

Aesthetics and Visual Resources

SECTION SUMMARY

This section characterizes the existing aesthetic conditions in the proposed Project area and assesses how the construction and operation of the proposed Project or an alternative would alter them. The aesthetics and visual resources impact analysis evaluates and identifies potential impacts associated with implementation of the proposed Project or an alternative on locally-designated scenic highways, scenic resources, light and glare, and visual character of the proposed Project area.

The primary features of the proposed Project and alternatives that could affect aesthetic resources include the addition of up to 12 new cranes, additional berthed ships, and additional terminal lighting. Additional features and activities such as redeveloped buildings and stored containers are also considered in this analysis.

Section 3.1, Aesthetics and Visual Resources, provides the following:

- A description of existing visual characteristics in the Port area (including photographs);
- A description of key areas from which the proposed Project or alternatives would be visible;
- A description of existing night lighting conditions;
- A description of applicable local, state, and federal regulations and policies regarding visual resources and scenic highway designations in the proposed Project area;
- A discussion of the methodology used to determine whether the proposed Project or alternatives would result in an impact to aesthetic and visual resources;
- An impact analysis of the proposed Project and six alternatives, which includes simulated photos of the proposed future build-out conditions; and,
- A description of proposed mitigation measures intended to reduce potential impacts, as applicable.

Key Points of Section 3.1:

The proposed Project or an alternative would continue the operation of the site as a container terminal, and its operations would be consistent with other container terminals and other uses in the proposed Project area.

Neither the proposed Project nor any of the alternatives would result in a significant impact to aesthetic resources under both CEQA and NEPA. Specifically:

- Neither the proposed Project nor any alternative would result in adverse effects to a scenic vista from a designated scenic resource by obstructing views.

- 1 ▪ Neither the proposed Project nor an alternative would be inconsistent with the working Port landscape
2 or result in the obstruction of views from locally designated scenic routes in the proposed Project area.
- 3 ▪ Neither the proposed Project nor an alternative would substantially change or degrade the visual
4 character or quality of the proposed Project area from representative key viewing locations.
- 5 ▪ Neither the proposed Project nor any considered alternative would result in blockages of views of
6 visual resources such as the Vincent Thomas Bridge.
- 7 Neither the proposed Project nor an alternative would cause negative changes to the visual character and
8 quality of the existing landscape in the proposed Project area or surrounding areas.

3.1.1 Introduction

This section will characterize the existing aesthetic conditions in the proposed Project area and assess how the construction and operation of the proposed Project or an alternative would alter them. This visual evaluation employs assessment methods based, in part, on the U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) (USDOT, 1988), U.S. Department of the Interior, Bureau of Land Management (BLM), and other accepted visual analysis techniques as summarized in *Foundations for Visual Project Analysis* (Smardon et al., 1986). The analysis addresses the aesthetic topics that the City of Los Angeles defines as aesthetics, views, shading, and nighttime illumination. The analysis includes a systematic documentation of the visual setting, an evaluation of visual changes associated with the proposed Project and alternatives, and identification of measures designed to mitigate the visual effects of the proposed Project or an alternative, if applicable.

3.1.1.1 Terminology Used in this Visual Analysis

The definitions of terms used in this section to describe and evaluate the visual resources of the proposed Project site are listed below.

- A *viewshed* is the surface area visible from a particular location or sequence of locations (e.g., roadway or trail).
- *Focal views* provide focused visual access to a particular object, scene, setting, or feature of visual interest.
- *Panoramic* views provide unfocused visual access to a large geographic area for which the field of view can be quite wide and extend into the distance. Panoramic views are usually associated with vantage points located on high ground and can provide views of valued resources, such as mountains, valleys, cityscapes, or the ocean. They also can provide views of an area not commonly available.
- *Focal points* are areas that draw the attention of the viewer, such as prominent structural features and water features.
- Views might be discussed in terms of *foreground*, *middleground*, and *background views*. Foreground views are those immediately presented to the viewer and include objects at close range that could tend to dominate the view. The foreground generally includes the area extending 0.25 to 0.5 mile from the viewer. Middleground views occupy the center of the viewshed and tend to include objects that are the center of attention if they are sufficiently large or visually different from adjacent visual features. The middleground zone generally consists of the area that lies 0.5 to 3.0 miles from the viewer. Background views include distant objects and other objects that make up the horizon. Objects in the background fade to obscurity with increasing distance. In the context of the background, the skyline can be an important location because highlighted objects above this point are against the background of the sky or ocean. The background zone generally consists of the portion of the view that lies 3 miles and farther from the viewer.
- *Scenic views* or *vistas* are the panoramic public views that provide visual access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles, 1998).

- 1 ▪ *Visual Quality*, as defined by the FHWA, has to do with the excellence of the visual
2 experience. The evaluative criteria that the FHWA uses to determine the level of
3 visual quality are *Vividness*, *Intactness*, and *Unity*. The FHWA defines *Vividness* as
4 “...the visual power or memorability of landscape components as they combine in
5 striking and distinctive visual patterns.” The definition of *Intactness* is “...the visual
6 integrity of the natural and manmade landscape and its freedom from encroaching
7 elements; this factor can be present in well-kept urban and rural landscapes as well as
8 in natural settings.” Lastly, the FHWA defines *Unity* as “...the visual coherence and
9 compositional harmony of the landscape considered as a whole; it frequently attests
10 to the careful design of individual components in the landscape” (USDOT, 1988).

11 **3.1.2 Environmental Setting**

12 **3.1.2.1 Existing Visual Conditions**

13 **Project Landscape Context**

14 The proposed Project site is located on Terminal Island (Pier 300), a highly industrialized
15 area within the Port. The topography of Terminal Island is flat, with views of the hills of
16 San Pedro to the west across the Main Channel of the Port and the Vincent Thomas
17 Bridge, which connects Terminal Island to San Pedro, to the north. The most visually
18 prominent features on Terminal Island, from surrounding higher elevation areas, are the
19 shipping and container terminals and associated operations.

20 The Port landscape is highly engineered, reflecting more than a century of construction of
21 breakwaters, dredging of channels, filling for creation of berths and terminals, and
22 infrastructure required to support Port operations. As a result, the Port is now a large and
23 distinct landscape character of its own. The general appearance of Port operations can be
24 characterized by exposed infrastructure, open storage, industrial buildings and structures,
25 and the use of safety-conscious, high-visibility colors such as orange, red, or green for
26 mobile equipment (i.e., cranes, containers, and railcars).

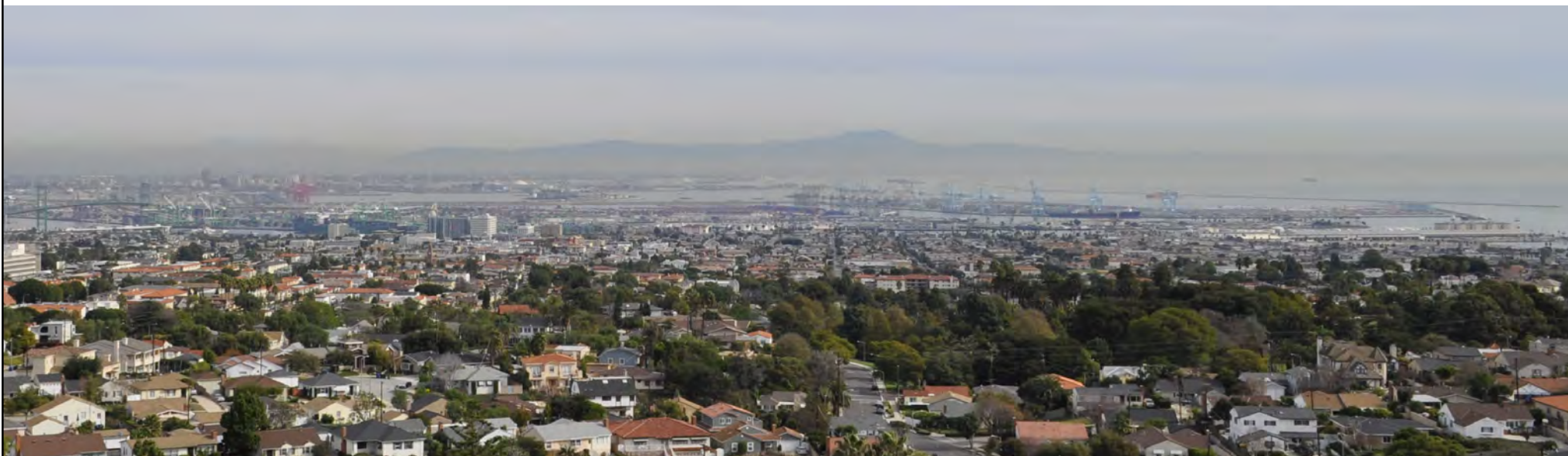
27 The Port supports a wide range of water-dependent uses including commercial shipping,
28 industrial shipping, sportfishing, and recreational boating (individual watercraft, cruise
29 ships and tour boats). Most of the land area in the Port area is dedicated to industrial uses.
30 The visual character, in the vicinity of the proposed Project, is defined by port related
31 industrial uses. Major features visible in the landscape of the Port region include berths,
32 warehouses, container yards; tank farms; processing plants; buildings; parking lots; fixed
33 and mobile equipment; and related infrastructure such as bridges, intermodal facilities,
34 rail lines and spurs, oil derricks, pipelines, and gantry cranes. Figure 3.1-1 provides
35 representative panoramic views of the working Port landscape, as seen from Lookout
36 Point and Deana Dana Friendship Park.

37 A large number and variety of watercraft utilize Port facilities, ranging from small
38 recreational and commercial fishing boats to large vessels, such as container, crude oil
39 carriers, and cruise ships. In recent years, the development trend throughout the Port
40 Complex has been toward fewer and more consolidated berths and terminal backlands
41 capable of accommodating larger container ships and increased cargo throughput. As a
42 result, longer berths and cranes with longer booms have been required. These changes
43 have changed the visual character of the Port by increasing the scale of the facilities
44 visible in the landscape.

Looking East from Lookout Point



Looking East from Deana Dana Friendship Park



Project Site Features

The existing 291-acre APL Terminal includes: four berths (Berths 302-305) along a 4,000-ft wharf; 12 A-frame cranes and mobile equipment used to handle containers (i.e., forklifts, RTGs, RMGs, top-picks, side-picks, yard tractors, and other equipment typical of terminal operations); an on-dock railyard and associated equipment; a gate complex and intermodal control tower; vehicle parking facilities; two marine administration buildings; a wash-down facility for reefers and trucks; and several maintenance, repair, and storage facilities. The terminal includes various types of lighting including fixed light poles in the backlands, light standards in the parking lot, and utility poles and attached light fixtures along Terminal Way and Earle Street. For a complete list of existing facilities at the APL Terminal, refer to Section 2.4.3 and Figure 2-3 in Chapter 2, Project Description.

As part of the proposed Project, two existing adjacent parcels of land would be added to the APL Terminal, including: 1) a 41-acre unimproved area adjacent to and southwest of the existing terminal, which was created in 2005; and, 2) a 9-acre parcel of land located directly north of, or behind Berth 301, which was part of the former LAXT facility and is currently vacant. For a complete list of proposed Project elements, refer to Section 2.5.1 and Figure 2-4 in Chapter 2, Project Description.

3.1.2.2 Methodology for Evaluating Existing Aesthetic Conditions

FHWA defines the components of visual experience to include the visual resources, which are evaluated in terms of the visual character and quality of the visible environment. It also defines and assesses viewer response in terms of the exposure of the public to the environment of interest and the sensitivity of the public to the character and quality of the proposed Project area. The FHWA guidance was used for documenting and assessing the existing aesthetic conditions of the proposed Project area.

Visual Character

FHWA guidance directs the systematic description of the visual character of the proposed Project setting. FHWA specifies that (USDOT, 1988):

Descriptions of visual character can distinguish at least two levels of attributes: pattern elements and visual character. Pattern elements are the primary visual attributes of objects; which include form, line, color and texture. The form of an object is its visual mass, bulk or shape. Line is introduced by the edges of objects or parts of objects. The color of an object is both its value or reflective brightness (light, dark) and its hue (red, green). Texture is apparent surface coarseness. A person's awareness of these pattern elements varies with distance. From afar, only the largest objects are seen as individual forms; and a person may see a city hillside as textured surface. Distance also attenuates the intensity of color.

The visual relationships between these pattern elements can be important secondary visual attributes of an object or an entire landscape. For example, there is a great difference between the visual character of a two-lane country road and an eight-lane freeway, although both may exhibit similar line, color and texture. The visual contrast between a highway project and its visual

1 *environment can frequently be traced to four aspects of pattern character:*
2 *dominance, scale, diversity and continuity.*

3 *Specific components in a landscape may be visually dominant because of*
4 *position, extent or contrast of basic pattern elements. Scale is the apparent*
5 *size relationship between a landscape component and its surroundings: an*
6 *object can be made to look smaller or larger in scale by manipulating its*
7 *visual pattern elements. Visual diversity is a function of the number, variety*
8 *and intermixing of visual pattern elements. Continuity is the uninterrupted*
9 *flow of pattern elements in a landscape and the maintenance of visual*
10 *relationships between immediately connected or related landscape*
11 *components.*

12 ***Visual Quality***

13 The existing visual quality was categorized using three components: vividness, intactness,
14 and unity. The combined result of all three criteria indicated the degree of quality of the
15 landscape.

- 16 ■ Vividness refers to the drama, memorability, or distinctiveness of contrasting
17 landscape elements. The degree of vividness is influenced by four elements –
18 landform, vegetation, water features, and human-made elements.
- 19 ■ Intactness is the integrity of the natural and man-built landscape, and the extent to
20 which the landscape is free from visual encroachment.
- 21 ■ Unity is the degree to which landscape elements join together to form a coherent,
22 harmonious visual pattern.

23 ***Viewing Audience and Sensitivity***

24 Viewer sensitivity, or viewer concern about views that the public may experience is
25 assessed in terms of the character and quality of the Project area, the exposure to a scenic
26 resource, the proximity of viewers to the resource, the relative elevation of viewers to the
27 resource, the frequency and duration of views, number of viewers, and types and
28 expectations of the viewer. Generally, visual sensitivity increases as the total number of
29 viewers, frequency, and duration of viewing activities increase. The degree of visual
30 sensitivity is treated as occurring at one of the following four levels.

- 31 ■ **High Sensitivity.** High sensitivity suggests that at least some part of the public is
32 likely to react strongly to a threat to visual quality impairment. Concern is expected
33 to be great because the affected views are rare, unique or in other ways special to the
34 region or locale. A highly concerned public is assumed to be more aware of any
35 given level of adverse change and less tolerant than a public that has little concern. A
36 small modification of the existing landscape may be visually distracting to a highly
37 sensitive public and represent a substantial reduction in visual quality.
- 38 ■ **Moderate Sensitivity.** Moderate sensitivity suggests that the public would probably
39 voice some concern over visual impacts of moderate to high intensity. Often the
40 affected views are secondary in importance or are similar to others commonly
41 available to the public. Noticeably adverse changes would probably be tolerated if
42 the essential character of the views remains dominant.

- 1 ▪ **Low Sensitivity.** Low sensitivity is considered to prevail where the public is
2 expected to have little concern about changes in the landscape. Only a visual impact
3 of the greatest intensity would be perceived as substantial (significant).
- 4 ▪ **No Sensitivity.** There is no sensitivity where the potentially affected views are not
5 “public” (not accessible to the general public) or because there are no indications that
6 the affected views are valued by the public.

7 **3.1.2.3 Local Scenic Routes**

8 John S. Gibson Boulevard from Harry Bridges Boulevard to Channel Street, Pacific
9 Avenue, Front Street from Pacific Avenue to Harbor Boulevard, and Harbor Boulevard
10 south of Vincent Thomas Bridge are identified as Scenic Highways in the Port of Los
11 Angeles Plan, the San Pedro Community Plan, and in Appendix E of the City General
12 Plan Transportation Element (City of Los Angeles, 1999a). The designated roadways are
13 considered scenic in acknowledgment of the views of Harbor activities and the Vincent
14 Thomas Bridge visible to northbound and southbound motorists.

15 The John S. Gibson Boulevard extends approximately 1.8 miles and Pacific Avenue
16 extends approximately 0.2 mile. Northbound travelers along these scenic routes have
17 fleeting views of the Yang Ming and TraPac Container Terminal facilities. Southbound
18 travelers have limited views of the Vincent Thomas Bridge and no views of the proposed
19 Project site because of the angle of the road, terrain and street-level developments.

20 Front Street extends 0.5-mile along the eastern base of Knoll Hill. Northbound travelers
21 on Front Street have views that center on the roadway and China Shipping Container
22 Terminal but not of the proposed Project area. For southbound travelers, views toward
23 the proposed Project site are frequently blocked by the Vincent Thomas Bridge, idled
24 freight trains, stacks of containers and cranes, Evergreen Container Terminal, and to a
25 lesser extent by passenger terminal operations of the Catalina Express, World Cruise
26 Center, and Island Express. Only the tops of the APL cranes are visible in the distance
27 along this route.

28 Harbor Boulevard extends 1.2 miles south to its terminus at Crescent Avenue. From the
29 northern section of Harbor Boulevard (in the vicinity of the Vincent Thomas Bridge),
30 primary views include the working Port and transportation infrastructure. The tops of the
31 existing APL cranes are partially visible in the distance. Harbor Boulevard is lined with
32 widely spaced palm trees, which provide a moderately high level of intactness and unity
33 in the views. From the southern section of Harbor Boulevard, views are more panoramic
34 and less-obstructed toward the bridge with Port facilities and container-laden ships in the
35 foreground. The level of vividness of these views is low to moderate.

36 The Vincent Thomas Bridge is not a designated scenic route, but provides panoramic
37 views of the Main Channel, West Turning Basin, and Port Complex. Although the views
38 are vivid and attractive, views from the bridge are generally fleeting and highly
39 obstructed by its features (i.e., alignment, median, and mesh fencing). Furthermore, the
40 bridge is accessible to vehicles only and no provisions were made for pedestrian or
41 bicycle use. The relatively narrow traffic lanes of the bridge are the primary features of
42 forward views.

3.1.2.4 Key Viewing Areas

An analysis of existing views toward the proposed Project site was conducted to identify key viewing areas most visible to sensitive viewer groups (commuters, pedestrians, patrons, and residents). The inventory of these existing viewing areas was developed based on field observations and review of maps from the San Pedro Community Plan. Figure 3.1-2 provides the location of representative viewpoints (VP).

Knoll Hill (VP-1)

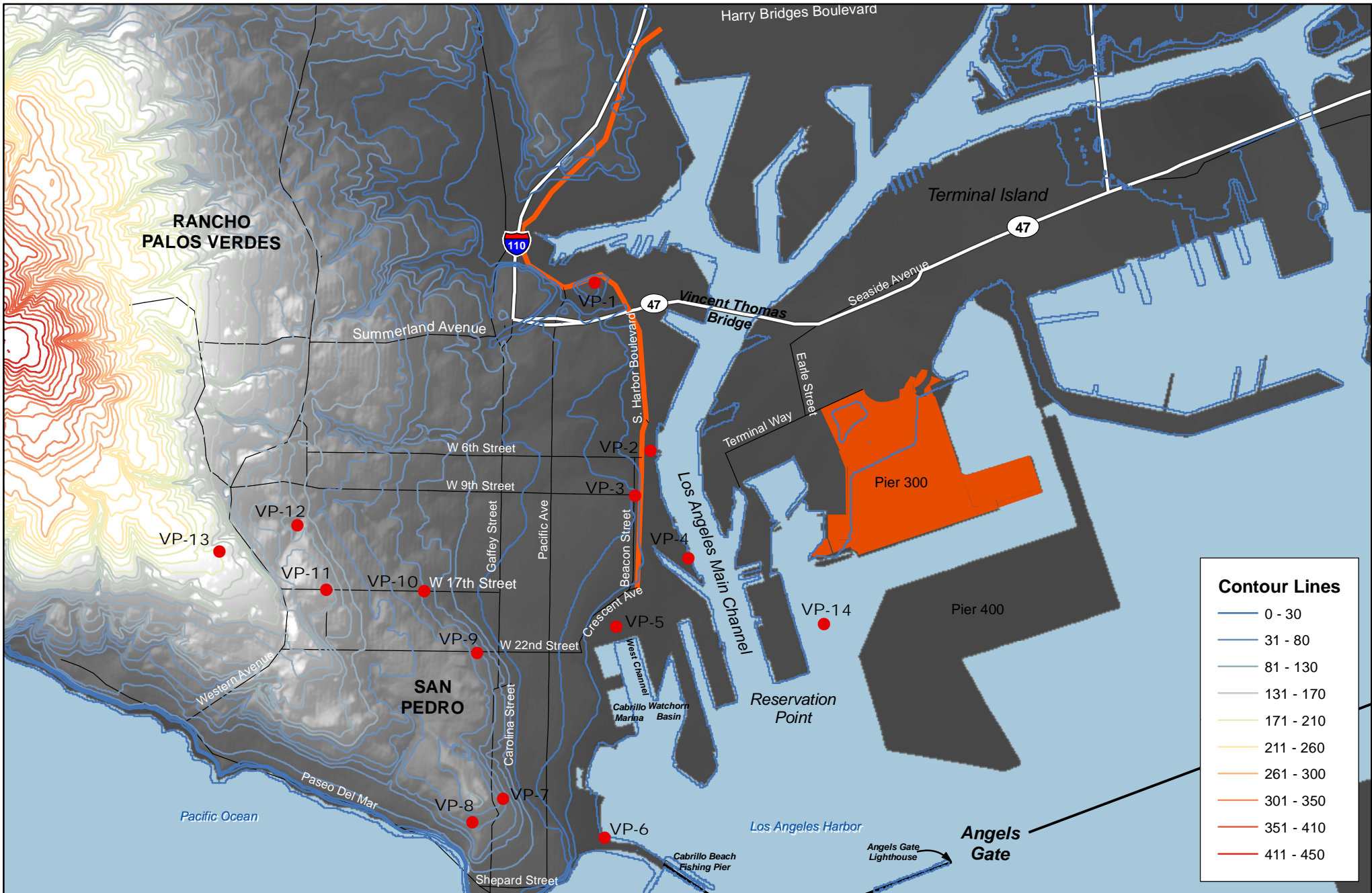
Knoll Hill is a small hill with a maximum elevation of approximately 75 - 100 ft above MSL. Existing structures/facilities on the hill include one single-family home, two baseball fields, and a T-ball field for use by the East View Little League. The fields are located in the eastern portion of Knoll Hill, while parking areas and the remaining single home (vacant) are located along Viewland Place and Center Street in the western portion. Because the fields do not have nighttime lighting, it is used only during the daytime. In addition to the facilities located atop Knoll Hill, there is an off-leash dog park located at the southeastern base of the hill along Knoll Street. The proposed Project site cannot be seen from the dog park due to its low elevation, and the intervening development and terminal operations. Figure 3.1-3 represents views of the proposed Project site from the baseball field near the intersection of Front and Center Streets. Although the Knoll Hill location affords views of a working Port, views of the proposed Project site are obstructed by intervening development and closer terminal operations (i.e., China Shipping and Evergreen). From this location, this view is considered to have low sensitivity of the construction or operation of proposed Project facilities as the proposed Project site is obstructed by intervening structures and facilities in the foreground.

John S. Gibson Jr. Park (VP-2)

John S. Gibson Jr. Park is a pocket park in front of the Los Angeles Maritime Museum at the corner of Harbor Boulevard and 6th Street. The park includes a Pacific Electric Red Car station and monuments to the US Navy heavy cruiser Los Angeles, the American Merchant Marine Veterans Memorial, and the Fishing Industry Memorial. Adjacent John S. Gibson Park, south of the Fire Station 112, provides unobstructed views of waterfront activities and seagoing traffic (see Figure 3.1-4). The park affords views of the Evergreen Container Terminal, ExxonMobil, and the tops of the cranes of APL, APM, and California United Terminals (in the distance).

San Pedro Plaza Park (VP-3)

San Pedro Plaza Park provides passive recreational uses and harbor viewing from elevated platforms. The park is parallel to Beacon Street, which is approximately 10-40 ft higher than Harbor Boulevard. The park provides a series of views and view points between the residential uses to the west and the harbor-related industrial and commercial uses to the east (i.e., Ports O'Call Village, cranes, container storage areas, and the Main Channel extending from the Vincent Thomas Bridge to the north and Outer Harbor to the south). In addition, visible characteristics of the proposed Project site accessible from San Pedro Plaza Park include the existing APL Terminal cranes and the tops of container stacks.



Contour Lines

0 - 30
31 - 80
81 - 130
131 - 170
171 - 210
211 - 260
261 - 300
301 - 350
351 - 410
411 - 450

Legend

- Viewpoint
- Project Area
- Locally Designated Scenic Routes

1,000 0 1,000
Feet

**Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project
Location of Viewpoints
Figure 3.1-2**





Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project

Looking Southeast from Baseball Field near Intersection of Front and Center Streets

Figure 3.1-3



Evergreen Terminal
Backlands

APL Cranes

California United
Terminal Cranes

ExxonMobil
Liquid Bulk

Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project

Looking East near John S. Gibson Park, between Fire Station 112 and LA Maritime Museum

Figure 3.1-4



1 The overall level of vividness of this view is moderate, and the levels of intactness and
2 unity are moderately low. Views from public parks are treated as highly sensitive.
3 Figure 3.1-5 provides a view of the proposed Project site from San Pedro Plaza Park at
4 South Beacon and 9th Street.

5 **Ports O'Call Village (VP-4)**

6 The Ports O'Call Village, reminiscent of an old New England seaport, is a commercial
7 complex comprised of approximately 15 acres of shops, restaurants, and recreational
8 attractions. Views from the Ports O'Call Village include the Main Channel waterfront
9 and boat slips, the APL Terminal cranes, and ExxonMobil liquid bulk facilities.

10 Figure 3.1-6 is representative of views toward the proposed Project site from Ports O'Call
11 Village Spirit Cruise berths. The view from the Ports O'Call Village is representative of
12 a working port environment. Looking north from this viewpoint is the Vincent Thomas
13 Bridge, which is a major scenic feature. The presence of the wide channel and the
14 Vincent Thomas Bridge (a City-designated landmark) create a high level of vividness in
15 the views north of, and away from, the proposed Project site, where the level of unity is
16 moderately high. From the Ports O'Call Village looking north the level of intactness is
17 low because of the effect of the cranes at the Evergreen Container Terminal in blocking
18 the view toward the center span of the Vincent Thomas Bridge. Other views from Ports
19 O'Call Village include cultural/historical facilities along the western edge of the Main
20 Channel. The level of visual sensitivity from this location is considered high.

21 **22nd Street Park (VP-5)**

22 The 22nd Street Park is an approximately 30-acre park located at 22nd Street and Crescent
23 Avenue across from the 22nd Street Landing. The park offers cycling and walking trails,
24 recreational and green space, and other minor park amenities – many with a water view.
25 Views of the proposed Project site from most areas within the park include only the very
26 top of APL cranes, as seen in Figure 3.1-7. The cycling and walking trails around the
27 western perimeter of the park and from the 22nd Street parking lot (which includes
28 passive open space) also affords views of the top of the existing cranes (of APL, APM,
29 and California United Terminals). Foreground views comprise a landscaped park with
30 young trees that are expected to frame views of the harbor in the future. The sensitivity
31 of views from the 22nd Street Park are considered high because public parks are treated as
32 highly sensitive.

33 **Cabrillo Beach Park (VP-6)**

34 Cabrillo Beach Park is publically accessible from Stephen White Drive, Bluff Place, and
35 Shoshonean Road. While Inner Cabrillo Beach affords views of the Cabrillo Marinas and
36 Outer Harbor, Outer Cabrillo Beach affords views of the coastline and expansive open
37 water. Cabrillo Beach Pier also affords panoramic views of the Angels Gate Lighthouse
38 at the end of the San Pedro Breakwater and the Los Angeles Harbor with its
39 conglomeration of ships, cranes, and container cargo. Figure 3.1-8 provides a
40 representative view of the southern portion of the proposed Project site and Pier 400 from
41 Inner Cabrillo Beach. Views from public parks are regarded as highly sensitive; the
42 overall level of vividness of this view is high.

43



ExxonMobil
Liquid Bulk

APL Cranes

APM Cranes

California United
Terminal Cranes

Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project

Looking East from San Pedro Plaza Park (viewing platforms) at Beacon and 9th Street

Figure 3.1-5



Crane at
Al Larson Boat Shop

APL Cranes

Southwest Marine
Building

APM Cranes

California United
Terminal Cranes

Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project

Looking East from Berth 77 of the Ports O'Call Village Spirit Cruises

Figure 3.1-6





1 **Lookout Point (VP-7)**

2 Lookout Point is located on the turnout at Gaffey and 35th Streets. It offers panoramic
3 and topographic views of the Port Complex (i.e., cranes, backlands, and channels) and the
4 Pacific Ocean to residents and visitors. The foreground of this viewpoint is comprised of
5 tops of residential buildings and landscaping. Views from public parks are regarded as
6 highly sensitive; the overall level of vividness of this view is high, and the levels of
7 intactness and unity are moderately low. Figure 3.1-9 provides a representative view
8 toward the proposed Project site from Lookout Point's viewing platform.

9 **Angels Gate Park (VP-8)**

10 Angels Gate Park is directly north of Point Fermin and is part of the decommissioned
11 Fort MacArthur complex. Angels Gate Park includes several structures, which
12 accommodate non-profit organizations and public exhibition space. The Korean Bell of
13 Friendship, which is protected by an ornate pagoda-style belfry, is located in the center of
14 the park surrounded by pathways and seating areas, green space, and basketball courts.
15 The proposed Project site is not visible from ground level, but the top of the APL cranes
16 are visible from the eastern edge of the Korean Bell platform, as shown in Figure 3.1-10.
17 The primary view is concentrated south towards the coastline and Santa Catalina Island.
18 Views from public parks are treated as highly sensitive; the overall level of vividness of
19 this view is high, and the levels of intactness and unity are high.

20 **San Pedro Neighborhoods (VP-9 through VP-11)**

21 The proposed Project site is visible in varying degrees from multiple San Pedro
22 neighborhoods, which lie to the west of the Port Complex. San Pedro includes a mix of
23 single-family homes and multi-family residential complexes, commercial uses, public
24 facilities, open space/recreational resources, and public beaches and recreational fishing
25 areas. The character of views from the residential areas are defined by views of
26 intervening residences at lower elevations, cars parked along streets, overhead power
27 lines, trees, Port facilities and operations, the Main Channel, and the Pacific Ocean. Five
28 representative viewpoints from the residential areas of San Pedro to the proposed Project
29 area were taken at elevations ranging between 190 ft and 370 ft MSL and described
30 below.

31 **West 22nd Street at South Cabrillo Avenue (VP-9):**

32 The West 22nd Street at South Cabrillo Avenue viewpoint, as shown in Figure 3.1-11,
33 includes foreground views of the rooftops of residential units, utility infrastructure, and
34 trees, and background views of Port facilities. In this view, the surface of the proposed
35 Project site is not distinguishable because of the angle of the view; however, the cranes
36 are visible in the distance (as are tops of the cranes of APM and California United
37 Terminals). Because this view is seen from a number of residences in this part of
38 San Pedro, the sensitivity of this view is deemed to be high. The overall level of
39 vividness of this view is moderate, and the levels of intactness and unity are moderately
40 low.





APL Cranes

APM Cranes

Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project

Looking Northeast from Eastern Edge of the Korean Bell of Friendship in Angels Gate Park

Figure 3.1-10





California United
Terminal Cranes

APM Cranes

APL Cranes

West 17th Street between South Patton Avenue and Averill Avenue (VP-10):

The viewpoint from West 17th Street between South Patton and Averill Avenues is a high point, which affords an expansive view of the Port Complex. The foreground includes residential units, utility and transportation infrastructure, and landscaping. As shown in Figure 3.1-12, the proposed Project site is a relatively small part of a broad panorama of the Port Complex. The Port of Long Beach, Pacific Ocean and glimpses of mountain ranges are visible in the distance. Because this view is seen from a number of residences and drivers in this part of San Pedro, the sensitivity of this view is high. The overall level of vividness of this view is moderate, and its levels of intactness and unity are moderately low.

West 17th Street at Alma Street (VP-11):

The West 17th Street at Alma Street viewpoint is near San Pedro High School and depicts the proposed Project site in conjunction with the backlands, berths, cranes, and Port operations. The viewing distance and higher elevations allow broad and varied views of the Port expanse. However, as shown in Figure 3.1-13, the proposed Project site becomes an increasing smaller part of the overall view due to distance, viewing angles, and presence of intervening landscape and/or structural elements. The overall level of vividness of this view is moderate, and the levels of intactness and unity are moderately low. Because this view is seen from a number of residences and by students, drivers, and visitors in this heavily trafficked area, its sensitivity is regarded as high.

Averill Park (VP-12)

Averill Park is located in San Pedro and is approximately 12 acres of open space area with well-landscaped shrubbery, flowers, and trees. Park features include a waterfall, stream, ponds, bench seating throughout, and a gazebo that is regularly used for weddings and receptions. Views from public parks are treated as highly sensitive; however, the overall level of vividness of this view is moderate, and the levels of intactness and unity are moderately low. As shown in Figure 3.1-14, views of the proposed Project site from Averill Park are limited and visible only from the highest elevation of the park. The surface of the proposed Project site is not visible from any location within the park because of the viewing angle and the presence of intervening landscape elements.

Deana Dana Friendship Park (VP-13)

Deana Dana Friendship Park (Friendship Park) encompasses approximately 100 acres of open fields, hills, and canyons located on the San Pedro/Rancho Palos Verdes boundary. It also has a picnic area with barbecues, a children's play area, and large turf areas, as well as a nature center, natural history museum, live animal displays, gift shop, and classroom. Most of the park is located on south- and east-facing slopes oriented toward the Port. Given the viewing distance and the panorama available from the viewpoint shown in Figure 3.1-15, the proposed Project site represents a small part of the background views available throughout the park. Views from parks are treated as highly sensitive, and the proposed Project's exposure in the subject views is considered critical public views.



Evergreen Container
Terminal Backlands

APL Cranes

APM Cranes

California United
Terminal Cranes

Reservation Point



APL Cranes

APM Cranes

Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project

Looking East from West 17th Street at Alma Street adjacent to San Pedro High School

Figure 3.1-13



Vincent Thomas Bridge

Cruise Ship

APL Cranes

APM Cranes



Outer Los Angeles Harbor (VP-14)

Outer Los Angeles Harbor (Outer Harbor) refers to the waters south of Fish Harbor, including the Pier 300 Channel. Ships pass through this area to access berths in the interior of the Port, including Terminal Island. Recreational crafts travelling towards Fish Harbor in the area of the Pier 300 Channel generally have close-up views of these vessels berthing at Pier 300 (the APL Terminal/proposed Project site) and Pier 400 to the south (see Figure 3.1-16). The San Pedro Breakwater outlines the boundary between the Outer Harbor and the open ocean. Angels Gate Lighthouse, which is located at the end of the breakwater, serves as the Port's entry point for cargo and cruise ships, recreational boaters, fishing vessels, and other watercraft. The combination of commercial and recreational activities with local to international interest contributes to a visually rich and dynamic landscape. Views from recreational watercraft are considered to be highly sensitive.

Other Harbor Views

The Main Channel is the primary route for much of the shipping traffic approaching the Port berths, and receives a moderate level of use for non-shipping traffic, including cruise ships, passenger ferries, sightseeing boats, and recreational craft. Much of the land along the western edge of the channel is devoted to recreational rather than shipping uses. Several Harbor cruise lines depart daily from Berths 77, 78, and 79 at Ports O'Call Village. These cruises cross the Main Channel and ship basins, including the West Basin, providing visitors with a variety of waterside views of seaport operations. Such views include the waterfront, wharves, cranes, and ships. As cruise ships and passenger ferries travel up the Main Channel from the Outer Harbor, the Vincent Thomas Bridge comes into view. However, in much of the area in the channel, the full profile of the span of the bridge is partially blocked by the cranes at the Evergreen Container Terminal on the eastern shoreline of the channel. After ships pass the curve in the channel near Berth 87, the Evergreen cranes start to pass out of view; and the view of the bridge and its main span become relatively unobstructed. It is perhaps in this area directly in front of the World Cruise Center that the bridge best fulfills its role as the designated "welcoming landmark" for the area. For those on passenger vessels traveling up the Main Channel, the proposed Project area, which lies in the area behind the left side of the bridge, is not visible.

3.1.2.5 Existing Nighttime Lighting Conditions

The nighttime lighting environment within the proposed Project vicinity consists mainly of ambient light produced from container handling operations and other facility lighting in the Port (Figure 31-17). The major sources of illumination at the Port are the hundreds of down lights and flood lights, attached to the tops of the tall light standards. High-intensity boom lights are attached on top of shipping cranes along the edge of the many channels that feed into the Los Angeles Harbor. Additional nighttime sources of light in the vicinity include street lights on Earle Street, Terminal Way, and other nearby streets, adjacent terminal operations, the Terminal Island Water Reclamation Plant (TIWRP), and the headlights of the vehicles traveling on the roads.



Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project

Looking Northeast towards Berths 302-305 of APL Container Terminal from the Pier 300 Channel of the Outer Los Angeles Harbor

Figure 3.1-16



Vincent Thomas Bridge

APL Cranes

APM
Cranes

California United
Terminal Cranes

1 Consistent with the recommendations in the Port-wide Light and Glare Study, all high
2 mast light pole fixtures installed at the APL Terminal, approximately 65, were replaced
3 in 2009 with new high mast fixtures. The new high mast light pole fixtures are more
4 efficiently designed, and reduce the amount of light and glare emanating from the
5 terminal. The old downlight fixture design included a glass refractor which was situated
6 at the bottom of the fixture that allowed a portion of the light to escape as glare, thus
7 making it highly visible to the observer's eye and from a distance. The extruding
8 refractor was eliminated and replaced with an internal non-visible refractor to reduce and
9 mitigate the visible light and glare.

10 **3.1.3 Applicable Regulations**

11 **3.1.3.1 Port of Los Angeles Master Plan**

12 The Port of Los Angeles Master Plan (PMP) (plus amendments) provides for the
13 short-and long-term development, expansion, and alteration of the Port (POLA, 1979).
14 The California Coastal Commission has certified the PMP and it is part of the Local
15 Coastal Program (LCP) of the City of Los Angeles. The PMP is an overall planning
16 document, but does not contain any element specific to visual resources. Regardless, the
17 proposed Project is consistent with the PMP.

18 **3.1.3.2 City of Los Angeles General Plan**

19 The City of Los Angeles General Plan is an advisory document comprising 11 City-wide
20 Elements (Framework, Transportation, Infrastructure Systems, Housing, Noise, Air
21 Quality, Conservation, Open Space, Historic Preservation and Cultural Resources, Safety,
22 and Public Facilities and Services) plus the Land Use Element. The Land Use Element,
23 in turn, is comprised of 35 local area plans, known as Community Plans, as well as
24 counterpart plans for the Port of Los Angeles and Los Angeles International Airport.

25 **San Pedro Community Plan**

26 The proposed Project site does not include areas that fall under the jurisdiction of the
27 San Pedro Community Plan. However, the San Pedro Community Plan identifies a total
28 of 11 scenic viewpoints, listed in Table 3.1-1.

29

Table 3.1-1: San Pedro Community Plan Viewpoints

Viewpoint	Distance from Proposed Project Site	Is the Proposed Project Site Visible from Viewpoint?
John S. Gibson Park	1.0 mile	Yes – partially obstructed by intervening development; only the tops of cranes can be seen
San Pedro Plaza Park	1.0 mile	Yes
Lookout Point	2.3 miles	Yes
Point Fermin	2.3 miles	No
Korean Friendship Bell Monument	2.3 miles	Yes – partially obstructed by intervening development; only the tops of cranes can be seen
Angels Gate Park	2.3 miles	No
Deana Dana Friendship Park	3.4 miles	Yes
White Point Reservation	3.1 miles	No
Paseo del Mar Turnout	3.1 miles	No

Source: City of Los Angeles, 1999c.

1 **Port of Los Angeles Plan**

2 Part of the Land Use Element, the Port of Los Angeles Plan was designed to provide a
 3 20-year guide to the continued development and operation of the Port (City of
 4 Los Angeles, 1982). This plan is consistent with the PMP. In addition, Objective 4 of
 5 the plan addresses the aesthetic concerns of neighboring communities. The plan states:

6 *To assure priority for water and coastal dependent development within the*
 7 *Port while maintaining and enhancing the coastal zone environment and*
 8 *public views of and access to, coastal resources where feasible.*

9 **Transportation Element (Scenic Highway Guidelines)**

10 Appendix E of the Transportation Element has established recommended guidelines for
 11 Scenic Highways lacking adopted Corridor Plans, addressing roadway design, earthwork
 12 and grading, signage, landscaping, signs/outdoor advertising, and utilities (City of
 13 Los Angeles, 1999b). Although there are no state scenic highways or officially
 14 designated scenic lookouts, the recommendations of the Transportation Element are
 15 applicable.

16 **3.1.4 Impacts and Mitigation Measures**

17 **3.1.4.1 Methodology**

18 **3.1.4.1.1 CEQA Baseline**

19 Section 15125 of the CEQA Guidelines requires EIRs to include a description of the
 20 physical environmental conditions in the vicinity of a project that exist at the time of the
 21 NOP. These environmental conditions normally would constitute the baseline physical
 22 conditions by which the CEQA lead agency determines if an impact is significant. For
 23 purposes of this Draft EIS/EIR, the CEQA baseline for determining the significance of
 24 potential Project impacts is the environmental set of conditions that prevailed at the time
 25 the NOP was published for the proposed Project - July 2009. The CEQA baseline takes
 26 into account the throughput for the 12-month period preceding July 2009 (July 2008

1 through the end of June 2009) in order to provide a representative characterization of
2 activity levels throughout the year. The CEQA baseline conditions are described in
3 Section 2.6.1. The CEQA baseline for this proposed Project includes approximately
4 1.13 million TEUs per year, 998,728 annual truck trips, and 247 annual ship calls that
5 occurred on the 291-acre APL Terminal in the year prior to and including June 2009.

6 The CEQA baseline represents the setting at a fixed point in time and differs from the No
7 Project Alternative (Alternative 1) in that the No Project Alternative addresses what is
8 likely to happen at the proposed Project site over time, starting from the existing
9 conditions. Therefore, the No Project Alternative allows for growth at the proposed
10 Project site that could be expected to occur without additional approvals, whereas the
11 CEQA baseline does not.

12 **3.1.4.1.2 NEPA Baseline**

13 For purposes of this Draft EIS/EIR, the evaluation of significance under NEPA is defined
14 by comparing the proposed Project or other alternative to the NEPA baseline. The NEPA
15 baseline conditions are described in Section 2.6.2. Briefly, the NEPA baseline condition
16 for determining significance of impacts includes the full range of construction and
17 operational activities the applicant could implement and is likely to implement absent a
18 federal action, in this case the issuance of a USACE permit. The NEPA baseline includes
19 minor terminal improvements in the upland area (i.e., conversion of a portion of the dry
20 container storage unit area to reefers and utility infrastructure), operation of the 291-acre
21 container terminal, and assumes that by 2027, the terminal (Berths 302 to 305) handles up
22 to approximately 2.15 million TEUs annually and accommodates 286 annual ships calls
23 and 2,336 on-way rail trips, without any federal action. Because the NEPA baseline is
24 dynamic, it includes different levels of terminal operations at each study year (2012, 2015,
25 2020, 2025, and 2027).

26 Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA
27 baseline is not bound by statute to a “flat” or “no-growth” scenario. Therefore, the
28 USACE could project increases in operations over the life of a project to properly
29 describe the NEPA baseline condition. Normally, any federal permit decision would
30 focus on direct impacts of the proposed Project to the aquatic environment, as well as
31 indirect and cumulative impacts in the uplands determined to be within the scope of
32 federal control and responsibility. Significance of the proposed Project or alternative
33 under NEPA is defined by comparing the proposed Project or alternative to the NEPA
34 baseline (i.e., the increment).

35 The NEPA baseline, for purposes of this Draft EIS/EIR, is the same as the No Federal
36 Action Alternative. Under the No Federal Action Alternative, only minor terminal
37 improvements (utility infrastructure, and conversion of dry container storage to
38 refrigerated container storage) would occur, but no new cranes would be added, and the
39 terminal configuration would remain as it was configured in 2008 (291 acres, 12 A-frame
40 cranes, and a 4,000-ft wharf). However, forecasted increases in cargo throughput and
41 annual ship calls would still occur as container growth occurs.

42 **3.1.4.2 Thresholds of Significance**

43 **3.1.4.2.1 CEQA Criteria**

44 The following thresholds based on the *L.A. CEQA Thresholds Guide* (City of
45 Los Angeles, 2006) are used to determine whether the Project or an alternative would
46 result in significant impacts under CEQA.

AES-3: A project or alternative would have a significant impact if it would substantially degrade the existing visual character or quality of the site or its surroundings

This City of Los Angeles criterion is related to CEQA Appendix D Aesthetics question I.c) “Would the project substantially degrade the existing visual character or quality of the site and its surroundings?” The *L.A.CEQA Thresholds Guide* specifies that: *A project impact would normally be considered significant if shadow sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time) between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October).*

AES-4: A project or alternative would have a significant impact if it would create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area

This City of Los Angeles criterion is related to CEQA Appendix D Aesthetics question I.d) “Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?” The *L.A.CEQA Thresholds Guide* directs that: *The determination shall be made on a case-by-case basis, considering the following factors:*

- *The change in ambient illumination levels as a result of project sources; and*
- *The extent to which project lighting would spill off the project site and affect adjacent light sensitive areas.*

3.1.4.2.2 NEPA Criteria

The following threshold is used to determine if the Project or alternative would result in significant impacts under NEPA:

AES-5: A project or alternative would have a significant impact if it would result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response

To evaluate the proposed Project and alternatives in the context of NEPA, the visual impact analysis was conducted based on the analytic principles of the FHWA Visual Impact Assessment and BLM Visual Resource Management systems. The FHWA Visual Impact Assessment system requires the assessment of a project in terms of the degree of change it creates in the visual character and quality of its visual setting and the implications of those changes for viewer response. In assessing these changes, the FHWA approach calls for evaluation of the compatibility of pattern elements (i.e., form, line, color, and texture) of the introduced elements with the existing landscape setting and the compatibility of the pattern character of the new elements, based on consideration of the dimensions of dominance, scale diversity, and continuity. To consider the implications of the changes for viewer response, the FHWA method considers viewer exposure (the extent to which viewers see the proposed Project changes); viewer sensitivity, which is a product of a combination of viewer activities and awareness; local values and goals regarding the landscape; and the cultural significance of the landscape features affected by the proposed Project.

This approach for the evaluation of aesthetic effects draws heavily on an analytic framework developed by Lawrence Headley of Headley Associates, Santa Barbara,

1 California. The Headley approach has been applied successfully to analysis of a range of
 2 project types over the past 15 years. The Headley approach defines “visual impact” and
 3 “visual impact intensity” as follows:

4 *An “adverse change” in aesthetics/visual resources occurs when, relative to a*
 5 *public view:*

- 6 ■ *An action will perceptibly change features of the physical environment so that they no*
 7 *longer appear to be characteristic of those inherent to the region and/or locale;*
- 8 ■ *An action will introduce features to the physical environment that are perceptibly*
 9 *uncharacteristic of the region and/or locale; and/or*
- 10 ■ *Visual access to the landscape or the visibility of one or more valued features of the*
 11 *landscape will be adversely affected (e.g., partially or totally blocked from view).*

12 *(Features that are or have become uncharacteristic are those that appear out of place,*
 13 *discordant or distracting.)*

14 The terms “intensity” and “magnitude” are used interchangeably. The magnitude—or
 15 intensity—of a visual impact is the degree to which Existing Visual Conditions would
 16 change because of features of project construction and operation. Visual Conditions are
 17 expressed in terms of Visual Modification (VM) Classes (Table 3.1-2).

Table 3.1-2: Visual Modification Class Definitions

VM Class 1
Not noticeable: changes in the landscape that have occurred in the past, or potentially could occur in the future due to a proposed project, when within public view generally would be overlooked by all but the most concerned and interested viewers; they generally would not be noticed unless pointed out (inconspicuous because of such factors as distance, screening, low contrast with context, or other features in view, including the adverse impacts of past activities).
VM Class 2
Noticeable, visually subordinate: changes in the landscape that have occurred in the past, or potentially could occur in the future due to a proposed project when within public view would not be overlooked (noticeable to most without being pointed out). They could attract some attention but do not compete for it with other features in the field of view, including the adverse impacts of past activities. Such changes often are perceived as being in the background
VM Class 3
Distracting, visually co-dominant: changes in the landscape that have occurred in the past, or potentially could occur in the future due to a proposed project, when within public view would compete for attention with other features in view (attention is drawn to the change about as frequently as to other features in the landscape).
VM Class 4
Visually dominant, demands attention: changes in the landscape that have occurred in the past, or potentially could occur in the future due to a proposed project, when within public view would be the focus of attention and tend to become the subject of the view. Such changes often cause a lasting impression of the affected landscape.

18
 19 In applying this classification system to evaluation of view changes, a number of factors
 20 affecting the context of views are considered: viewer activity; primary viewing
 21 direction(s); viewing distance; project exposure; duration of viewing; relationship of the
 22 subject view to the sequence available; the presence of existing features of competing

1 visual interest; and established features tending to draw attention toward the project
2 facilities (focal point sensitivity).

3 The intensity of the impact (the degree of change as identified by the Visual Modification
4 Class ratings) is compared to the existing level of visual quality and the sensitivity of the
5 affected view to determine if a substantial negative reduction in visual character and
6 quality is likely to occur.

7 **3.1.4.3 Impact Determination**

8 **3.1.4.3.1 Proposed Project**

9 Major elements of the proposed Project are described in Chapter 2, Project Description.
10 Various infrastructure and improvements associated with the implementation of the
11 proposed Project could be visible during construction and operation, including
12 development of the 41-acre backlands for container terminal operations; redevelopment
13 of former LAXT areas; dredging at Berth 306 and construction of approximately 1,250 lf
14 of concrete wharf; installation of up to eight new cranes at Berth 306; installation of up to
15 four new cranes at Berth 302-305; and, relocation and installation of new light poles.

16 The existing APL Terminal operates using “traditional” methods with mostly
17 diesel-powered cargo-handling equipment. It is foreseeable that a technology change
18 could result in replacement of some of the traditional backland operations at the APL
19 Terminal through the use of an automated container handling system on the 41-acre
20 backland area adjacent to the proposed Berth 306. If installed, such a system would
21 involve the use of semi-automatic dual hoist electric shore side gantry cranes, Automated
22 Guided Vehicles (AGVs), electric Automated Stacking Cranes (ASCs), and
23 semi-automated electric Landside Transfer Cranes (LTCs). Because it is not certain as to
24 whether or when use of an automated system would commence, for the purposes of
25 environmental review, the EIS/EIR assumes that either (1) the terminal would continue to
26 operate using traditional operation throughout the lease term; or (2) the operation of the
27 41-acre backland would transition from a traditional operation (i.e., transport of
28 containers by mostly diesel-powered equipment) to an automated operation with mostly
29 electric equipment during the lease term. More discussion of the potential design of the
30 proposed Berth 306 backlands can be found in Section 2.5.3.2 Terminal Operations, in
31 Chapter 2, Project Description). The container-handling process for loading and
32 unloading containers would be handled in the same manner as the traditional operation.
33 Although most of the equipment for electric automated operations would be similar in
34 visual presence as the equipment used for traditional operations (such as the tallest
35 element – the shore-side gantry cranes), some equipment (i.e., ASCs) may be wider and
36 taller (refer to Figure 2-5 and 2-6 for the preliminary conceptual design associated with
37 the automated operations). The height difference between the traditional RMGs and the
38 automated ASCs is approximately the height of a container (i.e., RMGs can span a stack
39 approximately five containers high, while the ASCs are anticipated to be capable of
40 spanning a stack six containers high). The ASCs are anticipated to be approximately
41 40 feet wider than the traditional RMGs. The scale of this equipment would continue to
42 be consistent with other elements of the view of the site and visually compatible with the
43 overall character of the view as a working port environment. Therefore, integration of
44 automated equipment/system would not substantially change the visual quality or notable
45 views of the Port from off-site viewpoints.

CEQA Impact Determination

Impact AES-1: Construction and operation of the proposed Project would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.

The proposed Project would not remove or demolish features that substantially contribute to the scenic value or visual character of the area and it would not require grading or development of designated open space. The new cranes, structures, and backland facilities would be consistent with the existing features of the Port landscape region and would not contrast with the valued landscape features of the area. Views from the southern portion of the Harbor Scenic Route (from Harbor Boulevard) are of the Port Complex as a whole, and the proposed Project improvements would not substantially alter the views of the working port. Views of the proposed Project area from the northern portions of the Harbor Scenic Route (from Harbor Boulevard, Front Street, and John S. Gibson Boulevard) are impeded by adjacent development or the Vincent Thomas Bridge. Where terminal features are visible from the Scenic Route, the views are limited to the tops of the cranes, and thus, only the tops of the new cranes would be visible above adjacent or intervening structures. Distant views of the tops of the new cranes from the northern portion of the Harbor Scenic Route are not expected to result in substantial changes to views from the Scenic Route, as the dominate visual features are of the adjacent development and landscaping trees.

Although an increase in vessels moored at the Pier 300 wharf¹ would occur relative to the CEQA baseline, the proposed Project would not adversely affect the aesthetic value of the area because it would be visually consistent with development in the surrounding areas of the Port and its main effect would be to further contribute to the image of a working Port, consistent with the Harbor Scenic Route designation. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-2: Construction and operation of the proposed Project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.

The nearest officially designated state scenic highway is approximately 33 miles north of the proposed Project (State Highway 2, from approximately three miles north of Interstate 210 in La Cañada to the San Bernardino County Line). The nearest eligible state scenic highway is approximately nine miles northeast of the proposed Project (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of San Juan Capistrano). The proposed Project site is not visible from either of these

¹ An "increase in moored vessels" refers mostly to the frequency of vessels. As shown in Table 2-1 in Chapter 2, Project Description, there are currently four berths at the APL Terminal. Although by 2015 under the proposed Project the berths are expected to increase to 4.5, this number is anticipated to return to four berths based on an increase in the size of vessels calling at the APL Terminal over the life of the project (by 2027).

1 locations. In addition to Caltrans' officially-designed and eligible state scenic highways,
2 the City of Los Angeles has city-designated scenic highways that are for local planning
3 and development decisions and considerations. John S. Gibson Boulevard, Pacific
4 Avenue, Front Street and Harbor Boulevard are City-designated scenic highways because
5 they afford views of the Port and the Vincent Thomas Bridge. As discussed under AES-1
6 above, there are no anticipated significant impacts to a scenic highway due to a lack of
7 proximity of the proposed Project site to the scenic highways or because no substantive
8 changes to views from local scenic highways would occur.

9 The proposed improvements would not detract from views of the Main Channel and the
10 recreational and commercial areas along its western banks toward the Vincent Thomas
11 Bridge. The proposed new cranes, and to a lesser extent the berthed vessels and other
12 terminal improvements, would be visible to motorists traveling on the Vincent Thomas
13 Bridge, but the cranes, vessels, and other improvements would not substantially change
14 the view of the proposed Project site or the working Port setting in that view.

15 Views of the Bridge from the north such as along Front Street or John S. Gibson
16 Boulevard, the Vincent Thomas Bridge would effectively block views of the new cranes,
17 berthed vessels, and other terminal improvements, and thus, the new Project features
18 would not detract from views of the Bridge. Furthermore, views of the Vincent Thomas
19 Bridge from more southern portions of the Harbor Scenic Corridor and from the
20 residential hillside areas of San Pedro would not be affected by the new cranes or vessels
21 because they would not be located within the line of sight of the Bridge (the new cranes
22 and berthed vessels would be located to the east of Harbor Boulevard, southeast of the
23 Bridge).

24 Views from Knoll Hill, the addition of the 12 new cranes to the existing and extended
25 wharf at the proposed Project site would not substantially change the views of the proposed
26 Project area or block scenic resources; therefore, significant impacts to scenic resources
27 would not occur.

28 Views from the residential areas of San Pedro and the Friendship Park to the west of the
29 proposed Project site, the views are of the working Port as a whole, with the proposed
30 Project site more prominent in views from the closer San Pedro bluffs. The proposed
31 terminal improvements (new backlands on existing fill, new structures, new wharf, and
32 new cranes) and the associated increase in berthed vessels would be visible from these
33 vantage areas, but the terminal changes would be minor and would not substantially
34 change the overall quality of the views or block designated scenic resources. The new
35 cranes and new wharf (and associated moored vessels) would have the effect of
36 extending the existing line of cranes and making the row of cranes at Pier 300 denser, but
37 the overall panoramic views of the proposed Project area and the Port as a whole would
38 not be changed. This would also apply to more distant hillside views such as those in
39 Rancho Palos Verdes, which would have wider views of the port area. As a consequence,
40 the impacts of changes to these views would be less than significant.

41 From vantage points along the edge of the bluff in San Pedro Plaza Park, and along South
42 Beacon Street (more than a mile away), the new cranes, and to a lesser extent the berthed
43 vessels, would be visible in the middleground, and would appear along the existing row
44 of cranes (they would extend to the left towards the developed backland). Although the
45 new cranes would partially block views of other background cranes on Terminal Island,
46 the primary elements of the view would consist of other cranes and Port facilities,

1 consistent with the existing views. Therefore, impacts would be less than significant
2 under CEQA.

3 *Mitigation Measures*

4 No mitigation is required.

5 *Residual Impacts*

6 Impacts would be less than significant.

7 **Impact AES-3: Construction and operation of the proposed Project**
8 **would not substantially degrade the existing visual character or**
9 **quality of the site and its surroundings.**

10 The proposed Project would extend the existing wharf to the east by 1,250 ft, increase the
11 number of cranes along the terminal's wharves by 12, increase the number of ships that
12 can be berthed at the wharf, and make other terminal improvements such as new
13 structures and backlands reconfigurations, relative to the CEQA baseline. However,
14 substantial degradation of the visual character of the proposed Project area is not
15 anticipated because Terminal Island and the Port of Los Angeles areas are comprised of
16 industrial uses consistent with the proposed Project's improvements. Further, shadow-
17 sensitive uses would not be shaded by structures or equipment under the proposed Project.
18 Shading produced by cranes, containers, or other structures would be confined to the
19 proposed Project site, and adjacent waterways and industrial uses. As a result, impacts
20 would be less than significant under CEQA.

21 *Mitigation Measures*

22 No mitigation is required.

23 *Residual Impacts*

24 Impacts would be less than significant.

25 **Impact AES-4: Construction and operation of the proposed Project**
26 **would not create a new source of substantial light or glare that would**
27 **adversely affect daytime or nighttime views in the area.**

28 Under the proposed Project, potential impacts from an increase in on-site lighting would
29 result from the 25 or more 100-ft tall mast light poles throughout the expanded backland
30 area, 12 new A-frame cranes, terminal equipment, and moored vessels. Although it is not
31 certain as to if or when use of an electric automated operation would commence, the
32 proposed Project includes on-site lighting that would be used for either traditional or
33 electric automated operations.

34 Mobile light sources would include trucks, cars, and cargo-moving equipment; on the
35 access road and in the backland areas; and trains along the rail line.

36 The incremental change in ambient lighting at the Project site is not expected to
37 substantially change existing levels of ambient light at sensitive areas because the
38 immediate area is subject to industrial lighting. The level of sensitivity to changes in
39 nighttime lighting conditions brought about by the proposed Project is low because the
40 residential areas in San Pedro are elevated approximately 190-370 MSL and located over

1 a mile to the west from the terminal wharf. In addition, the overall lighting conditions
2 within the proposed Project vicinity would continue to be relatively indistinguishable.

3 The visibility of this new lighting and its contribution to ambient lighting conditions in
4 areas around the proposed Project site would be attenuated by a number of design and
5 operational measures mandated by the lighting guidelines the Port has adopted for
6 development projects. These design guidelines include the following:

7 *Light Fixtures*

- 8 1) The fixtures shall be distributed symmetrically or asymmetrically to minimize light
9 trespass.
- 10 2) Use prismatic glass reflectors to control the spread of the illumination.
- 11 3) Use dark-colored shade accessories to prevent light spillover.

12 *Light Controls*

- 13 1) Lights shall be designed for flexibility to accommodate the varying nature of many
14 spaces at one time or for security purposes.
- 15 2) Utilize photocells and timers to automatically control lighting where feasible.

16 *Pole Distribution and Height*

- 17 1) Peripheral lighting adjacent to the residential community should focus lighting away
18 from the residential community.
- 19 2) Where feasible, equip floodlights with shields to prevent (light) spillover.
- 20 3) If feasible, lower pole height adjacent to hillside residential areas.

21 Localized nature of new shielded and/or downwardly directed lighting, intervening
22 development and the distance of the proposed Project site to the San Pedro residential
23 area would minimize lighting effects of the proposed Project. Therefore, impacts would
24 be less than significant under CEQA.

25 *Mitigation Measures*

26 No mitigation is required.

27 *Residual Impacts*

28 Impacts would be less than significant.

29 **NEPA Impact Determination**

30 **Impact AES-5: Construction and operation of the proposed Project**
31 **would not result in substantial negative changes to the overall visual**
32 **character and quality of a landscape that has a significant effect on**
33 **viewer response.**

34 **Local Scenic Routes**

35 Northbound travelers on the Pacific Avenue, John S. Gibson Boulevard, and Front Street
36 would not have views of the cranes and vessels berthed at the proposed Project site.
37 Southbound travelers would also not have clear views of the proposed Project features

1 due to the angle of the roadway and Vincent Thomas Bridge in the middleground. In
2 addition, the cranes and berthed vessels would not obstruct or detract from views toward
3 the bridge. For travelers on the southern portions of Harbor Boulevard, the cranes and
4 berthed vessels at the proposed Project site would be visible as east-facing views.
5 However, the buildings, docked ships, and other features in the foreground and
6 middleground would substantially block views toward the cranes and berthed vessels.
7 Nonetheless, the viewshed would continue to comprise a working port, consistent with
8 the scenic route designation.

9 Existing views from various locations along these scenic routes already have a
10 well-established character as a working port environment. Therefore, these changes in
11 views brought about by the new cranes, berthed vessels, presence of equipment, and
12 stacked containers would be less than significant in relation to the overall character and
13 visual quality of the Harbor Scenic Route.

14 A representative viewpoint along Harbor Boulevard was identified and used as the basis
15 for the visual simulation of the proposed Project-related changes in views, as shown in
16 Figure 3.1-18. Refer back to Figure 3.1-5 for a representative view of the affected area
17 from a normal viewing distance. Given that little, if any, of the improvements would be
18 visible, a close-up (i.e., zoomed) view, and a simulation using that zoomed view, is
19 provided to illuminate how the improvements would overlay the existing environment.
20 Existing topographic and site data provided the basis for determining an initial digital
21 model. The simulations were produced using graphic imagery software, and show not
22 only the appearance of the cranes that would be installed as part of the proposed Project,
23 but also the appearance of containers stacked in the backland area of the proposed Project.
24 See Appendix D of this Draft EIS/EIR for a more detailed description of the methodology
25 used for developing the photo simulation.

26 **Knoll Hill (VP-1)**

27 From Knoll Hill, the features of the proposed Project that would be most prominent
28 would be tops of the additional 12 new cranes at Berths 302-306. However, not all of the
29 cranes would be fully visible from Knoll Hill due to intervening development and
30 infrastructure. The cranes would not degrade views of the Vincent Thomas Bridge.
31 Overall, the cranes would be consistent in scale with other elements of the view, and the
32 new cranes and backland development would be visually consistent with the overall view
33 context. Berthed vessels are not likely to be visible or noticeable in views of the
34 proposed Project site from Knoll Hill due to their limited height. Therefore, the proposed
35 Project would not substantially change the existing visual quality or character of this
36 view.

37 **John S. Gibson Jr. Park (VP-2)**

38 The proposed Project would not visually interfere with the existing memorials and
39 museum at John S. Gibson Jr. Park. From the viewing area adjacent to the park, the
40 proposed Project features would not adversely affect the visual quality of the Port, which
41 consists overwhelmingly of manmade structures, including paved jetties, boat slips,
42 cranes, dry bulk and liquid bulk storage, railroad lines, ship terminals, and stacked
43 containers. The proposed Project components (i.e., tops of the cranes, backlands, and
44 berthed vessels) would actually blend with the views of the industrial activity and
45 seagoing traffic. Therefore, the proposed Project would not substantially change the
46 existing visual quality or character of views from John S. Gibson Jr. Park.

Before



After



Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project



Zoomed Photo Simulation - Looking East from Harbor Boulevard at 11th/Beacon Stairway

Figure 3.1-18

San Pedro Plaza Park (VP-3)

From viewpoints along San Pedro Plaza Park, the new cranes and berthed vessels would be visible in the middleground, more than a mile in the distance and would appear along the existing row of cranes. Since the new cranes would be similar to the existing cranes (i.e., the use of the same color and similar dimensions), the presence of the new cranes and berthed vessels would not detract from the overall sense of visual unity of the view. Although the new cranes and berthed vessels would partially block views of other background cranes on Terminal Island, the primary elements of the view would consist of other cranes and Port facilities, consistent with the existing views.

Ports O'Call Village (VP-4)

From viewpoints along the Ports O'Call Village waterfront (west side of the Main Channel), the new cranes and stacked containers (intermittent) would be visible in the middleground, approximately one mile in the distance. Views of the proposed Project site from the Ports O'Call Village are generally representative of a working port environment.

The addition of 12 cranes, associated with the proposed Project, would add some mass to this current view; however, these new objects would not include elements that alter the current views of Vincent Thomas Bridge either from this viewpoint, or any other views of the Bridge or block views of other scenic elements within this view. Moreover, the additional cranes would be virtually indistinguishable from those currently installed and are not expected to adversely affect the unity, memorability, or intactness of this view; therefore, no adverse effect would occur.

22nd Street Park (VP-5)

Views of the proposed Project site from most areas in the 22nd Street Park include only the very top of APL cranes. However, views of the proposed Project site from the cycling and walking trails around the perimeter of the park show most of the existing cranes. Foreground views comprise a landscaped park, with young trees that are expected to frame views of the harbor in the future. The proposed Project would increase the number of cranes and other minor terminal elements in the middleground views. The improvements would be consistent with the working port environment and would be an appropriate use within the harbor.

Cabrillo Beach Park (VP-6)

The proposed Project would increase the number of cranes and other minor terminal elements in the background visible from Cabrillo Beach Park. The improvements would be consistent with the working port environment and would be an appropriate use within the harbor. Due to the distance and proliferation of intervening objects, it is doubtful that any of the new proposed project facilities would be noticeable from this viewpoint and no adverse visual effect is anticipated.

Lookout Point (VP-7)

Lookout Point is located immediately east of Gaffey Street between W. 34th Street and W. 36th Street. The proposed Project improvements would not substantially alter the views of the working Port and Pacific Ocean from Lookout Point. The distance of the cranes and berthed vessels would reduce the Project's apparent height, visual prominence

1 and dominance. Therefore, there would be no significant impacts on scenic views from
2 Lookout Point.

3 **Angels Gate Park (VP-8)**

4 Angels Gate Park is located approximately 2.5 miles southwest of the proposed Project
5 site's nearest crane, which would not be visible from ground level. Therefore, the
6 proposed Project would not block or interfere with the expansive views of the Pacific
7 Ocean, harbor entry, or the Port Complex, including the proposed Project location.

8 **San Pedro Neighborhoods (VP-9 through VP-11)**

9 From most portions of the residential areas located west of Harbor Boulevard, existing
10 buildings, cranes, container stacks, and other features in the immediate foreground of the
11 view block or substantially screen the views toward the proposed Project features. To the
12 extent that the cranes and berthed vessels of the Project would be visible, they would
13 appear in the far background with views varying based on elevation and distance. The
14 vantage points range from 60 ft MSL and 2.2 miles at Crescent Avenue, to 370 ft MSL
15 and 3.5 miles at W. 17th Street and Averill Avenue. As the viewer's distance decreases to
16 the west, so does elevation, thereby reducing the Project's apparent size and potential
17 visual dominance of the overall view of the Port. Since the new cranes and berthed
18 vessels would be placed within and along the existing row of cranes and would be
19 consistent in appearance with the cranes and other Port-related features that dominate the
20 foreground of the views from this area, they would have little effect on the overall
21 character and quality of the views.

22 **Averill Park (VP-12)**

23 Averill Park is approximately 2.8 miles west of the proposed Project site. The surface of
24 the proposed Project site would not be visible from any location within the park because
25 of the viewing angle and the presence of intervening landscape elements. The
26 introduction of 12 additional cranes and backland development associated with the
27 proposed Project would be consistent with the Port elements of the view and have
28 relatively peripheral effect on the visual character and quality of the view. Therefore,
29 there would be no significant impacts on scenic views from Averill Park.

30 **Deana Dana Friendship Park (VP-13)**

31 From Deana Dana Friendship Park, all Project features would be visible in the distant
32 background within the overall view of the Port. This viewpoint of the Port and proposed
33 Project site is also representative of other distant locations to the west of the Port, such as
34 portions of Rancho Palos Verdes. Although the cranes, berthed container ships, and
35 backlands of the proposed Project would be noticeable from the park, it would represent a
36 minor part of the Port Complex. Overall, the cranes and berthed vessels would be
37 consistent in scale with other elements of the view; and the terminal improvements would
38 be visually consistent with the overall view context. To some degree, the cranes would
39 block views toward more distant background portions of the Port of Long Beach.
40 However, the screened primary elements of the view will consist of other cranes, Port
41 facilities, and not scenic resources. Therefore, the proposed Project would not cause a
42 substantial change to the visual quality or character of this view of the Port.

43

1 A representative viewpoint from Deana Dana Friendship Park was identified and used as
2 the basis for the visual simulation of the proposed Project-related changes in views, as
3 shown in Figure 3.1-19. Refer back to Figure 3.1-15 for a representative view of the
4 affected area from a normal viewing distance. Given that little, if any, of the
5 improvements would be visible, a close-up (i.e., zoomed) view, and a simulation using
6 that zoomed view, is provided to illuminate how the improvements would overlay the
7 existing environment.

8 **Outer Los Angeles Harbor (VP-14)**

9 In the Outer Harbor area, large oceangoing ships and numerous small boats and pleasure
10 craft pass through this area daily. Viewpoints from Outer Harbor offer panoramic views
11 of the Port, wharves and marinas, coastal cliffs and home-covered slopes, and open water.
12 In addition to the large-scaled and industrial elements of the Port, the proposed Project
13 features (i.e., additional cranes and backlands development) on Pier 300 would be in view
14 from the Outer Harbor. The character of this view would be consistent with views to the
15 Port, which would remain framed by cranes, cargo ships, and containers. The proposed
16 Project features would not detract from the existing aesthetics of the Port or block views
17 of the ocean or place-defining visual elements of the Port and harbor.

18 Table 3.1-3 summarizes the results of the analysis conducted related to this significance
19 criterion using an evaluative framework based on the analytic principles that underlie the
20 FHWA Visual Impact Assessment and BLM Visual Resource Management systems. The
21 analysis is based on proposed improvements at the terminal, including new cranes,
22 moored vessels, increased and reconfigured backlands, increased stacked containers, and
23 increased backland lighting. Other proposed Project improvements, such as dredging and
24 associated disposal and/or reuse of dredge material, are expected to result in no or
25 negligible effect on the overall visual character and quality of the landscape that has a
26 significant effect on viewer response.

27

Before



After



Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project



Zoomed Photo Simulation - Looking Southeast from Deana Dana Friendship Park

Figure 3.1-19

Table 3.1-3: Summary of AES-5 Impacts for Proposed Project

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
Local Scenic Routes		
<p>Visual Character: The Harbor Scenic Route is designated as such due to the views of the working Port. Although heavily developed, APL Terminal cranes could be seen from the route.</p> <p>Visual Quality: The tops of cranes can be seen in the background from the northern portion of the Scenic Route and the elevated terminal features are visible in the middle ground from the southern portions of the Route. Large-scale cranes in middleground create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>Low (northern portion of the Scenic Route)</p> <p>High (southern portion of Scenic Route)</p>	<p>VM Class 1 The tops of the cranes could be visible (in the background) over intervening development from the northern portions of the Scenic Route, but are not likely to be noticeable unless pointed out.</p> <p>VM Class 2 The primary Project features visible would be the cranes seen in the middleground as noticeable elements in views from the southern portion of the Scenic Route. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Knoll Hill		
<p>Visual Character: Views of the Port area from Knoll Hill are mixed, with a baseball field in the foreground, cranes from the China Shipping Container Terminal in the middle ground, and project cranes in the background.</p> <p>Visual Quality: The tops of APL cranes can be seen in the background but are dominated by views of cranes at nearby terminals. Large-scale cranes in middle ground create a moderate level of vividness. Levels of intactness and unity are low. Views of the proposed Project site from the Knoll Hill are limited and the terminal cranes are dominated by foreground (freeway) and middleground (structures) features. This view has a low level of vividness and intactness and unity.</p>	<p>Low</p>	<p>VM Class 1 The new cranes may be visible as background elements from Knoll Hill, but are not likely to be noticeable unless pointed out.</p> <p>No significant impact.</p>
John S. Gibson Jr. Park		
<p>Visual Character: The park affords views of the monuments and museum, heavily developed Port, the Main Channel, Vincent Thomas Bridge, and cranes at the proposed Project site.</p> <p>Visual Quality: The cranes are readily viewed in middle ground and create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>High</p>	<p>VM Class 2 The primary Project features visible would be the cranes seen in the middle ground as noticeable elements in the view. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
San Pedro Plaza Park		
<p>Visual Character: The park affords views of the heavily developed Port, the Main Channel, Vincent Thomas Bridge, and cranes at the proposed Project site.</p> <p>Visual Quality: The cranes are readily viewed in middle ground and create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>High</p>	<p>VM Class 2 The primary Project features visible would be the cranes seen in the middle ground as noticeable elements in the view. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>

Table 3.1-3: Summary of AES-5 Impacts for Proposed Project

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
Ports O'Call Village		
<p>Visual Character: Panoramic view of a navigation channel surrounded by large-scale port facilities. The landmark Vincent Thomas Bridge serves as the focal point of the view.</p> <p>Visual Quality: The presence of the wide channel and the Vincent Thomas Bridge create a high level of vividness. The level of unity is moderately high. The level of intactness is low.</p>	High	<p>VM Class 2</p> <p>The only elements of the proposed Project that would be visible would be the cranes. Although the cranes would be visually subordinate and would not block the views toward the bridge.</p> <p>No significant impact.</p>
22nd Street Park		
<p>Visual Character: The park affords primary views of the Cabrillo Marina to the south and partial views of port facilities to the east blocked by trees and landscaping.</p> <p>Visual Quality: The presence of green and recreational space and the neighboring Cabrillo Marina create a moderate level of vividness. The level of unity and intactness is moderately high.</p>	High	<p>VM Class 2</p> <p>The primary Project features visible would be the top of the new cranes seen in the middleground to background as noticeable elements in the view.</p> <p>No significant impact.</p>
Cabrillo Beach Park		
<p>Visual Character: This viewpoint affords panoramic views of the Cabrillo Marina, Outer Harbor and Pacific Ocean, Reservation Point, Pier 300 and Pier 400, and the San Pedro Breakwater and Angels Gate Lighthouse.</p> <p>Visual Quality: The presence of the Port Complex and open water in the view raises the vividness level to high. The levels of unity and intactness are moderately high.</p>	High	<p>VM Class 2</p> <p>The primary Project features visible would be the cranes and vessels berthing at the wharf as seen in the background as somewhat noticeable elements in the view. The proposed Project features would add to the already industrial harbor activities and would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Lookout Point		
<p>Visual Character: This is a panoramic vista of a large, highly developed Port Complex with open views of the Pacific Ocean.</p> <p>Visual Quality: The Port Complex, Los Angeles Harbor and Pacific Ocean raise the vividness level to high. The levels of unity and intactness are low.</p>	Moderate	<p>VM Class 2</p> <p>The primary Project features would be visible, but would be consistent with the visual environment of the Port and would not substantially change the visual character and quality of the views.</p> <p>No significant impact.</p>
Angels Gate Park		
<p>Visual Character: This viewpoint focuses primarily toward the Pacific Ocean and Catalina Island. The Port Complex is visible partially due to trees, landscaping, and intervening development.</p> <p>Visual Quality: The Pacific Ocean raises the vividness level to high. The levels of unity and intactness are high.</p>	High	<p>VM Class 1</p> <p>The top of the cranes would be the only visible feature from the proposed Project from view of the Korean Friendship Bell monument. No other viewpoints of the proposed Project would be visible.</p> <p>No significant impact.</p>
San Pedro Neighborhoods		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with a partially developed open area in the middleground of the view. The Vincent Thomas Bridge serves as a landmark element in the view.</p> <p>Visual Quality: The presence of the Vincent Thomas Bridge in the view raises the vividness level to moderate. The levels of unity and intactness are low.</p>	High	<p>VM Class 2</p> <p>The primary Project features visible would be the cranes seen in the middleground to background as noticeable elements in the view. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p>

Table 3.1-3: Summary of AES-5 Impacts for Proposed Project

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
No significant impact.		
Averill Park		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with residential development, green space, and street trees clearly dominate on the foreground and middleground, and the Port, Harbor, and skyline in the background.</p> <p>Visual Quality: The Port as a whole in the view raises the vividness level to moderate. The levels of unity and intactness are moderate.</p>	Moderate	<p>VM Class 2</p> <p>The primary Project features visible would be the cranes seen in the middle ground to background as somewhat noticeable elements in the view. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Deana Dana Friendship Park		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with a landscaping and street trees clearly dominate on the foreground, residential development in the middleground, and the Port, Harbor, and skyline in the background.</p> <p>Visual Quality: The Port as a whole in the view raises the vividness level to moderate. The levels of unity and intactness are moderate.</p>	Moderate	<p>VM Class 2</p> <p>The primary Project features visible would be the cranes seen in the middle ground to background as somewhat noticeable elements in the view. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Outer Los Angeles Harbor		
<p>Visual Character: Views affords scenes of the container handling operations of Pier 300 and Pier 400, including of Fish Harbor, Reservation Point, San Pedro Breakwater, Main Channel, and the Pacific Ocean.</p> <p>Visual Quality: Views of the heavily developed Port Complex have a moderate degree of vividness. The levels of visual intactness and unity are moderate as a working Port comprises the primary view.</p>	Moderate	<p>VM Class 2</p> <p>The primary proposed Project features that would be visible from the Outer Harbor would be the 12 new cranes, which would appear as co-dominant but not distracting elements in the view. There would be no blockage of views of important background features.</p> <p>No significant impact.</p>

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The proposed Project would not result in changes to the overall character and quality of the landscape in such a way that would have a significant effect on viewer response, compared to the NEPA baseline. Therefore, impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

1 **3.1.4.3.2 Alternatives**

2 **3.1.4.3.2.1 Alternative 1 – No Project**

3 Under Alternative 1, no further Port action or federal action would occur. The Port
4 would not construct and develop additional backlands, wharves, or terminal
5 improvements. No new cranes would be added, no gate or backland improvements
6 would occur, and no infrastructure for AMP at Berth 306 or automation in the backland
7 area adjacent to Berth 306 would be provided. This alternative would not include any
8 dredging, new wharf construction, or new cranes. The No Project Alternative would not
9 include development of any additional backlands because the existing terminal is
10 berth-constrained and additional backlands would not improve its efficiency.

11 Under the No Project Alternative, the existing APL Terminal would continue to operate
12 as an approximately 291-acre container terminal. Based on the throughput projections,
13 terminal operations are expected to grow over time as throughput demands increase.
14 Under Alternative 1, the existing APL Terminal would handle approximately 2.15
15 million TEUs by 2027, which would result in 286 annual ship calls at Berths 302-305. In
16 addition, this alternative would result in up to 7,273 peak daily one-way truck trips
17 (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Under
18 Alternative 1, cargo ships that currently berth and load/unload at the Berths 302-305
19 terminal would continue to do so.

20 The No Project Alternative would not preclude future improvements to the proposed
21 Project site. However, any future changes in use or new improvements with the potential
22 to significantly impact the environment would need to be analyzed in a separate
23 environmental document.

24 **CEQA Impact Determination**

25 **Impact AES-1: Construction and operation of Alternative 1 would not** 26 **result in an adverse effect on a scenic vista from a designated scenic** 27 **resource due to obstruction of views.**

28 There would be no changes to the visual landscape within the proposed Project area
29 under Alternative 1, as no upland, in-water, or over-water terminal improvements would
30 occur. There would be no change in the proposed Project site's aesthetic value under
31 Alternative 1 relative to the CEQA baseline conditions since no improvements would be
32 implemented. Although this alternative would result in increase vessel calls relative to
33 the CEQA baseline, increases in moored vessels at Berths 302-305 would not result in
34 obstruction of recognized or valued views, because the wharf is not located along a line
35 of sight to a scenic resource. Therefore, Alternative 1 would have no impacts under
36 CEQA.

37 *Mitigation Measures*

38 No mitigation is required.

39 *Residual Impacts*

40 There would be no impacts.

1 **Impact AES-2: Construction and operation of Alternative 1 would not**
2 **substantially damage scenic resources including, but not limited to,**
3 **trees, rock outcroppings, and historic buildings along a state scenic**
4 **highway.**

5 There would be no changes to existing scenic resources along a scenic highway
6 associated with the proposed Project including but not limited to trees, rock outcroppings,
7 or historic buildings. Although this alternative would result in increased vessel calls
8 relative to the CEQA baseline through 2027, increases in moored vessels at
9 Berths 302-305 would have no impact on scenic resources. Therefore, impacts would be
10 less than significant under CEQA.

11 *Mitigation Measures*

12 No mitigation is required.

13 *Residual Impacts*

14 Impacts would be less than significant.

15 **Impact AES-3: Construction and operation of Alternative 1 would not**
16 **substantially degrade the existing visual character or quality of the**
17 **site and its surroundings.**

18 The proposed Project site's existing visual character would remain unaltered under
19 Alternative 1, as would the site's visual quality and surroundings because no physical
20 improvements would occur. Although this alternative would result in increased vessel
21 calls relative to the CEQA baseline, increased moored vessels at Berths 302-305 would
22 not result in changes to the visual character of the proposed Project area, which is that of
23 a working container terminal. Therefore, no impacts would occur under this criterion.

24 *Mitigation Measures*

25 No mitigation is required.

26 *Residual Impacts*

27 There would be no impacts.

28 **Impact AES-4: Construction and operation of Alternative 1 would not**
29 **create a new source of substantial light or glare that would adversely**
30 **affect daytime or nighttime views in the area.**

31 Alternative 1 would not introduce additional sources of light on the proposed Project site
32 or within the proposed Project area. The APL Terminal's existing light sources would
33 remain unchanged, as no backland development or new fix light sources would be added
34 to the terminal under Alternative 1. In addition, although this alternative would result in
35 an increase in vessel calls relative to the CEQA baseline, increased moored vessels at
36 Berths 302-305 would not result in substantial increases in light that could affect
37 residential areas because vessel lighting is relatively low intensity, and because the
38 nearest residential area in San Pedro is located over a mile from the terminal. Therefore,
39 impacts would be less than significant under CEQA.

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 Impacts would be less than significant.

5 **NEPA Impact Determination**

6 **Impact AES-5: Construction and operation of Alternative 1 would not**
7 **result in substantial negative changes to the overall visual character**
8 **and quality of a landscape that has a significant effect on viewer**
9 **response.**

10 The impacts of this No Project Alternative are not required to be analyzed under NEPA.
11 NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 in this
12 document).

13 *Mitigation Measures*

14 Mitigation measures are not applicable.

15 *Residual Impacts*

16 An impact determination is not applicable.

17 **3.1.4.3.2.2 Alternative 2 – No Federal Action**

18 The No Federal Action Alternative would be the same as the NEPA baseline and would
19 include only the activities and impacts likely to occur absent further USACE federal
20 approval but could include improvements that require a local action. Under Alternative 2,
21 no federal action would occur; however, minor terminal improvements in the upland area
22 of the existing APL Terminal would be implemented. These minor upland improvements
23 would include conversion of a portion of the dry container storage area to an additional
24 200 reefers, associated electrical lines, and installation of utility infrastructure at locations
25 in the existing backland areas. Beyond these minor upland improvements, the Port would
26 not construct and develop additional backlands or wharves. No gate or additional
27 backland improvements would occur, and no in-water features such as dredging or a new
28 berth, wharf extension, or over-water features such as new cranes would occur under the
29 No Federal Action Alternative.

30 Under the No Federal Action Alternative, the existing APL Terminal would continue to
31 operate as an approximately 291-acre container terminal, and up to approximately
32 2.15 million TEUs could be handled at the terminal by 2027. Based on the throughput
33 projections, the No Federal Action Alternative would result in 286 annual ship calls at
34 Berths 302-305. In addition, this alternative would result in up to 7,273 peak daily truck
35 trips (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Cargo
36 ships that currently berth and load/unload at the Berths 302-305 terminal would continue
37 to do so.

CEQA Impact Determination

Impact AES-1: Construction and operation of Alternative 2 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.

The visual changes resulting from the installation of utilities in the upland/backland areas and conversion of existing dry storage to reefers would not create significant aesthetic impacts under CEQA, as these improvements would be minor and would not substantially change the terminal configuration or backland structures, relative to the CEQA baseline. The primary terminal features visible from the Harbor Scenic Route are the cranes, and this alternative would not increase the number of cranes at the Terminal. Although this alternative would result in an increase in vessel calls relative to the CEQA baseline, increased moored vessels at Berths 302-305 would not result in changes to terminal operations, and the important views from the Harbor Scenic Route, that of a working port, would not be adversely affected by increases in moored vessels at the Pier 300 wharf. Consequently, this alternative would not detract from the aesthetic value of the working Port area when viewed from the Harbor Scenic Route and would not degrade views of a scenic vista. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-2: Construction and operation of Alternative 2 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.

The minor terminal changes associated with Alternative 2 would not create significant visual impacts under this CEQA significance criterion. This alternative would not result in obstruction of recognized or valued views. The upland improvements that would be implemented on the proposed Project site under this alternative would not affect views from the Harbor Scenic Route, due to the scale and nature of the improvements. Therefore, these changes would be consistent with the intent of this route, which is to provide views of a working Port and its operation. The installation of utilities would be located in the upland/backland areas of the existing APL Terminal, thereby blending in with the existing visual characteristics of the site. The conversion of dry storage to reefers would be located approximately at the center of the proposed Project site, and would not substantively change the terminal configuration. The visual characteristics of the terminal and the terminal's backland area, including the size of the refrigerated container storage area, would be similar to the CEQA baseline conditions. As a consequence, this alternative would not damage a scenic resource or adversely affect recognized views available from the Harbor Scenic Route, bike path or trail, or other scenic vantage point. Therefore, impacts would be less than significant under CEQA.

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Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-3: Construction and operation of Alternative 2 would not substantially degrade the existing visual character or quality of the site and its surroundings.

Although Alternative 2 would result in minor improvements to the terminal (installation of utilities and conversion of dry storage to reefers, and related electrical infrastructure), these improvements would not substantially degrade the visual character or quality of the proposed Project site or its surroundings because they would be consistent with the industrial uses on Terminal Island and the Port as a whole. In addition, as described under Impact AES-1 and Impact AES-2, Alternative 2 would not result in significant impacts to views from the Harbor Scenic Route or scenic resources. As a consequence, Alternative 2 would not significantly degrade the existing visual character of the proposed Project area or its surroundings. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-4: Construction and operation of Alternative 2 would not create a new course of substantial light or glare that would adversely affect daytime or nighttime views in the area.

The upland terminal improvements would not require the installation or operation of additional lighting. In addition, although this alternative would result in an increase in vessel calls relative to the CEQA baseline, increased moored vessels at Berths 302-305 would not result in substantial increases in light that could affect residential areas because vessel lighting is relatively low intensity, and because the nearest residential area in San Pedro is located over a mile from the terminal. Therefore, this alternative would not create new lighting terminal lighting or result in substantial increases in lighting from increased vessels relative to the CEQA baseline, and impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Impact AES-5: Construction and operation of Alternative 2 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.

The No Federal Action Alternative would have the same conditions as the NEPA baseline, as explained in 2.6.2 in Chapter 2; therefore, there would be no incremental difference between Alternative 2 and the NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

3.1.4.3.2.3 Alternative 3 – Reduced Project: Four New Cranes

Under Alternative 3, four new cranes would be added to the existing wharf along Berths 302-305 and only minor improvements to the existing APL Terminal would be made (utility infrastructure and conversion of dry container storage to reefers). No other upland terminal improvements would be constructed. The existing terminal is berth-constrained, and adding the additional four cranes would improve the terminal's efficiency.

The total acreage of backlands under Alternative 3 would remain at approximately 291 acres, which would be less than the proposed Project. This alternative would not include the extension of the existing wharf, construction of a new berth, dredging, or the relocation and improvement of various gates and entrance lanes.

Based on the throughput projections, TEU throughput under Alternative 3 would be less than the proposed Project, with an expected throughput of approximately 2.58 million TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 8,725 peak daily truck trips (2,306,460 annual), and up to 2,544 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

CEQA Impact Determination

Impact AES-1: Construction and operation of Alternative 3 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.

Under Alternative 3, four additional cranes would be installed at the existing wharf (Berths 302-305), bringing the total to 16 cranes. As with the proposed Project, the additional cranes would increase the density of cranes along Berths 302-305; however, this would not significantly impact views from the Harbor Scenic Route because the additional cranes would be consistent with the existing views from all vantage points previously listed. Fewer cranes would be implemented under Alternative 3 than would be under the proposed Project. Although an increase in vessels moored at the Pier 300 wharf would occur relative to the CEQA baseline, Alternative 3 would not adversely

1 affect a scenic vista or scenic corridor designation because it would be visually consistent
2 with the development in the surrounding areas of the Port and its main effect would be to
3 further contribute to the working Port, consistent with the Harbor Scenic Route
4 designation. Therefore, impacts would be less than significant under CEQA.

5 *Mitigation Measures*

6 No mitigation is required.

7 *Residual Impacts*

8 Impacts would be less than significant.

9 **Impact AES-2: Construction and operation of Alternative 3 would not**
10 **substantially damage scenic resources including, but not limited to,**
11 **trees, rock outcroppings, and historic buildings along a state scenic**
12 **highway.**

13 As with the proposed Project, Alternative 3 would not affect any state scenic highways,
14 as none are located in the proposed Project area. The four new cranes under Alternative
15 3 would add to the existing 12 A-frame cranes along Berths 302-305. The associated
16 visual effects of Alternative 3 on scenic resources and as viewed from other areas such as
17 from the Harbor Scenic Route, the Knoll Hill, the Vincent Thomas Bridge, residential
18 areas in San Pedro, the San Pedro Plaza Park, Friendship Park, and more distant hillside
19 areas would be similar as those described for the proposed Project, albeit to a lesser
20 degree (i.e., four cranes along the existing wharf versus 12 additional cranes along the
21 existing and extended wharf for the proposed Project). Therefore, impacts would be less
22 than significant under CEQA.

23 *Mitigation Measures*

24 No mitigation is required.

25 *Residual Impacts*

26 Impacts would be less than significant.

27 **Impact AES-3: Construction and operation of Alternative 3 would not**
28 **substantially degrade the existing visual character or quality of the**
29 **site and its surroundings.**

30 Alternative 3 would add four additional A-frame cranes along the existing wharf, relative
31 to the CEQA baseline. In addition, Alternative 3 would accommodate a greater number
32 of vessels annually at Berths 302-305 than the number that occurred under the CEQA
33 baseline. However, similar to the proposed Project, substantial degradation of the visual
34 character of the proposed Project area would not occur under Alternative 3 because these
35 improvements would be consistent with the on-site and adjacent industrial uses on
36 Terminal Island. The installation of four additional cranes and the projected increase in
37 annual vessel calls would not result in the blockage of scenic resources, substantial
38 damage to scenic views of scenic resources, or shading of shadow-sensitive uses. These
39 improvements would blend into the existing development at the APL Terminal, and
40 adjacent terminal operations. Therefore, impacts would be less than significant under
41 CEQA.

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 Impacts would be less than significant.

5 **Impact AES-4: Construction and operation of Alternative 3 would not**
6 **create a new course of substantial light or glare that would adversely**
7 **affect daytime or nighttime views in the area.**

8 The four additional A-frame cranes proposed under Alternative 3 would include lights,
9 which would increase lighting along the Berths 302-305 wharf. The visibility of this
10 additional source of light and its contribution to ambient lighting conditions in areas
11 around the proposed Project site would be attenuated by lighting guidelines, which would
12 include shielding and directing the crane lights downward to reduce off-site light scatter.
13 Similar to the proposed Project, the incremental change in ambient lighting conditions at
14 the site from the new cranes under Alternative 3 would not create a substantial change in
15 existing levels of ambient light at residential areas due to shielding and from attenuation
16 due to the distance to the residential areas (over one mile). In addition, Alternative 3
17 would result in increased berthed vessels that would be illuminated at night, compared to
18 the CEQA baseline. However, increased moored vessels at Berths 302-305 would not
19 result in substantial increases in light that could affect residential areas because vessel
20 lighting is relatively low intensity, or new crane lightings would be directed at the vessel,
21 and because the nearest residential area in San Pedro is located over a mile from the
22 terminal. Therefore, impacts would be less than significant under CEQA.

23 *Mitigation Measures*

24 No mitigation is required.

25 *Residual Impacts*

26 Impacts would be less than significant.

27 **NEPA Impact Determination**

28 **Impact AES-5: Construction and operation of Alternative 3 would not**
29 **result in substantial negative changes to the overall visual character**
30 **and quality of a landscape that has a significant effect on viewer**
31 **response.**

32 Alternative 3 would have similar impacts as the proposed Project from the six
33 representative viewpoints, relative to the NEPA baseline; however, the visual effects of
34 Alternative 3 would be less than those of the proposed Project due to a lower level of
35 terminal development. The improvements under Alternative 3 would include the
36 installation of four additional cranes at Berths 302-305 versus 12 under the proposed
37 Project, and only minor improvements to the upland area (utility installation and
38 conversion of dry storage to reefers, and electrical infrastructure), but would not include
39 in/out gate modifications, building improvements, or the wharf extension, among other
40 differences (refer to Table 3.1-4 for a summary of impacts resulting from Alternative 3).
41 Similar to the proposed Project, the improvements under Alternative 3 would not result in
42 substantive changes to the overall character and quality of the visual landscape and is not

1 expected to result in a significant effect on viewer response. Impacts would be less than
2 significant under NEPA.

Table 3.1-4: Summary of AES-5 Impacts for Alternative 3

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
Local Scenic Routes		
<p>Visual Character: The Harbor Scenic Route is designated as such due to the views of the working Port. Although heavily developed, APL Terminal cranes could be seen from the route.</p> <p>Visual Quality: The tops of cranes can be seen in the background from the northern portion of the Scenic Route and the elevated terminal features are visible in the middle ground from the southern portions of the Route. Large-scale cranes in middleground create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>Low (northern portion of the Scenic Route)</p> <p>High (southern portion of Scenic Route)</p>	<p>VM Class 1 The tops of the cranes could be visible (in the background) over intervening development from the northern portions of the Scenic Route, but are not likely to be noticeable unless pointed out.</p> <p>VM Class 2 The four cranes would be visible in the middleground as noticeable elements in views from the southern portion of the Scenic Route. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Knoll Hill		
<p>Visual Character: Views of the Port area from Knoll Hill are mixed, with a baseball field in the foreground, cranes from the China Shipping Container Terminal in the middle ground, and project cranes in the background.</p> <p>Visual Quality: The tops of APL cranes can be seen in the background but are dominated by views of cranes at nearby terminals. Large-scale cranes in middle ground create a moderate level of vividness. Levels of intactness and unity are low. Views of the proposed Project site from the Knoll Hill are limited and the terminal cranes are dominated by foreground (freeway) and middleground (structures) features. This view has a low level of vividness and intactness and unity.</p>	<p>Low</p>	<p>VM Class 1 The new cranes may be visible as background elements from Knoll Hill, but are not likely to be noticeable unless pointed out.</p> <p>No significant impact.</p>
John S. Gibson Jr. Park		
<p>Visual Character: The park affords views of the monuments and museum, heavily developed Port, the Main Channel, Vincent Thomas Bridge, and cranes at the proposed Project site.</p> <p>Visual Quality: The cranes are readily viewed in middle ground and create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>High</p>	<p>VM Class 2 The four cranes would be visible in the middle ground as noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
San Pedro Plaza Park		
<p>Visual Character: The park affords views of the heavily developed Port, the Main Channel, Vincent Thomas Bridge, and cranes at the proposed Project site.</p> <p>Visual Quality: The cranes are readily viewed in middle ground and create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>High</p>	<p>VM Class 2 The four cranes would be visible in the middle ground as noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p>

Table 3.1-4: Summary of AES-5 Impacts for Alternative 3

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
		No significant impact.
Ports O'Call Village		
<p>Visual Character: Panoramic view of a navigation channel surrounded by large-scale port facilities. The landmark Vincent Thomas Bridge serves as the focal point of the view.</p> <p>Visual Quality: The presence of the wide channel and the Vincent Thomas Bridge create a high level of vividness. The level of unity is moderately high. The level of intactness is low.</p>	High	<p>VM Class 2</p> <p>The only elements of the proposed Project that would be visible would be the cranes. Although the cranes would be visually subordinate and would not block the views toward the bridge.</p> <p>No significant impact.</p>
22nd Street Park		
<p>Visual Character: The park affords primary views of the Cabrillo Marina to the south and partial views of port facilities to the east blocked by trees and landscaping.</p> <p>Visual Quality: The presence of green and recreational space and the neighboring Cabrillo Marina create a moderate level of vividness. The level of unity and intactness is moderately high.</p>	High	<p>VM Class 2</p> <p>The tops of the new cranes would be the only primary feature would be visible in the middleground to background as noticeable elements in the view.</p> <p>No significant impact.</p>
Cabrillo Beach Park		
<p>Visual Character: This viewpoint affords panoramic views of the Cabrillo Marina, Outer Harbor and Pacific Ocean, Reservation Point, Pier 300 and Pier 400, and the San Pedro Breakwater and Angels Gate Lighthouse.</p> <p>Visual Quality: The presence of the Port Complex and open water in the view raises the vividness level to high. The levels of unity and intactness are moderately high.</p>	High	<p>VM Class 2</p> <p>The cranes and vessels berthing at the wharf as seen in the background would be somewhat noticeable elements in the view due to distance. The cranes and berthed vessels would add to the already industrial harbor activities and would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Lookout Point		
<p>Visual Character: This is a panoramic vista of a large, highly developed Port Complex with open views of the Pacific Ocean.</p> <p>Visual Quality: The Port Complex, Los Angeles Harbor and Pacific Ocean raise the vividness level to high. The levels of unity and intactness are low.</p>	Moderate	<p>VM Class 2</p> <p>The four cranes would be visible, but would be consistent with the visual environment of the Port and would not substantially change the visual character and quality of the views.</p> <p>No significant impact.</p>
Angels Gate Park		
<p>Visual Character: This viewpoint focuses primarily toward the Pacific Ocean and Catalina Island. The Port Complex is visible partially due to trees, landscaping, and intervening development.</p> <p>Visual Quality: The Pacific Ocean raises the vividness level to high. The levels of unity and intactness are high.</p>	High	<p>VM Class 1</p> <p>The top of the cranes would be the only visible feature from the proposed Project from view of the Korean Friendship Bell monument. No other viewpoints of the proposed Project would be visible.</p> <p>No significant impact.</p>
San Pedro Neighborhoods		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with a partially developed open area in the middleground of the view. The Vincent Thomas Bridge serves as a landmark element in the view.</p> <p>Visual Quality: The presence of the Vincent Thomas Bridge in the view raises the vividness level to moderate. The levels</p>	High	<p>VM Class 2</p> <p>The four cranes in the middleground to background would be the noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the</p>

Table 3.1-4: Summary of AES-5 Impacts for Alternative 3

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
of unity and intactness are low.		field of view. No significant impact.
Averill Park		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with residential development, green space, and street trees clearly dominate on the foreground and middleground, and the Port, Harbor, and skyline in the background.</p> <p>Visual Quality: The Port as a whole in the view raises the vividness level to moderate. The levels of unity and intactness are moderate.</p>	Moderate	<p>VM Class 2</p> <p>The primary Project features visible would be the cranes seen in the middle ground to background as somewhat noticeable elements in the view. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Deana Dana Friendship Park		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with a landscaping and street trees clearly dominate on the foreground, residential development in the middleground, and the Port, Harbor, and skyline in the background.</p> <p>Visual Quality: The Port as a whole in the view raises the vividness level to moderate. The levels of unity and intactness are moderate.</p>	Moderate	<p>VM Class 2</p> <p>The four cranes would be seen in the middle ground to background as somewhat noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Outer Los Angeles Harbor		
<p>Visual Character: Views affords scenes of the container handling operations of Pier 300 and Pier 400, including of Fish Harbor, Reservation Point, San Pedro Breakwater, Main Channel, and the Pacific Ocean.</p> <p>Visual Quality: Views of the heavily developed Port Complex have a moderate degree of vividness. The levels of visual intactness and unity are moderate as a working Port comprises the primary view.</p>	Moderate	<p>VM Class 2</p> <p>The four cranes would be visible from the Outer Harbor, which would appear as co-dominant but not distracting elements in the view. There would be no blockage of views of important background features.</p> <p>No significant impact.</p>

- 1 *Mitigation Measures*
- 2 No mitigation is required.
- 3 *Residual Impacts*
- 4 Impacts would be less than significant.

3.1.4.3.2.4 Alternative 4 – Reduced Project: No New Wharf

Under Alternative 4, six cranes would be added to the existing terminal wharf at Berths 302-305, and the 41-acre fill area adjacent to the APL Terminal would be developed as container yard backlands. EMS would relinquish the 30 acres of backlands under space assignment. EMS would not add the nine acres of land behind Berth 301 or the two acres at the main gate to its permit. Because no new wharf would be constructed at Berth 306, the 41-acre backland would be operated using traditional methods and would not be expected to transition to use of automated equipment. As the existing wharf would not be extended to create Berth 306, no dredging would occur.

Under Alternative 4, the total terminal acreage would be 302 acres, which is less than the proposed Project. Based on the throughput projections, TEU throughput would be less than the proposed Project, with an expected throughput of approximately 2.78 million TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305. In addition, Alternative 4 would result in up to 9,401 peak daily truck trips (2,485,050 annual), and up to 2,563 annual one-way rail trip movements. Configuration of all other landside terminal components (i.e., Main Gate improvements) would be identical to the proposed Project.

CEQA Impact Determination

Impact AES-1: Construction and operation of Alternative 4 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.

Under Alternative 4, six additional cranes would be installed at the existing wharf (Berths 302-305) bring the total to 18 cranes. As with the proposed Project, the additional cranes would increase the density of cranes along Berths 302-305; however, this would not significantly impact views from the Harbor Scenic Route because the additional cranes would be consistent with the existing views from all vantage points previously listed. Fewer cranes would be implemented under Alternative 4 than would be under the proposed Project. The improvements under Alternative 4 would not remove or demolish features that contribute to any valued landscape or scenic vista. Although an increase in vessels moored at the Pier 300 wharf would occur relative to the CEQA baseline, Alternative 4 would not adversely affect a scenic vista or scenic corridor designation because it would be visually consistent with the development in the surrounding areas of the Port and its main effect would be to further contribute to the working Port, consistent with the Harbor Scenic Route designation. Therefore, Alternative 4 would not result in a significant impact to a scenic vista or the Harbor Scenic Route. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

1 **Impact AES-2: Construction and operation of Alternative 4 would not**
2 **substantially damage scenic resources including, but not limited to,**
3 **trees, rock outcroppings, and historic buildings along a state scenic**
4 **highway.**

5 As with the proposed Project, Alternative 4 would not affect any state scenic highways,
6 as none are located in the proposed Project area. The six new cranes under Alternative 4
7 would add to the existing 12 A-frame cranes along Berths 302-305. The associated
8 visual effects of Alternative 4 on scenic resources and as viewed from other areas such as
9 from the Harbor Scenic Route, the Knoll Hill, the Vincent Thomas Bridge, residential
10 areas in San Pedro, the San Pedro Plaza Park, Friendship Park, and more distant hillside
11 areas would be similar as those described for the proposed Project; albeit to a lesser
12 degree (i.e., six cranes along the existing wharf versus 12 additional cranes along the
13 existing and extended wharf for the proposed Project). Therefore, impacts would be less
14 than significant under CEQA..

15 *Mitigation Measures*

16 No mitigation is required.

17 *Residual Impacts*

18 Impacts would be less than significant.

19 **Impact AES-3: Construction and operation of Alternative 4 would not**
20 **substantially degrade the existing visual character or quality of the**
21 **site and its surroundings.**

22 Alternative 4 would add six new A-frame cranes along the existing wharf, relative to the
23 CEQA baseline. In addition, Alternative 4 would accommodate a greater number of
24 vessels annually at Berths 302-305 than the number than occurred under the CEQA
25 baseline. However, similar to the proposed Project, substantial degradation of the visual
26 character of the proposed Project area would not occur under Alternative 4 because these
27 improvements would be consistent with the on-site and adjacent industrial uses on
28 Terminal Island. Installation of six additional cranes, development of the 41-acre
29 backland area, or increased annual vessel calls would not result in the blockage of scenic
30 resources, substantial damage to scenic views of scenic resources, or shading of
31 shadow-sensitive uses. These improvements would blend into the existing development
32 at the APL Terminal, and adjacent terminal operations. Therefore, impacts would be less
33 than significant under CEQA.

34 *Mitigation Measures*

35 No mitigation is required.

36 *Residual Impacts*

37 Impacts would be less than significant.

1 **Impact AES-4: Construction and operation of Alternative 4 would not**
2 **create a new course of substantial light or glare that would adversely**
3 **affect daytime or nighttime views in the area.**

4 The six additional A-frame cranes proposed under Alternative 4 would include lights,
5 which would increase lighting along the Berths 302-305 wharf. The lighting associated
6 with the additional six cranes and new backland development under Alternative 4 would
7 be similar to the lighting associated with the proposed Project and would not be
8 significant because the lighting would be directed at the terminal and would be consistent
9 with industrial lighting in the proposed Project area. On the new backlands, the light
10 masts would be up to 100 ft tall; and the lights would be directed downward on the
11 interior of the site. This backland lighting would create relatively little change in ambient
12 illumination levels and the extent to which lighting under this alternative would spill over
13 to the proposed Project site would be limited. The nearest residential area in San Pedro is
14 located over a mile away, and would not be affected. In addition, the terminal under
15 Alternative 4 would result in increases in annual vessel calls at Berths 302-305 that
16 would be illuminated at night, compared to the CEQA baseline. However, increased
17 moored vessels at Berths 302-305 would not result in substantial increases in light that
18 could affect residential areas because vessel lighting is relatively low intensity, new crane
19 lighting would be directed at the vessel, and because the nearest residential area in
20 San Pedro is located over a mile from the terminal. Therefore, impacts would be less
21 than significant under CEQA.

22 *Mitigation Measures*

23 No mitigation is required.

24 *Residual Impacts*

25 Impacts would be less than significant.

26 **NEPA Impact Determination**

27 **Impact AES-5: Construction and operation of Alternative 4 would not**
28 **result in substantial negative changes to the overall visual character**
29 **and quality of a landscape that has a significant effect on viewer**
30 **response.**

31 Alternative 4 would have similar impacts, but of a lower intensity, as the proposed
32 Project, relative to the NEPA baseline, from the representative viewpoints (refer to
33 Table 3.1-5). As with the proposed Project, the improvements under Alternative 4 would
34 not result in changes to the overall character and quality of the visual landscape that
35 would have a significant effect on viewer response, compared to the NEPA baseline.
36 Impacts would be less than significant under NEPA.

37

Table 3.1-5: Summary of AES-5 Impacts for Alternative 4

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
Local Scenic Routes		
<p>Visual Character: The Harbor Scenic Route is designated as such due to the views of the working Port. Although heavily developed, APL Terminal cranes could be seen from the route.</p> <p>Visual Quality: The tops of cranes can be seen in the background from the northern portion of the Scenic Route and the elevated terminal features are visible in the middle ground from the southern portions of the Route. Large-scale cranes in middleground create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>Low (northern portion of the Scenic Route)</p> <p>High (southern portion of Scenic Route)</p>	<p>VM Class 1 The tops of the cranes could be visible (in the background) over intervening development from the northern portions of the Scenic Route, but are not likely to be noticeable unless pointed out.</p> <p>VM Class 2 The primary features visible would be the cranes seen in the middleground as noticeable elements in views from the southern portion of the Scenic Route. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Knoll Hill		
<p>Visual Character: Views of the Port area from Knoll Hill are mixed, with a baseball field in the foreground, cranes from the China Shipping Container Terminal in the middle ground, and project cranes in the background.</p> <p>Visual Quality: The tops of APL cranes can be seen in the background but are dominated by views of cranes at nearby terminals. Large-scale cranes in middle ground create a moderate level of vividness. Levels of intactness and unity are low. Views of the proposed Project site from the Knoll Hill are limited and the terminal cranes are dominated by foreground (freeway) and middleground (structures) features. This view has a low level of vividness and intactness and unity.</p>	<p>Low</p>	<p>VM Class 1 The new cranes may be visible as background elements from Knoll Hill, but are not likely to be noticeable unless pointed out.</p> <p>No significant impact.</p>
John S. Gibson Jr. Park		
<p>Visual Character: The park affords views of the monuments and museum, heavily developed Port, the Main Channel, Vincent Thomas Bridge, and cranes at the proposed Project site.</p> <p>Visual Quality: The cranes are readily viewed in middle ground and create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>High</p>	<p>VM Class 2 The primary features visible would be the cranes seen in the middle ground as noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
San Pedro Plaza Park		
<p>Visual Character: The park affords views of the heavily developed Port, the Main Channel, Vincent Thomas Bridge, and cranes at the proposed Project site.</p> <p>Visual Quality: The cranes are readily viewed in middle ground and create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>High</p>	<p>VM Class 2 The features visible would be the cranes seen in the middle ground as noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>

Table 3.1-5: Summary of AES-5 Impacts for Alternative 4

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
Ports O'Call Village		
<p>Visual Character: Panoramic view of a navigation channel surrounded by large-scale port facilities. The landmark Vincent Thomas Bridge serves as the focal point of the view.</p> <p>Visual Quality: The presence of the wide channel and the Vincent Thomas Bridge create a high level of vividness. The level of unity is moderately high. The level of intactness is low.</p>	High	<p>VM Class 2</p> <p>The only elements of Alternative 4 would be visible would be the cranes. Although the cranes would be visually subordinate and would not block the views toward the bridge.</p> <p>No significant impact.</p>
22nd Street Park		
<p>Visual Character: The park affords primary views of the Cabrillo Marina to the south and partial views of port facilities to the east blocked by trees and landscaping.</p> <p>Visual Quality: The presence of green and recreational space and the neighboring Cabrillo Marina create a moderate level of vividness. The level of unity and intactness is moderately high.</p>	High	<p>VM Class 2</p> <p>The primary features visible would be the top of the new cranes seen in the middleground to background as noticeable elements in the view.</p> <p>No significant impact.</p>
Cabrillo Beach Park		
<p>Visual Character: This viewpoint affords panoramic views of the Cabrillo Marina, Outer Harbor and Pacific Ocean, Reservation Point, Pier 300 and Pier 400, and the San Pedro Breakwater and Angels Gate Lighthouse.</p> <p>Visual Quality: The presence of the Port Complex and open water in the view raises the vividness level to high. The levels of unity and intactness are moderately high.</p>	High	<p>VM Class 2</p> <p>The primary features visible would be the cranes and vessels berthing at the wharf as seen in the background as somewhat noticeable elements in the view. The cranes would add to the already industrial harbor activities and would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Lookout Point		
<p>Visual Character: This is a panoramic vista of a large, highly developed Port Complex with open views of the Pacific Ocean.</p> <p>Visual Quality: The Port Complex, Los Angeles Harbor and Pacific Ocean raise the vividness level to high. The levels of unity and intactness are low.</p>	Moderate	<p>VM Class 2</p> <p>The new cranes would be visible, but would be consistent with the visual environment of the Port and would not substantially change the visual character and quality of the views.</p> <p>No significant impact.</p>
Angels Gate Park		
<p>Visual Character: This viewpoint focuses primarily toward the Pacific Ocean and Catalina Island. The Port Complex is visible partially due to trees, landscaping, and intervening development.</p> <p>Visual Quality: The Pacific Ocean raises the vividness level to high. The levels of unity and intactness are high.</p>	High	<p>VM Class 1</p> <p>The top of the cranes would be the only visible feature from the Alternative 4 from view of the Korean Friendship Bell monument. No other viewpoints of the Alternative 4 would be visible.</p> <p>No significant impact.</p>

Table 3.1-5: Summary of AES-5 Impacts for Alternative 4

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
San Pedro Neighborhoods		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with a partially developed open area in the middleground of the view. The Vincent Thomas Bridge serves as a landmark element in the view.</p> <p>Visual Quality: The presence of the Vincent Thomas Bridge in the view raises the vividness level to moderate. The levels of unity and intactness are low.</p>	High	<p>VM Class 2</p> <p>The primary features visible would be the cranes seen in the middleground to background as noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Averill Park		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with residential development, green space, and street trees clearly dominate on the foreground and middleground, and the Port, Harbor, and skyline in the background.</p> <p>Visual Quality: The Port as a whole in the view raises the vividness level to moderate. The levels of unity and intactness are moderate.</p>	Moderate	<p>VM Class 2</p> <p>The primary features visible would be the cranes seen in the middle ground to background as somewhat noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Deana Dana Friendship Park		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with a landscaping and street trees clearly dominate on the foreground, residential development in the middleground, and the Port, Harbor, and skyline in the background.</p> <p>Visual Quality: The Port as a whole in the view raises the vividness level to moderate. The levels of unity and intactness are moderate.</p>	Moderate	<p>VM Class 2</p> <p>The primary features visible would be the cranes seen in the middle ground to background as somewhat noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Outer Los Angeles Harbor		
<p>Visual Character: Views affords scenes of the container handling operations of Pier 300 and Pier 400, including of Fish Harbor, Reservation Point, San Pedro Breakwater, Main Channel, and the Pacific Ocean.</p> <p>Visual Quality: Views of the heavily developed Port Complex have a moderate degree of vividness. The levels of visual intactness and unity are moderate as a working Port comprises the primary view.</p>	Moderate	<p>VM Class 2</p> <p>The primary features that would be visible from the Outer Harbor would be the 12 new cranes, which would appear as co-dominant but not distracting elements in the view. There would be no blockage of views of important background features.</p> <p>No significant impact.</p>

- 1 *Mitigation Measures*
- 2 No mitigation is required.
- 3 *Residual Impacts*
- 4 Impacts would be less than significant.
- 5

3.1.4.3.2.5 Alternative 5 – Reduced Project: No Space Assignment

Alternative 5 would improve the existing terminal, construct a new wharf (1,250 ft) creating Berth 306, add 12 new cranes to Berths 302-306, add 56 acres for backlands, wharfs, and gates improvements, construct electrification infrastructure in the backlands behind Berths 305-306, and relinquish the 30 acres currently on space assignment. This alternative would be the same as the proposed Project, except that EMS would relinquish the 30 acres of backlands under space assignment. As with the proposed Project, the 41-acre backlands and Berth 306 under Alternative 5 could utilize traditional container operations, electric automated operations, or a combination of the two over time. Dredging of the Pier 300 Channel along the new wharf at Berth 306 (approximately 20,000 cy) would occur, with the dredged material beneficially reused, and/or disposed of at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2).

Under Alternative 5, the total gross terminal acreage would be 317 acres, which is less than the proposed Project. TEU throughput would be the same as the proposed Project, with an expected throughput of approximately 3.2 million TEUs by 2027. This would translate into 390 annual ship calls at Berths 302-306. In addition, this alternative would result in up to 11,361 peak daily truck trips (3,003,157 annual) including drayage, and up to 2,953 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

CEQA Impact Determination

Impact AES-1: Construction and operation of Alternative 5 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.

Under Alternative 5, a new wharf at Berth 306 would be constructed, 12 additional cranes would be installed along Berths 302-306, and the 41-acre space would be developed to support additional backlands operations. As with the proposed Project, the additional cranes and new wharf under Alternative 5 would increase the number of cranes along Berths 302-306; however, this would not significantly impact views from the Harbor Scenic Route because the additional cranes and wharf would be consistent with the existing views from all vantage points previously listed. The improvements under Alternative 5 would not remove or demolish features that contribute to any valued landscape or scenic vista. Although an increase in annual vessels moored at the proposed Project would occur relative to the CEQA baseline, Alternative 5 would not adversely affect a scenic vista or scenic corridor designation because it would be visually consistent with the surrounding development of the Port. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

1 **Impact AES-2: Construction and operation of Alternative 5 would not**
2 **substantially damage scenic resources including, but not limited to,**
3 **trees, rock outcroppings, and historic buildings along a state scenic**
4 **highway.**

5 As with the proposed Project, Alternative 5 would not affect any state scenic highways,
6 as none are located in the proposed Project area. The 12 new cranes and new wharf at
7 Berth 306 under Alternative 5 would add to the existing 12 A-frame cranes along
8 Berths 302-305. The associated visual effects of Alternative 5 on scenic resources and as
9 viewed from other areas such as from the Harbor Scenic Route, Knoll Hill, the Vincent
10 Thomas Bridge, residential areas in San Pedro, the San Pedro Plaza Park, Friendship Park,
11 and more distant hillside areas would be similar as those described for the proposed
12 Project, as the dominant visible features under Alternative 5 would be the same as the
13 proposed Project. Therefore, impacts would be less than significant under CEQA.

14 *Mitigation Measures*

15 No mitigation is required.

16 *Residual Impacts*

17 Impacts would be less than significant.

18 **Impact AES-3: Construction and operation of Alternative 5 would not**
19 **substantially degrade the existing visual character or quality of the**
20 **site and its surroundings.**

21 Alternative 5 would construct a new wharf at Berth 306, add 12 new A-frame cranes
22 along the existing and new wharf, and develop 41 acres of new backland on existing fill.
23 In addition, Alternative 5 would accommodate a greater number of vessels annually at
24 Berths 302-306 than the number that occurred under the CEQA baseline. However, as
25 with the proposed Project, substantial degradation of the visual character of the proposed
26 Project area would not occur under Alternative 5 because these improvements would be
27 consistent with the on-site and adjacent industrial uses on Terminal Island. The
28 construction and installation of 12 additional cranes, development of the 41-acre
29 backland area, the wharf extension to create Berth 306, and the projected increase in
30 annual vessel calls would not result in the blockage of scenic resources, substantial
31 damage to views of scenic resources, or shading of shadow-sensitive uses. These
32 improvements would blend into the existing development at the APL Terminal, and
33 adjacent terminal operations. Therefore, impacts would be less than significant under
34 CEQA.

35 *Mitigation Measures*

36 No mitigation is required.

37 *Residual Impacts*

38 Impacts would be less than significant.

1 **Impact AES-4: Construction and operation of Alternative 5 would not**
2 **create a new course of substantial light or glare that would adversely**
3 **affect daytime or nighttime views in the area.**

4 The new wharf and 12 additional A-frame cranes proposed under Alternative 5 would
5 include lights, which would increase lighting along the Berths 302-306 wharf. The
6 lighting associated with the additional 12 cranes and new backland development under
7 Alternative 5 would be similar to the lighting associated with the proposed Project and
8 would not be significant because the lighting would be directed at the terminal and would
9 be consistent with industrial lighting in the proposed Project area. On the new backlands,
10 the light masts would be up to 100 ft tall; and the lights would be directed downward on
11 the interior of the site. This backland lighting would create relatively little change in
12 ambient illumination levels and the extent to which lighting under this alternative would
13 spill off the proposed Project site would be limited. The nearest residential area in
14 San Pedro is located over a mile away, and would not be affected. In addition, the
15 terminal under Alternative 5 would result in increases in annual vessel calls at
16 Berths 302-306 that would be illuminated at night, compared to the CEQA baseline.
17 However, increased moored vessels at Berths 302-306 would not result in substantial
18 increases in light that could affect residential areas because vessel lighting is relatively
19 low intensity, new crane lighting would be directed at the vessel, and because the nearest
20 residential area in San Pedro is located over a mile from the terminal. Therefore, impacts
21 would be less than significant under CEQA.

22 *Mitigation Measures*

23 No mitigation is required.

24 *Residual Impacts*

25 Impacts would be less than significant.

26 **NEPA Impact Determination**

27 **Impact AES-5: Construction and operation of Alternative 5 would not**
28 **result in substantial negative changes to the overall visual character**
29 **and quality of a landscape that has a significant effect on viewer**
30 **response.**

31 Alternative 5 would have similar impacts as the proposed Project, relative to the NEPA
32 baseline, from the six representative viewpoints (refer to Table 3.1-6). As with the
33 proposed Project, the improvements under Alternative 5 would not result in changes to
34 the overall character and quality of the visual landscape that would have a significant
35 effect on viewer response, compared to the NEPA baseline. Impacts would be less than
36 significant under NEPA.

Table 3.1-6: Summary of AES-5 Impacts for Alternative 5

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
Local Scenic Routes		
<p>Visual Character: The Harbor Scenic Route is designated as such due to the views of the working Port. Although heavily developed, APL Terminal cranes could be seen from the route.</p> <p>Visual Quality: The tops of cranes can be seen in the background from the northern portion of the Scenic Route and the elevated terminal features are visible in the middle ground from the southern portions of the Route. Large-scale cranes in middleground create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>Low (northern portion of the Scenic Route)</p> <p>High (southern portion of Scenic Route)</p>	<p>VM Class 1 The tops of the cranes could be visible (in the background) over intervening development from the northern portions of the Scenic Route, but are not likely to be noticeable unless pointed out.</p> <p>VM Class 2 The primary Project features visible would be the cranes seen in the middleground as noticeable elements in views from the southern portion of the Scenic Route. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Knoll Hill		
<p>Visual Character: Views of the Port area from Knoll Hill are mixed, with a baseball field in the foreground, cranes from the China Shipping Container Terminal in the middle ground, and project cranes in the background.</p> <p>Visual Quality: The tops of APL cranes can be seen in the background but are dominated by views of cranes at nearby terminals. Large-scale cranes in middle ground create a moderate level of vividness. Levels of intactness and unity are low. Views of the proposed Project site from the Knoll Hill are limited and the terminal cranes are dominated by foreground (freeway) and middleground (structures) features. This view has a low level of vividness and intactness and unity.</p>	<p>Low</p>	<p>VM Class 1 The new cranes may be visible as background elements from Knoll Hill, but are not likely to be noticeable unless pointed out.</p> <p>No significant impact.</p>
John S. Gibson Jr. Park		
<p>Visual Character: The park affords views of the monuments and museum, heavily developed Port, the Main Channel, Vincent Thomas Bridge, and cranes at the proposed Project site.</p> <p>Visual Quality: The cranes are readily viewed in middle ground and create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>High</p>	<p>VM Class 2 The primary Project features visible would be the cranes seen in the middle ground as noticeable elements in the view. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
San Pedro Plaza Park		
<p>Visual Character: The park affords views of the heavily developed Port, the Main Channel, Vincent Thomas Bridge, and cranes at the proposed Project site.</p> <p>Visual Quality: The cranes are readily viewed in middle ground and create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>High</p>	<p>VM Class 2 The primary Project features visible would be the cranes seen in the middle ground as noticeable elements in the view. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>

Table 3.1-6: Summary of AES-5 Impacts for Alternative 5

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
Ports O'Call Village		
<p>Visual Character: Panoramic view of a navigation channel surrounded by large-scale port facilities. The landmark Vincent Thomas Bridge serves as the focal point of the view.</p> <p>Visual Quality: The presence of the wide channel and the Vincent Thomas Bridge create a high level of vividness. The level of unity is moderately high. The level of intactness is low.</p>	High	<p>VM Class 2</p> <p>The only elements of the proposed Project that would be visible would be the cranes. Although the cranes would be visually subordinate and would not block the views toward the bridge.</p> <p>No significant impact.</p>
22nd Street Park		
<p>Visual Character: The park affords primary views of the Cabrillo Marina to the south and partial views of port facilities to the east blocked by trees and landscaping.</p> <p>Visual Quality: The presence of green and recreational space and the neighboring Cabrillo Marina create a moderate level of vividness. The level of unity and intactness is moderately high.</p>	High	<p>VM Class 2</p> <p>The primary Project features visible would be the top of the new cranes seen in the middleground to background as noticeable elements in the view.</p> <p>No significant impact.</p>
Cabrillo Beach Park		
<p>Visual Character: This viewpoint affords panoramic views of the Cabrillo Marina, Outer Harbor and Pacific Ocean, Reservation Point, Pier 300 and Pier 400, and the San Pedro Breakwater and Angels Gate Lighthouse.</p> <p>Visual Quality: The presence of the Port Complex and open water in the view raises the vividness level to high. The levels of unity and intactness are moderately high.</p>	High	<p>VM Class 2</p> <p>The primary Project features visible would be the cranes and vessels berthing at the wharf as seen in the background as somewhat noticeable elements in the view. The proposed Project features would add to the already industrial harbor activities and would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Lookout Point		
<p>Visual Character: This is a panoramic vista of a large, highly developed Port Complex with open views of the Pacific Ocean.</p> <p>Visual Quality: The Port Complex, Los Angeles Harbor and Pacific Ocean raise the vividness level to high. The levels of unity and intactness are low.</p>	Moderate	<p>VM Class 2</p> <p>The primary Project features would be visible, but would be consistent with the visual environment of the Port and would not substantially change the visual character and quality of the views.</p> <p>No significant impact.</p>
Angels Gate Park		
<p>Visual Character: This viewpoint focuses primarily toward the Pacific Ocean and Catalina Island. The Port Complex is visible partially due to trees, landscaping, and intervening development.</p> <p>Visual Quality: The Pacific Ocean raises the vividness level to high. The levels of unity and intactness are high.</p>	High	<p>VM Class 1</p> <p>The top of the cranes would be the only visible feature from the proposed Project from view of the Korean Friendship Bell monument. No other viewpoints of the proposed Project would be visible.</p> <p>No significant impact.</p>

Table 3.1-6: Summary of AES-5 Impacts for Alternative 5

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
San Pedro Neighborhoods		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with a partially developed open area in the middleground of the view. The Vincent Thomas Bridge serves as a landmark element in the view.</p> <p>Visual Quality: The presence of the Vincent Thomas Bridge in the view raises the vividness level to moderate. The levels of unity and intactness are low.</p>	High	<p>VM Class 2</p> <p>The primary Project features visible would be the cranes seen in the middleground to background as noticeable elements in the view. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Averill Park		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with residential development, green space, and street trees clearly dominate on the foreground and middleground, and the Port, Harbor, and skyline in the background.</p> <p>Visual Quality: The Port as a whole in the view raises the vividness level to moderate. The levels of unity and intactness are moderate.</p>	Moderate	<p>VM Class 2</p> <p>The primary Project features visible would be the cranes seen in the middle ground to background as somewhat noticeable elements in the view. The proposed Project cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Deana Dana Friendship Park		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with a landscaping and street trees clearly dominate on the foreground, residential development in the middleground, and the Port, Harbor, and skyline in the background.</p> <p>Visual Quality: The Port as a whole in the view raises the vividness level to moderate. The levels of unity and intactness are moderate.</p>	Moderate	<p>VM Class 2</p> <p>The primary features visible would be the cranes seen in the middle ground to background as somewhat noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Outer Los Angeles Harbor		
<p>Visual Character: Views affords scenes of the container handling operations of Pier 300 and Pier 400, including of Fish Harbor, Reservation Point, San Pedro Breakwater, Main Channel, and the Pacific Ocean.</p> <p>Visual Quality: Views of the heavily developed Port Complex have a moderate degree of vividness. The levels of visual intactness and unity are moderate as a working Port comprises the primary view.</p>	Moderate	<p>VM Class 2</p> <p>The primary features that would be visible from the Outer Harbor would be the 12 new cranes, which would appear as co-dominant but not distracting elements in the view. There would be no blockage of views of important background features.</p> <p>No significant impact.</p>

- 1 *Mitigation Measures*
- 2 No mitigation is required.
- 3 *Residual Impacts*
- 4 Impacts would be less than significant.

3.1.4.3.2.6 Alternative 6 – Proposed Project with Expanded On-Dock Railyard

Alternative 6 would be the same as the proposed Project; however, the existing on-dock railyard on the terminal would be redeveloped and expanded. Under this alternative, approximately 10 acres of backlands would be removed from container storage for the railyard expansion. Alternative 6 would improve the existing terminal, develop the existing 41-acre fill area as backlands, add 1,250 ft of new wharf creating Berth 306, and dredge the Pier 300 Channel along Berth 306. Under this alternative, 12 new cranes would be added to the wharves along Berths 302-306, for a total of 24 cranes. As with the proposed Project, the 41-acre backlands and Berth 306 under Alternative 6 could utilize traditional container operations, electric automated operations, or a combination of the two over time. Dredging of the Pier 300 Channel along Berth 306 would occur (removal of approximately 20,000 cy of material), with the dredged material beneficially reused and/or disposed of at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2). Total terminal acreage (347) would be the same as the proposed Project.

Based on the throughput projections, TEU throughput would be the same as the proposed Project, with an expected throughput of approximately 3.2 million TEUs by 2027. This would translate into 390 annual ship calls at Berths 302-306. In addition, Alternative 6 would result in up to 10,830 peak daily truck trips (2,862,760 annual), and up to 2,953 annual rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

CEQA Impact Determination

Impact AES-1: Construction and operation of Alternative 6 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.

Under Alternative 6, a new wharf at berth 306 would be constructed, 12 additional cranes would be installed at the wharves (Berths 302-306) additional backlands would be developed, and the on-dock railyard expanded. As with the proposed Project, the additional cranes and new wharf under Alternative 6 would increase the number of cranes along Berths 302-306; however, this would not significantly impact views from the Harbor Scenic Route because the additional cranes and wharf would be consistent with the existing views from all vantage points previously listed. The improvements under Alternative 6 would not remove or demolish features that contribute to any valued landscape or scenic vista. Although an increase in annual vessels moored at the Pier 300 wharf would occur relative to the CEQA baseline, Alternative 6 would not adversely affect a scenic vista or scenic corridor designation because it would be visually consistent with the development in the surrounding areas of the Port and its main effect would be to further contribute to the working Port, consistent with the Harbor Scenic Route designation. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

1 **Impact AES-2: Construction and operation of Alternative 6 would not**
2 **substantially damage scenic resources including, but not limited to,**
3 **trees, rock outcroppings, and historic buildings along a state scenic**
4 **highway.**

5 As with the proposed Project, Alternative 6 would not affect any state scenic highways,
6 as none are located in the proposed Project area. The 12 new cranes and new wharf at
7 Berth 306 under Alternative 6 would add to the existing 12 A-frame cranes along
8 Berths 302-305. The associated visual effects of Alternative 6 on scenic resources and as
9 viewed from other areas such as from the Harbor Scenic Route, Knoll Hill, the Vincent
10 Thomas Bridge, residential areas in San Pedro, the San Pedro Plaza Park, Friendship Park,
11 and more distant hillside areas would be similar as those described for the proposed
12 Project, as the dominant visible features under Alternative 6 would be the same as the
13 proposed Project. Therefore, impacts would be less than significant under CEQA..

14 *Mitigation Measures*

15 No mitigation is required.

16 *Residual Impacts*

17 Impacts would be less than significant.

18 **Impact AES-3: Construction and operation of Alternative 6 would not**
19 **substantially degrade the existing visual character or quality of the**
20 **site and its surroundings.**

21 Alternative 6 would construct a new wharf at Berth 306, add 12 A-frame cranes to the
22 existing and new wharves, develop 41 acres of backlands on existing fill, and make other
23 terminal improvements such as new structures and backlands reconfigurations, and
24 on-dock railyard expansion. In addition, Alternative 6 would accommodate a greater
25 number of vessels annually at Berths 302-306 than the number than occurred under the
26 CEQA baseline. However, as with the proposed Project, substantial degradation of the
27 visual character of the proposed Project area would not occur under Alternative 6 because
28 the improvements would be consistent with the on-site and adjacent industrial uses on
29 Terminal Island. The construction and installation of 12 additional cranes, a new wharf,
30 41 acres of additional backland area, expanded on-dock railyard, and the projected
31 increase in annual vessel calls would not result in the blockage of scenic resources or
32 substantial damage to scenic views of scenic resources. These improvements would
33 blend into the existing development at the APL Terminal, and adjacent terminal
34 operations. Further, shadow-sensitive uses would not be shaded by structures or
35 equipment under Alternative 6. Shading produced by cranes, containers, or other
36 structures would be limited to on-site, and adjacent waterways or industrial uses.
37 Therefore, impacts would be less than significant under CEQA.

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 Impacts would be less than significant.

5 **Impact AES-4: Construction and operation of Alternative 6 would not**
6 **create a new source of substantial light or glare that would adversely**
7 **affect daytime or nighttime views in the area.**

8 The new wharf and 12 additional A-frame cranes proposed under Alternative 6 would
9 include lights, which would increase lighting along the Berths 302-306 wharf. The
10 lighting associated with the additional 12 cranes and new backland development under
11 Alternative 6 would be similar to the lighting associated with the proposed Project and
12 would not be significant because the lighting would be directed at the terminal and would
13 be consistent with industrial lighting in the proposed Project area. On the new backlands,
14 including the expanded railyard, the light masts would be up to 100 ft tall; and the lights
15 would be directed downward on the interior of the site. This backland lighting would
16 create relatively little change in ambient illumination levels and the extent to which
17 lighting under this alternative would spill off the proposed Project site would be limited.
18 The nearest residential area in San Pedro is located over a mile away, and would not be
19 affected. In addition, the terminal under Alternative 6 would result in increases in annual
20 vessel calls at Berths 302-306 that would be illuminated at night, compared to the CEQA
21 baseline. However, increased moored vessels at Berths 302-306 would not result in
22 substantial increases in light that could affect residential areas because vessel lighting is
23 relatively low intensity, or otherwise directed at the vessel, and because the nearest
24 residential area in San Pedro is located over a mile from the terminal. Therefore, impacts
25 would be less than significant under CEQA.

26 *Mitigation Measures*

27 No mitigation is required.

28 *Residual Impacts*

29 Impacts would be less than significant.

30 **NEPA Impact Determination**

31 **Impact AES-5: Construction and operation of Alternative 6 would not**
32 **result in substantial negative changes to the overall visual character**
33 **and quality of a landscape that has a significant effect on viewer**
34 **response.**

35 Alternative 6 would have similar impacts as the proposed Project, relative to the NEPA
36 baseline, from the representative viewpoints (refer to Table 3.1-7). As with the proposed
37 Project, the improvements under Alternative 6 would not result in changes to the overall
38 character and quality of the visual landscape that would have a significant effect on
39 viewer response, compared to the NEPA baseline. Impacts would be less than significant
40 under NEPA.

Table 3.1-7: Summary of AES-5 Impacts for Alternative 6

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
Local Scenic Routes		
<p>Visual Character: The Harbor Scenic Route is designated as such due to the views of the working Port. Although heavily developed, APL Terminal cranes could be seen from the route.</p> <p>Visual Quality: The tops of cranes can be seen in the background from the northern portion of the Scenic Route and the elevated terminal features are visible in the middle ground from the southern portions of the Route. Large-scale cranes in middleground create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>Low (northern portion of the Scenic Route)</p> <p>High (southern portion of Scenic Route)</p>	<p>VM Class 1 The tops of the cranes could be visible (in the background) over intervening development from the northern portions of the Scenic Route, but are not likely to be noticeable unless pointed out.</p> <p>VM Class 2 The primary features visible would be the cranes seen in the middleground as noticeable elements in views from the southern portion of the Scenic Route. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Knoll Hill		
<p>Visual Character: Views of the Port area from Knoll Hill are mixed, with a baseball field in the foreground, cranes from the China Shipping Container Terminal in the middle ground, and project cranes in the background.</p> <p>Visual Quality: The tops of APL cranes can be seen in the background but are dominated by views of cranes at nearby terminals. Large-scale cranes in middle ground create a moderate level of vividness. Levels of intactness and unity are low. Views of the proposed Project site from the Knoll Hill are limited and the terminal cranes are dominated by foreground (freeway) and middleground (structures) features. This view has a low level of vividness and intactness and unity.</p>	<p>Low</p>	<p>VM Class 1 The new cranes may be visible as background elements from Knoll Hill, but are not likely to be noticeable unless pointed out.</p> <p>No significant impact.</p>
John S. Gibson Jr. Park		
<p>Visual Character: The park affords views of the monuments and museum, heavily developed Port, the Main Channel, Vincent Thomas Bridge, and cranes at the proposed Project site.</p> <p>Visual Quality: The cranes are readily viewed in middle ground and create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>High</p>	<p>VM Class 2 The primary features visible would be the cranes seen in the middle ground as noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
San Pedro Plaza Park		
<p>Visual Character: The park affords views of the heavily developed Port, the Main Channel, Vincent Thomas Bridge, and cranes at the proposed Project site.</p> <p>Visual Quality: The cranes are readily viewed in middle ground and create a moderately high level of vividness. Levels of intactness and unity are low.</p>	<p>High</p>	<p>VM Class 2 The primary features visible would be the cranes seen in the middle ground as noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>

Table 3.1-7: Summary of AES-5 Impacts for Alternative 6

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
Ports O'Call Village		
<p>Visual Character: Panoramic view of a navigation channel surrounded by large-scale port facilities. The landmark Vincent Thomas Bridge serves as the focal point of the view.</p> <p>Visual Quality: The presence of the wide channel and the Vincent Thomas Bridge create a high level of vividness. The level of unity is moderately high. The level of intactness is low.</p>	High	<p>VM Class 2</p> <p>The only elements of the Alternative 6 that would be visible would be the cranes. Although the cranes would be visually subordinate and would not block the views toward the bridge.</p> <p>No significant impact.</p>
22nd Street Park		
<p>Visual Character: The park affords primary views of the Cabrillo Marina to the south and partial views of port facilities to the east blocked by trees and landscaping.</p> <p>Visual Quality: The presence of green and recreational space and the neighboring Cabrillo Marina create a moderate level of vividness. The level of unity and intactness is moderately high.</p>	High	<p>VM Class 2</p> <p>The primary features visible would be the top of the new cranes seen in the middleground to background as noticeable elements in the view.</p> <p>No significant impact.</p>
Cabrillo Beach Park		
<p>Visual Character: This viewpoint affords panoramic views of the Cabrillo Marina, Outer Harbor and Pacific Ocean, Reservation Point, Pier 300 and Pier 400, and the San Pedro Breakwater and Angels Gate Lighthouse.</p> <p>Visual Quality: The presence of the Port Complex and open water in the view raises the vividness level to high. The levels of unity and intactness are moderately high.</p>	High	<p>VM Class 2</p> <p>The primary features visible would be the cranes and vessels berthing at the wharf as seen in the background as somewhat noticeable elements in the view. The features would add to the already industrial harbor activities and would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Lookout Point		
<p>Visual Character: This is a panoramic vista of a large, highly developed Port Complex with open views of the Pacific Ocean.</p> <p>Visual Quality: The Port Complex, Los Angeles Harbor and Pacific Ocean raise the vividness level to high. The levels of unity and intactness are low.</p>	Moderate	<p>VM Class 2</p> <p>The primary features would be visible, but would be consistent with the visual environment of the Port and would not substantially change the visual character and quality of the views.</p> <p>No significant impact.</p>
Angels Gate Park		
<p>Visual Character: This viewpoint focuses primarily toward the Pacific Ocean and Catalina Island. The Port Complex is visible partially due to trees, landscaping, and intervening development.</p> <p>Visual Quality: The Pacific Ocean raises the vividness level to high. The levels of unity and intactness are high.</p>	High	<p>VM Class 1</p> <p>The top of the cranes would be the only visible feature from the proposed Project from view of the Korean Friendship Bell monument. No other viewpoints of Alternative 6 would be visible.</p> <p>No significant impact.</p>

Table 3.1-7: Summary of AES-5 Impacts for Alternative 6

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
San Pedro Neighborhoods		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with a partially developed open area in the middleground of the view. The Vincent Thomas Bridge serves as a landmark element in the view.</p> <p>Visual Quality: The presence of the Vincent Thomas Bridge in the view raises the vividness level to moderate. The levels of unity and intactness are low.</p>	High	<p>VM Class 2</p> <p>The primary features visible would be the cranes seen in the middleground to background as noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Averill Park		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with residential development, green space, and street trees clearly dominate on the foreground and middleground, and the Port, Harbor, and skyline in the background.</p> <p>Visual Quality: The Port as a whole in the view raises the vividness level to moderate. The levels of unity and intactness are moderate.</p>	Moderate	<p>VM Class 2</p> <p>The primary features visible would be the cranes seen in the middle ground to background as somewhat noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Deana Dana Friendship Park		
<p>Visual Character: This is a panoramic view of a large, highly developed Port Complex with a landscaping and street trees clearly dominate on the foreground, residential development in the middleground, and the Port, Harbor, and skyline in the background.</p> <p>Visual Quality: The Port as a whole in the view raises the vividness level to moderate. The levels of unity and intactness are moderate.</p>	Moderate	<p>VM Class 2</p> <p>The primary features visible would be the cranes seen in the middle ground to background as somewhat noticeable elements in the view. The cranes would increase the density of cranes and slightly extend the visual row of cranes, but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
Outer Los Angeles Harbor		
<p>Visual Character: Views affords scenes of the container handling operations of Pier 300 and Pier 400, including of Fish Harbor, Reservation Point, San Pedro Breakwater, Main Channel, and the Pacific Ocean.</p> <p>Visual Quality: Views of the heavily developed Port Complex have a moderate degree of vividness. The levels of visual intactness and unity are moderate as a working Port comprises the primary view.</p>	Moderate	<p>VM Class 2</p> <p>The primary features that would be visible from the Outer Harbor would be the 12 new cranes, which would appear as co-dominant but not distracting elements in the view. There would be no blockage of views of important background features.</p> <p>No significant impact.</p>

- 1 *Mitigation Measures*
- 2 No mitigation is required.
- 3 *Residual Impacts*
- 4 Impacts would be less than significant.

3.1.4.4 Summary of Impact Determinations

The following Table 3.1-8 summarizes the CEQA and NEPA impact determinations of the proposed Project and alternatives related to Aesthetics and Visual Resources, as described in the detailed discussion above. This table is meant to allow easy comparison between the impacts of the proposed Project and alternatives with respect to this resource. Identified potential impacts may be based on federal, state, or City of Los Angeles significance criteria, Port criteria, and the scientific judgment of the report preparers.

For each impact threshold, the table describes the impact, notes the CEQA and NEPA impact determinations, describes any applicable mitigation measures, and notes the residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in this table.

Table 3.1-8: Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics and Visual Resources Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Proposed Project	AES-1: Construction and operation of the proposed Project would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of the proposed Project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of the proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-4: Construction and operation of the proposed Project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of the proposed Project would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 1 – No Project	AES-1: Construction and operation of Alternative 1 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: No impact	Mitigation not required	CEQA: No impact
	AES-2: Construction and operation of Alternative 1 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table 3.1-8: Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics and Visual Resources Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	AES-3: Construction and operation of Alternative 1 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: No impact	Mitigation not required	CEQA: No impact
	AES-4: Construction and operation of Alternative 1 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 1 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Not Applicable	Mitigation not applicable	NEPA: Not Applicable
Alternative 2 – No Federal Action	AES-1: Construction and operation of Alternative 2 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of Alternative 2 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 2 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-4: Construction and operation of Alternative 2 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 2 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: No impact	Mitigation not required	NEPA: No impact

Table 3.1-8: Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics and Visual Resources Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 3 – Reduced Project: Four New Cranes	AES-1: Construction and operation of Alternative 3 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of Alternative 3 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 3 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-4: Construction and operation of Alternative 3 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 3 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 4 – Reduced Project: No New Wharf	AES-1: Construction and operation of Alternative 4 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of Alternative 4 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 4 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table 3.1-8: Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics and Visual Resources Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	AES-4: Construction and operation of Alternative 4 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 4 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 5 – Reduced Project: No Space Assignment	AES-1: Construction and operation of Alternative 5 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of Alternative 5 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 5 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-4: Construction and operation of Alternative 5 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 5 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant

Table 3.1-8: Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics and Visual Resources Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	AES-1: Construction and operation of Alternative 6 would not result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-2: Construction and operation of Alternative 6 would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-3: Construction and operation of Alternative 6 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-4: Construction and operation of Alternative 6 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
	AES-5: Construction and operation of Alternative 6 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	Mitigation not required	NEPA: Less than significant

1 **3.1.4.5 Mitigation Monitoring**

2 Neither the proposed Project nor any of the alternatives would result in significant
3 impacts to Aesthetics or Visual Resources. Therefore, neither mitigation measures nor
4 monitoring programs are required.

5 **3.1.5 Significant Unavoidable Impacts**

6 No significant unavoidable impacts to Aesthetics or Visual Resources would occur as a
7 result of the proposed Project or alternatives.

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