numerical value is assigned to vividness, intactness, and unity using a numeric scale (1.0 = very low; 2.0 = low; 3.0 = moderately low; 4.0 = moderate; 5.0 = moderately high; 6.0 = high; 7.0 = very high). These values are then combined and divided by three to determine an overall visual quality rating.

The levels of visual impact are defined relative to the change from existing visual quality and are described as follows:

- **Beneficial:** The project results in a positive effect on the visual environment (i.e., a visual quality rating increase of +0.1 or more).
- **Low:** Minor adverse change to the existing visual quality with low viewer response to a change in the visual environment. This type of impact may or may not require mitigation.
- **Moderate:** Moderate adverse change to the existing visual quality with moderate viewer response. This type of impact can be mitigated within five years using conventional practices.
- **Moderately High:** Moderate adverse visual quality change with a higher viewer response. Required landscape treatment will generally take longer than five years to mitigate.
- **High:** Substantial adverse visual change to the existing quality with a higher level of viewer response to visual changes such that architectural design and landscape treatment cannot mitigate the impacts. Viewer response level is high. An alternative project design may be required to avoid highly adverse impacts.

Visual simulations were prepared for representative locations along the I-710 Corridor Project. A photographic inventory was taken from each candidate Key View location. All photographs were taken using a digital camera with a 35-millimeter focal length. This specific focal length best simulates the view perspective of the human eye. On November 5, 2009, 20 Key Views were presented to the I-710 Corridor Project Community Design and Local Economy Subject Working Group (CSWG) for their review and comment. Based on their knowledge of the area and the potential viewers, the CSWG suggested minor changes to the 20 Key Views. These 20 Key Views are presented within this section. The CSWG focused on selecting Key Views that represented higher numbers of viewers over selecting Key Views that represented a Landscape Units with low viewership numbers and low viewer sensitivity. In June 2011, a total of 11

additional Key Views were added to the Visual Impact Assessment per the requests of the I-710 Corridor Project cities. These 11 additional Key Views are also included in this section.

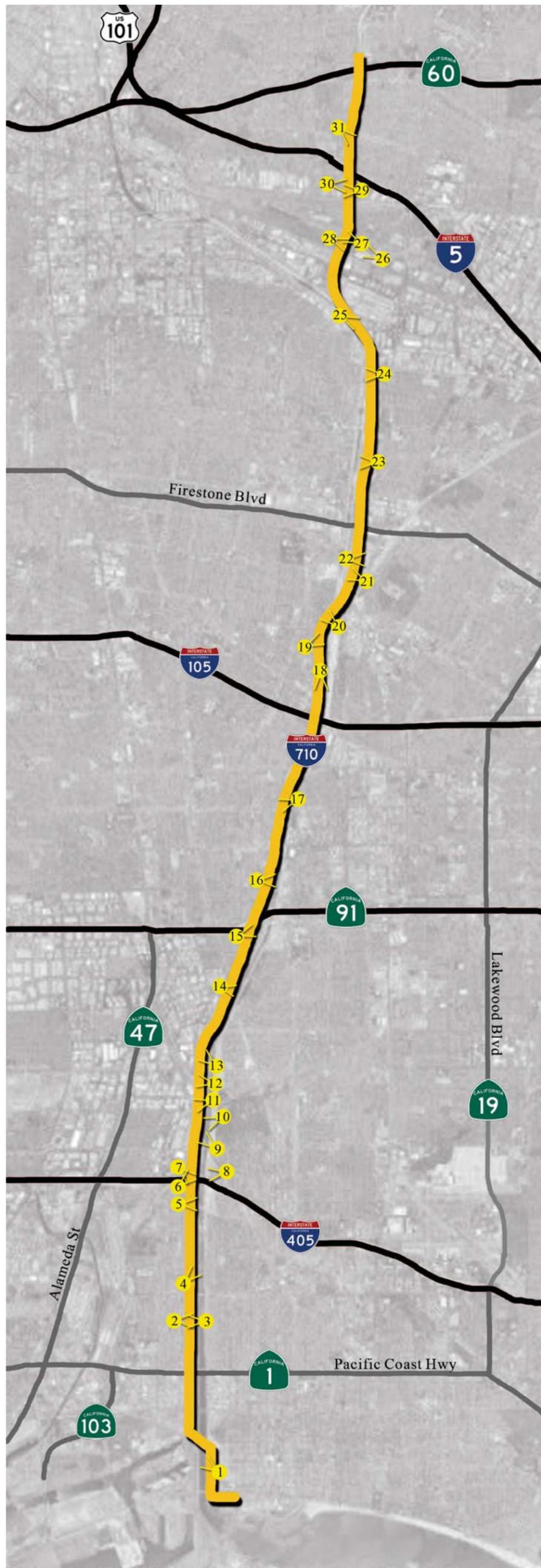
To prepare the visual simulations, a photograph of the existing view was taken from each approved Key View location. These existing photographs were used as a baseline from which all other images of the view are compared. Digital models of the scene depicted in the Key View were then created from engineering data of the I-710 Corridor Project. The resulting image is a “wireframe” view of the completed project construction from the standpoint of the Key View location. Upon completion of the digital modeling, the “wireframe” is “painted” to simulate solid objects. Using materials, textures, and colors obtained from the project engineers, the model is given solid surfaces that simulate the completed construction. This simulation rendering shows the proposed project as it would look after installation of standard Caltrans landscaping (Proposed Base Condition). Finally, a second visual simulation (developed for most of the Key Views), titled “Enhanced Condition,” illustrates possible aesthetic treatments to the initial construction to improve the visual impacts. These treatments may include textures to structures or landscaping to screen the new construction. These enhanced views show only possible treatments and the treatments will be developed by Caltrans in consultation with community stakeholders as part of the I-710 Corridor Master Plan. The information of the possible treatment and timing of these treatments are discussed in greater detail in Section 3.6.4.1, Avoidance, Minimization, and/or Mitigation Measures.

### **3.6.25 KEY VIEWS**

Key Views form the foundation for the visual impact analysis. Visual impacts are analyzed relative to changes between existing and proposed conditions from the 31 Key Views selected for analysis. Given that the Study Area is approximately 18 miles in length and goes through a dense urban area composed of many land uses, these Key Views represent typical views within the Study Area from the various landscape units. Figure 3.6-1 shows the location of the Key Views.

Since Alternatives 6A/B/C contain elements of Alternative 5A, these elements are distinguished in some of the visual simulations. In the analysis of visual impacts, Alternatives 6A/B/C with Design Option 2 were used as the “worst-case” scenario visual impact because of the freight corridor component of Alternatives 6A/B/C, which are the alternatives represented in the visual simulations for each Key View. This “worst-case” scenario represents the postproject scenario without the proposed aesthetic enhancements shown in the second visual simulation for some of the Key Views. Where Alternatives 5A and 6A/B/C could be shown in the same simulation, Alternative 5A has been distinguished from 6A/B/C by use of hatch patterns.

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LEGEND

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads



FIGURE 3.6-1

I-710 Corridor Project EIR/EIS  
 Key View Locations  
 07-LA-710-PM 4.9/24.9  
 EA 249900

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**KEY VIEW 1.** The existing setting photograph for Key View 1 is shown in Figure 3.6-2. This Key View is located at Cesar E. Chavez Park in the city of Long Beach and looks northwest toward the I-710 Corridor. The visual character for Key View 1 is recreational. Park users are the primary viewer group of this Key View. Clusters of eucalyptus, liquidambar, and other trees filter the view of the I-710 Corridor. As a result, the existing visual quality of this Key View is moderate.

The existing vividness of this Key View is moderate considering the tree clusters are the main landscape components. The existing intactness is moderately low, as natural landscapes can be seen with minimal encroachment due to the light pole, park fences, and Shoreline Dr. The existing unity is moderately high because the tree clusters are the only consistent feature in the view.

**KEY VIEW 2.** The existing setting photograph for Key View 2 is shown in Figure 3.6-3. This Key View is located in a large residential area at the intersection of Gale Ave. and West Hill St. in the city of Long Beach and looks east toward the I-710 Corridor. Gale Ave. is solely residential and is largely dominated by existing electrical subtransmission lines, while West Hill St. provides educational and other public facilities. As a result, the existing visual quality of this Key View is low.

The existing vividness is low as there are no single visual elements that dominate the view. The existing intactness is low, since the natural landscape is preserved with minimal visual intrusion for manmade elements, and the existing unity is moderately low, as the view captures the urban residential pattern with landscaping interwoven into the pattern.

**KEY VIEW 3.** The existing setting photograph for Key View 3 is shown in Figure 3.6-4. Key View 3 is located on a bicycle trail adjacent to a large residential area on the east side of the Los Angeles River near the intersection of West Hill St. and DeForest Ave. in the city of Long Beach. The view looks west and is located approximately 650 feet away from the I-710 Corridor. The existing visual quality of this Key View is moderate.

The existing vividness is moderate and includes the Los Angeles River Trail, clusters of trees, landscaping, and hardscape in both the foreground and background. The existing intactness is moderately low due to the electrical subtransmission lines stretching across the skyline. The existing unity is moderately high due to the components in the view, the Los Angeles River, trees, and riprap along the Los Angeles River levee.

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

### KEY VIEW #1

Cesar Chavez Park  
401 Golden Avenue  
Long Beach, CA 90802

GPS Location:  
Latitude = 33°46'15.67"N  
Longitude = 118°12'9.61"W  
Heading = 299° NW

Cesar Chavez Park is located at 401 Golden Avenue in Long Beach. This Key View looks northwest toward the I-710 Corridor Project and has low viewer concern due to its distance from the I-710 and its obstruction by trees. The park users' attention will not be looking towards I-710.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

FIGURE 3.6-2

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

## KEY VIEW #2

Intersection of Gale Avenue and West Hill Street  
Long Beach, CA 90810

GPS Location:  
Latitude = 33°47'49.59"N  
Longitude = 118°12'28.09"W  
Heading = 90° E

This Key View is located in a large residential area. Neighborhood residents are expected to have a high concern about the I-710 Corridor Project and its effect on the view from their neighborhood and homes. In addition, residents may have a high level of concern about the views from the highway to their community. The Key View looks east towards the I-710 Corridor Project.

Note: The Visual Simulation showing proposed base condition for Alternative 5A includes only the cross hatched area called out as "5A." The Visual Simulation showing proposed base condition for Alternatives 6A/B/C includes the cross hatched areas called out as "5A" and "6A/B/C".



**Enhanced Condition**



**Study Area**

### LEGEND

- |   |                         |  |                     |
|---|-------------------------|--|---------------------|
|  | Key View Location       |  | Alternatives 6A/B/C |
|  | Project Alignment       |  | Alternative 5A      |
|  | Major Freeways/Highways |  |                     |
|  | Major Roads             |  |                     |

FIGURE 3.6-3

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

**KEY VIEW #3**

Bicycle Trail Near West Hill and De Forest Avenue  
 Long Beach, CA 909810

GPS Location:  
 Latitude = 33°47'50.19"N  
 Longitude = 118°12'16.74"W  
 Heading = 269° W

This Key View is located on a bicycle trail adjacent to a large residential area on the east side of the Los Angeles River near the intersection of West Hills and De Forest Avenue. The view looks west towards the I-710 Corridor Project. This Key View is approximately 650 feet from the I-710 Corridor Project.



**Study Area**

- LEGEND**
-  Key View Location
  -  Project Alignment
  -  Major Freeways/Highways
  -  Major Roads

FIGURE 3.6-4

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**KEY VIEW 4.** The existing setting photograph for Key View 4 is shown in Figure 3.6-5. This Key View is located on an overcrossing on West Willow St. in the city of Long Beach and overlooks the northbound and southbound lanes of I-710. The existing Key View is given a moderately low rating because viewers see vehicle traffic on a busy six-lane freeway with a large volume of trucks.

The existing vividness is moderately low because of tree groupings and low shrubs within the cloverleaf ramps located on the northwest and northeast quadrants. The existing intactness is low due to the presence of vehicles and the freeway itself. The existing unity is moderate because I-710 is the primary focus of this view.

**KEY VIEW 5.** The existing setting photograph for Key View 5 is shown in Figure 3.6-6. This Key View is located in a large residential area north of Wardlow Rd. at the end of the driveway of the residence located at 3613 Gale Ave. in the city of Long Beach. This Key View looks east toward I-710. The existing visual quality is moderately low.

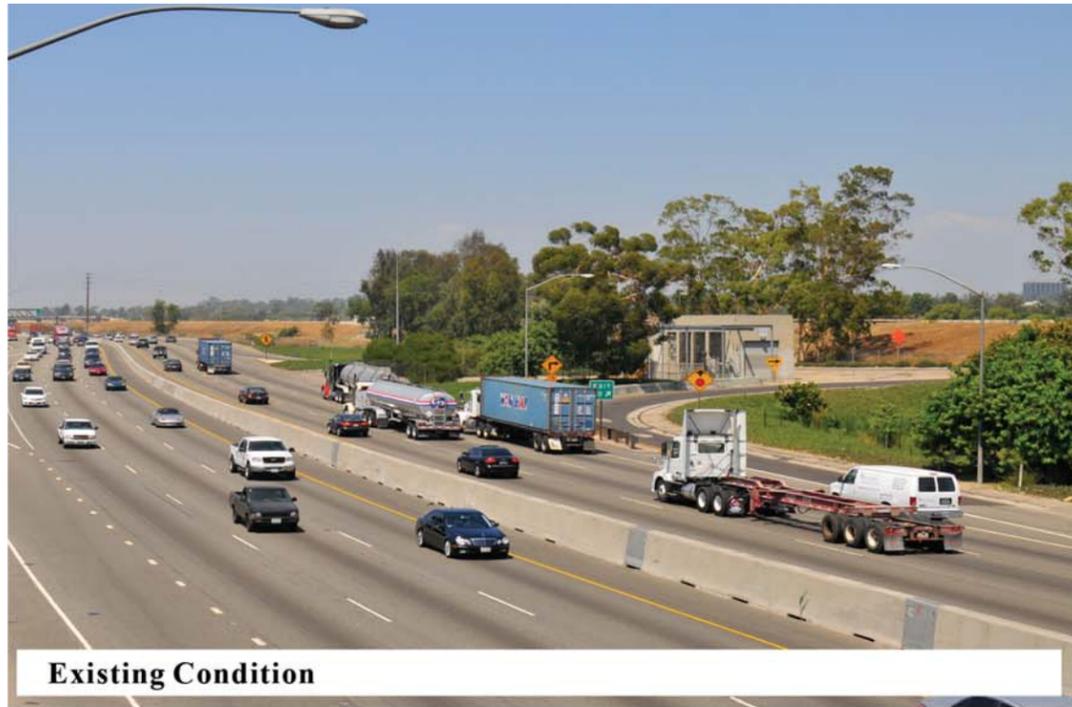
The existing vividness is moderate because of the trees and shrubs in front of the soundwall and trees in the background, which combine to enhance the vividness. The existing intactness is moderately low since elements in the view include fencing, a light pole, highway signage, and other manmade structures. The existing unity is moderate because of the parallel lines of the street and soundwall, which reinforce an urban compatibility of the scene.

**KEY VIEW 6.** The existing setting photograph for Key View 6 is shown in Figure 3.6-7. This Key View is located in a large residential area southwest of the I-710/I-405 interchange in the city of Long Beach. This Key View looks northwest toward the I-710/I-405 interchange and consists of a mass of landscaping, including shrubs in the foreground and larger shrubs and trees in the background. Major visual encroachments include the chain-link fence in the foreground and a light fixture in the background. The existing visual quality is moderate.

The existing vividness is moderate because of the mass of landscaping. The existing intactness is moderate, which includes fencing, and the existing unity is moderate due to the existing landscaping, which creates a smooth horizontal flow that is minimally interrupted by vertical tree elements.

**KEY VIEW 7.** The existing setting photograph for Key View 7 is shown in Figure 3.6-8. This Key View is located in a parking lot of a two-story office complex and looks southwest toward the I-710/I-405 interchange in the city of Long Beach. The dominant visual element is the landscape mass, including a large earthen berm, blocking the view of the I-710/I-405 interchange. A number of electrical transmission lines exist in this view. The existing visual quality is given a rating of moderate.

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

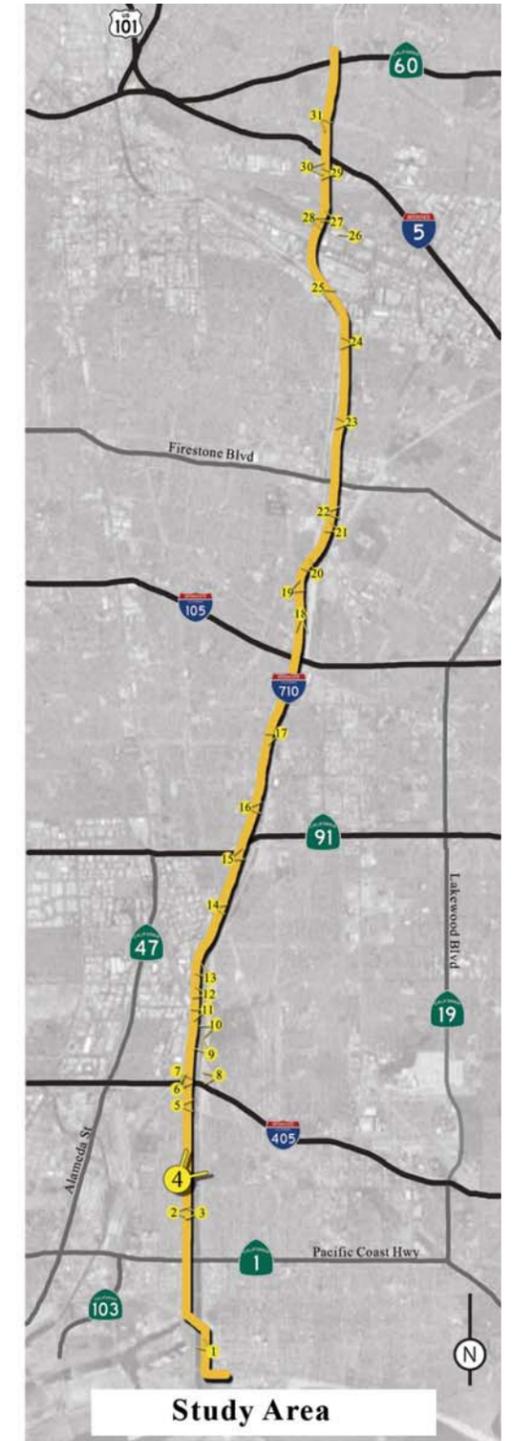
**KEY VIEW #4**

West Willow Street Bridge  
Long Beach, CA 90810

GPS Location:  
Latitude = 33°48'16.15"N  
Longitude = 118°12'27.94"W  
Heading = 19° NE

Willow Street is a major west-east corridor. This Key View overlooks I-710's NB and SB lanes. Due to the duration of time spent on the freeway, daily commuters will have increased awareness of the view.

Note: The Visual Simulation showing proposed base condition for Alternative 5A includes only the cross hatched area called out as "5A." The Visual Simulation showing proposed base condition for Alternatives 6A/B/C includes the cross hatched areas called out as "5A" and "6A/B/C".



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads
-  Alternatives 6A/B/C
-  Alternative 5A

FIGURE 3.6-5

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



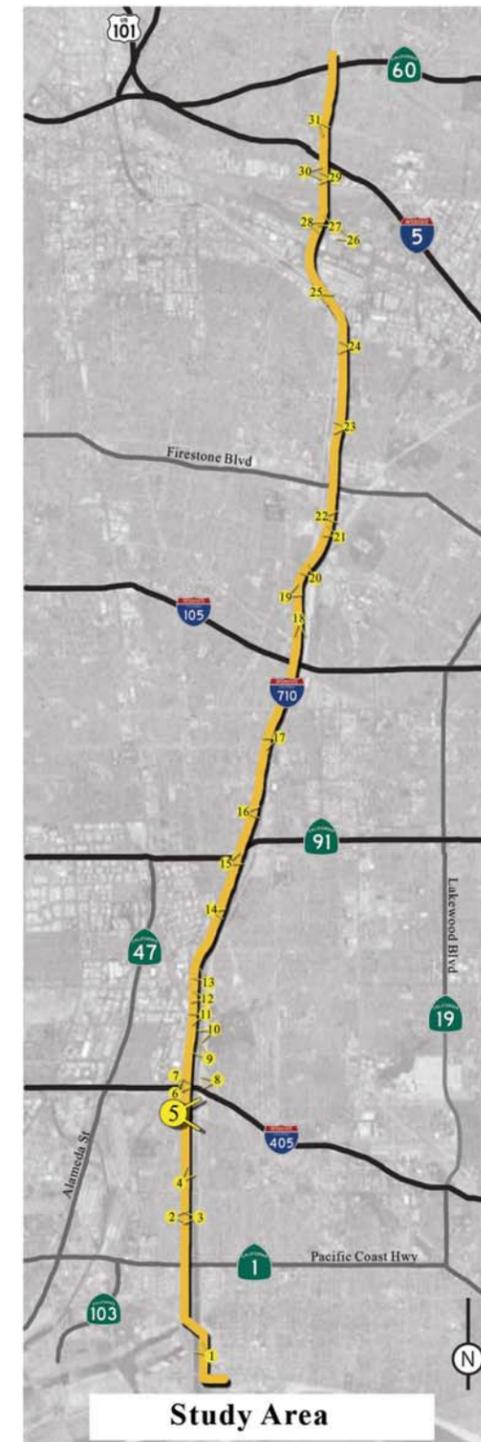
**Enhanced Condition**

**KEY VIEW #5**

3613 Gale Avenue  
Long Beach, CA 90810

GPS Location:  
Latitude = 33°49'21.57"N  
Longitude = 118°12'27.71"W  
Heading = 90° E

This Key View is located in a large residential area north of Wardlow Road. Residents are expected to have a high concern about the I-710 Corridor Project and its effect on the view from their neighborhood and homes. From this Key View, residents would experience a view of the elevated I-405 to I-710 connector.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

FIGURE 3.6-6

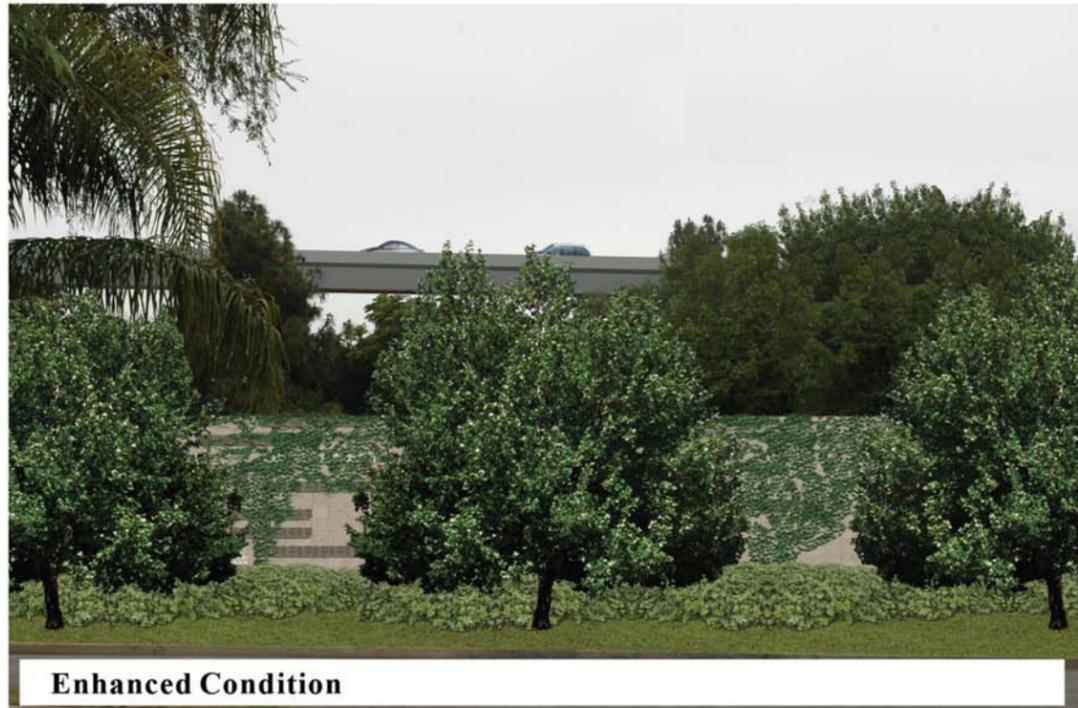
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Existing Condition



Visual Simulation: Proposed Base Condition



Enhanced Condition

### KEY VIEW #6

3753 Easy Avenue  
Long Beach, CA 90810

GPS Location:  
Latitude = 33°49'29.52"N  
Longitude = 118°12'31.17"W  
Heading = 31° NE

This Key View is located in a large residential area Southwest of I-405 and I-710 Corridor Project. Residents are expected to have a high concern about the I-710 Corridor Project and its effect on the view from their neighborhood and homes. From this Key View, residents would experience a partial view of the elevated SB I-405 to SB I-710 connector that would be screened by existing trees.



Study Area

LEGEND

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

### KEY VIEW #7

1500 Hughes Way  
Long Beach, CA 90810

GPS Location:  
Latitude = 33°49'39.90"N  
Longitude = 118°12'40.08"W  
Heading = 107° SE

This key view is located in a parking lot of a two-story office complex, Key View #7 looks southwest toward the interchange of I-710 and I-405. Viewers from this location will be primarily office workers parking their vehicles and going into or out of the office buildings. They are anticipated to have moderate sensitivity while viewers from within the buildings will have a slightly elevated sensitivity (moderately high). The view of the I-710 Corridor Project is approximately 1,200 feet in the distance. From this Key View, office workers would experience a view of the elevated I-405 to I-710 connectors.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

FIGURE 3.6-8

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The existing vividness of this Key View is moderate, as the landscape mass is balanced by an almost unobstructed view of the sky. The existing intactness is also moderately high due to the landscape mass in the middle ground and electrical transmission lines above the landscape mixed with the monotone nature of the sky. The existing unity is moderately high because the major elements in the view create horizontal flow.

**KEY VIEW 8.** The existing setting photograph for Key View 8 is shown in Figure 3.6-9. Key View 8 is located at Los Cerritos Park in the city of Long Beach and looks west-southwest toward the I-710/I-405 interchange. The existing visual quality is moderately high.

The existing vividness is moderately high, and existing intactness is high due to the dominant visual element of the landscape mass and children's playground. The existing unity is moderate due to the introduction of the playground into the dominant landscape mass.

**KEY VIEW 9.** The existing setting photograph for Key View 9 is shown in Figure 3.6-10. This Key View is located at an elevated portion of a residential neighborhood off of Country Club Dr. in the city of Long Beach looking northwest toward I-710, which is about 0.5 mile away. This view overlooks the Los Angeles River and industrial buildings in the background. The existing view is considered moderately low.

The existing vividness is moderately low, as there are some memorable visual elements in the form of the residential units and existing overhead electrical transmission lines seen below. The existing intactness is moderate due to the visual order created by the urban setting. The existing unity is moderate because of the consistent pattern created by the residential units in the foreground and the industrial buildings in the background.

**KEY VIEW 10.** The existing setting photograph for Key View 10 is shown in Figure 3.6-11. Key View 10 looks southwest toward I-710 and is located at 47th St. and Pacific Ave. near Virginia Country Club in a residential area of the city of Long Beach, about 1,500 feet away from I-710. The existing visual quality of this view is low.

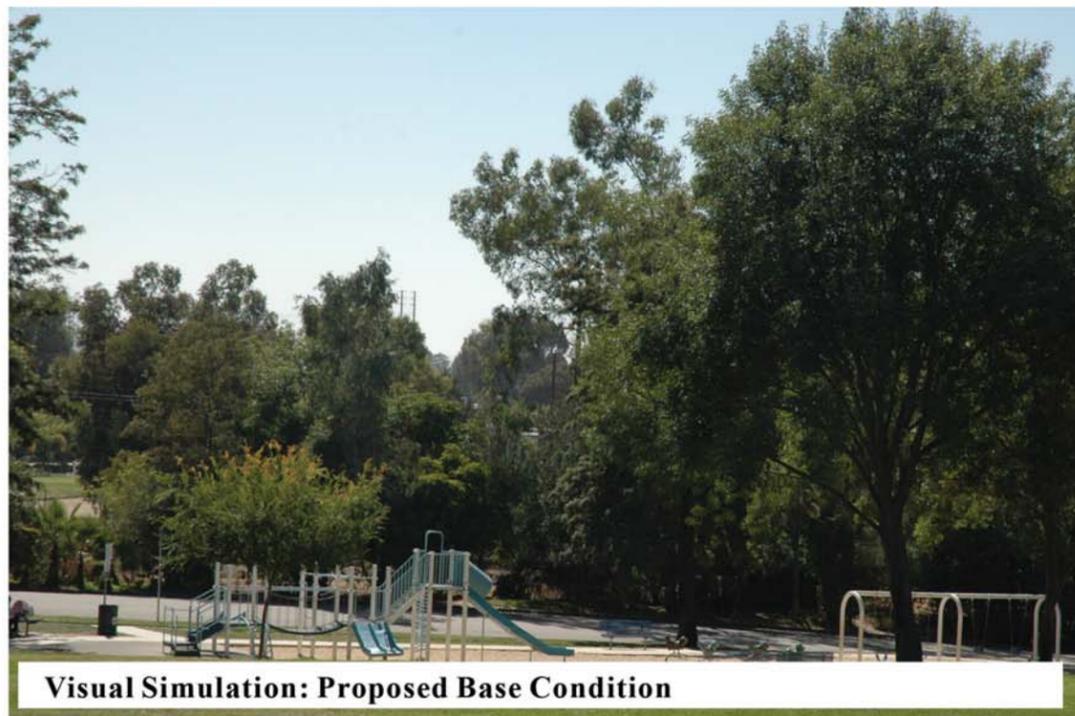
The existing vividness is low due to the lack of a distinct major visual element. The existing intactness is moderately low because of the randomness of the visual elements and the introduction of the bridge and utility structures in a view predominantly made of natural bare earth and trees. The existing unity is low because of the multiple components in this view.

**KEY VIEW 11.** The existing setting photograph for Key View 11 is shown in Figure 3.6-12. This Key View is to the west and is located within an open field adjacent to a residential community comprised of single-family units and mobile homes in the city of Long Beach, about 1,500 feet away from I-710. The existing visual quality of this view is moderate.

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

### KEY VIEW #8

Los Cerritos Park  
 3768 Country Club Drive  
 Long Beach, CA 90807

GPS Location:  
 Latitude = 33°49'35.41"N  
 Longitude = 118°11'55.67"W  
 Heading = 264° W by SW

This Key View is located within a residential neighborhood and adjacent to a community park on Country Club Drive. The Key View location is at the upper end of the park and looks west-southwest toward the intersection of the I-710 and I-405. Viewer sensitivity is expected to be high due to the recreational, educational and residential land uses. Large masses of existing landscape exist between this location and the I-710 Corridor Project. Distance from the Key View to the I-710 Corridor Project is more than 3,000 feet.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

FIGURE 3.6-9

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

### KEY VIEW #9

4161 N. Country Club Drive  
Long Beach, CA 90807

GPS Location:  
Latitude = 33°49'54.74"N  
Longitude = 118°12'2.21"W  
Heading = 312° NW

This Key View is located on an elevated portion of a residential neighborhood off of Country Club Drive. The specific location is near the back of residential properties within a maintenance alley. Viewer sensitivity is expected to be high due to the residential nature of the area. However this location will have limited viewers since it is located at the back of properties at the top of a slope which allows only limited pedestrian traffic and no vehicular traffic. The view is approximately ½ mile from the I-710 Corridor Project.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

FIGURE 3.6-10

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Existing Condition



Visual Simulation: Proposed Base Condition

### KEY VIEW #10

47th Street and Pacific Avenue  
Long Beach, CA 90805

GPS Location:  
Latitude = 33°50'28.30"N  
Longitude = 118°11'58.20"W  
Heading = 236° W by SW

This Key View is located from a dirt road adjacent to a residential community. This community is composed of single-family units and mobile homes. Viewer sensitivity would be high due to the residential nature of the area. Views from this location are approximately 1,500 feet from the I-710 Corridor Project.



Study Area

LEGEND

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

FIGURE 3.6-11

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

**KEY VIEW #11**

4958 Oregon Avenue  
Long Beach, CA 90805

GPS Location:  
Latitude = 33°50'45.38"N  
Longitude = 118°12'1.11"W  
Heading = 254° W by SW

This Key View is located within an open field adjacent to a residential community. This community is composed of single-family units and mobile homes. Viewer sensitivity would be high due to the residential nature of the area. Views from this location are approximately 1,500 feet from the I-710 Corridor Project.



**Enhanced Condition**



**Study Area**

- LEGEND
- Key View Location
  - Project Alignment
  - Major Freeways/Highways
  - Major Roads

FIGURE 3.6-12

I-710 Corridor Project EIR/EIS  
Key View #11  
07-LA-710-PM 4.9/24.9  
EA 249900

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The existing vividness is moderate with the wide expanse of the open field. The existing intactness is moderately high with the open field in the lower half of the view, the river levee in the middle of the view, and the open sky in the upper portion of the view. The utility structures play a minor part in the encroachment of the view. The existing unity of Key View 11 is moderately low, with the major visual elements providing strong visual order.

**KEY VIEW 12.** The existing setting photograph for Key View 12 is shown in Figure 3.6-13. This Key View is located in a residential neighborhood at the knuckle of DeForest Ave. and West 52nd St. in the city of Long Beach looking west toward I-710. Area residents are the primary viewer group represented by Key View 12. The existing visual quality of this Key View is low.

The existing vividness is low, as this view features very few substantial visual elements. The existing intactness is low, as the overall integrity of the view is compromised by the electrical transmission and subtransmission lines along the skyline and gravel road in the foreground. The existing unity is moderately low because the parallel lines of the electrical transmission and subtransmission lines and the form of the slope provide minimal visual coherence.

**KEY VIEW 13.** The existing setting photograph for Key View 13 is shown in Figure 3.6-14. Key View 13 is located adjacent to an apartment complex in the city of Long Beach looking northwest toward I-710, which is approximately 1,200 feet away. Primary viewers are area residents and users of the Los Angeles River Trail. Key View 13 has an overall visual quality of moderate.

The existing vividness is low, and as there is a lack of visually dominant elements. The existing intactness is low due to the lack of visual order and the introduction of many manmade elements. The existing unity is moderate due to the horizontal arrangement of the levee lines, the skyline of the industrial buildings, and the electrical transmission and subtransmission lines, which all create a moderately low amount of visual pattern.

**KEY VIEW 14.** The existing setting photograph for Key View 14 is shown in Figure 3.6-15. This Key View is looking east toward I-710 in a major residential area. It is located at 6050 White Ave. in the city of Long Beach north of East Gordon St. The existing visual quality is moderately low.

The existing vividness is moderately low because the view has minimal landscaping. The existing intactness is moderately low due to a number of conflicting visual elements such as the landscaping, street, fence along the soundwall, the soundwall itself, light poles, and electrical subtransmission lines. The existing unity of Key View 14 is moderately low, as all visual elements are evenly distributed within the view to create a minor visual pattern.

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

**KEY VIEW #12**

Knuckle of De Forest Avenue and West 52nd Street  
Long Beach, CA 90805

GPS Location:  
Latitude = 33°51'0.03"N  
Longitude = 118°12'5.84"W  
Heading = 278° W

This Key View is located in the knuckle of De Forest Avenue and West 52nd Street in Long Beach. Neighborhood residents are expected to have a high concern about the I-710 Corridor Project and its effect on the view from their neighborhood and homes. This Key View is looking west to I-710 Corridor Project.



**Enhanced Condition**



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

FIGURE 3.6-13

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

### KEY VIEW #13

5555 Long Beach Boulevard  
Long Beach, CA 90805

GPS Location:  
Latitude = 33°51'28.63"N  
Longitude = 118°11'53.45"W  
Heading = 320° NW

This Key View is located adjacent to an apartment residential complex. Key View #13 looks northwest toward the I-710 Corridor Project which is approximately 1,200 feet away. Viewers include the residents in the apartments plus recreation users of the trail running along the eastern Los Angeles River levee.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

FIGURE 3.6-14

I-710 Corridor Project EIR/EIS  
Key View #13  
07-LA-710-PM 4.9/24.9  
EA 249900

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

### KEY VIEW #14

6050 White Avenue  
Long Beach, CA 90805

GPS Location:  
Latitude = 33°51'54.03"N  
Longitude = 118°11'55.06"W  
Heading = 101° E by SE

This Key View is located on White Avenue, 150 feet north of East Gordon Street, in a major residential area. This Key View looks east toward the I-710 Corridor Project.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

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**KEY VIEW 15.** The existing setting photograph for Key View 15 is shown in Figure 3.6-16. Key View 15 looks east toward I-710 and is located in Coolidge Park in the city of Long Beach. The existing visual quality is moderate.

The existing vividness is moderate due to the turf featured in the baseball field and trees in the background. The existing intactness is moderately low due to the eastbound SR-91 on-ramp to southbound I-710, an existing soundwall, light poles, and fences in the foreground and minimum visibility of electrical transmission lines in the background. The existing unity is moderate because of the colors of the skyline blending with the baseball field to create a sense of visual coherency.

**KEY VIEW 16.** The existing setting photograph for Key View 16 is shown in Figure 3.6-17. This Key View is located in a residential area at 494 East 68th Wy. in the city of Long Beach looking east toward I-710. The existing visual quality is moderately low.

The existing vividness of this Key View is moderately low, with a mixture of trees and shrubs woven into the urban residential area with freeway structures in the background. The existing intactness is low due to the retaining walls along the street coupled with the visible electrical transmission and subtransmission lines in the background, light poles, and the transition ramp with a soundwall from southbound I-710 to eastbound SR-91. The existing unity is low due to multiple elements in the view.

**KEY VIEW 17.** The existing setting photograph for Key View 17 is shown in Figure 3.6-18. Key View 17 looks southwest toward I-710 and is located at the Compton Par 3 Golf Course in the city of Compton. The existing visual quality is moderate.

The existing vividness of this Key View is moderately high due to the combination of the green fields in the foreground with contrasting tree silhouettes and skyline. The existing intactness is moderately high due to the encroachments of the short fences in the foreground and electrical transmission lines, light poles, and fences in the middle ground, plus the existing I-710 being at grade behind the Los Angeles River levee. The unity is moderate due to the overall harmony of visual elements.

**KEY VIEW 18.** The existing setting photograph for Key View 18 is shown in Figure 3.6-19. This Key View is on southbound I-710 at the I-710/I-105 interchange in the city of Lynwood. The existing visual quality of this Key View is low.

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

### KEY VIEW #15

Coolidge Park  
6400 White Avenue  
Long Beach, CA 90805

GPS Location:  
Latitude = 33°52'21.89"N  
Longitude = 118°11'41.81"W  
Heading = 58° NE

Coolidge Park is located at 6400 White Avenue. This 6.1-acre park has amenities including a basketball court, softball field, playground, picnic area, and community center. This Key View is located alongside I-710 looking east. Park users and local residents are expected to have a high concern about the visual effect on the park and the surrounding neighborhood.

Note: The Visual Simulation showing proposed base condition for Alternative 5A includes only the cross hatched area called out as "5A." The Visual Simulation showing proposed base condition for Alternatives 6A/B/C includes the cross hatched areas called out as "5A" and "6A/B/C".



**Study Area**

**LEGEND**

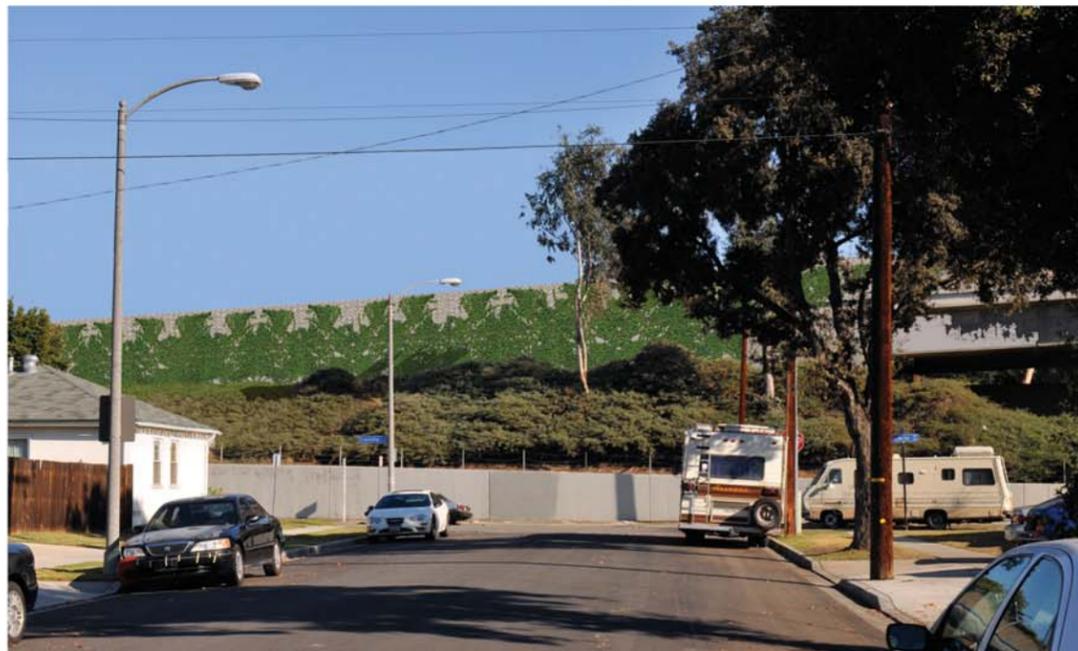
- Key View Location
- Project Alignment
- Major Freeways/Highways
- Major Roads
- Alternatives 6A/B/C
- Alternative 5A

FIGURE 3.6-16

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

**KEY VIEW #16**

494 East 68th Way  
Long Beach, CA 90805

GPS Location:  
Latitude = 33°52'42.91"N  
Longitude = 118°11'37.05"W  
Heading = 89° E

This Key View is located at 494 East 68th Way in a residential area in the City of Long Beach. Neighborhood residents are expected to have a high concern about the I-710 Corridor Project and its effect on the view from their neighborhood. This Key View looks east toward I-710 Corridor Project.



**Study Area**

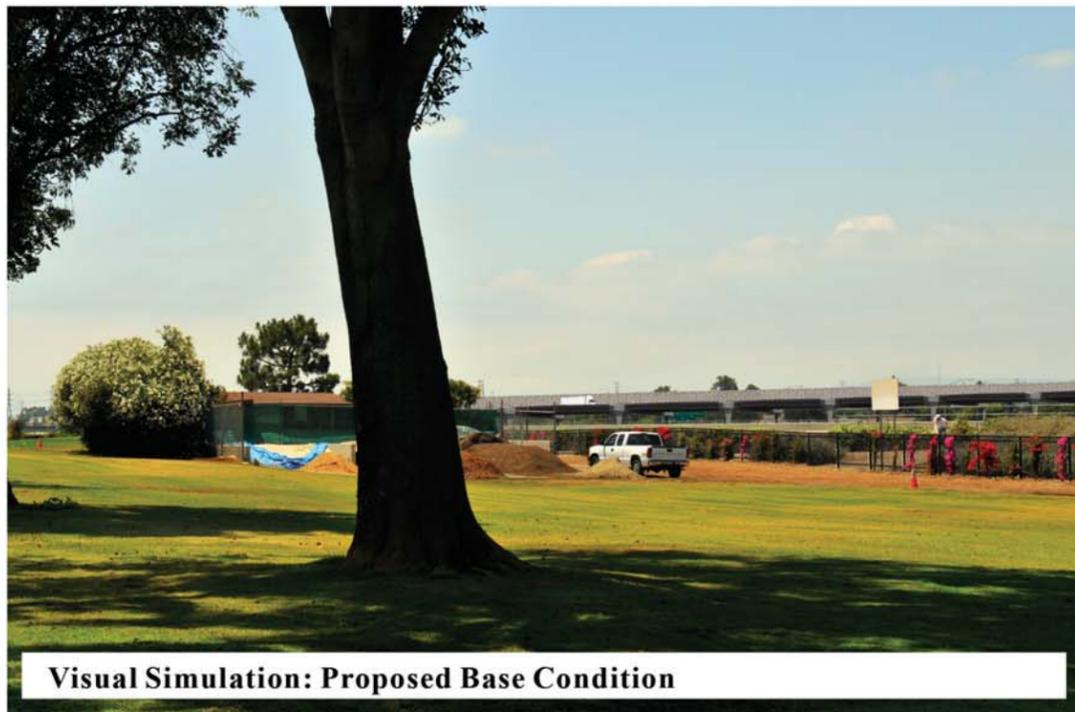
**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

**KEY VIEW #17**

Compton Par 3 Golf Course  
6400 E Compton Boulevard  
Compton, CA 90723

GPS Location:  
Latitude = 33°53'42.70"N  
Longitude = 118°11'6.94"W  
Heading = 232° SW

This Key View is located within the Compton Par 3 Golf Course, and has a southwest orientation to the I-710 Corridor Project. Golf course users are expected to have a prolonged view of the I-710 Corridor Project.



**Enhanced Condition**



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

### KEY VIEW #18

I-710 Southbound at I-105 Northbound/Southbound Junction  
Lynwood, CA 90262

GPS Location:  
Latitude = 33°55'18.40"N  
Longitude = 118°10'42.15"W  
Heading = 190° S

I-105 runs west to east with one of its terminus near the Los Angeles International Airport in Los Angeles and the other terminus in Norwalk. This Key View is located on SB I-710 at approximately 2,300 feet north of the I-105 junction. The I-105 junction in Lynwood serves as an important junction for travelers commuting within Los Angeles County, especially during the peak hours from 7 a.m. to 6 p.m. Daily commuters will have increased awareness of the views from the I-710 Corridor Project due to the amount of time they are traveling on I-710 while commuting each day. This Key View looks south toward I-710.

Note: The Visual Simulation showing proposed base condition for Alternative 5A includes only the cross hatched area called out as "5A." The Visual Simulation showing proposed base condition for Alternatives 6A/B/C includes the cross hatched areas called out as "5A" and "6A/B/C".



**Enhanced Condition**



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads
-  Alternatives 6A/B/C
-  Alternative 5A

FIGURE 3.6-19

I-710 Corridor Project EIR/EIS  
Key View #18  
07-LA-710-PM 4.9/24.9  
EA 249900

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The existing vividness is low, with shrubs and trees located along I-710 and trees in the background. The existing intactness is low due to visual encroachments by freeway signage, electrical transmission lines, light poles, and the I-710/I-105 interchange. The existing unity of Key View 18 is moderately low, as this view is mainly of I-710, providing a consistent visual feature.

**KEY VIEW 19.** The existing setting photograph for Key View 19 is shown in Figure 3.6-20. Key View 19 looks northeast toward I-710 and is located in a residential area on Wright Rd. in the city of Lynwood. This area is a mixture of single-family and apartment units. The existing visual quality is moderately low.

The existing vividness is moderately low since the major visual element is the existing landscape mass; however, this mass varies in size, pattern, texture, height, and shape. The existing intactness is moderate due to the lack of any manmade elements encroaching on the view. The existing unity of Key View 19 is moderately low because of the weakness of any intercompatibility of the plant materials.

**KEY VIEW 20.** The existing setting photograph for Key View 20 is shown in Figure 3.6-21. This Key View looks west toward the I-710 Corridor and is located on the Los Angeles River Trail in the city of South Gate, east of I-710. The existing visual quality of this Key View is moderately low.

The existing vividness is moderately low due to the clusters of trees in the background that form a distinctive visual element. The existing intactness is moderately low due to the visual encroachment by the Los Angeles River Trail with signs and fences in the background. The existing unity of Key View 20 is moderate due to trees and the Los Angeles River creating a visual pattern of horizontal flows.

**KEY VIEW 21.** The existing setting photograph for Key View 21 is shown in Figure 3.6-22. This Key View looks northwest toward I-710 approximately 1,100 feet from Circle Park in the city of South Gate. This Key View is adjacent to single-family residential units and Garfield Ave., a major arterial highway. The existing visual quality of this Key View is moderate.

The existing vividness is moderate due to the single visual element of the lawn in the middle of the view and the open sky filling the upper portion. The existing intactness is moderately high due to the minimal encroachment of the manmade elements into the nature-oriented view. The existing unity of Key View 21 is moderately high due to the harmonious overall visual patterns as a result of the layering effect of the gray playing surface in the foreground, the mass of green lawn in the middle ground, and the open sky in the upper portion of the view. The visual mass of the river levee and background trees introduces a horizontal element into the view.

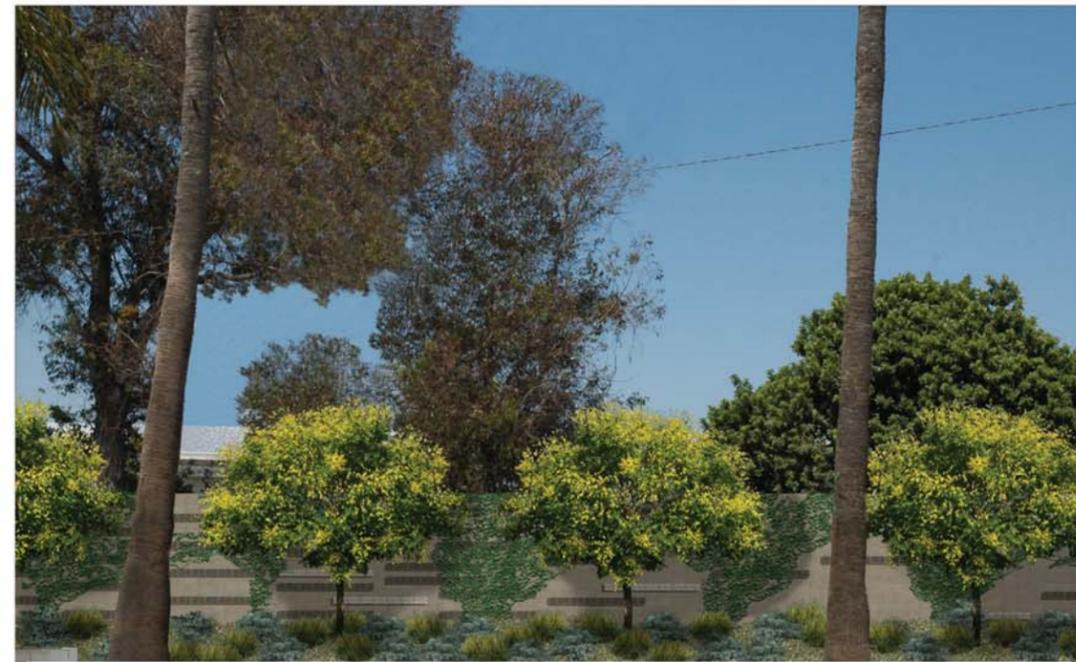
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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

### KEY VIEW #19

10965 Wright Road  
Lynwood, CA 90262

GPS Location:  
Latitude = 33°55'44.55"N  
Longitude = 118°10'46.54"W  
Heading = 52° NE

This Key View is located in a residential neighborhood on Wright Road. This area is a mixture of single-family and apartment units. Looking northeast from the Key View, the I-710 Corridor Project will be close (within 100 feet) to the viewer. Viewer sensitivity is expected to be high.

Note: The Visual Simulation showing proposed base condition for Alternative 5A includes only the cross hatched area called out as "5A." The Visual Simulation showing proposed base condition for Alternatives 6A/B/C includes the cross hatched areas called out as "5A" and "6A/B/C".



**Study Area**

#### LEGEND

- |  |                         |  |                     |
|--|-------------------------|--|---------------------|
|  | Key View Location       |  | Alternatives 6A/B/C |
|  | Project Alignment       |  | Alternative 5A      |
|  | Major Freeways/Highways |  |                     |
|  | Major Roads             |  |                     |

FIGURE 3.6-20

I-710 Corridor Project EIR/EIS

Key View #19

07-LA-710-PM 4.9/24.9

EA 249900

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

**KEY VIEW #20**

Los Angeles River Trail on East Imperial Highway  
South Gate, CA 90280

GPS Location:  
Latitude = 33°55'50.96"N  
Longitude = 118°10'31.34"W  
Heading = 312° W by NW

This Key View is located on the Los Angeles River Trail in South Gate, east of I-710 looking west. The freight corridor proposed in Alternatives 6A and 6B would be clearly visible from this Key View. With close proximity to future recreational facilities adjacent to the Key View, motorists and other users may have a high level of concern about the views to the I-710 Corridor Project from the facilities.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

FIGURE 3.6-21

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

### KEY VIEW #21

Circle Park  
10099 Garfield Avenue  
South Gate, CA 90280

GPS Location:  
Latitude = 33°56'18.98"N  
Longitude = 118°10'4.91"W  
Heading = 287° W by NW

Circle Park in the City of South Gate is the location of Key View #21. This site is adjacent to single-family residential units and the major route of Garfield Avenue. The view is northwest oriented and approximately 1,100 feet from the I-710 Corridor Project and includes some views of the Los Angeles River levee in the foreground. With Alternatives 6A/B/C, viewers would experience a minor glimpse of the soundwall when looking toward the water tower.



**Enhanced Condition**



**Study Area**

#### LEGEND

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

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**KEY VIEW 22.** The existing setting photograph for Key View 22 is shown in Figure 3.6-23. This Key View looks east toward I-710 and is located at the Thunderbird Villas Mobile Home Park in the city of South Gate. This mobile home park is at roughly the same grade as the existing I-710 mainline, and there is little or no existing landscaping between the residents and the freeway. The existing visual quality of this Key View is very low.

The existing vividness is very low due to the trees and shrubs offering very little memorability of the scene. The existing intactness is very low due to the presence of electrical subtransmission lines, street signs, fences, the road, and the I-710 mainline. The existing unity of Key View 22 is low due to the visual mixture of the various manmade and landscape elements combining to offer little visual coherency.

**KEY VIEW 23.** The existing setting photograph for Key View 23 is shown in Figure 3.6-24. This Key View looks west toward I-710, is located at Bell Gardens Elementary School, and is adjacent to a residential community in the city of Bell Gardens. The existing visual quality of this Key View is low.

The existing vividness is moderately low due to the minimal landscaping along the street, lacking any striking visual features. The existing intactness is low due to the constructed features such as the existing soundwall, light poles, electrical transmission and subtransmission lines, school fences, and the street itself. The existing unity of Key View 23 is low due to the streets, the school, electrical transmission and subtransmission lines, and the existing soundwall creating very little visual pattern.

**KEY VIEW 24.** The existing setting photograph for Key View 24 is shown in Figure 3.6-25. This Key View looks directly west toward I-710 and is located in a residential community at 5522 Lanto St. in the city of Bell Gardens. The existing visual quality of this Key View is low.

The existing vividness is moderately low due to the natural elements such as neighborhood trees and other landscaping providing limited distinctive visual features. The existing intactness is low because the street and soundwall visually and physically separate I-710 from the neighborhood. Street signs and a utility structure with electrical transmission and subtransmission lines in the background all provide little visual integrity. The existing unity of Key View 24 is low due to the mixture of numerous elements such as houses, trees, large utility structures, existing soundwalls and overhead electrical transmission and subtransmission lines.

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**Existing Condition**



**Enhanced Condition**

### KEY VIEW #22

Thunderbird Villa Mobile Home Park  
 10001 West Frontage Road  
 South Gate, CA 90280

GPS Location:  
 Latitude = 33°56'32.54"N  
 Longitude = 118°10'18.48"W  
 Heading = 95° E by SE

This Key View is located at 10001 West Frontage Road in South Gate, Thunderbird Villa Mobile Home Park was built in 1966. It is a small community consisting of 239 mobile homes. This Key View looks east and is considered important due to the direct adjacency of this community to I-710 Corridor Project. The residents within the community are expected to have a high level of concern about the I-710 Corridor Project.

Note: The Visual Simulation showing proposed base condition for Alternative 5A includes only the cross hatched area called out as "5A." The Visual Simulation showing proposed base condition for Alternatives 6A/B/C includes the cross hatched areas called out as "5A" and "6A/B/C".



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads
-  Alternatives 6A/B/C
-  Alternative 5A

FIGURE 3.6-23

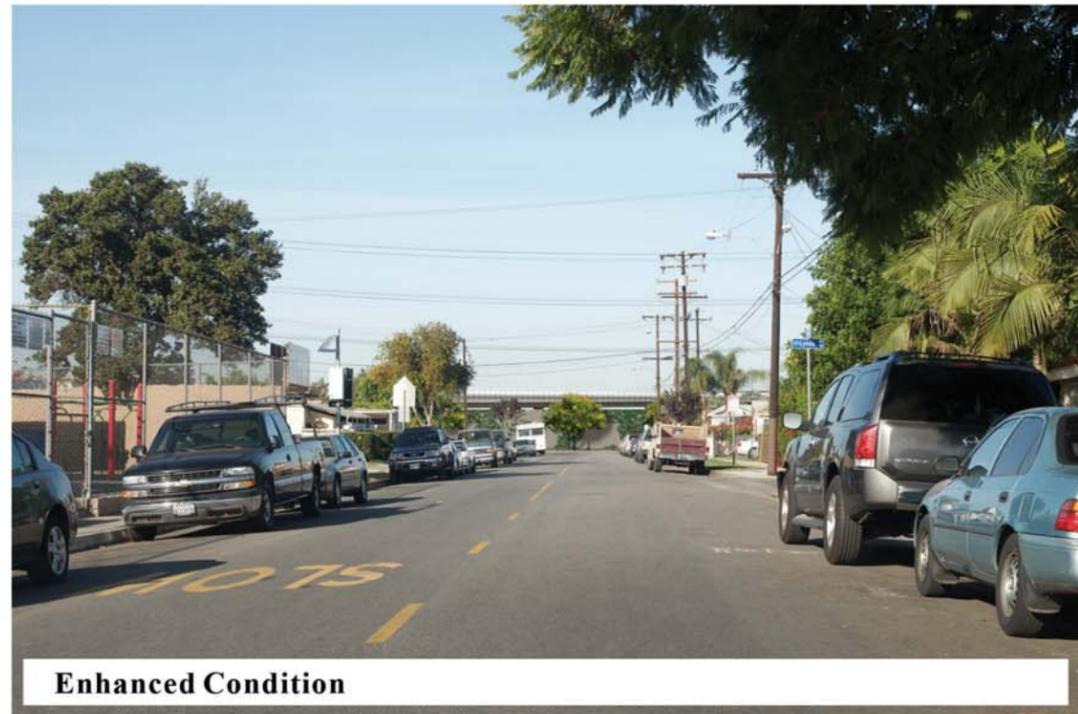
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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

### KEY VIEW #23

Bell Gardens Elementary School  
 5620 Quinn Street  
 Bell Gardens, CA 90201

GPS Location:  
 Latitude = 33°57'34.58"N  
 Longitude = 118°10'5.55"W  
 Heading = 276° W

Bell Gardens Elementary School is located in the Montebello Unified School District. Bell Gardens Elementary School provides services to approximately 1,177 students (pre-kindergarten through fourth grade) and currently employs 108 campus faculty and staff. Therefore, over 2,570 users will pass through this west facing Key View on school days.

Note: The Visual Simulation showing proposed base condition for Alternative 5A includes only the cross hatched area called out as "5A." The Visual Simulation showing proposed base condition for Alternatives 6A/B/C includes the cross hatched areas called out as "5A" and "6A/B/C".



**Study Area**

**LEGEND**

- Key View Location
- Project Alignment
- Major Freeways/Highways
- Major Roads
- Alternatives 6A/B/C
- Alternative 5A

FIGURE 3.6-24

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Existing Condition



Visual Simulation: Proposed Base Condition



Enhanced Condition

**KEY VIEW #24**

5522 Lanto Street  
Bell Gardens, CA 90201

GPS Location:  
Latitude = 33°58'40.01"N  
Longitude = 118°10'0.09"W  
Heading = 277° W

This Key View faces directly west to I-710 and the existing electrical power lines and towers. Assuming that the utilities would be closer to but remaining on the same side of the Los Angeles River, the visual impact to this residential community would remain the same.

Note: The Visual Simulation showing proposed base condition for Alternative 5A includes only the cross hatched area called out as "5A." The Visual Simulation showing proposed base condition for Alternatives 6A/B/C includes the cross hatched areas called out as "5A" and "6A/B/C".



Study Area

LEGEND

- Key View Location
- Project Alignment
- Major Freeways/Highways
- Major Roads
- Alternatives 6A/B/C
- Alternative 5A

FIGURE 3.6-25

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**KEY VIEW 25.** The existing setting photograph for Key View 25 is shown in Figure 3.6-26. This Key View looks southeast toward I-710 and is located at the top of the Los Angeles River levee adjacent to Maywood Riverfront Park in the city of Maywood. The park is about ten feet below the levee. This park is within a residential community and is adjacent to the Los Angeles River. The existing visual quality of this Key View is moderately low.

The existing vividness is moderately low due to the lack of landscaping along the I-710 mainline and the Los Angeles River, limiting the memorability of this view. The existing intactness is low because the fence and pole located between the park entrance and the Los Angeles River, the Los Angeles River itself, and the middle ground and background are filled with varying industrial uses and electrical transmission and subtransmission lines, contributing to multiple visual encroachments. The existing unity of Key View 25 is moderate due to the I-710 and Los Angeles River being the two major components working together to create a sense of coherency.

An additional Key View (Key View 25A) is provided in Figure 3.6-26A. This Key View is located within Maywood Riverfront Park.

**KEY VIEW 26.** The existing setting photograph for Key View 26 is shown in Figure 3.6-27. This Key View looks northwest toward I-710 and is located at the intersection of East Washington Blvd. and Atlantic Blvd. in the city of Commerce. Key View 26 is located approximately 1,700 feet from I-710. The existing visual quality of this Key View is very low. The existing vividness is low because the large number of visual elements within this view does not present any distinctive features. The existing intactness is low due to the large amount of manmade elements dominating the view, resulting in low visual integrity. The existing unity of Key View 26 is very low due to the lack of visual harmony between the lights, trees, electrical subtransmission lines, and the streets themselves limiting the coherency of the view.

**KEY VIEW 27.** The existing setting photograph for Key View 27 is shown in Figure 3.6-28. This Key View looks west toward I-710 and is located in a residential neighborhood at 4913 Nobel St. in the city of Commerce. Key View 27 is located approximately 400 feet from I-710 at the intersection of Nobel and Ransom Sts. The existing visual quality of this Key View is moderately low.

The existing vividness is low because the few but large trees along the street provide a limited distinctiveness to the view. The existing intactness is moderately low due to the large number of manmade elements dominating the view, resulting in low visual integrity. The existing unity of Key View 27 is moderately low due to the groupings of plants, residential structures, electrical subtransmission lines, streets, and existing soundwall, which combine to create a medium level of visual patterns.

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

**KEY VIEW #25**

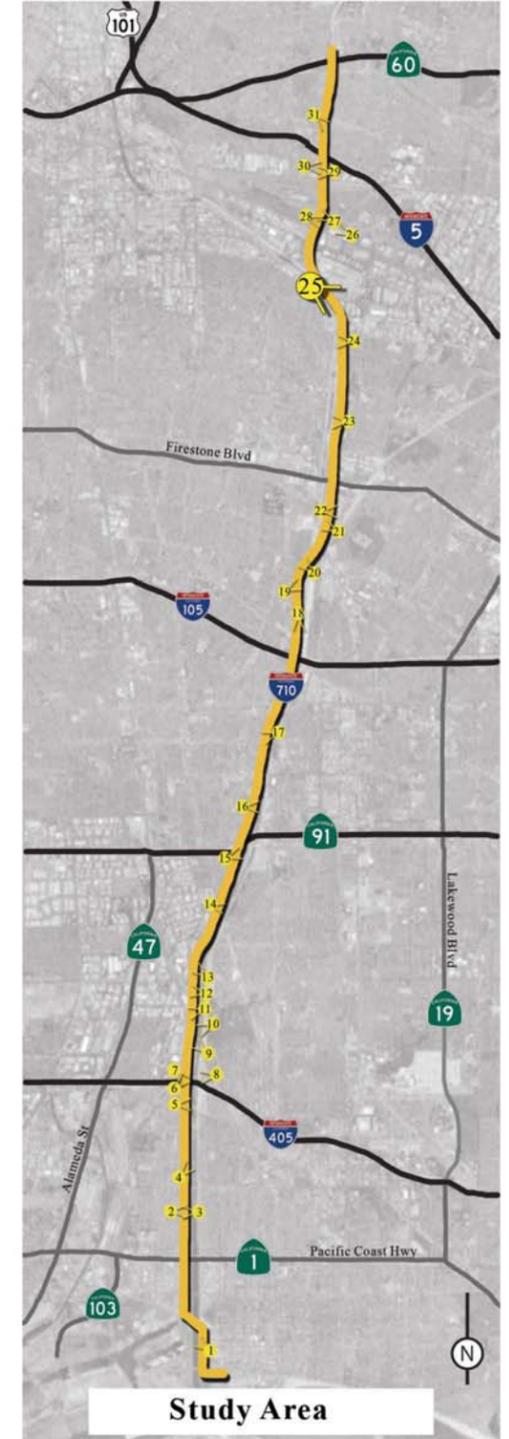
Maywood Riverfront Park  
 5000 Slauson Avenue  
 Maywood, CA 90270

GPS Location:  
 Latitude = 33°59'9.01"N  
 Longitude = 118°10'19.31"W  
 Heading = 112° E by SE

Maywood Riverfront Park is one of the two local parks in Maywood. The park is located next to the Los Angeles River. Its facilities include handball courts, basketball courts, and a soccer field. Park users and local residents are expected to have a high concern about the I-710 Corridor Project and its visual effect on the park and the surrounding neighborhood and homes. This Key View looks southeast to the I-710 Corridor Project from the top of the levee in front of the park. The park is about 10 feet below the levee; thus the freight corridor feature shown in the visual simulation would not be very visible from within the park.



**Enhanced View**



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

**KEY VIEW #25A**

**Maywood Riverfront Park**  
 5000 Slauson Avenue  
 Maywood, CA 90270

**GPS Location:**  
 Latitude = 33°59'7.49"N  
 Longitude = 118°10'19.04"W  
 Heading = 116° E by SE

Maywood Riverfront Park is one of the two local parks in Maywood. The park is located next to the Los Angeles River. Its facilities include handball courts, basketball courts, and a soccer field. Park users and local residents are expected to have a high concern about the I-710 Corridor Project and its visual effect on the park and the surrounding neighborhood and homes. This Key View looks southeast to the I-710 Corridor Project.



**Study Area**

- LEGEND**
- Key View Location
  - Project Alignment
  - Major Freeways/Highways
  - Major Roads

FIGURE 3.6-26A

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced View**

**KEY VIEW #26**

Intersection of East Washington Boulevard and Atlantic Boulevard  
 5201 East Washington Boulevard  
 Commerce, CA 90040

GPS Location:  
 Latitude = 34° 0'10.71"N  
 Longitude = 118°10'2.12"W  
 Heading = 282° W by NW

This Key View is located at the intersection of Atlantic Boulevard and Washington Boulevard. The view looks in a northwest direction with the I-710 Corridor Project approximately 1,700 feet away. Viewers from this location will be large in number ranging from vehicle drivers to customers at the adjacent businesses. Viewer duration will vary greatly due to activity and traffic conditions. Viewer sensitivity is expected to be moderate.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

FIGURE 3.6-27

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

**KEY VIEW #27**

4913 Nobel Street  
Commerce, CA 90040

GPS Location:  
Latitude = 34° 0'17.23"N  
Longitude = 118° 10'13.21"W  
Heading = 293° W

This Key View is located on Nobel Street within a residential neighborhood. Located approximately 400 feet from the nearest I-710 Corridor Project construction, the view looks west. Viewer sensitivity is anticipated to be high.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

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**KEY VIEW 28.** The existing setting photograph for Key View 28 is shown in Figure 3.6-29. This Key View is located in a residential neighborhood in the city of Commerce and looks southeast toward the I-710/Washington Blvd. interchange. Key View 27 is located immediately adjacent to this interchange and residential and commercial uses. The existing visual quality of this Key View is low.

The existing vividness is low due to the few visual elements of any dominance, which provide a limited distinctiveness to the view. The existing intactness is moderately low due to the various visual masses created by the commercial building, the freeway ramps, and the open sky, which combine to give a semi-limited integrity to the view. The existing unity of Key View 28 is moderately low due to the arrangement of visual groupings of the building structure, the freeway ramps, and the open sky combining to create a low level of visual pattern.

**KEY VIEW 29.** The existing setting photograph for Key View 29 is shown in Figure 3.6-30. This Key View is located in a residential neighborhood at the intersection of Dunham St. and South McBride Ave. in the city of Commerce. This Key View looks west toward I-710; Dunham St. has a direct view of I-710, and McBride Ave. has a direct view of northbound I-5. Key View 29 is located immediately adjacent to this interchange and residential and commercial uses. The existing visual quality of this Key View is low.

The existing vividness is low since the view consists of trees within the neighborhood, which form the greatest amount of memorable focus. The existing intactness is very low due to the obstruction of the skyline by numerous electrical subtransmission lines and an existing retaining wall/soundwall detracting from the visual integrity of the view. The existing unity of Key View 29 is moderately low, as the primary elements such as street signs, trees, and existing retaining wall/soundwall work together to create a limited sense of visual pattern.

**KEY VIEW 30.** The existing setting photograph for Key View 30 is shown in Figure 3.6-31. This Key View is located in a residential neighborhood looking east about 300 feet from I-710 at 4489 East Lovett St. in the city of Commerce. The existing visual quality of this Key View is moderately low.

The existing vividness is moderately low since there are few memorable elements to create any striking or distinctive features. The existing intactness is moderate due to the similar texture and nature of the manmade materials in this view. There are few manmade elements encroaching on natural elements and vice versa. The existing unity of Key View 30 is moderate, as the various horizontal and vertical elements are interrupted by angled lines.

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

**KEY VIEW #28**

2343 Conner Avenue  
Commerce, CA 90040

GPS Location:  
Latitude = 34° 0'20.97"N  
Longitude = 118° 10'26.99"W  
Heading = 133° SE

This Key View is located adjacent to the new on/off ramp for the I-710 Corridor Project. The surrounding area is residential with a mixture of commercial uses. Due to the close proximity and residential nature of the area, viewer sensitivity is expected to be high.

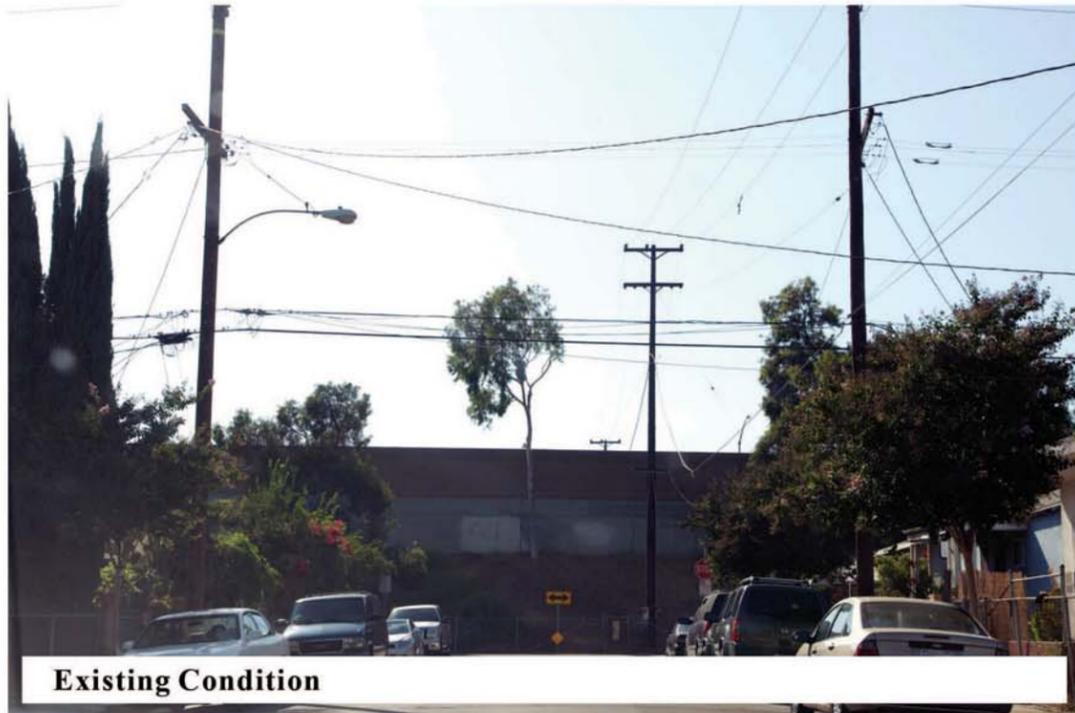


**Study Area**

- LEGEND
-  Key View Location
  -  Project Alignment
  -  Major Freeways/Highways
  -  Major Roads

FIGURE 3.6-29

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



**Enhanced Condition**

**KEY VIEW #29**

Intersection of Dunham Street and South McBride Avenue  
Commerce, CA 90040

GPS Location:  
Latitude = 34° 0'46.48"N  
Longitude = 118°10'15.05"W  
Heading = 270° W

The view from the intersection of Dunham Street and South McBride Avenue has a high visibility of both I-710 and I-5. Dunham Street has a direct view of I-710 and McBride Avenue has a direct view of NB I-5. Residents in this area are expected to have a high concern of the proposed changes for the I-710 Corridor Project and a high sensitivity to any changes in the visual environment. This Key View looks west to the I-710 Corridor Project.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**

**KEY VIEW #30**

4489 East Lovett Street  
 Commerce, CA 90040

GPS Location:  
 Latitude = 34° 0'49.51"N  
 Longitude = 118°10'27.27"W  
 Heading = 90° E

This Key View is located within a residential community and about 300 feet away from the I-710 Corridor Project. The visual orientation is easterly. Viewer sensitivity is anticipated to be high with viewer duration extending to numerous hours due to the residential nature of the area.



**Enhanced Condition**



**Study Area**

- LEGEND
- Key View Location
  - Project Alignment
  - Major Freeways/Highways
  - Major Roads

FIGURE 3.6-31

I-710 Corridor Project EIR/EIS  
 Key View #30  
 07-LA-710-PM 4.9/24.9  
 EA 249900

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**KEY VIEW 31.** The existing setting photograph for Key View 31 is shown in Figure 3.6-32. This Key View is located in a major residential area in East Los Angeles on South Sydney Dr. It is near the major intersection of Eastern Ave. and Whittier Blvd. and looks southeast toward I-710. The existing visual quality of this Key View is moderately low.

The existing vividness is moderately low because the clusters of trees and other landscaping along Sydney Dr. and I-710 create a memorable landscape feature to the view. The existing intactness is moderately low due to the encroachment by the tunnel underneath the overpass, street signs, light poles, as well as I-710 and the street itself lessening the visual order of the view. The existing unity of Key View 31 is moderately low, as there are minor visual patterns established by the groupings of landscaping, I-710, and Sydney Dr.

### **3.6.3 ENVIRONMENTAL CONSEQUENCES**

For all build alternatives, long term visual impacts would result from the permanent alteration of the visual environment through the reconstruction of the freeway and associated bridges, interchange structures, retaining walls, and soundwalls. The freight corridor component of Alternatives 6A/B/C would result in additional visual impacts.

Table 3.6-1, Existing and Proposed Visual Quality, provides the visual quality ratings for all build alternatives, including points of view from the road and of those people with a view of the road. The overall visual quality rating (from 1 to 7, or very low to very high) is an average of the three criteria ratings (i.e., vividness, intactness, and unity). The use of these evaluative criteria helps to establish an existing baseline against which to evaluate effects of the build alternatives on visual quality.

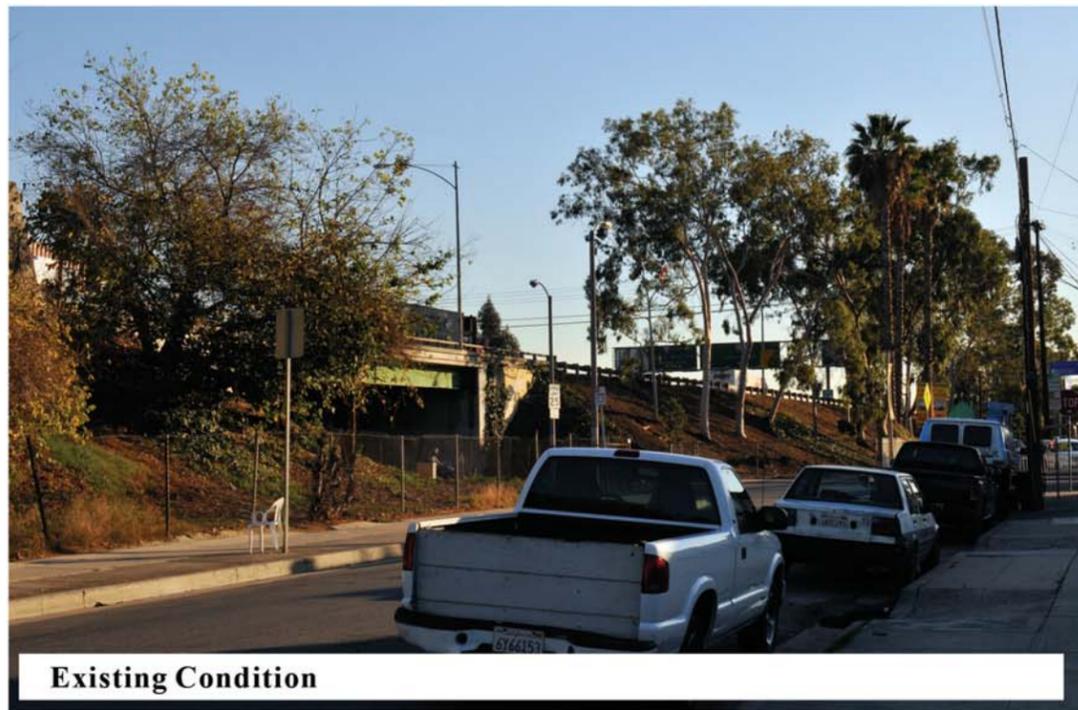
#### **3.6.3.1 PERMANENT IMPACTS**

##### **BUILD ALTERNATIVES.**

**KEY VIEW 1.** The visual simulation for Key View 1 is shown in Figure 3.6-2. As this Key View is located at a park, the number of viewers could be very high during high park activity days. This Key View is located immediately adjacent to I-710. The duration of the view would vary depending on the time of day and viewers' activities.

**ALTERNATIVE 5A.** Under Alternative 5A, the I-710 mainline would be widened at the same grade as existing, and a series of elevated ramps linking the collector distributor roads to I-710 would be constructed. Additionally, Shoreline Dr. would be combined and reconstructed to two through-lanes in each direction and relocated along the western edge of the park between Ocean Blvd. and Shoemaker Bridge. The existing lanes would be

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**Existing Condition**



**Visual Simulation: Proposed Base Condition**



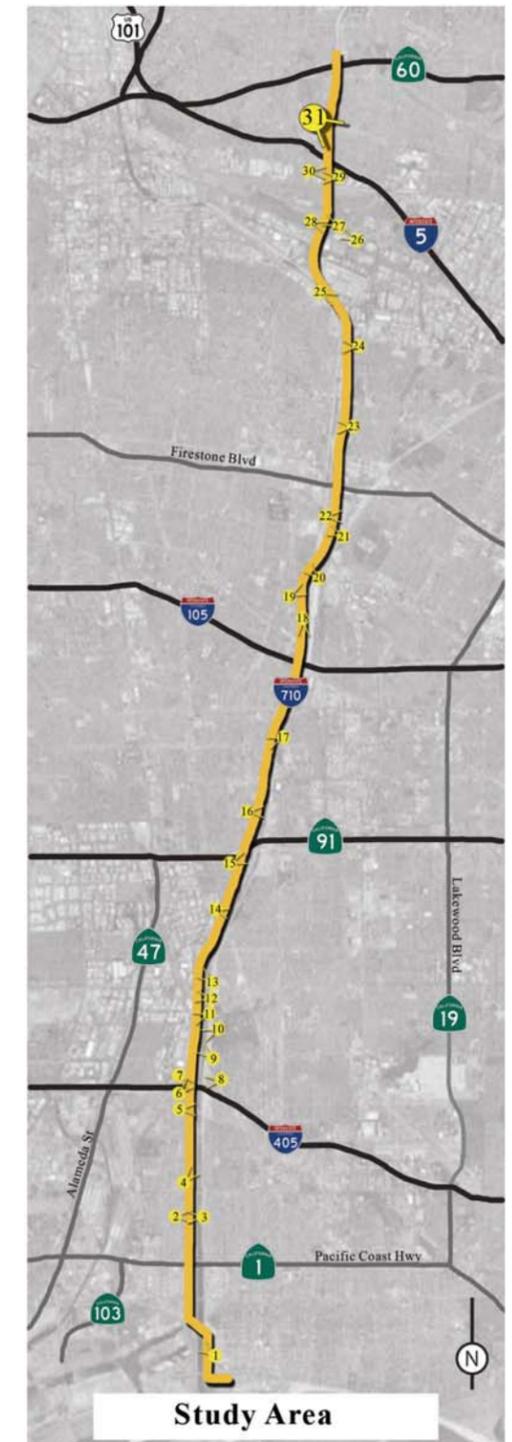
**Enhanced Condition**

### KEY VIEW #31

848 South Sydney Drive  
East Los Angeles, CA 90022

GPS Location:  
Latitude = 34° 1'26.67"N  
Longitude = 118°10'22.87"W  
Heading = 168° E by SE

This Key View is located in a major residential area in East Los Angeles, on South Sydney Drive. It is near the major intersection of Eastern Avenue and Whittier Boulevard. Surroundings include two cemeteries: Home of Peace Memorial Park and Calvary Cemetery and Mausoleum. A major residential community is found in the northeast quadrant, and a fire station is located in the southeast quadrant of the intersection. This Key View looks southeast toward I-710.



**Study Area**

**LEGEND**

-  Key View Location
-  Project Alignment
-  Major Freeways/Highways
-  Major Roads

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**Table 3.6-1 Existing and Proposed Visual Quality**

Key View	Existing Visual Quality				Proposed Visual Quality for Alternative 5A				Proposed Visual Quality for Alternatives 6A/B/C				Difference from Existing Visual Quality (P-E) for Alternative 5A	Difference from Existing Visual Quality (P-E) for Alternatives 6A/B/C
	Vividness (V)	Intactness (I)	Unity (U)	Existing (E) Visual Quality [EVQ=(V+I+U)/3]	Vividness (V)	Intactness (I)	Unity (U)	Proposed (P) Visual Quality [PVQ1=(V+I+U)/3]	Vividness (V)	Intactness (I)	Unity (U)	Proposed (P) Visual Quality [PVQ2=(V+I+U)/3]		
1	4.0	3.5	5.0	4.2	4.5	4.0	5.0	4.5	4.5	4.0	5.0	4.5	+0.3	+0.3
2	2.5	2.0	3.0	2.5	2.0	0.5	2.0	1.5	2.0	0.5	2.0	1.5	-1.0	-1.0
3	4.0	3.5	5.0	4.2	4.0	3.5	5.0	4.2	3.5	3.5	5.0	4.0	0.0	-0.2
4	3.5	2.0	4.0	3.2	3.0	1.5	4.0	2.8	3.0	0.5	4.0	2.5	-0.4	-0.7
5	4.0	3.5	4.0	3.8	3.5	2.0	4.0	3.2	3.5	2.0	4.0	3.2	-0.6	-0.6
6	4.0	4.5	4.5	4.3	3.0	5.0	5.0	4.3	3.0	5.0	5.0	4.3	0.0	0.0
7	4.5	5.0	5.0	4.8	3.5	3.0	4.0	3.5	3.5	3.0	4.0	3.5	-1.3	-1.3
8	5.0	6.0	4.0	5.0	5.0	6.5	4.0	5.2	5.0	6.5	4.0	5.2	+0.2	+0.2
9	3.0	4.0	4.0	3.7	3.0	4.0	4.0	3.7	3.0	4.0	4.0	3.7	0.0	0.0
10	2.5	3.5	2.0	2.7	2.5	3.5	2.5	2.8	2.5	3.5	2.5	2.8	+0.1	+0.1
11	4.0	5.0	3.5	4.2	4.0	5.0	4.0	4.3	4.0	3.0	4.5	3.8	+0.1	-0.4
12	2.0	2.0	3.0	2.3	2.0	2.0	3.0	2.3	2.0	1.5	2.5	2.0	0.0	-0.3
13	2.0	2.0	3.0	2.3	2.0	2.0	3.5	2.5	2.0	2.0	3.5	2.5	+0.2	+0.2
14	3.0	3.0	3.5	3.2	3.0	3.0	3.5	3.2	3.0	3.0	3.5	3.2	0.0	0.0
15	4.5	3.0	4.5	4.0	4.5	3.0	4.5	4.0	4.5	2.5	4.5	3.8	0.0	-0.2
16	3.0	2.5	2.5	2.7	3.0	2.5	2.5	2.7	3.0	2.5	2.5	2.7	0.0	0.0
17	5.0	5.0	4.5	4.8	5.0	5.0	4.5	4.8	4.5	4.5	4.5	4.5	0.0	-0.3
18	2.5	2.0	3.0	2.5	2.0	2.0	3.0	2.3	2.0	2.0	3.0	2.3	-0.2	-0.2
19	3.0	4.5	3.0	3.5	3.0	4.5	3.0	3.5	3.5	3.0	4.0	3.5	0.0	0.0
20	3.0	3.0	4.5	3.5	3.0	3.0	4.5	3.5	2.5	2.5	4.5	3.2	0.0	-0.3
21	4.0	5.0	5.0	4.7	4.0	5.0	5.0	4.7	4.0	4.5	5.0	4.5	0.0	-0.2
22	1.0	0.5	2.0	1.2	2.0	1.0	2.0	1.7	2.0	0.5	2.0	1.5	+0.5	+0.3
23	3.0	2.0	2.5	2.5	3.0	2.0	2.5	2.5	3.0	1.5	2.5	2.3	0.0	-0.2
24	3.0	2.0	2.5	2.5	3.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0
25	3.0	2.5	4.0	3.2	2.5	2.5	4.0	3.0	2.5	3.0	4.0	3.2	-0.2	0.0
26	2.0	2.0	1.5	1.8	2.0	2.0	1.5	1.8	2.0	2.0	1.5	1.8	0.0	0.0
27	2.5	3.0	3.5	3.0	2.5	3.0	3.5	3.0	2.5	3.0	3.5	3.0	0.0	0.0
28	2.0	3.0	3.5	2.8	4.0	4.0	4.5	4.2	4.0	4.0	4.5	4.2	+1.4	+1.4
29	2.5	1.5	3.0	2.3	4.0	3.0	2.5	3.2	4.0	3.0	2.5	3.2	+0.9	+0.9
30	3.0	4.0	4.0	3.7	4.0	3.0	4.5	3.8	4.0	3.0	4.5	3.8	+0.1	+0.1
31	3.5	3.0	3.5	3.3	4.5	3.5	4.5	4.2	4.5	3.5	4.5	4.2	+0.9	+0.9

Source: *Visual Impact Assessment* (Tatsumi and Partners, December 2011)

Rating Scale: 1.0-7.0 (1.0 = very low, 2.0 = low, 3.0 = moderately low, 4.0 = moderate, 5.0 = moderately high, 6.0 = high, 7.0 = very high)

The proposed visual quality ratings are based on the changes from the existing conditions to the project's build conceptual ideas of what the views would look like with the proposed I-710 Corridor Project (based upon Caltrans' design standards). The change in overall visual character at project build out (including the standard Caltrans landscaping) is the difference between the "Existing Visual Quality" rating and the "Proposed Visual Quality" rating. For example, if the overall Existing Visual Quality rating is 6.0 and the Proposed Visual Quality rating is 5.0, then the difference from existing is -1.0. A negative number represents the potential for lowering the visual impact from the existing visual setting and indicates a need for mitigation. The greater the negative number, the more substantial the visual impact (e.g., a -1.0 rating would have more visual impact than a -0.4). A positive number represents a potential improvement in visual setting with the implementation of the particular I-710 Corridor Project alternative and would not require any mitigation measures.

I-710 = Interstate 710

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removed and the available land restored and landscaped to become part of the park and accessible to the public. Therefore, the proposed vividness would increase but would remain moderate (4.5), and the proposed intactness would increase from moderately low (3.5) to moderate (4.0). The proposed unity would remain the same due to the preservation of some of the landscaping. This would result in the proposed overall visual quality under Alternative 5A to slightly increase but remain moderate (4.5). The visual impact under Alternative 5A compared to the existing condition would be positive (+0.3).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the elements of Alternative 5A in addition to the freight corridor lanes beginning their ascent on the other side of the Los Angeles River result in a slight increase in the proposed vividness but remaining moderate (4.5), and an increase in the proposed intactness from moderately low (3.5) to moderate (4.0). As with Alternative 5A, the proposed unity would remain the same due to the preservation of some of the landscaping. This would result in the proposed overall visual quality under Alternatives 6A/B/C to slightly increase but remain moderate (4.5). The visual impact under Alternatives 6A/B/C compared to the existing condition would be positive (+0.3).

**ENHANCED CONDITION/VIEWER RESPONSE.** With the anticipated improvement in the visual quality of Key View 1, no enhanced aesthetic treatments are proposed for this Key View.

**KEY VIEW 2.** The visual simulation for Key View 2 is shown in Figure 3.6-3. As this Key View is located in a large residential area, viewers are anticipated to be local residents or pedestrians traveling along the street. This Key View is located approximately 250 feet away from the I-710 mainline. The duration of the view would vary depending on the time of day and viewers' activities.

**ALTERNATIVE 5A.** Under Alternative 5A, the I-710 mainline would be widened, resulting in reconstruction of soundwalls closer to residences and an increase in their height. Therefore, the proposed vividness would decrease slightly but would remain low (2.0), and the proposed intactness would decrease from low (2.0) to very low (0.5) due to the closeness of the relocated soundwall. The proposed unity would also decrease from moderately low (3.0) to low (2.0) due to the more urban nature of the view. This would result in the proposed overall visual quality under Alternative 5A to decrease from low (2.5) to very low (1.5). The visual impact under Alternative 5A compared to the existing condition would be negative (-1.0).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the elements of Alternative 5A in addition to the elevated freight corridor in between the I-710 mainline and the Los Angeles River result in a decrease in the proposed vividness, intactness, and unity. The proposed

vividness would decrease slightly but would remain low (2.0), and the proposed intactness would decrease from low (2.0) to very low (0.5) due to the closeness of the relocated soundwall and visual dominance of the freight corridor. The proposed unity would also decrease from moderately low (3.0) to low (2.0) due to the more urban nature of the view. This would result in the proposed overall visual quality under Alternatives 6A/B/C to decrease from low (2.5) to very low (1.5). The visual impact under Alternatives 6A/B/C compared to the existing condition would be negative (-1.0).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-3 illustrates one design example of potential aesthetic treatments for the elevated freight corridor and new soundwall. All of these aesthetic elements provide an overall view with increased unity and vividness while maintaining current levels of intactness. Viewer response to enhanced improvements to the view would be positive because of the screenwall which would block the view of trucks on the freight corridor.

**KEY VIEW 3.** The visual simulation for Key View 3 is shown in Figure 3.6-4. As this Key View is located on the Los Angeles River Trail, viewers are anticipated to be residents, pedestrians, and bicyclists passing through. This Key View is located approximately 650 feet away from the I-710 Corridor Project. The duration of the view would vary depending on the time of day and viewers' activities.

**ALTERNATIVE 5A.** Under Alternative 5A, the I-710 mainline would be widened at the same grade as the existing I-710 mainline and would not be seen from this Key View. Therefore, the proposed vividness, intactness, and unity would remain the same as the existing condition. This would result in the proposed overall visual quality under Alternative 5A to remain moderate (4.2), and the visual impact under Alternative 5A compared to the existing condition would be neutral (0.0).

**ALTERNATIVES 6A/B/C.** Alternatives 6A/B/C would include construction of the elements of Alternative 5A, plus the elevated freight corridor approximately 40 feet above the general-purpose lanes, a soundwall along the west side of the mainline, and screen walls along both sides of the freight corridor. These features would result in a decrease in the proposed vividness from moderate (4.0) to moderately low (3.5). However, the proposed intactness and unity would remain moderately low and moderately high, respectively, as the visibility of the freight corridor would be in the distance and all the structural elements would blend together to create a harmonious visual pattern. Therefore, the proposed overall visual quality under Alternatives 6A/B/C will slightly decrease but remain moderate (4.0), and the visual impact under Alternatives 6A/B/C compared to the existing condition would be negative (-0.2).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-4 illustrates one design example of potential aesthetic treatments for the elevated freight corridor by adding a new screen wall to create a filtered view of the freight movement on the elevated structure without completely masking it. This option would minimally increase the vividness of the scene by blending the elevated freight corridor into the background sky. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 4.** The visual simulation for Key View 4 is shown in Figure 3.6-5. As this Key View is located on a major street crossing over I-710, viewers are anticipated to be motorists on the Willow St. overcrossing and are expected to have a short viewing duration due to travel speed, as well as pedestrians and bicyclists, who would have a longer viewing duration.

**ALTERNATIVE 5A.** Under Alternative 5A, the I-710 mainline would be widened and the freeway lowered by a maximum of six feet. In addition, one auxiliary lane would extend southbound between the I-405 connector and Willow St. The proposed vividness would decrease slightly but remain moderately low (3.0), as the removal of tree groupings in the northeast quadrant would lead to decreased memorability of this view. The proposed intactness would decrease from low (2.0) to very low (1.5) due to the increased visual encroachment from the addition of the traffic lanes. The proposed unity under Alternative 5A would remain moderate (4.0), as the I-710 mainline would be preserved as the primary visual element. This would result in the proposed overall visual quality under Alternative 5A to decrease from moderately low (3.2) to low (2.8), and the visual impact under Alternative 5A compared to the existing condition would be negative (-0.4).

**ALTERNATIVES 6A/B/C.** Alternatives 6A/B/C would include construction of the elements of Alternative 5A and the elevated freight corridor between the northbound I-710 mainline and the Los Angeles River. These features would result in a slight decrease in the proposed vividness from 3.5 to 3.0 but would remain moderately low. The proposed intactness would also decrease from low (2.0) to very low (0.5) due to the large elevated freight corridor structure creating a visual encroachment. However, the proposed unity would remain moderate (4.0), as the I-710 mainline would still serve as the primary visual pattern. Therefore, the proposed overall visual quality under Alternatives 6A/B/C will decrease from moderately low (3.2) to low (2.5), and the visual impact under Alternatives 6A/B/C compared to the existing condition would be negative (-0.7).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-5 illustrates a potential aesthetic treatment option of a curved soundwall constructed on top of the freight corridor with landscaping added into the area in the middle ground. Overall, this technique increases the intactness and vividness of the view by reinforcing the vertical elements of the

structures while decreasing the visual encroachment to the natural/landscaped environment. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 5.** The visual simulation for Key View 5 is shown in Figure 3.6-6. This Key View is located in a large residential area, located approximately 200 feet from I-710. Viewers are anticipated to primarily be residents of the area.

**ALTERNATIVE 5A.** Under Alternative 5A, the I-710 mainline would be widened at the same grade as the existing mainline, and new soundwalls would be constructed along the west side of I-710. Additionally, there would be an elevated (40 feet above grade) transition ramp from northbound I-710 to northbound I-405. The proposed vividness would decrease from moderate (4.0) to moderately low (3.5) due to the replacement of both trees and shrubs and construction of a new soundwall that would decrease memorability of the view. The proposed intactness would decrease slightly but remain moderately low (3.0) due to the proximity of the new soundwall. The proposed unity under Alternative 5A would remain moderate (4.0), as the parallel lines of the street and soundwall would serve to reinforce the urban pattern of the view. This would result in the proposed overall visual quality under Alternative 5A decreasing slightly but remaining moderately low (3.5), and the visual impact under Alternative 5A compared to the existing condition would be negative (-0.3).

**ALTERNATIVES 6A/B/C.** Alternatives 6A/B/C would include the same features as described above for Alternative 5A. The freight corridor in this area will be constructed at the same grade as the existing freeway and, therefore, not visible from this Key View. These features would result in a slight decrease in the proposed vividness from moderate (4.0) to moderately low (3.5) due to the replacement of both trees and shrubs and construction of a new soundwall that would decrease memorability of the view. The proposed intactness would also decrease from moderately low (3.5) to low (2.0) due to the transition ramp and the proximity of the new soundwall. However, the proposed unity would remain moderate (4.0), as the parallel lines of the street, new soundwall, and transition ramp would serve to reinforce the urban pattern of this view. Therefore, the proposed overall visual quality under Alternatives 6A/B/C will decrease slightly but remain moderately low (3.2), and the visual impact under Alternatives 6A/B/C compared to the existing condition would be negative (-0.6).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-6 illustrates potential aesthetic treatment options for a new soundwall, including varying concrete blocks and landscaping in front of and vines growing on the soundwall to provide additional screening of the new structure. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 6.** The visual simulation for Key View 6 is shown in Figure 3.6-7. This Key View is located in a residential area, and viewers are anticipated to be residents and motorists. This Key View is located approximately 1,000 feet away from I-710 and 500 to 600 feet away from the I-710/I-405 connector. The duration of the view would vary depending on the time of day and viewers' activities.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, the I-710 mainline would be widened at the same grade as the existing mainline, and a new soundwall would be constructed. Additionally, an elevated (40 feet above the Los Angeles River levee) transition ramp from northbound I-710 to northbound I-405 would be constructed. The proposed vividness would decrease from moderate (4.0) to moderately low (3.0), as the new soundwall would minimize the landscaping. The proposed intactness would increase from moderate (4.5) to moderately high (5.0), as the soundwall and landscape mass elements will balance each other. The proposed unity under Alternative 5A would also increase from moderate (4.5) to moderately high (5.0) due to the horizontal pattern of the soundwall and landscape mass. This would result in the proposed overall visual quality under Alternative 5A to remain moderate (4.3), and the visual impact under Alternative 5A compared to the existing condition would be neutral (0.0).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-7 of proposed aesthetic enhancements illustrates how a new soundwall can be treated and how new plant material can be introduced in the planting area in the foreground. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 7.** The visual simulation for Key View 7 is shown in Figure 3.6-8. This Key View is located in a business area, and viewers are anticipated to be office workers and motorists. This Key View is located approximately 1,200 feet away from I-710. The duration of the view would vary depending on the time of day and viewers' activities.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, the I-710 mainline would be widened at the same grade as the existing mainline, new connector ramps from I-710 to I-405 will be constructed, and existing utility structures will be relocated into the view and replaced with tubular steel poles or lattice steel towers (the existing 220 kV aesthetic towers are no longer used by SCE). As a result, the proposed vividness would decrease from moderate (4.5) to moderately low (3.5) as the main visual element of the landscape mass would be removed, although the berm will remain. The proposed intactness would decrease from moderately high (5.0) to moderately low (3.0), as the new visual elements of the utility structures and elevated connector ramps would visibly encroach on this view. The proposed unity under Alternatives 5A and 6A/B/C would decrease from moderately high (5.0) to moderate (4.0) as the landscape mass would be eliminated and the utility structures and

freeway ramps would disrupt the view. However, a small degree of coherent pattern would be preserved by the curving patterns of the ramps and electrical transmission lines. This would result in the proposed overall visual quality under Alternatives 5A and 6A/B/C decreasing from moderate (4.8) to moderately low (3.5), and the visual impact under the build alternatives compared to the existing condition would be negative (-1.3).

**KEY VIEW 8.** The visual simulation for Key View 8 is shown in Figure 3.6-9. This Key View is located in a mixed residential/park/elementary school area, and viewers are anticipated to be residents and park users. This Key View is located on the other side of the Los Angeles River from I-710. The duration of the view would vary depending on the time of day and viewers' activities.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, the I-710 mainline would be widened at the same grade as the existing mainline, and a utility structure would be relocated. Under Alternatives 6A/B/C only, the freight corridor lanes would be elevated approximately 40 feet above the mainline and aligned along the eastern side of the mainline. Due to the distance of the viewer from the proposed project elements, the proposed visual quality is the same for all build alternatives. The proposed vividness and unity would remain moderately high and moderate, respectively (5.0 and 4.0), as the view would remain mostly unchanged due to the distance of the viewer from the proposed project. However, the proposed intactness would increase slightly but remain high (6.5), as the relocation of electrical utilities would be less visually intrusive than the existing view. This would result in the proposed overall visual quality under Alternatives 5A and 6A/B/C to increase slightly but remain moderately high (5.2), and the visual impact under the build alternatives compared to the existing condition would be positive (+0.2).

**ENHANCED CONDITION/VIEWER RESPONSE.** With the anticipated positive impact at this Key View, no aesthetic treatments are proposed for Key View 8.

**KEY VIEW 9.** The visual simulation for Key View 9 is shown in Figure 3.6-10. This Key View is located in a residential area, and viewers are anticipated to be limited and consist of homeowners on the adjacent properties. This Key View is located approximately 0.5 mile from I-710. The duration of the view would vary depending on the time of day and viewers' activities.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, the I-710 mainline would be widened at the same grade as the existing mainline and the number of overhead electrical transmission lines will be reduced. Under Alternatives 6A/B/C only, the freight corridor lanes would be elevated approximately 40 feet above the east side of the I-710 mainline. Due to the distance of the viewer from the proposed project elements, the proposed vividness, intactness, and unity, as well as the proposed visual quality, are the

same as the existing condition for all build alternatives. Therefore, the visual impact under the build alternatives compared to the existing condition would be neutral (0.0).

**ENHANCED CONDITION/VIEWER RESPONSE.** With the anticipated neutral impact at this Key View, no aesthetic treatments are proposed for Key View 9.

**KEY VIEW 10.** The visual simulation for Key View 10 is shown in Figure 3.6-11. A very limited number of viewers would be expected to pass through this Key View. These viewer groups would likely be restricted to maintenance personnel. A very limited number of viewers would be expected to pass through this Key View. These viewer groups would likely be restricted to maintenance personnel and although the viewing duration depends on the location and the activity of the viewers, it is expected to be minimal due to the usually short duration that maintenance personnel spend in this location.

**ALTERNATIVES 5A AND 6A/B/C.** Under all build alternatives, the I-710 Corridor Project would not be visible as the freight corridor (Alternatives 6A/B/C) and I-710 mainline elements would be below grade in this area. The only project feature that would be visible is the new bridge for the Metro Rail Blue Line, which will be placed slightly closer to the viewer, and replacement of one utility structure with a different either tubular steel pole or lattice steel tower. Therefore, the proposed vividness and intactness would remain the same as the existing view. The proposed unity of this Key View will increase slightly due to a slight improvement with the new utility structure. As a result, the proposed visual quality of this view under all build alternatives would remain low (2.8), but the overall visual impact would be slightly positive (+0.1).

**ENHANCED CONDITION/VIEWER RESPONSE.** With the anticipated neutral impact at this Key View, no aesthetic treatments are proposed for Key View 10.

**KEY VIEW 11.** The visual simulation for Key View 11 is shown in Figure 3.6-12. Numerous users would be expected to use this facility pending the improvement of this site into a recreation facility. The duration of these views would depend on the ultimate use for this site. Key View 11 is located approximately 1,500 feet from I-710; therefore, viewers' exposure would be moderately low.

**ALTERNATIVE 5A.** Under Alternative 5A, there would be minimal or no visual change to the quality/character of the view. The proposed vividness and intactness would remain the same as existing conditions, and the proposed unity would increase slightly, as no elements of the I-710 Corridor Project are anticipated to worsen the view. Therefore, the proposed visual quality of this view would remain moderate (4.3). The overall visual impact would be slightly positive (+0.1) under Alternative 5A.

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the freight corridor would be on the east side of the I-710 mainline adjacent to the Los Angeles River. The proposed vividness would remain the same, but the intactness would be reduced due to the clear view of the elevated freight corridor. The proposed unity would increase slightly due to the elevated freight corridor blocking the random “skyline” of the various buildings and trees. Therefore, the proposed visual quality of this view would be reduced to moderately low (3.8), and overall change in visual impact at Key View 11 would be negative (-0.4).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-12 illustrates one design example of potential aesthetic treatments for the elevated freight corridor with the addition of a screen wall as well as a new soundwall. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 12.** The visual simulation for Key View 12 is shown in Figure 3.6-13. This Key View is located in a residential neighborhood, so the viewers would be the area residents. This Key View is located approximately 1,200 feet from I-710, and viewers would have a distant view of the proposed project. The duration of the view would vary depending on the time of day and viewers’ activities.

**ALTERNATIVE 5A.** Under Alternative 5A, the I-710 mainline would be widened at the same grade as the existing freeway, allowing the vividness and intactness to remain low (2.0), and unity would remain moderately low (3.0) with the overall visual quality remaining low (2.3). The visual impact under Alternative 5A compared to the existing condition would be neutral (0.0).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the freight corridor would be located on the east side of the I-710 mainline approximately 200 feet closer to the viewer, adjacent to the Los Angeles River, allowing the vividness to remain low (2.0). However, the intactness would be reduced to very low (1.5) and unity reduced to low (2.5) due to the elevated freight corridor in addition to the existing electrical transmission and subtransmission lines over the skyline. The overall visual quality would be slightly reduced but remain low (2.0). The visual impact under Alternative 6A/B/C compared to the existing condition would be lower (-0.3) due to the view of the freight corridor.

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-13 shows a potential visual treatment alternative which incorporates a screen on the freight corridor. These enhancements help to increase the unity of the view by “softening” the strong linear edge of the freight corridor and masking a substantial part of the visual encroachment of the freight corridor. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 13.** The visual simulation for Key View 13 is shown in Figure 3.6-14. This viewer group would primarily be residents in the adjacent rental complex. The duration of the view depends on the activity of the viewers and would vary from minutes to hours. The utility structures shown in the visual simulations in Figure 3.6-14 are the existing structures; the replacement structures will be tubular steel poles, lattice steel towers, or a combination of both.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, the I-710 freeway mainline will not be visible due to the topography of this area. However, a new off-ramp from I-710 to Long Beach Blvd. will be visible. Therefore, the vividness and intactness would remain mostly unchanged (2.0), and the proposed unity would remain moderate but improve slightly from 3.0 to 3.5. The overall visual quality would remain low but increase slightly (2.5). The visual impact under the build alternatives compared to the existing condition would be positive (+0.2) with the slightly increased visual unity from the addition of the new off-ramp, which would screen the existing views of industrial buildings in the area.

**ENHANCED CONDITION/VIEWER RESPONSE.** With the anticipated improvement in the visual quality at this Key View, no aesthetic treatments are proposed.

**KEY VIEW 14.** The visual simulation for Key View 14 is shown in Figure 3.6-15. This Key View would have a high sensitivity due to the proximity of the residential viewers to the proposed project. The duration of the view depends on the activity of the viewers and would vary from minutes to hours.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, the widened freeway will be at the same grade as the existing I-710 mainline, and a soundwall would be added on the west side of I-710. Additionally, some existing electrical subtransmission lines currently seen immediately above the location of the proposed soundwall would be relocated out of this view. The proposed vividness, intactness, and unity would remain moderately low (3.5); therefore, the visual impacts under all build alternatives compared to the existing condition would be neutral (0.0).

**ENHANCED CONDITION/VIEWER RESPONSE.** Although the visual impact to Key View 14 is neutral, a visual simulation is shown in Figure 3.6-15, which includes potential aesthetic treatments that illustrate how linear patterns on the soundwall, plus new landscaping in the foreground, can work to create a pleasant visual environment.

**KEY VIEW 15.** The visual simulation for Key View 15 is shown in Figure 3.6-16. As this Key View is located at a park, the number of viewers could be very high during high park activity days. This Key View is located approximately 300 feet from I-710. The duration of the view would vary depending on the time of day and viewers' activities.

**ALTERNATIVE 5A.** Under Alternative 5A, there would be no change in visual quality/character with the exception of a new connector ramp from northbound I-710 to westbound SR-91, which is slightly visible from this location. The proposed vividness, intactness, and unity would remain the same, resulting in overall proposed visual quality remaining moderate (4.0). The visual impact under Alternative 5A compared to the existing condition would be neutral (0.0).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the new connector ramp and the freight corridor would be located on the west side of I-710. The proposed vividness and unity would remain moderate, as the added views of the new structures would create a higher vividness and create unity. However, proposed intactness would be reduced to low (2.5) due to the existing ramp, light poles, and fences in the foreground, with minimum visibility of electrical transmission lines plus the visibility of the connector ramp and elevated freight corridor. The overall visual quality would be slightly reduced to moderately low (3.8). The visual impact under Alternatives 6A/B/C compared to the existing condition would be negative (-0.2) due to the change in intactness from the elevated freight corridor and associated soundwall.

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-16 shows an example of a potential treatment to a new soundwall that can contribute to the enhanced quality of a view. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 16.** The visual simulation for Key View 16 is shown in Figure 3.6-17. Viewers at this Key View are anticipated to be mostly residents, and duration of their view would depend upon the activity of the viewers. This Key View is located approximately 200 feet from I-710.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, the project will require the construction of new soundwalls, relocation of background utility structures, and a new bridge structure for the connector ramp from southbound I-710 to eastbound SR-91. However, the proposed vividness, intactness, and unity would remain the same, as the proposed structures are replacements of existing structures. Therefore, the proposed visual quality for Key View 16 under all build alternatives would remain low (2.7). The visual impact under Alternatives 5A and 6A/B/C compared to the existing condition would be neutral (0.0).

**ENHANCED CONDITION/VIEWER Response.** While no adverse visual impact would occur due to the proposed project, the visual simulation in Figure 3.6-17 illustrates one potential aesthetic treatment option that improves the visual quality of the view from Key View 16. The added planting covers the retaining wall and soundwall, which improves the vividness. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 17.** The visual simulation for Key View 17 is shown in Figure 3.6-18. As this Key View is located at a golf course, it is anticipated that there will be numerous viewers. Viewer sensitivity and exposure are anticipated to be moderate given the set activity of the users at this facility. This Key View is located approximately 700 feet from I-710.

**ALTERNATIVE 5A.** Under Alternative 5A, widening of the I-710 mainline is proposed, but no vertical structural changes would be introduced. Therefore, the proposed vividness, intactness, and unity would remain the same, and the proposed visual quality for Key View 17 would remain moderate (4.8). The visual impact under Alternative 5A compared to the existing condition would be neutral (0.0).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the widening of the freeway in addition to the elevated freight corridor on the west side of I-710 would change the visual quality/character of Key View 17. The proposed vividness would be lessened to moderate (4.5) due to the removal of trees along I-710. The proposed intactness of the view would be reduced to moderate (4.5) due to the addition of the elevated freight corridor, detracting slightly from the overall integrity of the view. The overall unity would remain moderate (4.5), and the proposed visual quality for Key View 17 would remain moderate and be slightly lowered (4.5). The visual impact under Alternatives 6A/B/C compared to the existing condition would be negative (-0.3).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-18 illustrates an example of a potential aesthetic treatment that would add color and texture to the proposed soundwall atop the freight corridor, allowing it to blend into the background sky. This preserves the existing visual unity while increasing the intactness by providing an overall integrity to the view. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 18.** The visual simulation for Key View 18 is shown in Figure 3.6-19 and represents the views of people traveling on I-710. A very high number of viewers driving on this portion of the I-710 mainline would be expected. Viewer sensitivity and exposure would likely be moderate, depending on the speed of traffic along this portion of the mainline.

**ALTERNATIVE 5A.** Under Alternative 5A, widening of the I-710 mainline is proposed, and the freeway would appear to be wider with less landscaping area adjacent to the southbound I-710 lanes. Therefore, the proposed vividness would be lessened but remain low (2.0). However, intactness and unity would remain low and moderately low, respectively, and the proposed visual quality for Key View 18 under Alternative 5A would lessen slightly but remain low (2.3). The visual impact under Alternative 5A compared to the existing condition would be negative (-0.2).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the widening of the freeway in addition to the elevated freight corridor beyond the edge of the northbound general-purpose lanes would change the visual quality/character of Key View 18. Therefore, the proposed vividness would be lessened but remain low (2.0) due to the removal of shrubs and trees alongside I-710. The proposed intactness and unity of the view would remain low and moderately low, respectively, as the view would remain largely unchanged from the existing condition. Therefore, the proposed visual quality for Key View 18 under Alternatives 6A/B/C would lessen slightly but remain low (2.3). The visual impact under Alternatives 6A/B/C compared to the existing condition would be negative (-0.2).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-19 illustrates the option of adding landscaping to the edge of the travel lanes and providing more visual buffer from the areas adjacent to the I-710 Corridor Project. This provides additional natural elements to the view and increases the memorability. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 19.** The visual simulation for Key View 19 is shown in Figure 3.6-20. This Key View would have numerous viewers, mostly residents, with the duration of their view depending on their activities. The duration of their view could vary from seconds to hours. Key View 19 is approximately 150 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be high.

**ALTERNATIVE 5A.** Under Alternative 5A, widening of the I-710 mainline would occur at the same grade as the existing freeway and a new elevated on-ramp from eastbound Imperial Hwy. to southbound I-710 would be constructed. The proposed vividness, intactness, and unity would remain the same as the existing condition, as these visual encroachments would remain mostly the same. Therefore, the proposed visual quality for Key View 19 under Alternative 5A would remain moderately low (3.5). The visual impact under Alternative 5A compared to the existing condition would be neutral (0.0).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, construction of the new on-ramp in the middle ground and the addition of the elevated freight corridor in the background would change the visual quality/character of Key View 19. Therefore, the proposed intactness would be reduced to moderately low (3.0) due to the visual encroachment of the ramp structure into the neutral landscape. However, the proposed vividness would increase numerically but remain moderately low (3.5), as the memorability of the view would be slightly increased with the introduction of the ramp. In addition, the proposed unity would increase to moderate (4.0), as the overall visual pattern would be strengthened as the new structures add a single horizontal element to the view. The proposed visual quality for Key View 19 under Alternatives 6A/B/C would remain moderately low (3.5) due to the removal of

some visual elements and the addition of others. The visual impact under Alternatives 6A/B/C compared to the existing condition would be neutral (0.0).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-19 illustrates a potential example of the varying textures and color that can be applied to the new soundwall and elevated freight corridor. New landscaping can be added to increase the intactness of the overall view. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 20.** The visual simulation for Key View 20 is shown in Figure 3.6-21. This Key View is located along the Los Angeles River Trail, and the primary viewers would be trail users. The duration of the view depends upon the activities of viewers. Key View 20 is approximately 700 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be high.

**ALTERNATIVE 5A.** Under Alternative 5A, widening of the I-710 mainline would occur at the same grade as the existing freeway and would not be visible from this Key View. Therefore, the proposed vividness, intactness, and unity would remain the same as the existing condition. The proposed visual quality for Key View 20 under Alternative 5A would remain moderately low (3.5), and the visual impact compared to the existing condition would be neutral (0.0).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, construction of the elevated freight corridor with its new soundwalls would serve as a major new visual element and substantially alter the visual character of Key View 20. Therefore, the proposed vividness and intactness would be reduced to low (2.5) due to the addition of the elevated freight corridor and its soundwall blocking the views of the clusters of trees in the background. The proposed unity would remain moderate (4.5). The proposed visual quality for Key View 20 under Alternatives 6A/B/C would decrease slightly but remain moderately low (3.2), and the overall visual impact under Alternatives 6A/B/C compared to the existing condition would be negative (-0.3).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-21 illustrates an example of a screenwall on the freight corridor to help filter views of vehicles on the freight corridor, while the overall color of the freight corridor helps to blend the view of this structure into the background sky. These both contribute to improved vividness and intactness. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 21.** The visual simulation for Key View 21 is shown in Figure 3.6-22. This Key View is located at a park and is anticipated to have numerous viewers. The duration of the view depends upon the activities of viewers. Key View 21 is approximately 1,100 feet from the I-710

Corridor Project. Therefore, viewer sensitivity and exposure would likely be high due to the nature of their activities from this Key View.

**ALTERNATIVE 5A.** Under Alternative 5A, widening of the I-710 mainline would occur at the same grade as the existing freeway and would not be visible from this Key View. Therefore, the proposed vividness, intactness, and unity would remain the same as the existing condition. The proposed visual quality for Key View 21 under Alternative 5A would remain moderate (4.7), and the visual impact compared to the existing condition would be neutral (0.0).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the distant view of the elevated freight corridor and its new soundwalls would change the visual character slightly. Therefore, the proposed intactness would be reduced to moderate (4.5) due to the slight interruption of the filtered views of the elevated freight corridor and its soundwall. However, the proposed vividness and unity would remain moderate (4.0) and moderately high (5.0), respectively, as the memorability and overall coherence of the view would remain mostly unchanged. The proposed visual quality for Key View 21 under Alternatives 6A/B/C would decrease slightly but remain moderate (4.5), and the overall visual impact under Alternatives 6A/B/C compared to the existing condition would be negative (-0.2).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-22 illustrates the potential inclusion of a visual screening wall on top of the freight corridor in the background. While its effects are minor, it helps to increase the intactness of the view. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 22.** The visual simulation for Key View 22 is shown in Figure 3.6-23. This Key View is located at a mobile home park and is anticipated to have numerous residents viewing the proposed project. The duration of the view depends upon the activities of viewers. Key View 22 is approximately 100 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be very high.

**ALTERNATIVE 5A.** Under Alternative 5A, a new soundwall would be constructed at the edge of the I-710 right-of-way, very close to the mobile homes. However, the proposed vividness and intactness would increase slightly (2.0 and 1.0, respectively) as the addition of the new soundwall would be more visually pleasing and would have a minimizing effect on the various visual encroachments in the existing condition. The proposed unity of Key View 22 would remain low (2.0). The proposed visual quality for Key View 22 under Alternative 5A would increase slightly but would remain very low (1.7), and the visual impact compared to the existing condition would be positive (+0.5).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the elements of Alternative 5A and the addition of the elevated freight corridor and its new soundwall approximately 40 feet above the I-710 mainline would change the visual character of this Key View. However, due to the anticipated improved appearance of the new soundwall, the freight corridor structure, and the new replacement planting, the vividness would increase slightly to low (2.0), and the proposed intactness and unity would remain the same. The proposed visual quality for Key View 22 under Alternatives 6A/B/C would increase slightly but would remain very low (1.5), and the overall visual impact under Alternatives 6A/B/C compared to the existing condition would be positive (+0.3).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-23 illustrates the potential use of horizontal textures across the face of the soundwall at the top of the freight corridor. It also adds color and texture to the retaining wall/soundwall adjacent to the street. Lastly, new landscaping, including low groundcover in the foreground, vines on the retaining wall/soundwall, and the vertical trees, all contribute to lessen the overall encroachment by the new structures and improves the intactness rating. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 23.** The visual simulation for Key View 23 is shown in Figure 3.6-24. This Key View is located at an elementary school and is anticipated to have numerous viewers during school days. The duration of the view depends upon the activities of viewers. Key View 23 is approximately 500 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be high.

**ALTERNATIVE 5A.** Under Alternative 5A, a new soundwall would be constructed and existing trees in the background would be removed. However, the proposed vividness, intactness, and unity would remain the same as this view would remain largely unchanged from the existing condition. The proposed visual quality for Key View 23 under Alternative 5A would remain low (2.5), and the visual impact compared to the existing condition would be neutral (0.0).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the elements of Alternative 5A and the addition of the elevated freight corridor would change the visual character of this Key View. Therefore, the intactness would be reduced to very low (1.5), as the visual order of the view would be limited. However, the proposed vividness and unity would remain moderately low and low, respectively. The proposed visual quality for Key View 23 under Alternatives 6A/B/C would decrease slightly but would remain low (2.3), and the overall visual impact under Alternatives 6A/B/C compared to the existing condition would be negative (-0.2) due to the addition of the elevated freight corridor.

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-24 illustrates the potential use of a curved soundwall on top of the freight corridor and landscaping in front of the soundwall. These elements work together to create a more memorable view while minimizing encroachment by new construction. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 24.** The visual simulation for Key View 24 is shown in Figure 3.6-25. This Key View is located in a residential area and is anticipated to have numerous viewers. The duration of the view depends upon the activities of viewers. Key View 24 is approximately 200 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be high.

**ALTERNATIVE 5A.** Under Alternative 5A, the electrical transmission tower would continue to impact the visual quality/character of this view. However, the proposed vividness, intactness, and unity would remain the same as this view would remain largely unchanged from the existing condition. The proposed visual quality for Key View 24 under Alternative 5A would remain low (2.5), and the visual impact compared to the existing condition would be neutral (0.0).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the elements of Alternative 5A and the addition of the elevated freight corridor would change the visual character of this Key View to slightly more urban. Therefore, the vividness would be reduced to low (2.5), as the addition of the freight corridor would detract from any memorable elements in the view. However, the proposed intactness would increase slightly but remain low (2.5) due to the relocation of the utility structure farther away from the viewer. The proposed unity would remain the same as the existing condition (2.5), as the changes in the view balance each other out. The proposed visual quality for Key View 24 under Alternatives 6A/B/C would, therefore, remain low (2.5), and the overall visual impact under Alternatives 6A/B/C compared to the existing condition would be neutral (0.0).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-25 illustrates a variety of potential aesthetic treatments for the new soundwall with landscaping, including trees and the elevated freight corridor with the addition of a new curving soundwall. The curvilinear shaped wall blends into the background sky and allows the new landscape and textured soundwall to become the more memorable visual feature of the Key View. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 25.** The visual simulation for Key View 25 is shown in Figure 3.6-26. This Key View is located from the top of the Los Angeles River levee next to a park and is anticipated to have numerous viewers using the river trail, the adjacent park, and the community center. The duration of the view depends upon the activities of viewers. Key View 25 is approximately 900

feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be moderate.

The visual simulation for Key View 25A is shown on Figure 3.6-26A. A visual impact analysis from this Key View was not provided in the *Visual Impact Assessment*, but the visual impacts from Key View 25A would likely be similar to those described below for Key View 25.

**ALTERNATIVE 5A.** Under Alternative 5A, the widening of I-710 would occur, and no new structural vertical features would be introduced into the view. However, the proposed vividness would be lessened to low (2.5) due to the removal of the trees along I-710 as a result of the freeway widening. However, the proposed intactness and unity would remain the same as the existing condition. The proposed visual quality for Key View 25 under Alternative 5A would decrease slightly but remain moderately low (3.0), and the visual impact compared to the existing condition would be negative (-0.2).

**ALTERNATIVES 6A/B/C.** Under Alternatives 6A/B/C, the elements of Alternative 5A and the addition of the elevated freight corridor would change the visual quality/character of this Key View. Therefore, the vividness would be reduced to low (2.5) due to the removal of the trees alongside I-710 and the addition of the freight corridor. However, the proposed intactness would increase to moderately low (3.0) as the freight corridor would obstruct some views of the industrial buildings in the middle ground and the electrical subtransmission lines and utility structures would be relocated. The proposed unity would remain moderate (4.0) as the removal/relocation of the utility structures would be balanced out by the addition of the elevated freight corridor. The proposed visual quality for Key View 25 under Alternatives 6A/B/C would, therefore, remain moderately low (3.2), and the overall visual impact under Alternatives 6A/B/C compared to the existing condition would be neutral (0.0).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-26 illustrates an example of potential aesthetic treatments for the elevated freight corridor with the addition of a screenwall. This screenwall would help to filter the views of the freight movement and increase the vividness or memorability of the Key View. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 26.** The visual simulation for Key View 26 is shown in Figure 3.6-27. This Key View is located at a major intersection and is anticipated to have numerous viewers passing through. The duration of their view depends upon traffic conditions. Key View 26 is approximately 1,700 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be very low.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, due to the distance of this Key View from I-710, the proposed project elements would not appear to be substantially closer. Therefore, the proposed vividness, intactness, and unity would remain the same as the existing condition. The proposed visual quality for Key View 26 under the build alternatives would remain very low (1.8), and the visual impact compared to the existing condition would be neutral (0.0).

**ENHANCED CONDITION/VIEWER RESPONSE.** With no anticipated adverse impacts at this Key View, no aesthetic treatments are proposed for Key View 26.

**KEY VIEW 27.** The visual simulation for Key View 27 is shown in Figure 3.6-28. This Key View is located in a residential area and is anticipated to have numerous viewers. The duration of the view depends upon the activities of viewers. Key View 27 is approximately 400 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be high. Because there are no freight corridor elements visible from this Key View, the proposed visual quality applies to all build alternatives. As described in Chapter 2, Project Alternatives, Alternative 6A/B/C have three design options that are under consideration in the I-710/Washington Blvd. area. For this Key View, Design Option 2 (providing access to Washington Blvd. using two ramp intersections) was selected to be illustrated, as it represents the worst-case scenario from an aesthetics standpoint.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, I-710 would be widened and a new soundwall would be required. However, the proposed vividness, intactness, and unity would remain the same, as an existing soundwall will be replaced with a new soundwall and the view will remain largely unchanged. Therefore, the proposed visual quality for Key View 27 under Alternatives 5A and 6A/B/C would remain moderately low, as in the existing condition, and the visual impact compared to the existing condition would be neutral (0.0).

**ENHANCED CONDITION/VIEWER RESPONSE.** There are no visual impacts to this Key View. However, the visual simulation in Figure 3.6-28 illustrates an example of potential aesthetic treatments for the new soundwall with the addition of landscaping with trees. These elements improve the overall visual quality of the scene by increasing the intactness of the view. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 28.** The visual simulation for Key View 28 is shown in Figure 3.6-29. This Key View is located in a residential area and is anticipated to have numerous viewers. The duration of the view depends upon the activities of viewers. Key View 28 is approximately 25 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be high. Because there are no freight corridor elements visible from this Key View, the proposed visual

quality applies to all build alternatives. As described in Chapter 2, Project Alternatives, Alternatives 6A/B/C have three design options that are under consideration in the I-710/Washington Blvd. area. For this Key View, Design Option 2 (providing access to Washington Blvd. using two ramp intersections) was selected to be illustrated, as it represents the worst-case scenario from an aesthetics standpoint.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, the new on-ramp/off-ramp at Washington Blvd. would be constructed, including a new soundwall. As a result, the proposed vividness, intactness, and unity would all increase from low/moderately low to moderate (4.0, 4.0, and 4.5, respectively). This increase is as a result of the removal of the existing building, foreground landscape area, and guardrail; and replacement of the single visual element of the soundwall. Therefore, the proposed visual quality for Key View 28 under Alternatives 5A and 6A/B/C would increase to moderate (4.2), and the visual impact compared to the existing condition would be positive (+1.4).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-29 illustrates an example of potential aesthetic treatments that improve all three visual assessment criteria by creating dominant visual elements, minimizing the visual chaos and screening visual encroachment. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 29.** The visual simulation for Key View 29 is shown in Figure 3.6-30. This Key View is located in a residential area and is anticipated to have numerous viewers. The duration of the view depends upon the activities of viewers. Key View 29 is approximately 400 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be high. Because there are no freight corridor elements visible from this Key View, the proposed visual quality applies to all build alternatives.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, the I-710 mainline would be widened and, as a result, would appear to be closer to this Key View. The proposed vividness would increase from low (2.5) to moderate (4.0) as the addition of the new retaining wall/soundwall creates a dominant visual feature that is memorable. The proposed intactness would increase from very low (1.5) to moderately low (3.0) as the new retaining wall/soundwall would strengthen the visual order of the view. Lastly, the proposed unity would decrease from moderately low (3.0) to low (2.5) as the trees on the slope would be removed. The proposed visual quality for Key View 29 under Alternatives 5A and 6A/B/C would increase from low (2.3) to moderately low (3.2), and the visual impact compared to the existing condition would be positive (+0.9).

**ENHANCED CONDITION/VIEWER RESPONSE.** The visual simulation in Figure 3.6-29 illustrates an example of potential aesthetic treatments for the new retaining wall/soundwall with horizontal texture and a neutral color with vines growing on the walls. This technique serves to filter the views of the walls and increase the intactness for the viewer. Viewer response to enhanced improvements to the view should be positive.

**KEY VIEW 30.** The visual simulation for Key View 30 is shown in Figure 3.6-31. This Key View is located in a residential area and is anticipated to have numerous viewers. The duration of the view depends upon the activities of viewers. Key View 29 is approximately 300 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be high. Because there are no freight corridor elements visible from this Key View, the proposed visual quality applies to all build alternatives.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, a new, higher soundwall would be added behind the existing houses, resulting in a closer appearance of the proposed project features to the viewers. The proposed vividness would increase from moderately low (3.0) to moderate (4.0) as the memorability of the view would increase slightly with the introduction of the large visual mass of the monotone colored and textured soundwall. The proposed intactness would decrease from moderate (4.0) to moderately low (3.0), as the visual integrity of the view would be disrupted to a small degree by the introduction of the large mass of the soundwall. Lastly, the proposed unity would increase slightly but remain moderate (4.5), as visual patterns would be strengthened by the addition of the horizontal element of the soundwall, which would complement the horizontal pattern of the street and overhead power lines. The proposed visual quality for Key View 30 under Alternatives 5A and 6A/B/C would minimally increase but remain moderately low (3.7), and the visual impact compared to the existing condition would be positive (+0.1).

**ENHANCED CONDITION/VIEWER RESPONSE.** With the anticipated improvement to visual quality at this Key View, no aesthetic treatments are proposed for Key View 30.

**KEY VIEW 31.** The visual simulation for Key View 31 is shown in Figure 3.6-32. This Key View is located in a major residential area and is anticipated to have numerous viewers. The duration of the view depends upon the activities of viewers. Key View 30 is approximately 200 feet from the I-710 Corridor Project and, therefore, viewer sensitivity and exposure would likely be high. Because this Key View is north of the terminus of the freight corridor component of Alternatives 6A/B/C, the proposed visual quality applies to all build alternatives.

**ALTERNATIVES 5A AND 6A/B/C.** Under Alternatives 5A and 6A/B/C, the I-710 mainline would be widened at the same grade as the existing freeway. This configuration would necessitate the construction of new retaining walls and soundwalls along the western edge of I-710 near

the residences. Additionally, the I-710 structure over Whittier Blvd. would be reconstructed and fencing replaced. Subtransmission lines spanning I-710 would also be relocated and eliminated from the view. The proposed vividness would increase from moderately low (3.5) to moderate (4.5) as the construction of the new soundwalls, freeway structure, and removal of most of the landscaped areas would combine to create an increased distinctiveness to the view. The proposed intactness would increase slightly but remain moderately low (3.5), as the existing visual encroachments would be lessened by the elimination of most of the existing landscape and the introduction of the new I-710 structures. Lastly, the proposed unity would increase from moderately low (3.5) to moderate (4.5), as all of the major visual elements in the view would work together to create long, diagonal lines through the view. The proposed visual quality for Key View 31 under Alternatives 5A and 6A/B/C would increase from moderately low (3.3) to moderate (4.2), and the visual impact compared to the existing condition would be positive (+0.9).

**ENHANCED CONDITION/VIEWER RESPONSE.** With the anticipated improvement to visual quality at this Key View, no aesthetic treatments are proposed for Key View 31. However, the visual simulation provided in Figure 2.6-32 illustrates how potential aesthetic treatments of the soundwall and the addition of landscaping can dramatically improve overall visual quality by adding memorable landscape elements and increasing the vividness. Viewer response to enhanced improvements to the view should be positive.

**OTHER VISUAL IMPACTS – LIGHT, GLARE, SHADE, AND SHADOW.** Existing urban land uses within the Study Area would experience an elevated level of night lighting due to the widening of the I-710 mainline, where traffic light fixtures would be relocated closer to all land uses. Additionally, traffic light fixtures installed onto the freight corridor under Alternatives 6A/B/C would add increased night lighting to the neighborhoods along Alternatives 6A/B/C within the City of Bell Gardens; please refer to Sheets 19 and 20 of the Appendix O Alternatives 6A/B/C Concept Plans in Appendix O of this document. The effects of this new light will be lessened to some degree by utilizing light control appliances on the light fixtures. In addition, there may also be an increase to night lighting for two existing golf courses within the Study Area. However, golfing activity is mainly restricted to daylight hours, and with the distance from the viewer (minimum of 0.20 miles), the I-710 Corridor Project would have minimal impact to these golf courses from the increased lighting. There may also be increased night lighting along portions of the I-710 Corridor Project where it is relatively close to the Los Angeles River. However, because most of the trail use occurs during daylight hours, no impact is anticipated.

Glare from vehicle headlights in the general-purpose lanes and the elevated portions of the freight corridor are expected to be minimized by the construction of soundwalls and screen walls. Since soundwalls would be installed whenever the I-710 Corridor Project is adjacent to

residential areas, these walls would block the vehicle headlight glare. For views from the opposing side of the Los Angeles River, screen walls will be provided as an aesthetic enhancement feature of the proposed project. However, the distance from the views (minimum of 800 feet) across the Los Angeles River to the I-710 Corridor Project is anticipated to limit any glare.

During hours where the sun is low to the horizon and during the winter solar declination seasons (September through March), the elevated freight corridor would create some shade and/or shadows within the I-710 Corridor that do not exist today. The acute angle of the sun relative to the ground plain creates “longer” shadows during these times. The shade/shadows created by the proposed project would impact the neighborhoods west of the I-710 Corridor Project from Pacific Coast Hwy. to SR-91, as well as the residents in the Thunderbird Villas Mobile Home Park in the city of South Gate closest to the west side of the I-710 mainline. Using solar declination calculations (see VIA), 138.4 feet of maximum shadow length is expected. Using this result, it was found that the first row of homes immediately adjacent to Frontage Rd. in South Gate can expect morning shadows between September and March. Late December would result in the longest shadows. These shadows will shorten considerably during the summer months.

**NO BUILD ALTERNATIVE.** Alternative 1 does not include any improvements within the I-710 Corridor other than those projects that are already planned and committed to be constructed on or before 2035. Therefore, Alternative 1 would not change the existing visual setting and would, therefore, not result in the visual impacts (both adverse and beneficial) within the I-710 Landscape Units.

### **3.6.3.2 PUBLIC HEALTH CONSIDERATIONS**

As stated under the “Other Visual Impacts” portion of this section, sensitive viewers adjacent to the I-710 Corridor Project would experience light and glare effects.

#### **BUILD ALTERNATIVES.**

**ALTERNATIVE 5A.** Light and glare from the general-purpose lanes under Alternative 5A is not expected to impact viewers in residences adjacent to I-710. Therefore, Alternative 5A is not anticipated to have an adverse impact to public health with regard to visual impacts.

**ALTERNATIVES 6A/B/C.** In addition to the lighting provided under Alternative 5A, Alternatives 6A/B/C will also add traffic lighting and vehicle lights associated with the freight corridor. The effects of this new lighting can be lessened to some degree by utilizing light shielding devices on the safety lighting fixtures.

In addition to the glare discussed above for Alternative 5A, glare related to the freight corridor under Alternatives 6A/B/C is also expected to be minimized by the construction of soundwalls (and potentially screen walls as an aesthetic enhancement) and by the distance of the viewer from the traffic lighting and vehicle lights. For views from the opposing side of the Los Angeles River, no soundwalls will be included, but screen walls may be included as an aesthetic enhancement. However, the distance from the views (minimum of 800 feet) across the Los Angeles River to the I-710 Corridor Project is anticipated to minimize the glare.

Alternatives 6A/B/C are not anticipated to have an adverse impact on public health in regard to visual impacts.

### **3.6.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

As discussed above, the I-710 Corridor Project would result in adverse visual impacts due to loss of landscaping, addition of new structures (including soundwalls), widening of existing structures, and the creation of new sources of light and glare. Measures have been identified and are described below to avoid, minimize, or reduce the adverse visual impacts that would result from construction and operation of the I-710 Corridor Project. While these measures would reduce the impacts of the I-710 Corridor Project, there would still be a residual visual impact due to the introduction of reconstructed freeway-to-freeway connectors, soundwalls, and the freight corridor (Alternatives 6A/B/C) into the visual landscape of the Study Area. These measures would apply to all I-710 Corridor Project build alternatives.

#### **3.6.4.1 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

As discussed above, the I-710 Corridor Project build alternatives would result in adverse impacts at some locations to key viewers within the various Landscape Units defined within the I-710 Corridor. Adverse impacts include introduction of new structures and other project features that contribute to degradation of existing visual quality at some locations in the Study Area, as well as potential impacts from light, glare, shade, and shadows. Mitigation measures have been identified and are described below to avoid, minimize, or reduce the adverse visual impacts that may result from construction and operation of the I-710 Corridor Project. Unless otherwise noted, these measures would apply to all build alternatives.

**VIS-1**      **I-710 Corridor Master Plan.** Prior to preparation of plans, specifications, and estimates (PS&E), the California Department of Transportation (Caltrans) will prepare a Corridor Master Plan based on the *Urban Design and Aesthetic Toolbox Report* (2012) that will define aesthetic treatment measures that will be incorporated into the final design of the Interstate 710 (I-710) Corridor Project.

The Corridor Master Plan shall be developed in a context-sensitive design process in consultation with the affected local agencies and shall include involvement of local community members as determined by the local agencies. The Caltrans District 7 Landscape Architect shall approve the I-710 Corridor Master Plan.

The following design themes will be included in the I-710 Corridor Master Plan:

- **CONVENTIONAL TREATMENTS WITH LOS ANGELES RIVER THEME:** Landscaping would be used on easements and also a portion of excess parcels and interchanges. Concrete soundwalls and screen walls adjacent to sensitive areas would be mitigated with vines, trees, or bushes. Artwork with symbols would be located along the arterials to highlight unique communities. The theme would consist of Caltrans-approved bridges with design enhancements (including consideration of community input). The Los Angeles River would remain a continuous theme element.
- **ECO/HIGH TECHNOLOGY CONCEPT:** This eco-friendly design theme includes green bridges and soundwalls for selected areas, artwork made from recycled materials to portray goods movement and migration, a combination of vines and solar panels on top of concrete block walls, and water retention/green roof on selected locations of the I-710 Corridor. Similar to the Los Angeles River theme, artwork would be located along the corridor to emphasize the distinctiveness of each community.
- **CONTEMPORARY ART CONCEPT:** This theme includes dramatic lighting and walls in a modern style. The elements would include a combination of transparent and concrete walls with vines on selected areas and artistic vertical elements representing the industrial character of much of the I-710 Corridor. Landscaping would be used in portions of excess parcels and interchanges. Similar to the themes above, artwork would be located along the I-710 Corridor to emphasize the distinctiveness of each community.

The I-710 Corridor Master Plan will include the following components:

- Incorporation of applicable procedures and requirements as detailed in the Caltrans publication *Highway Design Manual*, Section 902.1, Planting

Guidelines (September 2006), and any applicable local agency General Plan.

- Identification of areas within the project limits for revegetation, including landscaping for graded areas with plant species consistent with adjacent vegetation and enhancement of new project structures (ramps, sound walls, and retaining walls). Only native or noninvasive nonnative species shall be used for landscaping within the project limits.
- Planting of trees and shrubs along the I-710 freeway and at interchange locations to enhance the existing visual planting character of the area.
- Provision of irrigation design and implementation practices that shall conform to the water conservation measures established in Assembly Bill 325, the Water Conservation in Landscaping Act of 1990 (in effect January 1, 1993). Plants shall also be durable in relation to urban pollutants, such as smog.
- Vegetation planted adjacent to walls will not be highly sensitive to shadow and shade. All plantings will be drought-resistant and, where applicable, shadow-resistant to ensure plant longevity and the sustainable use of water resources.

**VIS-2 Construction Plan.** Prior to the start of construction, to address adverse impacts associated with views of construction access and staging areas, Caltrans will require the construction contractor to construct the project in accordance with the Caltrans Standard Construction Specifications, including appropriate measures to address visual impacts during construction.

**VIS-3 Trees.** During preparation of PS&E, the Caltrans District 7 Landscape Architect will verify that the design minimizes removal of existing mature trees. If removal of mature trees cannot be avoided, additional landscape improvements will be incorporated into the final design for these areas. The replacement ratio of any trees removed shall be determined by the Caltrans District 7 Landscape Architect.

**VIS-4 Hardscape.** During preparation of PS&E, the Caltrans District 7 Landscape Architect will verify that the project design incorporates attractive walls, medians, and other visually pleasing hardscape in the project design consistent with the

I-710 Corridor Master Plan. Permeable paving material will be used to reduce surface water runoff.

- VIS-5**      **Sound Walls.** During preparation of PS&E, Caltrans will include aesthetic enhancements for soundwalls in the final design. The designs of sound walls require compliance with Caltrans standards for sound attenuation (where walls provide that function), safety requirements, and other pertinent standards. The design of sound walls requires compliance with the Caltrans *Highway Design Manual* standards, and aesthetic treatments shall be reviewed by the Caltrans District 7 Landscape Architect. The soundwalls shall be developed consistent with the I-710 Corridor Master Plan and include the following features:
- Attractive, decorative elements including features that provide an expression of the “sense of place” for the I-710 Corridor communities shall be incorporated into wall designs in order to increase the visual quality of the area.
  - Areas in front of sound walls shall be landscaped, where landscaping can be accommodated within the public right-of-way, including trees, shrubs, and vines (depending upon the space available) to break the visual monotony, soften the appearance of soundwalls, and deter graffiti.
- VIS-6**      **Retaining Walls.** During preparation of PS&E, Caltrans will include aesthetic enhancements for retaining walls in the project design. Attractive, decorative elements, including features that provide an expression of the “sense of place” for the I-710 Corridor communities, shall be incorporated into wall designs in order to increase the visual quality of the area. The use of retaining walls along the I-710 freeway mainline or at interchange off- and on-ramps will require compliance with Caltrans’ design standards for safety.
- VIS-7**      **Screen Walls.** During preparation of PS&E, Caltrans will include screen walls along the freight corridor in areas where sound walls are not provided and where sensitive viewer groups are exposed to the view of the freight corridor. Aesthetic enhancements for screen walls in the project design will include attractive, decorative elements that provide an expression of the “sense of place” for the I-710 Corridor communities.
- VIS-8**      **Lighting.** During preparation of PS&E, a lighting plan will be prepared by Caltrans. The lighting fixtures will be designed to minimize glare on adjacent

properties and into the night sky. Lighting will be shielded with nonglare hoods and focused within the I-710 Corridor Project right-of-way.

**VIS-9**      **Detention Basins and Biowales.** During preparation of PS&E, detention basins and bioswales will be addressed as visually integrated elements of the landscape planting. Grading of basins will minimize their visual impact by being designed to blend with the surrounding landscape.

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