Figure 2.2-5
Location of Viewpoint 4

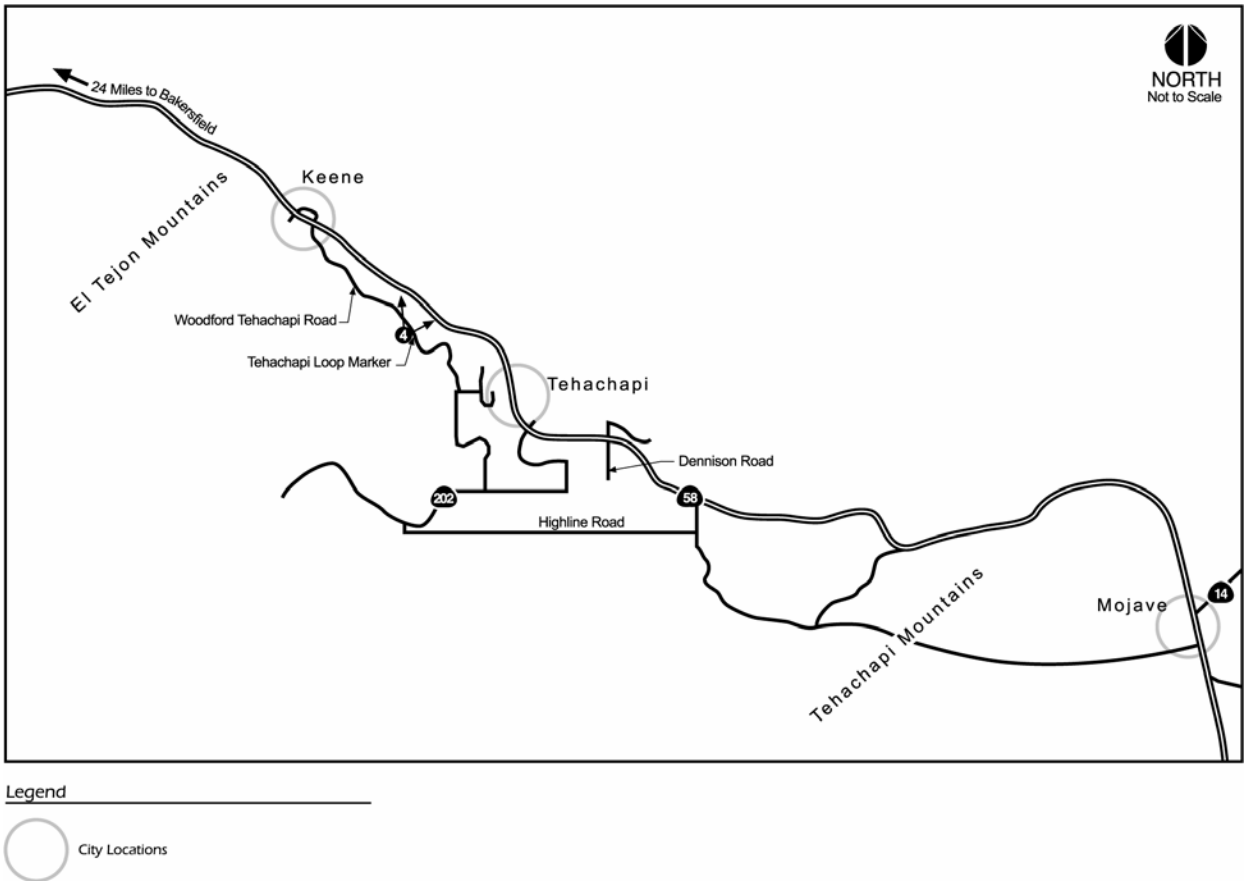
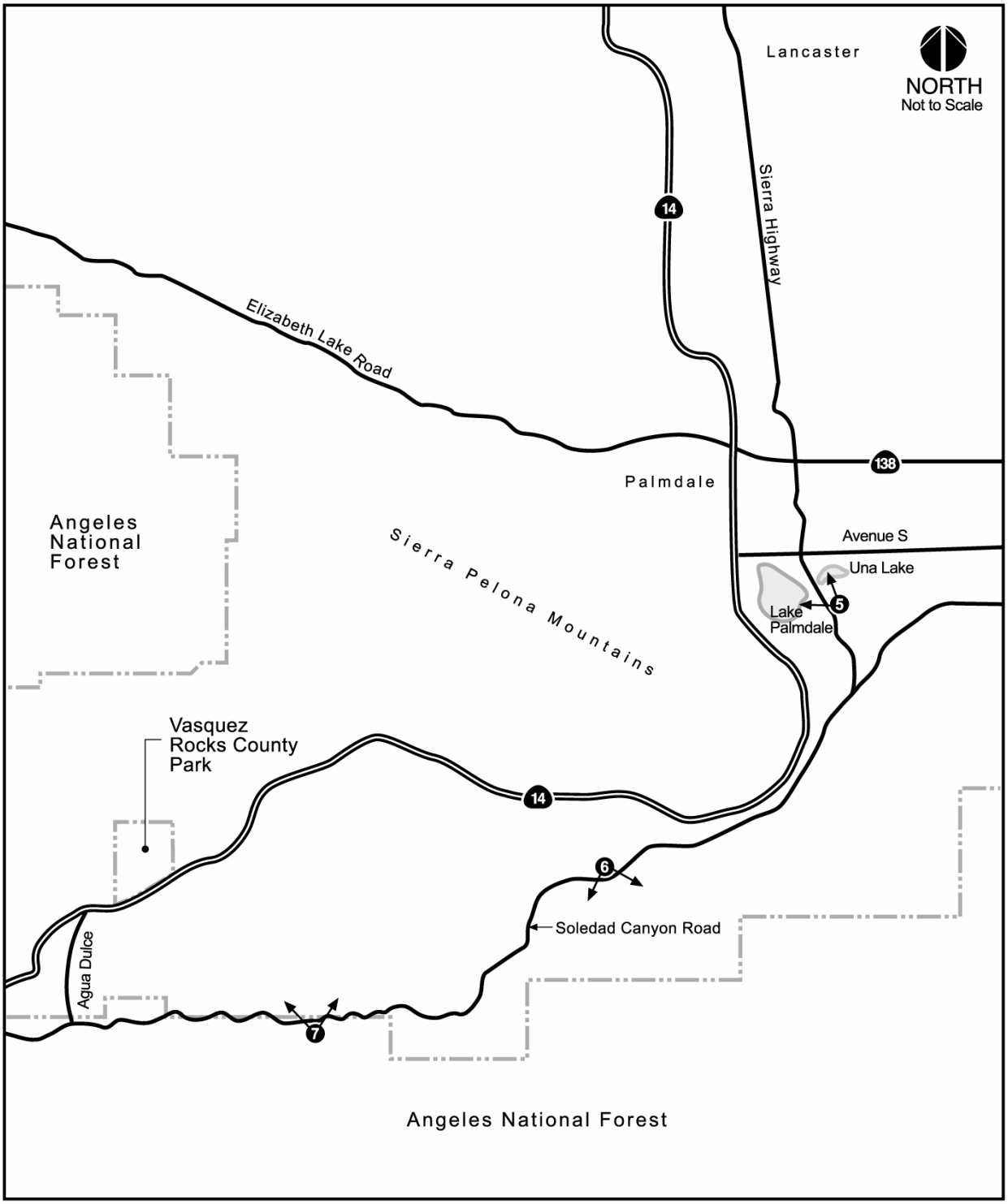


Figure 2.2-6
Viewpoint Photo 4

View No. 4. From the Tehachapi Loop Marker South of SR 58 Looking Northeast.

Figure 2.2-7
Locations of Viewpoints 5, 6 and 7



Legend

National Forest Park Boundary

Figure 2.2-8
Viewpoint 5 & 6, [page 1 of 2]

View No. 5. From Sierra Highway Looking Northwest.

View No. 6. Soledad Canyon Road Looking South.

Figure 2.2-8
Viewpoint 7, [page 2 of 2]

View No. 7. From the Angeles National Forest Looking North.

considered a scenic resource because it is designated by the County of Los Angeles as a Significant Ecological Area (SEA). The primary purpose of SEAs is to preserve biological diversity in the County of Los Angeles. However, the County also recognizes that the natural open space in SEAs functions as a visual amenity. The fore-ground of the view includes the vertical, straight-edged elements of the utility pole, train signal and orange warning sign on the left of the view. The floodplain, also in the fore-ground, extends from the front edge of the view to the edge of the residential uses in the middle-ground of the view. The flat floodplain is covered with beige-colored shrubs and lighter patches of sand. This combination of elements and the spacing between the individual plants gives the floodplain a medium coarse appearance. The bank of the floodplain is most readily distinguished by the narrow linear dark band in the left part of the view. The bank is not apparent from this viewpoint in the right part of the view. The middle-ground consists of brownish rocky hills and ridges with curvilinear lines that are covered with scattered shrubs. The texture of these hills is moderately smooth compared to the coarser appearing floodplain. At the base of the hills white residential buildings and fencing along with deciduous and evergreen landscape trees provide the coarsest texture in the view. A blue-gray appearing Mountain range with curvilinear silhouette forms the back-ground of the view. This range is approximately 1.3 mi (2.1 km) from the view point.

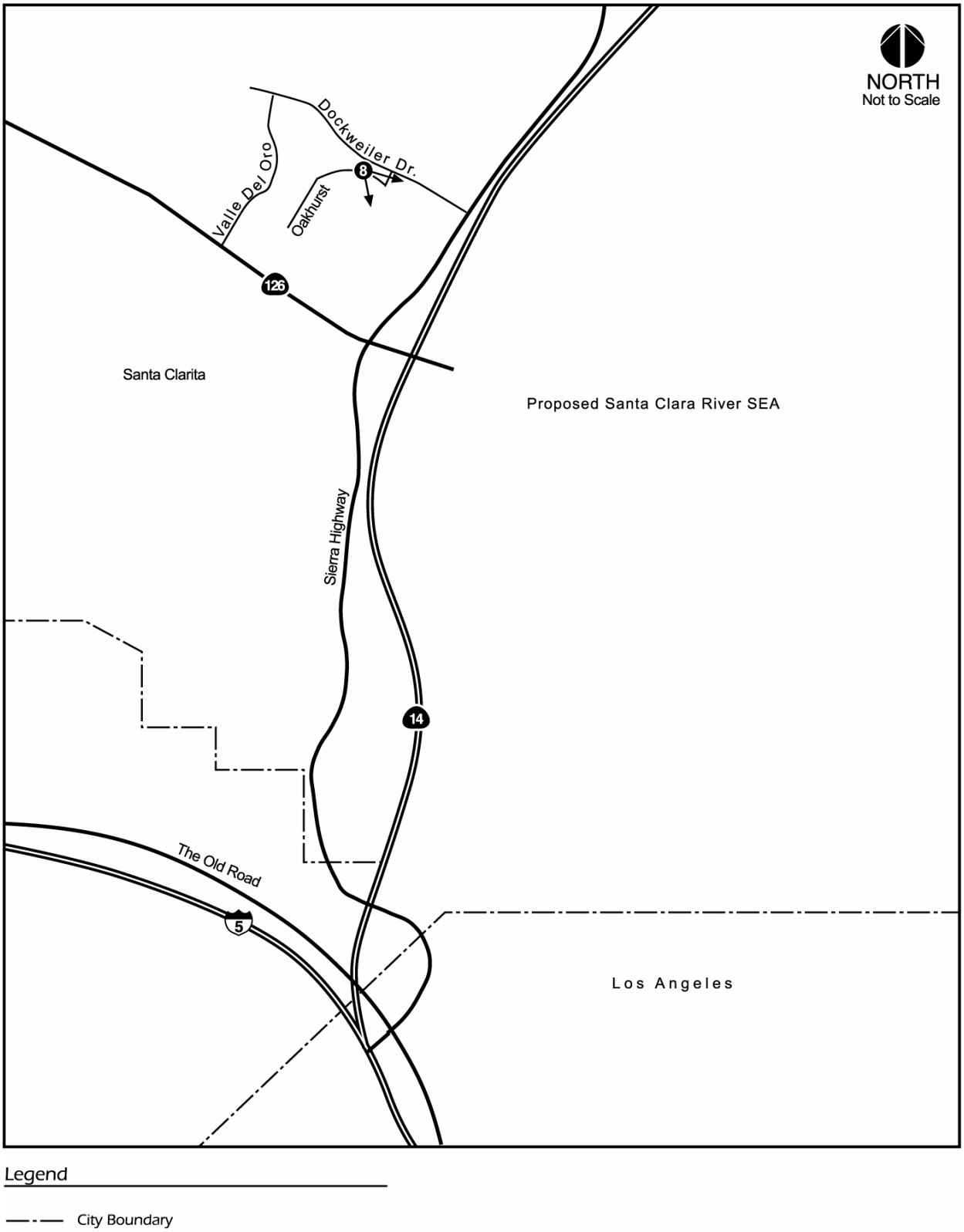
Viewpoint No. 7 from the Angeles National Forest

Viewpoint 7 is from the Angeles National Forest near the Pacific Crest Trail south of Soledad Canyon Road looking north. The viewpoint location is shown on Figure 2.2-7 and the photograph of the view is shown on Figure 2.2-8. In this view, the north wall of the Canyon is considered a scenic resource because it is, for the most part, undeveloped and is visible to hikers on the Pacific Crest Trail and other trails as well as to motorists using unpaved roads in this area of the Forest. This is view is typical of views from the Forest looking north in Soledad Canyon. The fore-ground of the view consists of the irregular silhouettes of trees that are in shadow, the tan and muted earth-toned deciduous trees on the banks of the Santa Clarita River and glimpses of white trailers in a campground in the left of the view. The texture of the elements in the fore-ground is medium coarse. The middle-ground consists of the tan colored mountain with curvilinear lines that is covered with scattered shrubs. At the base of this mountain, the Union Pacific rail line is visible as a thin dark horizontal line. The dark brown boulder rock formation in the left of the view is approximately 4 mi (6.4 km) from the viewpoint location. This back-ground feature is in Vasquez Rocks County Park.

Viewpoint No. 8 from Dockweiler Drive in the City of Santa Clarita

Viewpoint No. 8 is from Dockweiler Drive in the City of Santa Clarita looking southeast across SR 14 toward the hills and ridges beyond it. The viewpoint location is shown on Figure 2.2-9 and the photograph of the view is shown on Figure 2.2-10. The area south of SR 14 is considered a scenic resource because the predominantly undeveloped area beyond SR 14 is designated by the County of Los Angeles as an SEA. Part of a residential area is in the fore-ground of the view. Dockweiler Drive is on the far left of the view, bordered by a green landscaped area of grass, trees and shrubs on a hillside that abuts a residential road. The gray paved roads and band of grass have a smooth texture and the area of shrubs is slightly more coarse in comparison. Tan-colored residences with brown tile roofs line the street. These buildings have straight lines and geometric form that contrast with the undeveloped, natural form of the hills in the SEA beyond SR 14. In the middle-ground, SR 14 is the light colored horizontal band. The undeveloped area beyond SR 14 is comprised of green, curvilinear hills, ridges and mountains covered with predominantly evergreen shrubs and trees with scattered grassland areas. The lower hills with a generally horizontal line and the pyramid-shaped peak on the right of the view are in the middle-ground. The taller ridges with the curvilinear silhouette against the skyline are in the back-ground. The approximate distance from the viewpoint to the ridgeline of the back-ground mountains is 0.5 mi (0.8 km).

Figure 2.2-9
Locations of Viewpoint 8



Legend

City Boundary

Figure 2.2-10
Viewpoint Photo 8

View No. 8. From Dockweiler Drive in the City of Santa Clarita Looking Southeast.

Viewpoint No. 9 from the Los Angeles Union Station Parking Lot

Viewpoint No. 9 is from the northwest edge of the parking lot at Union Station in the City of Los Angeles looking southeast across the parking lot to the rail line and buildings beyond. The viewpoint location is shown on Figure 2.2-11 and the photograph of the view is shown on Figure 2.2-12. Views of this area are considered scenic because Union Station is an important historic building listed in the National Register of Historic Places. The fore-ground includes the gray, smooth textured paved parking lot, parked vehicles and a green landscaped area with grass and trees at the left edge of the view. Black parking lot light standards provide tall vertical elements in the fore-ground. Middle-ground elements include Union Station, the rail tracks and buildings behind the rail tracks. Union Station is the ivory-colored building with red tile roof and clock tower in the right of the view. The flat-roofed, whitish building in the center right of the view houses the offices and other facilities associated with rail operations. The edge of the rail line is visible as a horizontal line beyond the tops of vehicles in a more distant parking lot in the left of the view. The beige high rise office building in the left of the view and the beige, domed building in the center are on the opposite side of the rail line from Union Station. These buildings along with the high rise office building in the right of the view behind Union Station are in the back-ground. All of the buildings have the linear edges, strong geometric forms and smooth textures typical of urban structures.

2.2.2 Other Typical Landscapes

In addition to the landscapes of the representative scenic resources and scenic viewing points previously described, there are several other landscape types along the corridor and station alternatives. These landscape types include agricultural landscapes and urban/suburban landscapes which are described in the following section.

Agricultural Landscape

Agricultural Landscapes occur in the north part of the study area in the Central Valley between Bakersfield and the edge of the Tehachapi Mountains to the south. The form of the agricultural area is a level valley floor with colors that vary from greens in the growing season to beige, brown and gray hues when fields are fallow. The texture ranges from smooth for fallow fields and low row crops to medium coarse for orchards and vineyards. The edges of fields, roads and rail lines in the area provide linear, geometric patterns across the valley and lines of power poles provide vertical elements in the predominantly horizontal landscape. The area is dotted with widely scattered clusters of residences and farm buildings. One-story commercial/retail structures line the roads of the small towns in the area.

Urban/Suburban Landscape

Urban/suburban landscapes occur in the greater Los Angeles Metropolitan area, generally from the City of Santa Clarita south through study area in the City of Los Angeles, with development density generally increasing from north to south. This landscape consists of commercial, retail, office and residential structures and infrastructure such as roads, highways, over-and underpasses, rail lines and utilities that together have generally straight lines, geometric forms, neutral colors and smooth textures. Ornamental landscaping may also be present, especially in suburban areas, that provides varying shades of green.

Rural Desert

Rural desert landscape occurs in the Antelope Valley from the base of the Tehachapi Mountains to the town of Rosamond. The form of the area is a level valley floor with predominantly beige and tan colors with areas of green desert shrubs. The texture is generally moderately coarse with scattered shrubs intermixed with sand/rocky patches. Roads and rail lines in the area provide linear, geometric patterns across the valley and lines of power poles provide vertical elements in the predominantly horizontal landscape with mountain ranges in the back-ground. The area is dotted with widely

Figure 2.2-11
Location of Viewpoint 9

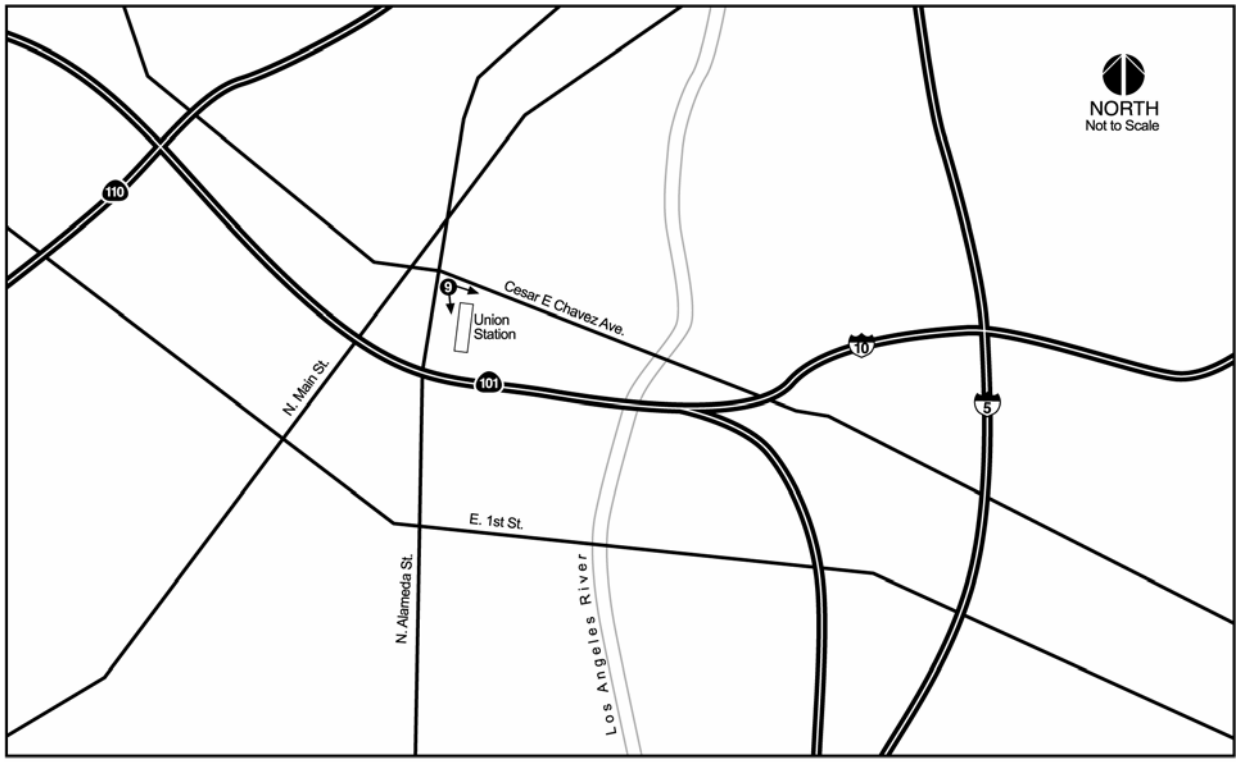


Figure 2.2-12
Viewpoint Photo 9

View No. 9. From the Los Angeles Union Station Parking Lot Looking Southeast.

scattered clusters of residences. One-story commercial/retail structures line the roads of the small towns in the area.

3.0 METHODOLOGY FOR VISUAL ANALYSIS

The visual resource analysis for this program-level EIR/EIS is focused on a broad comparison of potential impacts to visual resources (particularly scenic resources or scenic viewing areas) along corridors for each of the alternatives (high-speed train (HST) and modal alternatives) and around stations. The potential impacts for each of these alternatives are compared with the No-Project Alternative.

The Study Area for visual resources is defined as ¼ mile from corridors and around stations, except in those instances where there are scenic viewing points or overlooks within one mile of the project. In these cases, these scenic viewing points have been included in the study area. The distance range of up to ¼ mile from corridors and stations and up to one mile for scenic viewing points is considered the extent of area where a change in landscape features would be most noticeable to viewers, and new features introduced into the landscape could begin to dominate the visual character of the landscape. In some cases photographs of existing landscapes have been taken from points farther than ¼ mile from corridors. This has been done to provide wider panoramic views that show surrounding context. The distances of the viewpoints from project features are provided in Section 4.0.

The region includes a number of different types of landscapes over a large geographic area including vegetated natural areas, agricultural areas, densely developed urban/suburban and rural desert. Within these landscapes, there are areas that are scenic visual resources, while other areas are not visually sensitive, but are typical of landscapes in the study area. Scenic visual resources include undeveloped natural park areas, National Forest, areas designated by the County of Los Angeles as Significant Ecological Areas (SEAs), designated scenic highways and areas visible from designated scenic viewing points. To describe the existing aesthetic conditions for the study area, nine viewpoints have been selected in this region that are associated with representative scenic resources and scenic viewing points along the alternative corridors and around HST station sites. Figures depicting the location of the selected viewpoints and the direction of view are provided. Photographs taken from each of the viewpoints are shown on accompanying figures. The landscape in each of the photographs is described briefly, along with the reason that the landscape in the view is considered a scenic visual resource. The landscape in each photograph is described in terms of distinguishable (dominant) features that characterize the color, texture, line and form in the fore-ground, middle-ground, and back-ground of the view. Landscape types that are not considered visually sensitive that occur along the corridors and stations are described in text only. This makes up the baseline existing conditions against which the analysis of change or impact for each of the alternatives is compared.

In Section 4.0, the HST alternative is then photo-simulated on each of the landscape photographs provided in Section 2.0 to illustrate if, and how, the dominant visual features that characterize the landscape would change if the alternative were implemented. Of particular concern are elevated structures (guideways or overpasses), and tunnel portals. Also of concern are the potential shadow impacts of elevated structures and the light and glare impacts of the alternatives. These changes, or visual impacts, are described and ranked as 'high', 'medium', or 'low' in the summary table according to the potential extent of change to scenic resources. Impacts to landscape types that are not considered visually sensitive that occur along the corridors and stations are described in text only. Contrast rankings are defined as follows:

High – Project features are very obvious and are a dominant part of the view.
Medium – Project features are readily discerned but do not dominate the view.
Low – Project features are consistent with the line, form, texture and color of other elements in the view and do not stand out from other elements of the view.

Rankings of potential shadow impacts are defined as follows:

High – The centerline of aerial guideway and/or elevated structure is within 75 ft (23 m) of residential or park uses.

Medium – The centerline of aerial guideway and/or elevated structure is between 75 and 125 ft (23 and 38 m) of residential or park uses.

Low – The centerline of aerial guideway and/or elevated structure is between 125 ft (38 m) and 175 ft (53 m) from residential or park uses.

A summary table for the region is then completed that identifies the scenic/visual resources within the study area for each of the corridor segments and around station sites for the high-speed train alternative, and along highway corridors and around airports for the Modal Alternative. Potential visual impacts to the scenic landscapes and the typical landscapes are provided in the table.

CEQA criteria for significant visual impacts includes, would the project:

Have a substantial adverse effect on a scenic vista?

Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Substantially degrade the existing visual character or quality of the site and its surroundings?

Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Each of the CEQA criteria are considered in the ranking of potential impacts.

4.0 VISUAL IMPACTS

Table 4.0-1
Detailed Analysis/Comparison Table
Impacts to Visual Resources
Bakersfield-to-Los Angeles Region

	Scenic Corridors Impacted (Miles)	Scenic viewing points/overlooks number within ¼ mile (#)	High Contrast Impacts (H, M, L)	Shadow Impacts (H, M, L)
NO-PROJECT	--	--	--	--
HIGHWAYS	--	--	--	--
I-5: SR-99 TO SR-14 (No programmed improvements)	0	0	No Impacts	No Impact.
I-5: SR-14 TO I-405 (No programmed improvements)	0	0	No Impacts	No Impact.
I-5: I-405 TO BURBANK (No programmed improvements)	0	0	No Impacts	No Impact.
I-5: BURBANK TO LA UNION STATION (LAUS) (No programmed improvements)	0	0	No Impacts	No Impact.
SR-58/14: SR-99 TO PALMDALE (Widen SR 99 in ROW)	0	Tehachapi Loop	L SR 99 would be similar in line, color, form and texture to the current conditions, except that the road surface would be wider.	No Impact.
SR-14: PALMDALE TO I-5 (No programmed improvements)	0	0	No Impacts	No Impact.
AIRPORTS	--	--	--	--
BURBANK (No programmed improvements)	0	0	No impacts	No
MODAL	--	--	--	--
HIGHWAYS	--	--	--	--
I-5: SR-99 TO SR-14 (WIDEN 2 LANES)	0	2 Pyramid Lake Scenic Viewing Point from the Pyramid Lake Visitors Center adjacent to I-5. Castic Lake Viewing Point from the north-bound rest area on I-5.	M Improved road segments would appear similar in line, color, form and texture to the existing conditions, except that the road surface would be wider. Along hillside areas, the additional cut required would moderately increase the contrast with the remaining natural form of the hillside.	No Impact.

	Scenic Corridors Impacted (Miles)	Scenic viewing points/overlooks number within ¼ mile (#)	High Contrast Impacts (H, M, L)	Shadow Impacts (H, M, L)
I-5: SR-14 TO I-405 (DOUBLE-DECK 4 LANES)	2.5 along I-5	0	M The straight edges, geometric form, neutral color and smooth texture of the four lane deck will be similar in appearance to the other elements in the urban landscape including existing connector ramps to SR 14, I-210 and I-405. However, the elevated deck would extend for approximately 4 mi (6.4 km) over I-5. Therefore, this improvement would moderately contrast with the scale of the surrounding urban features and connectors in the area.	No impact.
I-5: I-405 TO BURBANK (WIDEN 4 LANES)	0	0	L Improved road segments would appear similar in line, color, form and texture to the existing conditions, except that the road surface would be wider.	No Impact.
I-5: BURBANK TO LAUS (WIDEN 4 LANES)	2.2 of Riverside Drive	0	L Improved road segment would appear similar in line, color, form and texture to the existing conditions, except that the road surface would be wider.	No Impact.
SR-58/14: SR-99 TO PALMDALE (NO WIDENING)	0	1 Tehachapi Loop	No Impact	No Impact.
SR-14: PALMDALE TO I-5 (WIDEN 2 LANES)	0	0	M Improved road segment would appear similar in line, color, form and texture to the existing conditions, except that it would be wider than the existing road. Along hillside areas, the additional cut required would moderately increase the contrast with the remaining natural form of the hillside.	No Impact.
AIRPORTS	--	--	--	--

	Scenic Corridors Impacted (Miles)	Scenic viewing points/overlooks number within ¼ mile (#)	High Contrast Impacts (H, M, L)	Shadow Impacts (H, M, L)
BURBANK (9.9 ADDITIONAL MAP, 19 NEW GATES, 1 NEW RUNWAY, 1 NEW ACCESS)	0	0	L The improvements would appear similar in line, color, form and texture to the existing conditions, except that the number of structures and amount of pavement will increase.	No Impact.
HST CORRIDOR & STATION OPTIONS	--	--	--	--
Bakersfield to Los Angeles	--	--	--	--
Alignments	--	--	--	--
Wheeler Ridge Corridor	0	0	L, H The HST line will blend with the line, form, color and texture of the roads and rail line in the area. The light color and urban appearance of the catenary poles will slightly contrast with the wood utility poles in the area. The aerial guideway at the north end of the alignment will highly contrast with the level fields and rural buildings in the area.	L Potentially low shadow impacts on residential areas that are between 125 ft (38 m) and 175 ft (53 m) from the centerline of aerial structure at the north end of the alignment.
Union Avenue Corridor	0	0	L, H The HST line will blend with the line, form, color and texture of the roads and rail line in the area. The light color and urban appearance of the catenary poles will slightly contrast with the wood utility poles in the area. The aerial guideway at the north end of the alignment will highly contrast with the level fields and rural buildings in the area.	M Potentially moderate shadow impacts on residential areas that are between 75 ft (23 m) and 125 ft (38 m) from the centerline of aerial structure.
I-5: Tehachapi Corridor	0	2 The Pyramid Lake scenic viewing point will be 412 ft (126 m) from the aerial guideway over the Lake. The Castic Lake scenic viewing point would be 0.4 mi (.6 km) from the at grade rail line, 0.7 mi (1.1 km) from the north portal and 1.1	H, M The straight planes, smooth texture and light tan color of the cut/fill areas, large urban form of the tunnel portals, urban appearance of the catenary poles and aerial guideway across Pyramid Lake will strongly contrast with the natural form of undeveloped hills, ridges and valleys along scenic resource areas including Pyramid Lake Recreation	H, M Potentially high shadow impacts for boaters on Pyramid Lake and users of picnic areas near the Lake that are within 75 ft (23 m) of the centerline of aerial structure. Potentially moderate shadow impacts on residential areas that are between 75 ft (23 m) and 125 ft (38 m)

	Scenic Corridors Impacted (Miles)	Scenic viewing points/overlooks number within ¼ mile (#)	High Contrast Impacts (H, M, L)	Shadow Impacts (H, M, L)
		mi (1.8 km) from the south portal.	Area, Angeles National Forest and Santa Clarita Woodlands Park. Refer to text and photos for view point nos. 1, 2, 3. The cut/fill during construction across the flat valley in front of Castic Lake will moderately contrast with the existing ranch land and lake because of the distance from the viewpoint.	from the centerline of aerial structure.
SR-58 Corridor	0	1 Tehachapi Loop Marker This viewing point is 0.7 miles (1.1 km) from the alignment.	M The straight planes, smooth texture and light tan color of the cut/fill areas and urban appearance of the catenary poles will moderately contrast with the natural form of undeveloped hills because of the distance of the viewpoint from the project features. Refer to text and photo for viewpoint 4. The unique aspect of this view with the project will be the historical contrast of the new rail technology with the old technology of the Tehachapi Pass Rail Line.	No impact.
Antelope Valley Corridor	0	0	L The HST line will blend with the line, form, color and texture of the roads and rail line in the area. The light color and urban appearance of the catenary poles will slightly contrast with the wood utility poles and suburban buildings in the area.	No impact.
Soledad Canyon Corridor	1.1 Sierra Hwy in the City of Palmdale	0	H The urban appearance of the aerial guideway and catenary poles across scenic Sierra Hwy and adjacent to Santa Clarita River SEA will strongly contrast with the color, form, texture and line of adjacent undeveloped areas. Refer to text and photos for view point nos. 5 and 6.	H Potentially high shadow impacts on residential areas within 75 ft (23 m) of the centerline of aerial structure near the Santa Clarita River SEA. Refer to text and photo for viewpoint no. 6.

	Scenic Corridors Impacted (Miles)	Scenic viewing points/overlooks number within ¼ mile (#)	High Contrast Impacts (H, M, L)	Shadow Impacts (H, M, L)
			The straight planes, smooth texture and light tan color of the cut/fill areas, large urban form of the tunnel portals and urban appearance of the catenary poles will strongly contrast with the natural form of undeveloped hills, ridges and valleys along scenic resource areas including Angeles National Forest and the proposed addition to the Santa Clarita River SEA. Refer to text and photos for viewpoint nos. 7, 8.	
Metrolink/UPRR: Sylmar Station North	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
Metrolink/UPRR: Sylmar Metrolink Station Metrolink	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
Metrolink/UPRR: Burbank Airport to Downtown	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
Metrolink/UPRR: Glendale	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
Metrolink/UPRR: Over and under I-5 and SR-110)	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
Metrolink/UPRR: Over I-5 and SR-110	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	H Potentially high shadow impacts on residential areas within 75 ft (23 m) of the centerline of aerial structure.
Metrolink/UPRR: Under I-5 and SR-110	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
I-5: Glendale	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	H Potentially high shadow impacts on residential areas within 75 ft (23 m) of the centerline of aerial structure.

	Scenic Corridors Impacted (Miles)	Scenic viewing points/overlooks number within ¼ mile (#)	High Contrast Impacts (H, M, L)	Shadow Impacts (H, M, L)
I-5: Silverlake Aerial/Cut and Cover Option	2.2 Riverside Drive	0	L The alignment will cross the scenic highway in aerial guideway. The are other elevated structures across the road at intersections and the road is immediately adjacent to I-5. The line, form, color and texture of the project will be similar to other structures in the area and the contrast will be low.	H Potentially high shadow impacts on residential areas within 75 ft (23 m) of the centerline of aerial structure.
I-5: Silverlake Cut-and-Cover Option	2.2 Riverside Drive	0	L The urban appearance of the HST features will blend will the surrounding urban landscape along the scenic highway and the contrast will be low..	No impact.
LAUS East Bank North	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
LAUS Existing: East	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	H Potentially high shadow impacts on residential areas within 75 ft (23 m) of the centerline of aerial structure.
LAUS Existing: South	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
East Connection	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	M Potentially moderate shadow impacts on residential areas that are between 75 ft (23 m) and 125 ft (38 m) from the centerline of aerial structure.
South Connection	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
Stations (including station approach tracks)	--	--	--	--
Palmdale Siding	0	0	L The urban appearance of the station will be compatible with nearby industrial/institutional buildings.	No impact.
Metrolink/UPRR: Sylmar Station Siding	0	0	L The urban appearance of the HST features will	H Potentially high shadow impacts on residential

	Scenic Corridors Impacted (Miles)	Scenic viewing points/overlooks number within ¼ mile (#)	High Contrast Impacts (H, M, L)	Shadow Impacts (H, M, L)
			blend will the surrounding urban landscape.	areas within 75 ft (23 m) of the centerline of aerial structure.
Burbank Airport Siding	0	0	L The station will be in trench. The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
Metrolink/UPRR: Burbank Downtown Siding	0	0	L The urban appearance of the HST features will blend will the surrounding urban landscape.	No impact.
I-5: Burbank Downtown Siding	0	0	L The urban appearance of this aerial structure will blend will the surrounding urban landscape.	H Potentially high shadow impacts on residential areas within 75 ft (23 m) of the centerline of aerial structure.
Burbank Downtown Siding	0	0	L The urban appearance of this aerial structure will blend will the surrounding urban landscape.	No impact.
LAUS Existing Siding	0	0	L The parking structure and aerial guideways have been located to avoid the front of the historic Union Station so that views of the front of the station are not obscured. The urban appearance of the HST features will blend will the surrounding urban landscape. Refer to the text and photo for viewpoint no. 9.	No impact.
LAUS South Siding	0	0	L The urban appearance of the HST features will blend with the surrounding urban/industrial landscape.	H Potentially high shadow impacts on residential areas within 75 ft (23 m) of the centerline of aerial structure.
LAUS East Bank Siding	0	0	L The urban appearance of the HST features will blend with the surrounding urban/industrial landscape.	No impact.
Maintenance Yard	0	0	L The urban appearance of the HST features will blend will the surrounding urban/industrial/rail yard landscape.	H Potentially high shadow impacts on residential areas within 75 ft (23 m) of the centerline of aerial structure.

4.1 NO-PROJECT ALTERNATIVE

In the Bakersfield to Los Angeles region the only programmed improvement is a widening of SR 99 in the Antelope Valley which will be constructed in the existing right-of-way. The visual impact of this improvement would be that SR 99 would be similar in line, color, form and texture to the current conditions, except that the road surface would be wider. Therefore, the visual contrast with the widened segment of SR 99 would be low.

4.2 MODAL ALTERNATIVE

The Modal Alternative in the Bakersfield to Los Angeles region includes the following expansions:

I-5 between SR 99 and SR 14 will be widened by two lanes.
I-5 between SR 14 and I-405 will be expanded by four lanes that will be double-decked.
I-5 between I-405 and Burbank will be widened by four lanes.
SR 14 from Palmdale to I-5 will be widened by two lanes.
The Burbank Airport will be expanded by 9.9 million annual passengers (MAP). There will be 19 new gates, one new runway and one new entry access.

The visual impact of the widening of the segments of I-5 and SR 14 listed above would be that the improved road segments would appear similar in line, color, form and texture to the existing conditions, except that the road surfaces would be wider. Therefore, the visual contrast with these widened segments under the Modal Alternative would be low, with the exception of the I-5 widening between SR 99 and SR 14. Along hillside areas of I-5 between SR 99 and SR 14, cut will be required for construction of the widening and this cut would moderately contrast with the remaining natural form of the hillsides.

The visual impact of the expansion of the Burbank Airport, as described above, would be that the additional facilities would appear similar in line, color, form and texture to the existing facilities except that number of gates and runways will increase. The new entry access would also appear similar to the existing access. Therefore, the visual contrast with the expanded Burbank Airport under the Modal Alternative would be low.

The double-decking of four lanes on I-5 between SR 14 and I-405 will add another urban feature to the existing urban landscape. The straight edges, geometric form, neutral color and smooth texture of the four lane deck will be similar in appearance to the other elements in the urban landscape along much of this segment including existing connector ramps to SR 14, I-210 and I-405. However, the elevated deck would extend for approximately 4 mi (6.4 km) over I-5 and there are residential uses adjacent to I-5 in some areas of the segment. Therefore, this improvement would moderately contrast with the scale of the surrounding urban features and connectors in the area and would highly contrast with residential areas.

4.3 HIGH-SPEED TRAIN ALTERNATIVE

In Section 2.0, photographs were provided of views of nine representative scenic resources along the HST alternative corridors and station sites. Maps of the viewpoint locations and the directions of the views were also provided. The landscape in each photograph was described in terms of the distinguishable (dominant) features that characterize the color, texture, line and form in the fore-ground, middle-ground and back-ground of each view.

This section includes figures that depict each of the viewpoint locations shown in Section 2.0, the direction of the view and the location of the proposed HST alignment and project elements in the view.

These project elements shown on the figures include, cut/fill, tunnel, aerial guideway and station components. The visual contrast between the existing view, shown in Section 2.0 and the view with the project is described in the text for each view in the following paragraphs. A visual simulation is provided for Viewpoint No. 7 from the Angeles National Forest that depicts this view as it would appear with implementation of the HST project. The amount of visual contrast with the project is identified as high, medium or low for each view. These rankings were defined in Section 3.0.

Viewpoint No. 1 in the Pyramid Lake Recreation Area

The existing condition photograph of Viewpoint No. 1, shown previously in Figure 2.2-2, is from east of the Vista Del Lago Visitors Center at Pyramid Lake Recreation Center looking south across the Lake. This viewpoint location and the project alignment and features in and adjacent to the view are shown on Figure 4.3-1. This viewpoint location is along the I-5 Tehachapi Crossing Alignment. The HST aerial guideway will cross over the Lake and disappear from view, behind the Visitors Center. The distance from the viewpoint to the closest part of the HST aerial guideway is approximately 412 ft (126 m). The straight edges, geometric urban form, and light color of the guideway, catenary poles, wires and track fencing will highly contrast with the curvilinear lines of the Lake and hills, natural form of the hills and mountains, blue color of the Lake and green color of the hills and mountains in the view. The aerial guideway would be a dominant element of the view from this viewpoint, from picnic areas and from many points on the Lake. The HST alignment will cross approximately 5 mi (8 km) of the Pyramid Lake Recreation Area, with approximately 1.9 mi (3.1 km) in aerial guideway, 1.4 mi (2.3 km) in cut/fill and 2 mi (3.2 km) in tunnel. There will be five portals in the Recreation Area.

Viewpoint No. 2 from Golden State Highway in the Angeles National Forest

Viewpoint No. 2 is from a point on Golden State Highway in the Angeles National Forest south of Pyramid Lake looking northeast. This viewpoint location and the project alignment and features in and adjacent to the view are shown on Figure 4.3-1. Figure 4.3-2 includes a photograph of the existing condition and a visual simulation of what the view will be like with implementation of the project. This viewpoint is along the I-5 Tehachapi Crossing Alignment. As shown in the visual simulation, substantial amounts of cut/fill will be required for the alignment in this area. The straight planes and smooth texture of the cut/fill areas will contrast with the curvilinear lines and natural-appearing shapes of the hills. The light color, vertical and horizontal lines and urban, geometric forms of the catenary poles, wires, tracks and track fencing will contrast with green and earth tones of the existing vegetated landscape. From this viewpoint these contrasts would be moderate because of the distance from the viewpoint t the alignment. However, the contrast would be high from closer views within the National Forest. The approximate distance from the viewpoint to the HST alignment is 0.2 mi (0.3 km). The HST alignment will cross approximately six mi (9.7 km) of the Angeles National Forest along the I-5 Tehachapi Crossing Alignment, with approximately 1.9 mi (3 km) in cut/fill and 4.1 mi (6.6 km) in tunnel. There will also be six portals in this area.

Viewpoint No. 3 from Santa Clarita Woodlands Park

The existing condition photograph of Viewpoint No. 3, shown previously in Figure 2.2-4, is from the edge of a parking lot near a trail head in Towsley Canyon in the Santa Clarita Woodlands Park looking northwest. This viewpoint location and the project alignment and features in and adjacent to the view are shown on Figure 4.3-3. This viewpoint is along the I-5 Tehachapi Crossing Alignment. Substantial amounts of cut/fill will be required for the alignment in this area. The straight planes and smooth texture of the cut/fill areas will strongly contrast with the curvilinear lines and natural-appearing shapes of the hills. The light color, vertical and horizontal lines and urban, geometric forms of the catenary poles, wires, tracks and track fencing will strongly contrast with green and

Figure 4.3-1
Locations of Viewpoints 1 and 2

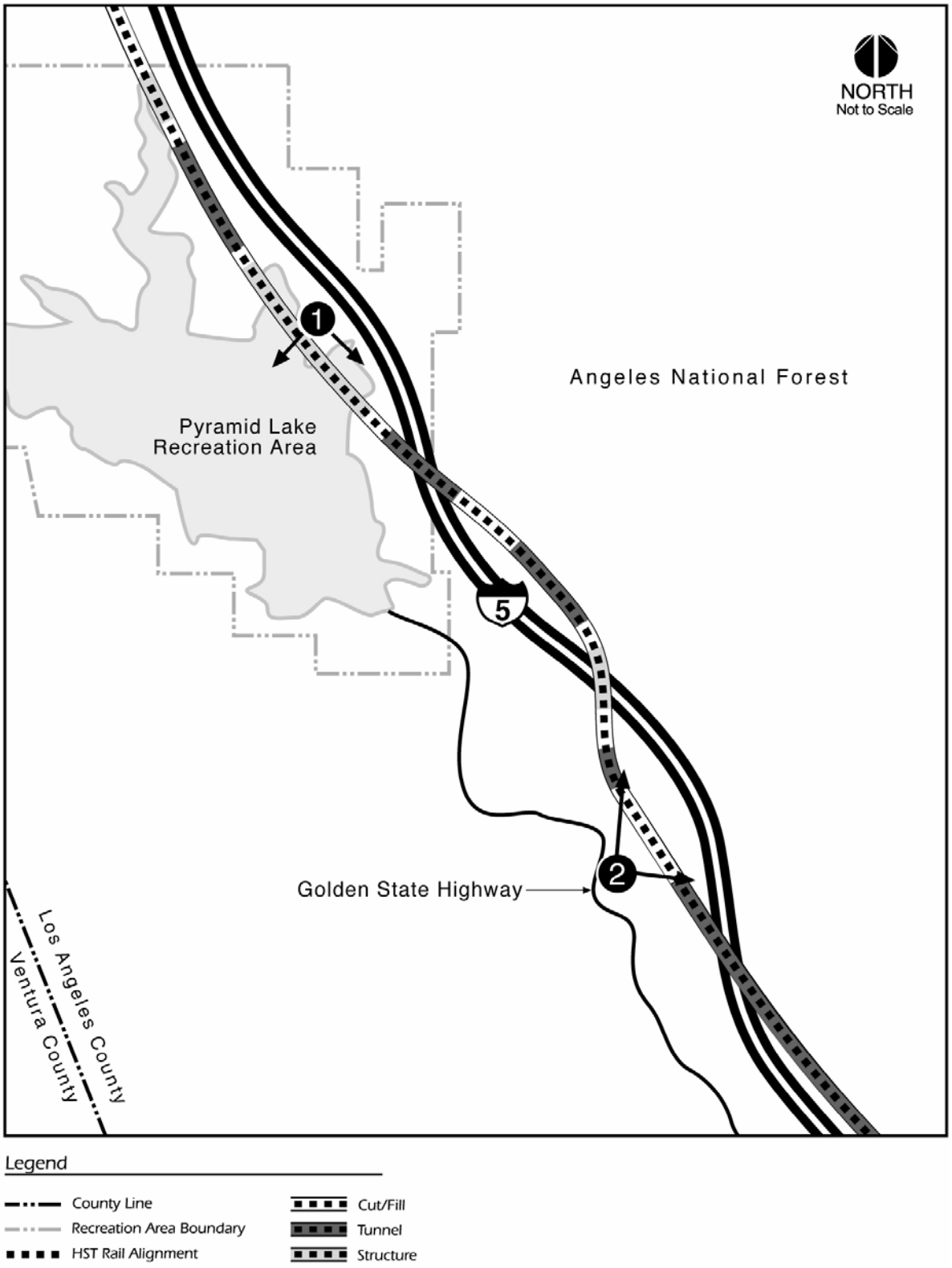
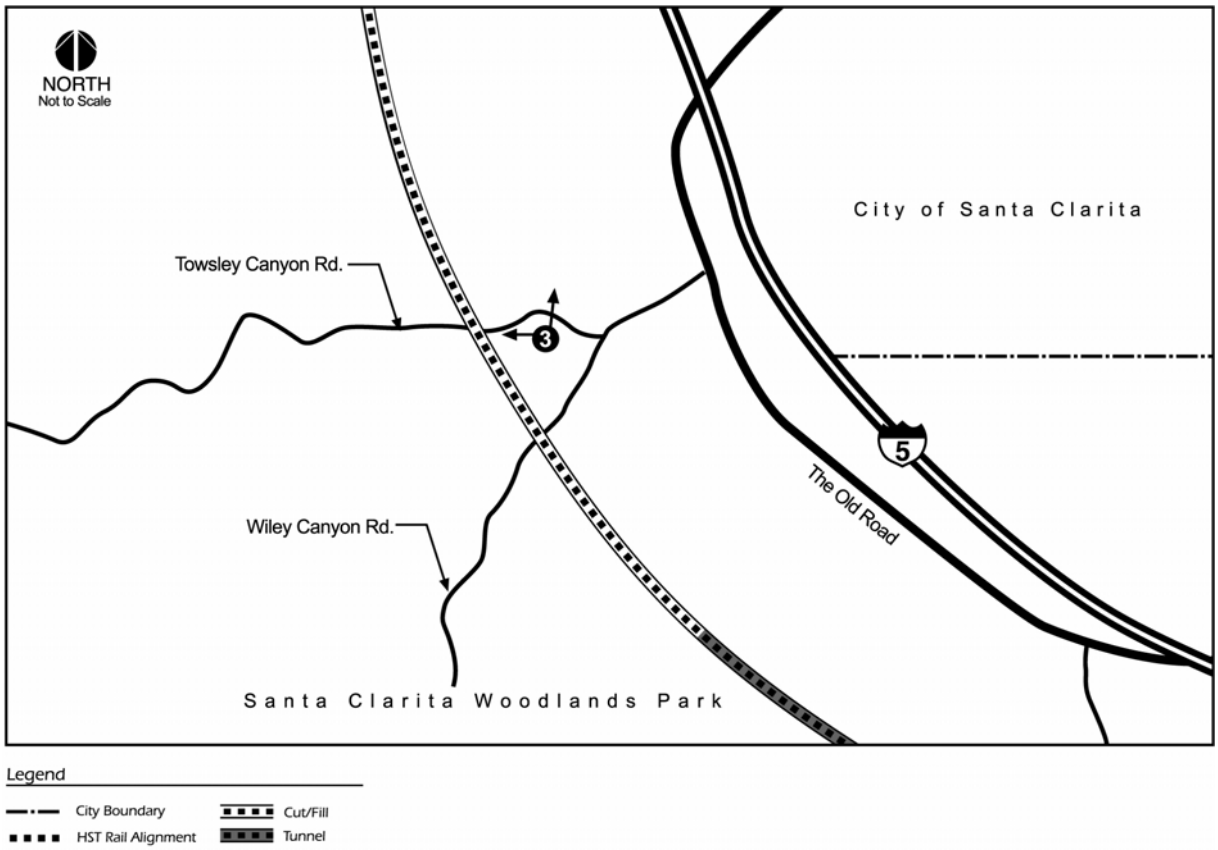


Figure 4.3-2
Existing Conditions and Visual Simulation

Figure 4.3-3
Location of Viewpoint 3



earth tones of the existing vegetated landscape, especially from close views that hikers will have of the alignment. The approximate distance from the viewpoint to the HST alignment is 0.2 mi (0.3 m). The HST alignment will cross approximately 2 mi (3.2 km) of the Santa Clarita Woodlands Park, with approximately 1.5 mi (2.4 km) in cut/fill and 0.5 mi (0.8 km) in tunnel. There will also be five portals in the Park.

Viewpoint No. 4 from the Tehachapi Loop Marker

The existing condition photograph of Viewpoint No. 4, shown previously in Figure 2.2-6, Viewpoint No. 4 is from the Tehachapi Loop marker south of State Route (SR) 58 east of the town of Keene. This viewpoint location and the project alignment and features in the view are shown on Figure 4.3-4. This viewpoint is along the SR 58 Corridor Alignment. Cut/fill for construction of the alignment will be visible in the right side of the view on the hillside beyond SR 58. The approximate distance from the viewpoint to the nearest point on the alignment is 0.7 mi (1.1 km). The straight planes, smooth texture and tan color of the cut/fill areas will contrast with the curvilinear lines, natural-appearing shape, green color and medium-coarse texture of the hills. The light color, vertical and horizontal lines and urban, geometric forms of the wires, catenary poles, tracks and track fencing will contrast with green and earth tones of the existing vegetated landscape. However, from this viewpoint the visual contrast of the project with the existing landscape would be moderate because of the distance of the viewpoint from the project features. The project elements will be noticeable but will not dominate the view. The unique aspect of this view with the project will be the historical contrast of the new rail technology with the old technology of the Tehachapi Pass Rail Line. However, cut/fill areas and tunnel portals will occur along the length of the mountainous section of the SR 58 Corridor. The project would highly contrast with the surrounding existing landscape from closer views of the alignment from SR 58 and ranch properties. Along the mountainous part of the SR 58 Corridor, there are approximately 3 mi (4.8 km) of tunnel, twelve portals and 7.7 mi (12.4 km) of cut/fill.

Viewpoint No. 5 from Sierra Highway

The existing condition photograph of Viewpoint No. 5, shown previously on Figure 2.2-8, is from Sierra Highway in the south part of the City of Palmdale looking northwest. This viewpoint location and the project alignment and features in and adjacent to the view are shown on Figure 4.3-5. This viewpoint is adjacent to the Soledad Canyon Corridor Alignment. As described in Section 2.0, this part of Sierra Highway is a City of Palmdale designated scenic highway. In this view, the HST aerial guideway will be visible to the left of Sierra Highway and will cross the Highway approximately 984 ft (300 m) from the viewpoint. The approximate distance from the viewpoint to the nearest point on the aerial guideway to the left of the Highway is 790 ft (241 m). The straight edges, geometric urban form, light color and smooth texture of the aerial guideway, support columns, catenary poles, wires and track fencing will highly contrast with the flat topography, soft medium-coarse texture and muted tan red and green tones of the vegetation in the view. The aerial guideway would be a dominant element of the view along the 1.1 mi (1.8 km) of this scenic highway and will also block views of the Tehachapi Mountains to the north and the Sierra Pelona and San Gabriel Mountains to the south.

Viewpoint No. 6 from Soledad Canyon Road

The existing condition photograph of Viewpoint No. 6, shown previously on Figure 2.2-8, is from Soledad Canyon Road southwest of the City of Palmdale looking south across the Santa Clarita River floodplain to the residential uses, hills and mountains beyond. This viewpoint location and the

Figure 4.3-4
Location of Viewpoint 4

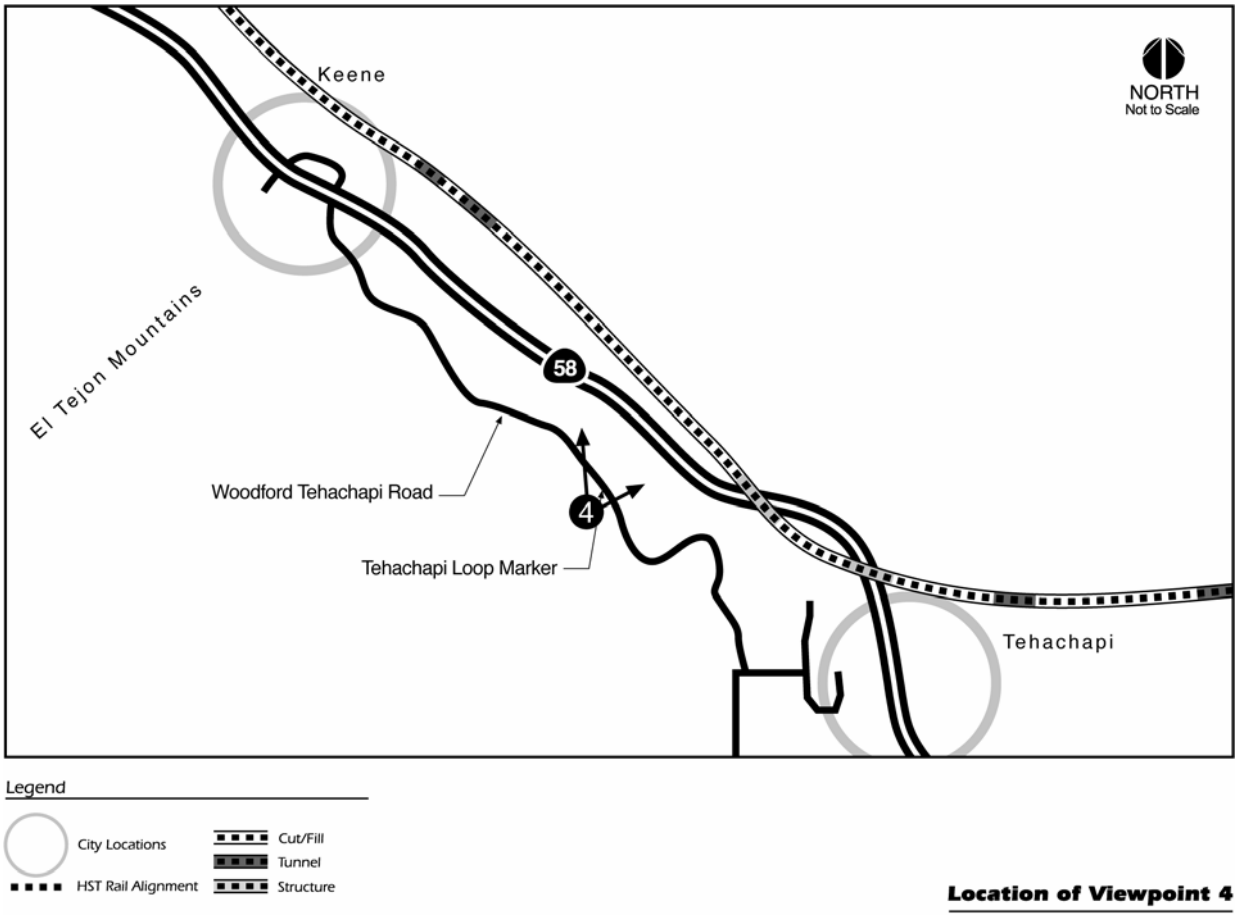
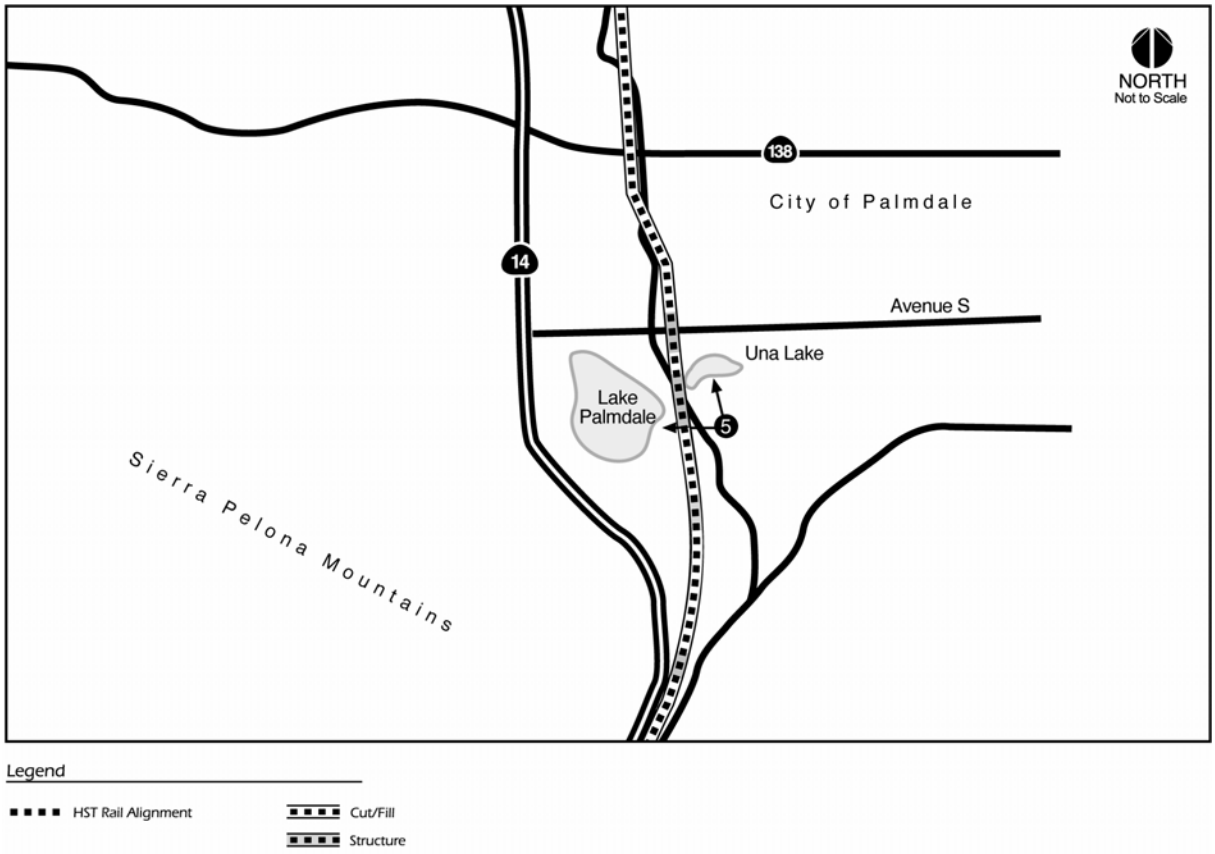


Figure 4.3-5
Location of Viewpoint 5



project alignment and features in and adjacent to the view are shown on Figure 4.3-6. This viewpoint is adjacent the Soledad Canyon Corridor Alignment. As described in Section 2.0, this area of the Santa Clarita River floodplain is a County of Los Angeles Significant Ecological Area (SEA). In this view, the HST aerial guideway will be parallel to the south edge of SEA. The approximate distance from the viewpoint to the nearest point on the aerial guideway is 0.35 mi (0.56 km). The straight edges, geometric urban form, light color and smooth texture of the aerial guideway, support columns, catenary poles, wires and track fencing will highly contrast with the flat topography, soft medium-coarse texture and muted tan tones of the vegetation in the vegetation in the floodplain and the curvilinear shape and dark brown color of the hills behind it. The aerial guideway would be a dominant element of the view along 1.1 mi (1.8 km) of this SEA. The visual contrast would be especially high for close views from residences at the south edge of the SEA looking north.

Viewpoint No. 7 from the Angeles National Forest

Viewpoint No. 7 is from the Angeles National Forest near the Pacific Crest Trail south of Soledad Canyon Road looking north and is adjacent to the Soledad Canyon Corridor Alignment. This viewpoint location and the project alignment and features in and adjacent to the view are shown on Figure 4.3-6. Extensive amounts of cut/fill will be required for construction of the alignment along the hills that form the steeply-sloped north wall of Soledad Canyon. The approximate distance from the viewpoint to the HST alignment is 0.5 mi (0.8 km). The straight planes, smooth texture and light tan color of the cut/fill areas will highly contrast with the curvilinear lines, natural-appearing shape, coarser texture and darker tan color of the remaining portion of the existing hills. This contrast will be especially high from close views from campgrounds adjacent to the south edge of Santa Clarita River where breaks in the riparian vegetation allow views across the river. The tracks, catenary poles, wires and track fencing will not be visible in this area from the National Forest. The HST alignment will cross approximately 5 mi (8 km) of the hills on the north side of Soledad Canyon, adjacent to the Angeles National Forest to the south. Approximately 4.2 mi (6.7 km) will be constructed via cut/fill and will have high visual contrast similar to view No. 7. Approximately 0.5 mi (0.8 km) will be in tunnel and will not be visible. There will also be three portals in this area.

Viewpoint No. 8 from Dockweiler Drive in the City of Santa Clarita

The existing condition photograph of Viewpoint No. 8, shown previously on Figure 2.2-10, is from Dockweiler Drive in the City of Santa Clarita looking southeast across SR 14 toward the low hills and taller mountains in an area that is proposed to be included in the County of Los Angeles, Santa Clarita River SEA. This viewpoint location and the project alignment and features in and adjacent to the view are shown on Figure 4.3-7. This viewpoint is adjacent the Soledad Canyon Corridor Alignment. The extensive amounts of cut/fill that will be required for construction along the hills in the proposed SEA will be visible in this view, as well as the aerial guideway over the intersection ramps of SR 126 on the south side of SR 14. The approximate distance from the viewpoint to the closest point of the HST alignment is 0.3 mi (0.5km). The straight planes, smooth texture and light tan color of the cut/fill areas will strongly contrast with the curvilinear lines, natural-appearing shape, coarser texture and darker green color of the remaining portion of the existing hills. The light color, vertical and horizontal lines and urban, geometric form of the catenary poles, wires, aerial structure, track and track fencing will also strongly contrast with the color, form, texture and curvilinear line of the existing undeveloped hills. This contrast will be especially high from close views from SR 14 and areas in the proposed SEA. The HST alignment will cross approximately 4 mi (6.4 km) of the hilly part of the proposed SEA. Approximately 1.1 mi (1.8 km) will be cut/fill and will have high visual contrast similar to view No. 8. Approximately 2 mi (3.2 km) will be in tunnel and will not be visible. There will also be two portals in this area.

Figure 4.3-6
Location of Viewpoint 6 and 7

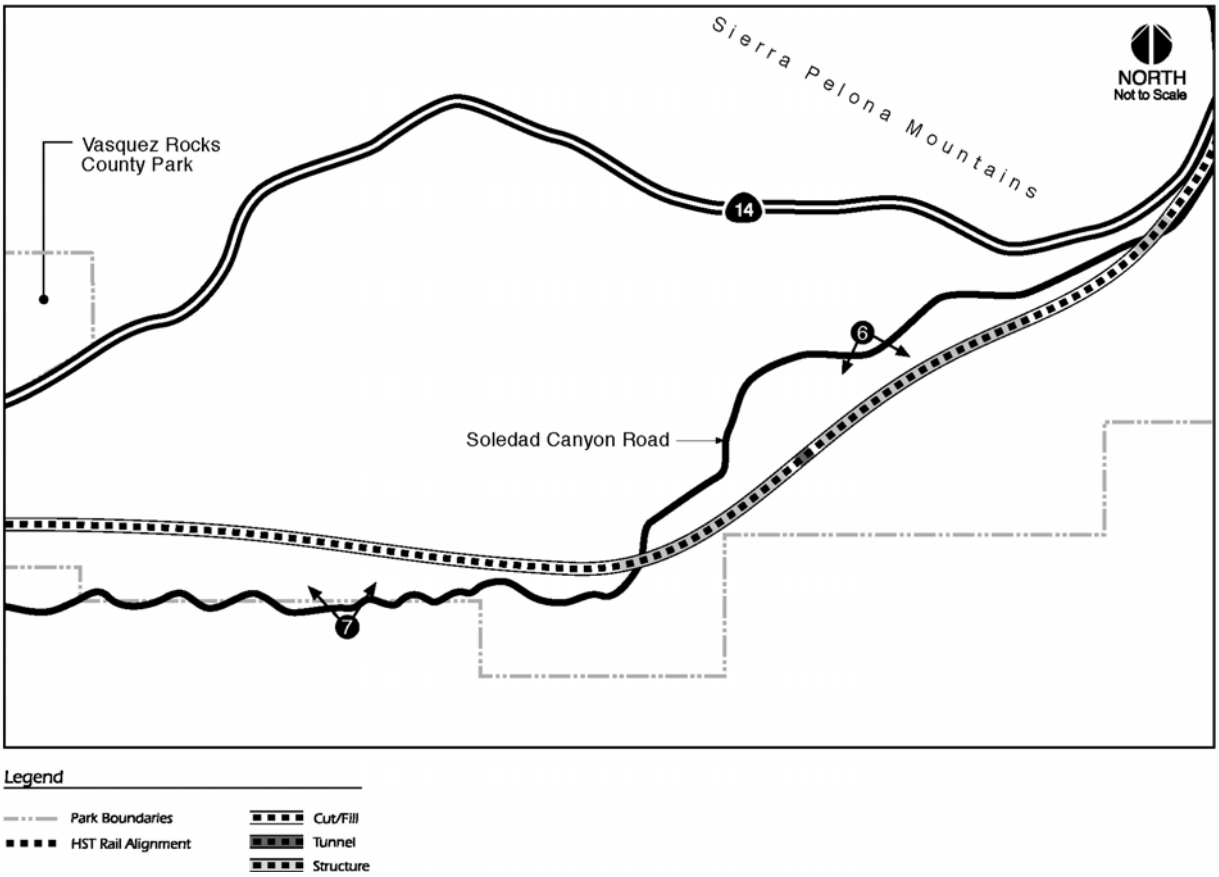
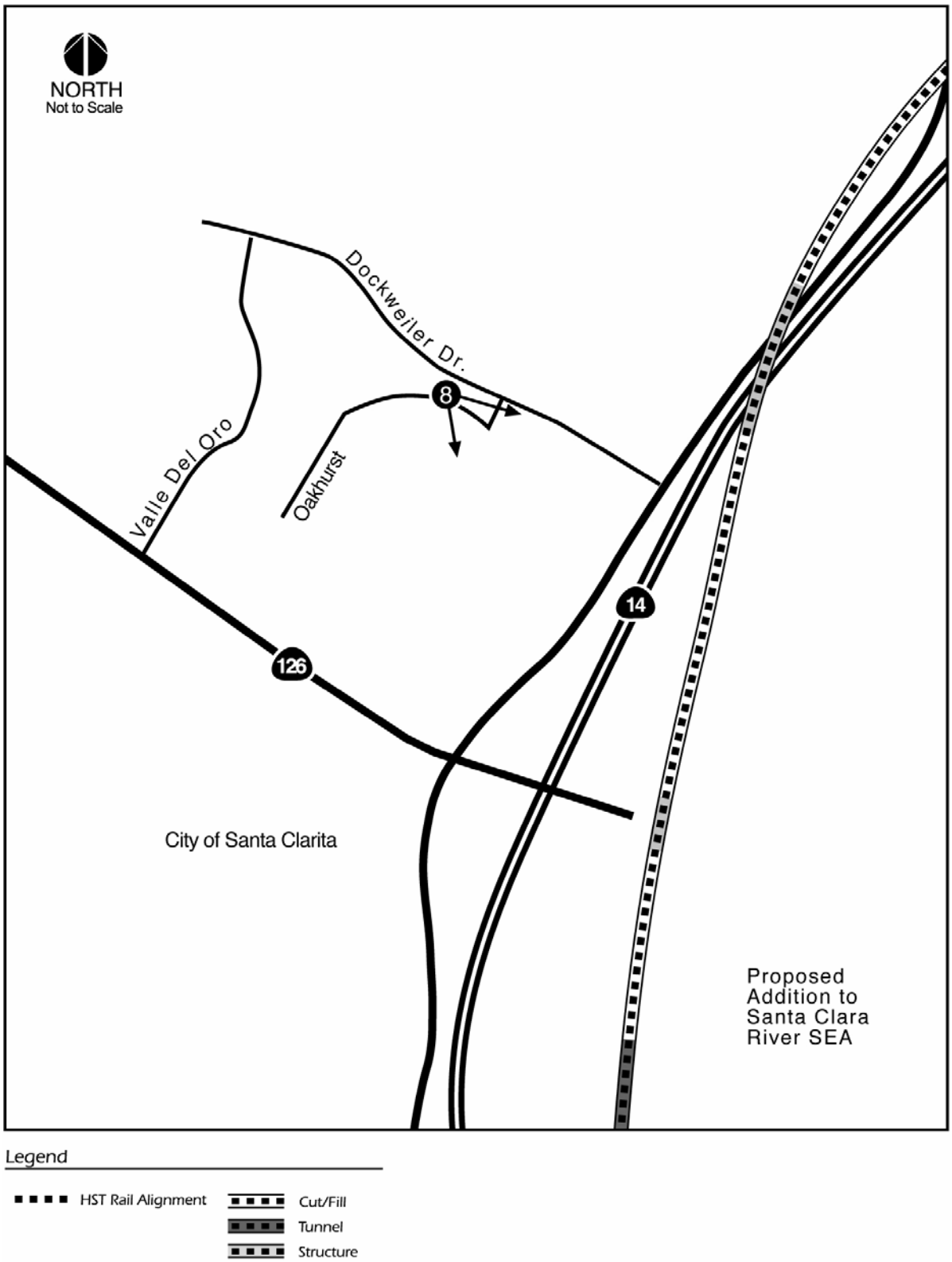


Figure 4.3-7
Locations of Viewpoint 8



Viewpoint No. 9 from the Los Angeles Union Station Parking Lot

The existing condition photograph of Viewpoint No. 9, shown previously on Figure 2.2-12 is from the northwest edge of the parking lot at Union Station in the City of Los Angeles looking east/southeast across the parking lot to the rail line and buildings beyond. As described in Section 2.0, Union Station in the right of the view with the tile roof, is an historic building. This viewpoint location and the project alignment and features in and adjacent to the view are shown on Figure 4.3-8. This viewpoint is adjacent to the Existing LAUS Station Site and approach sidings for the LAUS South Station also traverse this area. A parking structure will be located in the left of the view on the site of the existing parking lot that is at a higher elevation than the lot in the foreground of the view. Parked cars at the edge of a landscaped berm are visible in this area planned for the new parking structure. An elevated guideway will also be visible in the far left of the view beyond the edge of the parking structure. The parking structure has been located to the north and as far from the entryway and façade of Union Station as possible. This location ensures that project features will not block or interrupt views of the front of the building and the entryway. The elevated guideways also have been located behind the building and therefore, minimize any contrast with the historic building. The straight lines, geometric shape, smooth texture and neutral color of the parking structure and the aerial guideway will blend with the lines, shapes, texture and colors of the other non-historic buildings in the area. The project features will blend with the surrounding urban area and the resulting contrast will be low.

4.4 SUMMARY OF VISUAL IMPACTS OF THE ALTERNATIVES

The following paragraphs provide a summary of the visual impacts of the alternatives shown in Table 1.3-1 and a comparison of the alternatives related to aesthetics.

4.4.1 No-Project Alternative

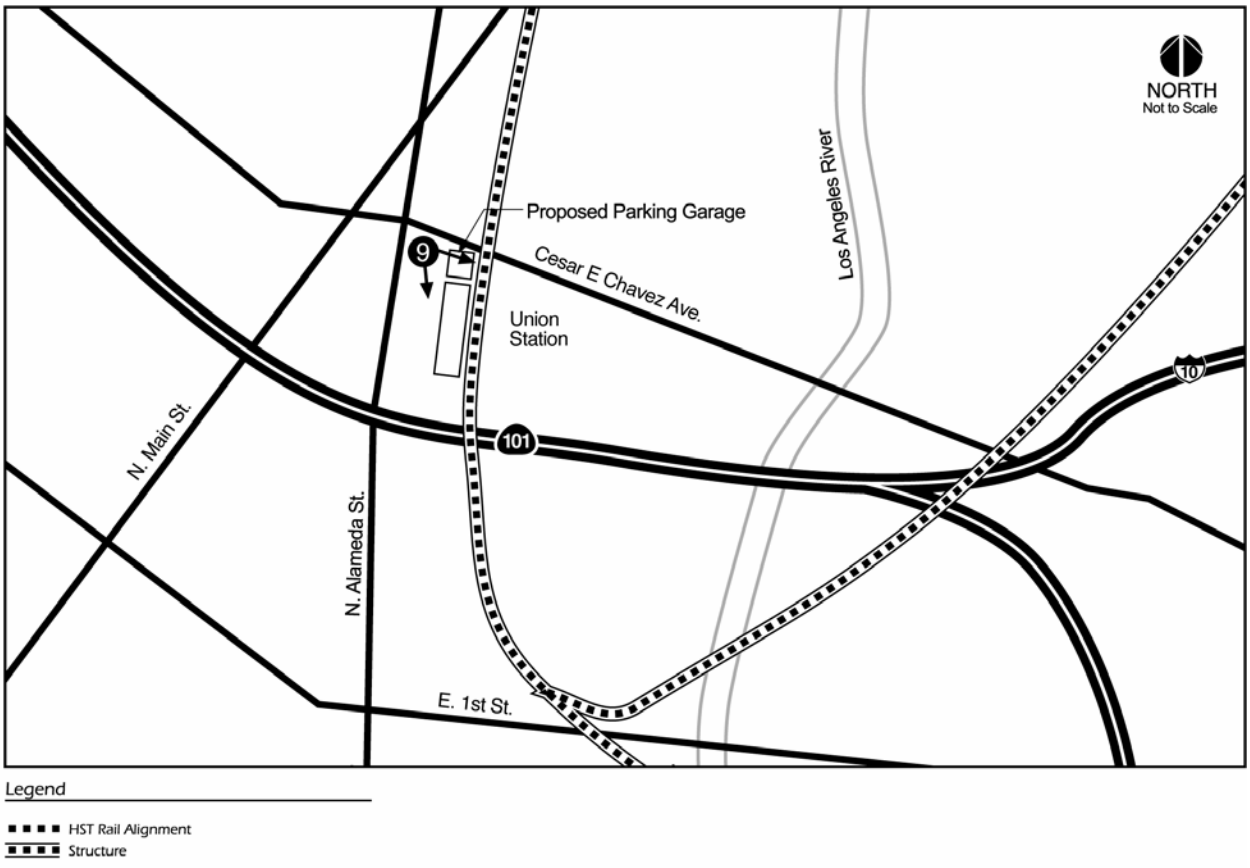
There are no scenic corridors and one scenic viewing point/overlook adjacent to SR-58 along the SR-58/14: SR-99 to Palmdale segment of the No-Project Alternative. There will be no visual impacts related to contrast or shadow impacts on any of the segments of the No-Project Alternative, except the SR-58/14: SR-99 to Palmdale segment. This segment would have low contrast impacts related to the widening of SR-14.

4.4.2 Modal Alternative

There are two scenic corridors adjacent to two of the segments of the Modal Alternative. The I-5: SR-14 to I-405 segment is adjacent to 2.5 miles of a scenic corridor along I-5 between SR-14 and I-405. There would be medium contrast impacts on this corridor from the double decking of four lanes over I-5. The I-5: Burbank to LAUS segment is adjacent to a 2.2 mile length of Riverside Drive in the City of Los Angeles which is designated as a scenic corridor. There would be low contrast impacts on this scenic corridor from this Modal Alternative segment.

There are two scenic viewing points adjacent to two segments of the Modal Alternative; the Tehachapi Loop Viewpoint on SR-58 which is adjacent to the SR-58/14: SR-99 to Palmdale segment and the Pyramid Lake Scenic Viewing Point from the Visitors Center adjacent to the I-5: SR-99 to SR-14 segment. There will be no visual impacts from the Modal Alternative on views from these scenic viewing points. There will be no shadow impacts related to any of the segments of the Modal Alternative. This is true even for the double-deck sections of I-5 between SR-14 and I-405 due to the fact that the existing right-of-way is extremely wide.

Figure 4.3-8
LOCATION OF VIEWPOINT 9



There will be low contrast visual impacts associated with the I-5: I-405 to Burbank, the I-5: Burbank to LAUS, and the SR-58/14: SR-99 to Palmdale segments of the Modal Alternative, all of which include widening of the existing roadways. The visual contrast will be low because the widened segments will appear similar to the existing roads. There will also be low contrast impacts associated with the improvements to Burbank Airport because the appearance of the improvements will be similar to existing conditions except that the number of structures and amount of pavement will increase.

There will be moderate contrast visual impacts associated with the I-5: SR-99 to SR-14 and the SR-14: Palmdale to I-5 segments of the Modal Alternative. These moderate contrast impacts would be generated by the cut required along hillside areas which would moderately increase the contrast with the remaining natural form of the hillsides. There would also be moderate contrast visual impacts associated with the I-5: SR-14 to I-405 segment from the double decking of four lanes which will moderately contrast with the scale of the surrounding urban features and connectors in the area.

The I-5: SR-99 to SR-14, SR-14: Palmdale to I-5, and the I-5: SR-14 to I-405 segments which have moderate visual contrast impacts, will have the greatest amount of visual impact of the alignments of the Modal Alternative.

4.4.3 High-Speed Train Corridor and Station Options

Bakersfield to Sylmar Corridor

There are two alternative corridors between Bakersfield and Sylmar: the I-5 Tehachapi Corridor and the Antelope Valley Corridor. The visual impacts associated with these two alternatives are described in the following paragraphs.

- I-5: Tehachapi Corridor

  The I-5 Tehachapi Corridor includes the I-5 Tehachapi alignment and either the Wheeler Ridge or Union Avenue Corridor alignment options. The I-5: Tehachapi alignment will have high contrast impacts associated with the aerial structure over Pyramid Lake and the cut/fill and tunnel portals in undeveloped hillside areas. These high contrast impacts will occur in the Pyramid Lake Recreation Area, Angeles National Forest and Santa Clarita Woodlands Park. The Wheeler Ridge Corridor and Union Avenue Corridor alignment options will each have high contrast visual impacts associated with aerial structure that will strongly contrast with the level fields and rural buildings in the area.

- Antelope Valley Corridor

  The Antelope Valley Corridor includes the following alignment segments and station: SR-58, Antelope Valley, Palmdale Station Siding and Soledad Canyon. Along the Antelope Valley Corridor, there will be moderate contrast impacts associated with cut/fill in hillside areas along the SR-58 segment. The Soledad Canyon Corridor will have high contrast impacts and high potential shadow impacts associated with aerial structure adjacent to 1.1 mi of Sierra Highway designated as a scenic corridor in the City of Palmdale, and aerial structure adjacent to the Santa Clarita River Significant Ecological Area (SEA) and residences adjacent to the SEA. There will also be high contrast impacts associated with substantial amounts of cut/fill and portals in the hills of Soledad Canyon. There will be low contrast impacts and no shadow impacts on the Antelope Valley segment.

As described in the preceding paragraphs, the I-5: Tehachapi Corridor and Antelope Valley Corridor Alternatives would have similar types and levels of visual impacts.

Sylmar to Downtown Burbank Corridor

The Sylmar to Downtown Burbank Corridor includes all of the following alignment segments and stations: Metrolink/UPRR: Sylmar Station North, Sylmar Station Siding, Metrolink/UPRR: Sylmar station to Burbank Airport, Burbank Airport Station Siding, Metrolink/UPRR: Burbank Airport to Downtown and Burbank Downtown Station Siding. There are high shadow impacts associated with the Metrolink/UPRR: Sylmar Station Siding station option related to aerial structure within 75 ft (23 m) of residential areas. There are no scenic viewing points, no other shadow impacts and low contrast impacts associated with all of the alignment segments/stations in the Sylmar to Downtown Burbank Corridor.

Downtown Burbank to Los Angeles Corridor

There are two alternative corridors between Downtown Burbank and Los Angeles: the I-5 Corridor and the Metrolink/UPRR Corridor. These alternative corridors are described in the following paragraphs.

- I-5 Corridor

  The I-5 Corridor between Downtown Burbank and Los Angeles includes the following alignment segments/station: I-5: Burbank Downtown Siding; I-5: Glendale; and I-5: Silverlake Aerial/Cut and Cover Option or I-5: Silverlake Cut and Cover Option. There are no impacts to scenic viewing points associated with any of the alignments segments, station or options of the I-5 Corridor. There are low contrast impacts associated with all of these alignment segments, station and options, including low contrast impacts to 2.2 mi of Riverside Drive, a scenic Highway, adjacent to the I-5: Silverlake Aerial/Cut and Cover and I-5: Silverlake Cut and Cover Options. The I-5: Silverlake Aerial/Cut and Cover Option has potential high shadow impacts related to aerial structure within 75 ft (23 m) of residential areas. The I-5: Silverlake Cut and Cover Option and other alignment segments and station have no potential shadow impacts.

- Metrolink/UPRR Corridor

  The Metrolink/UPRR Corridor between Downtown Burbank and Los Angeles includes the following alignment segments, station and options: Metrolink/UPRR: Burbank Downtown Siding; Metrolink/UPRR: Glendale; Metrolink/UPRR: Over and Under I-5 and SR-110; and either the Metrolink/UPRR: Over I-5 and SR-110 option or the Metrolink/UPRR: Under I-5 and SR-110 option. There are no impacts to scenic viewing points or scenic highways associated with these alignments, station and options. There are low contrast impacts associated with all of these alignments, station and options. The Metrolink/UPRR: Over I-5 and SR-110 option has high potential shadow impacts related to aerial structure within 75 ft (23 m) of residential areas. There are no potential shadow impacts associated with the other alignments, station and option.

  As described in the previous paragraphs, the I-5 Corridor and Metrolink/UPRR Corridor have similar types and levels of visual impacts. The I-5: Silverlake Aerial/Cut and Cover option of the I-5 corridor and the Metrolink/UPRR: Over I-5 and Under SR-110 option of the Metrolink/UPRR corridor each have similar high potential shadow impacts related to adjacent residential areas.

LAUS Alignments/Stations

There are three alternative alignments/station options in the vicinity of Los Angeles Union Station (LAUS): LAUS, LAUS Existing and LAUS South. These alternatives are described in the following paragraphs.

- LAUS East

  The LAUS East alternative includes the following alignment segments/station: LAUS East Bank North; LAUS East Bank Siding; and the South Connection. There are no impacts to scenic viewing points or scenic highways, no potential shadow impacts and low contrast impacts associated with these alignment segments and station.

- LAUS Existing

  The LAUS Existing alternative includes the following alignment segments/station: LAUS Existing Siding and either the South Connection or East Connection options. There are no impacts to scenic viewing points or scenic highways and low contrast impacts associated with the LAUS Existing Siding.

  The South Connection option includes LAUS Existing South and the South Connection. There are no impacts to scenic viewing points or scenic highways and low contrast impacts associated with these segments of the South option.

  The East Connection option includes the LAUS Existing East and the East Connection. There are no impacts to scenic viewing points or scenic highways and low contrast impacts associated with these segments. There are high potential shadow impacts associated with the LAUS Existing East related to aerial structure within 75 ft (23 m) of residential areas. There are moderate potential shadow impacts associated with the East Connection because the centerline of aerial structure will be between 125 ft (38 m) and 175 ft (53 m) of residential areas.

- LAUS South

  The LAUS South alternative includes the following alignment segments/station: LAUS South Siding and the South Connection described previously. There are no impacts to scenic viewing points or scenic highways and low contrast impacts associated with the LAUS South Siding. However, there are high potential shadow impacts related to aerial structure within 75 ft (23 m) of residential areas with the South Siding.

The relative differences in visual impacts of the LAUS alignments/stations are related to shadow impacts. The LAUS East and LAUS Existing with the South Connection option would have the lowest amount of visual impact, as described in the previous paragraphs.

The LAUS Existing with the East Connection option would have higher potential shadow impacts than the other LAUS alignments/stations because he East option has both high and moderate potential shadow impacts.

The LAUS South with the East Connection option would have the highest level of impacts because there are high potential shadow impacts associated with LAUS South Siding and high and moderate potential shadow impacts associated with the East Connection.

Maintenance Yard

There are no impacts to scenic viewing points or scenic highways and low contrast impacts associated with the maintenance yard. There are high potential shadow impacts related to aerial structure within 75 ft (23 m) of residential areas.

5.0 REFERENCES

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General Plans:

City of Bakersfield (2001)
City of Burbank (1964)
City of Glendale (October 23, 1993)
City of Lancaster (October 28, 1997)
City of Los Angeles (September 2001)
City of Palmdale (January 1993)
City of San Fernando (1987)
City of Santa Clarita (June 1991)
City of Tehachapi (January 19, 1999)
City of Vernon (June 16, 1992)
Kern County (March 1994)

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APPENDIX – A

APPENDIX A - VIEWPOINT LOCATION MAPS

Source: CA Dept. of Fish and Game 1999 January 30, 2004 *California High Speed Train Program EIR/EIS*

Legend

5 0 5 10 Miles

5 0 5 10 Kilometers

CALIFORNIA HIGH SPEED RAIL AUTHORITY

- Scenic Area
- Figure Reference and Photo Location
- High Speed Train Alignment and Potential Stations
- County Boundaries

Scenic Areas and Photo Locations Bakersfield to Los Angeles Region