

APPENDIX C

Aesthetics and Visual Resources: Sensitive Public Views of the PMPU Area

1 Critical views for impact evaluations conducted for aesthetics and visual resources, as addressed in
2 Section 3.1, Aesthetics and Visual Resources, are defined as those sensitive public views that would be
3 most affected by a proposed action, such as the greatest intensity of impact due to viewer proximity to a
4 project, the project's visibility, and the duration of the affected view. The analyses are based on "worst-
5 case" circumstances of maximum proposed Program exposure to the most sensitive public views. It is a
6 premise of the technical approach that the range of critical public views potentially affected by the
7 proposed Program should be represented by the views chosen for analysis. This appendix presents an
8 initial consideration of sensitive public views of the PMPU area which are critical to the assessment of
9 impacts on aesthetics and visual resources within this area.

10 The region of influence for the aesthetics/visual resources impact analysis includes the Port, the Port of
11 Long Beach, and sensitive land uses near these ports (e.g., parks, beaches, tourist facilities, and residential
12 areas). Communities within the region include San Pedro, Rancho Palos Verdes, Wilmington, and Long
13 Beach. These points are located on all but the east side of the PMPU area. The sections below describe
14 views from all potentially critical view areas relative to the PMPU area, with the list of views most
15 relevant to impact evaluations for the PEIR representing a subset of all areas, as presented in Section
16 3.1.2.2, PMPU Area.

17 **Views from Wilmington**

18 The PMPU area is bordered on the north by Harry Bridges Boulevard and "C" Street, the latter marking
19 the southern edge of the community of Wilmington's residential area. Along and north of "C" Street the
20 residential district comprises a mix of low-, medium- and high-density housing. To the northeast of the
21 PMPU area is a commercial and industrial area of Wilmington that also includes the Banning's Landing
22 Community Center, located at the south end of Avalon Boulevard. The Wilmington views that are critical
23 to the visual impact analyses are those from points along "C" Street, from its adjacent residences, and
24 from Banning's Landing, as described additionally below.

25 **"C" Street and Wilmington Waterfront Park**

26 "C" Street marks the southern limit of the residential area within Wilmington and is about 2,000 feet
27 north of the TraPac Terminal, located within PMPU Planning Area 2. Sensitivity is considered high for
28 views from residential areas and the proximate roads that serve as primary access routes. A mix of
29 commercial and residential land uses, as well as the Wilmington Recreation Center, occurs along this
30 street between Bayview Avenue and Neptune Avenue.

31 South of "C" Street and north of Harry Bridges Boulevard is the recently completed (2011) Wilmington
32 Waterfront Park, spanning about nine blocks, from Figueroa Street to Lagoon Avenue to the east. Views
33 from city parks are considered to be highly sensitive. The park is a 30-acre landscaped area with gentle
34 slopes, lawns (grass and artificial), trees, bike paths, walkways, benches, water features, pedestrian
35 bridges, restrooms, elevated observation points, a children's playground, barbeques and a picnic grove.
36 Formerly called the Harry Bridges Buffer project, the park was designed to be a "buffer" between Port
37 operations and adjacent residences.

1 The park features a 16-foot-high landform along the south border next to Harry Bridges Boulevard, which
2 serves as a noise and a substantial visual barrier for the residential area along “C” Street. For nearly all
3 points north of this landform, the Port’s ground-level features, particularly stacked cargo in the backlands,
4 are blocked from view. Exceptions occur where lines of sight are directed toward three pedestrian and one
5 vehicular underpass along the elevated El Paseo Promenade. In these cases, limited views of the at-grade
6 facilities south of the Promenade are available. Otherwise, only the gantry cranes, high mast lighting, and
7 administration building are readily seen in the background over the top of the Promenade. From the El
8 Paseo Promenade, however, the TraPac Terminal backlands—including the cranes, high mast lighting,
9 and administration building—as well as docked cargo ships and the West Basin are highly visible. This is
10 by design, given the elevation of the walk and its location at the south edge of the park. Sited adjacent to
11 Harry Bridges Boulevard, the Promenade is more a part of the Port environment than the urban park
12 environment immediately to the north. It is assumed that the public, in choosing to access the Promenade,
13 does so in appreciation of the Port as a positive visual experience.

14 **Banning’s Landing**

15 The Banning's Landing Community Center, constructed by the Port, is located at the south end of Avalon
16 Boulevard on East Water Street in Wilmington, at the head of Slip 5. Serving a variety of community
17 programs and activities, the 10,000 square foot, two-story center is used as a year-round, full-time venue for
18 Department of Cultural Affairs programming. Nighttime events are routinely scheduled, including the City
19 of Los Angeles Board of Harbor Commissioners meetings, hearings, and other business functions. The
20 landing itself is part of the center and is accessible to boaters without restriction.

21 Public spaces within the building face the Port, and the facility serves as Wilmington’s “window on the
22 water.” Primary viewing is directed due south, but the available panorama embraces parts of two PMPU
23 planning areas. These include the Yusen Terminal along the northerly edge of Terminal Island (PMPU
24 Planning Area 3); Pasha Terminal along the easterly side of Mormon Island; the TraPac Terminal cranes in
25 the background along the West Basin (PMPU Planning Area 2); and the west side of the Vopak Terminal
26 (PMPU Planning Area 2).

27 Due to the cultural importance of Banning’s Landing to the community of Wilmington, and because it is
28 this community’s only visual access to the waters of the Port, public sensitivity over potentially adverse
29 impacts to views from the Center is assumed to be high.

30 **Alameda Street**

31 Alameda Street runs along the northwest side of PMPU Planning Area 2. Traffic along Alameda Street is
32 predominantly related to the industrial land uses in the area. There are no visually sensitive public land uses
33 (residential areas, recreation or tourist destinations) served by this street. Because there is no discernible
34 sensitivity for views from this roadway, such views are not considered further in this assessment.

35 **Views from Harbor Freeway (I-110)**

36 Sensitivity for views from the Harbor Freeway is low due with the following:

- 37 ▪ The freeway in this location is not designated as a scenic route or highway by any state or local
38 agency;
- 39 ▪ The freeway provides primary access to the vicinity of sites of recreational and cultural interest in the
40 port complex, but the segment potentially affected by the proposed Program is not proximate to those
41 attractions, nor does the freeway lead directly to them; and,

- 1 ▪ The freeway primarily serves commuter traffic (truck traffic comprises just 2.25 to 6.36 percent of the
2 average vehicle daily trips, at the State Route 47 and Pacific Coast Highway intersections with the
3 Harbor Freeway [Caltrans 2011]).

4 However, the freeway carries high volumes of traffic, is a major entry to the Port, and some traffic is tourist-
5 and recreation-oriented. There are a number of waterfront attractions accessed by this highway, such as World
6 Cruise Center, Catalina Terminal, Maritime Museum, Ports O'Call Village, *USS Iowa*, Cabrillo Marina, and
7 Cabrillo Beach, among other attractions. The highway provides most of these visitors with their first views of
8 the Port landscape. Also, one of the most important landmarks in the Port—the Vincent Thomas Bridge—may
9 be seen in the distance from the freeway, although to a limited degree. The bridge is not an historic landmark,
10 but it has been designated by the City of Los Angeles as its official welcoming monument for the Port (City of
11 Los Angeles 1995).

12 Views from the southbound lanes are the most important for this analysis. Views mostly include gantry cranes
13 of the TraPac Terminal but none of the ground-level features of the terminal's backlands. Views of the PMPU
14 area from northbound lanes are severely limited by the direction of travel, which constrains viewing of the
15 PMPU Planning Area 2 to a 90-degree angle to the east away from the direction of travel, placing this area
16 outside the normal field of vision for motorists. Also, intervening topography and vegetation greatly limit
17 northbound views into the backlands of PMPU Planning Area 2.

18 **Views from the Main Channel and Adjacent Areas**

19 **Main Channel Views**

20 North of the Vincent Thomas Bridge in the East Basin is the Cerritos Channel Marina, located within the
21 west end of PMPU Planning Area 2. The marina constitutes a type of residential area for the boat live-aboards
22 who dock there, so views are considered highly sensitive. The views are also highly sensitive because the
23 marina is a recreational public use area. Views to the northwest, west, and southwest include the docks lining
24 PMPU Planning Area 2. Viewing positions within the marina are only a few feet above the water surface, and
25 the elevated dockside Port facilities, including the wharves on which these are located, substantially, if not
26 entirely, block views of features interior to the TraPac, Pasha, Vopak, and Yusen Terminals (within PMPU
27 Planning Areas 2 and 3).

28 Recreational boating associated with the Cerritos Channel Marina that occurs to the southwest along the East
29 Basin Channel and the Main Channel would occur close to the elevated wharves and dockside facilities on
30 Mormon Island that constrain views to the immediate foreground. These views do not extend into the interior
31 of Terminal and Mormon Islands.

32 South of the Vincent Thomas Bridge, the Main Channel receives a moderate level of use for non-shipping
33 vessel traffic. This includes cruise ships, passenger ferries, sightseeing boats, and recreational watercraft,
34 the latter also reaching the Main Channel from the Cerritos Channel Marina. Views from the non-
35 shipping vessel traffic noted are considered to be highly sensitive. Non-shipping vessel traffic is restricted
36 by designated CNAs established by the *Port of Los Angeles Strategic Plan for Safety and Security* as off-
37 limits to recreational vessels. Such areas extend from Turning Basin to West Basin, include the waters
38 between Pier 300 and Pier 400, and apply to a segment of the East Channel. From these CNAs, Port
39 facilities are not within sensitive views related to non-shipping vessel traffic. Beyond the CNAs,
40 recreational boating along the Main Channel out to the Outer Harbor is unrestricted.

41 While views from cruise ships extend over wharves, dockside facilities, and berthed cargo vessels into the
42 backlands of Terminal Island (PMPU Planning Area 3), views of the interior of PMPU Planning Area 3
43 from smaller recreational vessels are blocked by these features, up to Reservation Point to the south. From

1 there on into the Outer Harbor, views across the water are unencumbered, extending to the west side of
2 Pier 400, west to Cabrillo Beach, and south to the breakwater.

3 **San Pedro Waterfront Views**

4 In addition to views from within the Main Channel, views from the San Pedro Waterfront are also
5 important. South of Vincent Thomas Bridge and along the San Pedro Waterfront are numerous tourist and
6 recreation attractions. These occur within existing PMPU Planning Area 1. The Catalina Express
7 Terminal is located at Berth 95 beneath the Vincent Thomas Bridge, and the Catalina Air and Sea
8 Terminal is to the north at Berth 96. South of the Vincent Thomas Bridge, moored at Berth 94, is the *SS*
9 *Lane Victory*, a restored World War II-era cargo ship that is designated as a National Historic Landmark.
10 Near the *SS Lane Victory* is the World Cruise Center, located along Slip 93 and encompassing Berths 91,
11 92, and 93A/B. The *USS Iowa* is located at Berth 87. Further south is the Los Angeles Maritime Museum,
12 located on Pier 84, and a 0.4-mile stretch of waterfront that includes restaurants, shops, the San Pedro
13 Marina, and commercial facilities within Ports O'Call Village.

14 Views from areas serving tourism and recreation are considered highly sensitive, although from the San
15 Pedro Waterfront these views do not extend to the interior of Terminal Island (PMPU Planning Area 3).
16 Invariably they extend no farther than the wharves, cranes, stacked cargo containers, berthed cargo
17 vessels, and other dockside facilities.

18 **Views from Cabrillo Beach and Vicinity**

19 Cabrillo Beach, along with its historic Bathhouse and the Cabrillo Beach Fishing Pier at the east end of
20 the beach, are among the recreational and tourist facilities at the southern end of the PMPU area. Others
21 include the Cabrillo Marine Aquarium and Cabrillo Marina, as well as the historic Angel's Gate
22 Lighthouse, dating to 1913, which is located at the eastern extremity of the 9,250-foot long breakwater.
23 The mile-long Cabrillo Beach serves a variety of recreation activities, including swimming, surfing, scuba
24 diving, volleyball, wind surfing, and jet skiing. Accordingly, views from Cabrillo Beach and its vicinity
25 are considered highly sensitive.

26 Cabrillo Beach is actually two beaches: one outside the breakwater facing the ocean, and the second
27 within the protected harbor. Views from the former are directed south toward Catalina Island and the
28 open ocean. Those from inside the breakwater encompass the beach, the San Pedro Bluffs, Fort
29 MacArthur Military Reservation, Cabrillo Marina, and the Port's southernmost piers and facilities. Parts
30 of PMPU Planning Areas 1 and 3 are well in view from Cabrillo Beach and its vicinity. Given the high
31 sensitivity of this recreation area, these views are critical to the analyses.

32 **Views from San Pedro and Rancho Palos Verdes**

33 Sensitive public viewing areas within San Pedro and Rancho Palos Verdes include several representative
34 residential areas and four parks—Knoll Hill, San Pedro Plaza Park, 22nd Street Park, and Lookout Point
35 Park. Other parks within these two communities have views of the PMPU area, but for reasons noted are
36 not critical to these analyses.

37 **Shields Drive Residential Area**

38 The Shields Drive residential area is an "island" of residential structures (almost entirely single-family homes)
39 comprising about 1.8 square miles in San Pedro that is bounded on the north by John S. Gibson Boulevard, on
40 the east by Pacific Avenue, on the south by State Highway 47, and on the west by the Harbor Freeway.

1 Views across the PMPU area to the northeast potentially occur from residences along the north and east
2 periphery of the neighborhood. The visible part of the PMPU area would be greatly peripheral to the
3 primary viewing direction. The rest of the homes in the neighborhood are oriented north-south and are
4 interior to the neighborhood. Views of the Port and the PMPU area from these homes would be blocked
5 by adjacent homes.

6 For those residents having Port views, PMPU Planning Areas 1 and 2 are in the foreground, 350 feet to
7 1,200 feet to the northeast, respectively. The Shields Drive neighborhood is closer to the PMPU area than
8 any other in San Pedro, and the view of the Port is unobstructed, panoramic, and from elevated positions.
9 These factors enhance the potential for the PMPU area to be seen from the residences along the north and
10 east periphery of the neighborhood. Given that residential areas are highly sensitive and the Port is highly
11 visible from here, views from Shields Drive are critical to the assessment.

12 ***Via Cordova and Channel Street***

13 Distant and limited views of the PMPU area are available from San Pedro residential neighborhoods
14 located in the hills to the west and southwest of the site. For instance, parts of cranes along Berths
15 142-147 within the TraPac Terminal are visible behind the Yang Ming Terminal cranes along Berths
16 122-129 on the west side of the West Basin (PMPU Planning Area 2).

17 The residential area represented by Via Cordova and Channel Street is west of the Harbor Freeway and
18 North Gaffey Street, south of Capitol Drive and north of West Summerland Avenue. Compared to other
19 residential areas within San Pedro and Rancho Palos Verdes at similar or higher elevations, this
20 neighborhood is second to the Shields Drive neighborhood in proximity to the PMPU area. The
21 neighborhood is situated along an east-west oriented rise that slopes to the east toward the PMPU area,
22 which increases the Port's visibility from there.

23 However, it has been determined that views of the PMPU area from this part of San Pedro are
24 predominately blocked by the residences in the neighborhood (Headley 2007). For the few homes that do
25 have views of the PMPU area, there are views of limited features of the TraPac and Yang Ming
26 Terminals. In these views the cranes are peripheral to features close at hand in the foreground (homes,
27 landscaping, utility lines and supporting structures) and appear to be well in the background, seen at a
28 distance of about 1.4 to 1.6 miles.

29 Views from any residential area are considered to be highly sensitive. However, critical views are defined
30 as those sensitive public views that would be most affected by the subject action. From Via Cordova and
31 Channel Streets, the PMPU area is minimally exposed to view and is distant. Views from this area are not
32 among the most critical residential views compared to the panoramic, unimpeded, and elevated view from
33 Shields Drive, which embraces a substantial part of the Port environment from a point about one-half mile
34 closer. Instead, as noted earlier, conclusions about potential impacts on the more critical views from
35 Shields Drive are deemed to apply to views from all other residential areas in San Pedro and Rancho
36 Palos Verdes from which there is unencumbered sight of the PMPU area. Therefore, views from this part
37 of San Pedro are not considered further in this assessment.

38 ***San Pedro Bluffs Residential Area***

39 Along the bluffs to the west of the PMPU area is a residential area within San Pedro. The bluffs are steep
40 and form the east edge of a terrace elevated 100 feet above the port complex. Just west of the bluffs the
41 land is gently sloping, offering less opportunity for port complex views over adjacent homes. Along the
42 west side of the terrace, the land is again steep and elevated (140 to 250 feet above the bay), and homes
43 there have broad views of the port complex. Although adjacent structures limit the breadth of views, the

1 viewing distance and elevation allow a broad and varied expanse of the Port to be within sight. The
2 southern part of the PMPU area is clearly in view, including PMPU Planning Areas 1 and 3. Particularly
3 noticeable are the backlands, berths, and cranes at the APM Container Terminal. Also in view is the
4 entrance to the West Channel and the Port Liquid Bulk Terminal.

5 **Lookout Point Park**

6 Designated viewing areas such as Lookout Point Park, located immediately east of the Angel's Gate Park,
7 are considered highly sensitive. Port facilities visible from the San Pedro Bluffs residential area are also
8 visible from here, with the PMPU area appearing in the background. The park's classification as a
9 designated public viewing opportunity indicates that the view from there is highly sensitive.

10 Unlike views from the San Pedro Bluffs residential area, where the views are involuntarily experienced
11 over the long term, those from Lookout Point Park are experienced by choice and are comparatively brief
12 in duration, such as by a park visitor. While views from designated "scenic" turnouts, especially those
13 from within a park, are considered highly sensitive, it may be reasonably assumed that the public expects
14 to see the Port environment and is not adversely sensitive to this view. By comparison, views of the Port
15 environment from the San Pedro Bluffs are highly sensitive, and residents are without alternative viewing
16 choices where their homes face to the northeast or east.

17 **San Pedro Plaza Park**

18 San Pedro Plaza Park runs alongside Beacon Street and Harbor Boulevard from approximately 7th Street
19 south to 13th Street and provides a series of views that include the residential uses to the west and the port-
20 related industrial and commercial uses to the east. As noted, views from public parks are treated as highly
21 sensitive. The park is as much as 54 feet higher than the Main Channel; the elevated viewing positions
22 there affording a commanding panorama extending from the Vincent Thomas Bridge to the north to a
23 glimpse of the Outer Harbor to the south. Views to the east include parts of PMPU Planning Area 2, Ports
24 O'Call Village along the San Pedro Waterfront, and PMPU Planning Area 3, the western edge of
25 Terminal Island, with views of wharves, gantry cranes, stacked cargo, bulk storage, and berthed cargo
26 vessels (Berths 238 and 239). Here, views extend to a limited extent to the interior of Terminal Island.
27 Note, however, that no aspect of the proposed Program would be visible from San Pedro Plaza Park. The
28 nearest appealable/fill projects are located around Fish Harbor, and aspects of their construction and
29 operation would be blocked from view by features at the Seaside Container Terminal, Exxon/Mobil
30 Liquid Bulk Terminal, and the Southwest Marine Shipyard. Consequently, views from San Pedro Plaza
31 Park are not considered further in this assessment.

32 **22nd Street Park and Bloch Field**

33 The 22nd Street Park was completed in 2010 and is located between 22nd Street and S. Crescent Avenue
34 across from Cabrillo Marina. It provides fields for active and passive recreation, walking and bike paths,
35 bocce ball courts, sitting areas, and other facilities. The park is within PMPU Planning Area 1. Viewing
36 positions within the park are at elevations close to those for the adjoining Port facilities. Given the level
37 line of sight toward the Port, the nearby buildings, street lights, utility lines, and landscaping block or
38 screen views toward the interior of the Port area, and views are limited to the features immediately in the
39 foreground. Accordingly, views from 22nd Street Park are not considered further in this assessment.

40 Bloch Field is a ball field adjoining the northeast corner of 22nd Street Park close to the S. Crescent
41 Avenue/S. Harbor Boulevard intersection. When engaging solely in active recreation, the public is assumed
42 to be focused on the activity more than the surrounding aesthetics of the environment. There are no
43 indications that aesthetics plays an important part in the recreation activity at this field. Sensitivity

1 accordingly is considered to be low for views from Bloch Field; therefore, views from there are not
2 considered in this assessment.

3 **Knoll Hill**

4 Knoll Hill is the site for three little league baseball fields, located at the northeastern edge of the
5 community of San Pedro about 80 feet above sea level. This is noted because when earlier Port project
6 EIRs were conducted, Knoll Hill was a dog park, and views from there were deemed to be highly
7 sensitive and critical to visual impact assessments. However, now (as is the case for Bloch Field)
8 sensitivity is considered low; the public is assumed to be focused on engaging in active recreation.
9 Therefore, views from Knoll Hill are not considered further in this assessment.

10 **Angel's Gate Park**

11 Angel's Gate Park includes tourist, recreation, and cultural attractions. The Fort MacArthur Military
12 Museum is located here, as are the Korean Bell of Friendship and Bell Pavilion. The bell and its pavilion
13 are culturally significant, having been donated to the people of Los Angeles by South Korea to celebrate
14 the bicentennial of the *U.S.S. Independence*, to honor veterans of the Korean War, and to express
15 friendship between the two countries. This 64-acre park also includes a children's play area, basketball
16 court, soccer field, recreation center, and an Olympic-sized pool. Views from areas facilitating tourism,
17 recreation, and cultural attractions are considered to be highly sensitive.

18 The Korean Bell of Friendship and its sheltering pavilion are located along this ridge and in the southern
19 third of Angel's Gate Park. Although the park extends farther to the south, these features are the
20 southernmost park attractions. Therefore, views from their vicinity are the most important of those from
21 points at this end of the park. Only a small part of the PMPU area (Pier 400) is visible from the pavilion.

22 The primary views from the park are directed toward the southeast, south, and southwest, as noted. Those
23 to the northeast are extremely peripheral and limited by landscaping and buildings. Although all views
24 from the park are highly sensitive, the PMPU area's exposure in these views would be incidental and not
25 representative of the visual experience there. Therefore, the views from within Angel's Gate Park are not
26 considered further in this assessment.

27 **Deane Dana Friendship Park and Nature Center (Friendship Park) and Averill Park**

28 The Deane Dana Friendship Park (Friendship Park) and Nature Center, located at 1850 West 9th Street in
29 San Pedro, and Averill Park, located at 1300 Dodson Ave. in San Pedro, are approximately 2.0 miles
30 from the PMPU area. Friendship Park comprises about 100 acres of open fields, hills, and canyons
31 located on the San Pedro/Rancho Palos Verdes boundary. It also has a picnic area with barbecues, a
32 children's play area, and large turf areas, as well as a nature center, natural history museum, live animal
33 displays, gift shop, and classroom. Most of the park is located on south- and east-facing slopes, so many
34 views are oriented towards the Port and an expansive part of the PMPU area is visible. Given the viewing
35 distance and the panorama available from here, the PMPU area is very much in the background and
36 peripheral to the range of views available throughout the park.

37 Averill Park is a much smaller park that offers a single distant, but expansive, view of the PMPU area.
38 Other park features include rolling lawns and mature groves of trees, ponds, picnic tables, and barbeque
39 pits. As with Friendship Park, the features of the Port are seen in the background at a substantial distance.

40 Views from Friendship Park and Averill Park of the PMPU area are relatively distant (miles), and Port
41 features are seen collectively as a somewhat amorphous whole, and the terminals, basins, slips, and
42 channels are difficult to differentiate one from the other. In this viewing context, future project

1 development in accordance with the PMPU would not be discernible. Therefore, views from these two
2 parks are not considered further in this assessment.

3 **Views from Local Scenic Routes and Bikeways**

4 ***John S. Gibson Boulevard-N. Pacific Avenue-Front Street Scenic Highway Segment***

5 Appendix E of the *City General Plan Transportation Element* (City of Los Angeles 1999a) designates as
6 a “Scenic Highway” several connected streets. By definition, views from designated scenic routes and
7 highways are highly sensitive. This “Scenic Highway” comprises 12 road segments, including: John S.
8 Gibson Boulevard; N. Pacific Avenue; Front Street; Harbor Boulevard to Crescent Avenue; along
9 Crescent Avenue to W. 22nd Street; west on W. 22nd Street to S. Pacific Avenue; south along S. Pacific
10 Avenue to Shepard Street; east on Shepard Street to S. Paseo Del Mar; east on S. Paseo Del Mar to S.
11 Western Avenue; north on S. Western Avenue to W. 25th Street; then east along W. 25th Street, which
12 becomes Palos Verdes Drive.

13 The first four segments—John S. Gibson Boulevard, N. Pacific Avenue, Front Street, Harbor Boulevard,
14 to Crescent Avenue—represent thoroughfares, which enable motorists to experience the working port
15 environment (City of Los Angeles 1999a; California Coastal Conservancy 2005). Accordingly, the
16 features of the Port form the dominant character, and it is assumed that the public expects to see the
17 features of a working port when traveling along these segments.

18 The John S. Gibson Boulevard-N. Pacific Avenue-Front Street segment of the Scenic Highway is close to
19 the backlands of the Yang Ming and China Shipping Terminals. Several factors limit views of the PMPU
20 area from this segment. The backlands of the China Shipping and Yang Ming Terminals are used for storage
21 of cargo containers and other equipment. Views from Front Street, Pacific Avenue, and John S Gibson
22 Boulevard of all but the tallest structures in the distance, such as the cranes serving the various terminals, are
23 blocked when these containers and equipment are present. Additionally, along this part of the Scenic
24 Highway are several parallel rail sidings where double-stacked rail cars await transport and generally block
25 views from the road into the backlands.

26 Also, the PMPU area is not within the normal field of view of motorists from the roads noted above.
27 Views toward the site from nearly all of John S. Gibson Boulevard are 90 degrees or more lateral to the
28 southbound lane, and close to 90 degrees lateral to the northbound lane. Views from the north- and
29 southbound lanes of the short stretch of Pacific Avenue designated as a scenic route are similarly
30 peripheral to the directions of travel. Only along Front Street, where the southbound lane heads to the
31 southeast, are views directed toward the PMPU area. But as noted, all features interior to the backlands
32 except the cranes are blocked from view by the stacked cargo in the foreground along Front Street in the
33 China Shipping backlands. While views from designated scenic routes are considered to be highly
34 sensitive, view blockage, viewing distances, working port features within the immediate foreground, and
35 the orientation of the scenic routes relative to the PMPU area indicate that the potentially affected views
36 along this part of the Scenic Highway are not critical to the visual impact analyses. These views are not
37 considered further in this assessment relative to daytime viewing.

38 ***Harbor Boulevard-Crescent Ave.-Shepard Street-S. Pacific Avenue Scenic Highway*** 39 ***Segment***

40 Several factors variably affect views of the PMPU planning areas from parts of the streets comprising the
41 Scenic Highway, such that they are either blocked from view or effectively not within view. For instance,
42 along S. Harbor Boulevard opposite Ports O’Call Village, buildings and landscaping within Ports O’Call
43 Village block views of the Main Channel and facilities along its east side.

1 Chapter IX of the *City of Los Angeles General Plan Transportation Element* includes an inventory of
2 City-wide bikeways (City of Los Angeles 1999b) that are designated as: Class I Bike Paths, Class II Bike
3 Lanes, and Class III Bike Routes. Coincident with the stretch of city-designated Scenic Highway noted
4 above is a bikeway that is almost entirely a Class II Bike Lane. The exception is a short stretch of Class I
5 Bike Path along the Crescent Avenue stretch of the Scenic Highway, and one that connects S. Pacific
6 Avenue to Cabrillo Beach along Stephen M. White Drive. Class I Bike Paths and Class II Bike Lanes can
7 be commuter/utilitarian or recreational in function. Those that are used for recreation are expected to offer
8 scenic views and to connect regional open spaces and other recreational activity centers (City of Los
9 Angeles 1999b). It is assumed that the subject bikeways were routed to provide bicycle access to the
10 recreational opportunities within the Port area and to capture the potential for scenic views of the Port and
11 Cabrillo Beach. The assumption is based on the bikeways' coinciding with the Scenic Highway and that
12 the Class I Bike Path along Stephen M. White Drive leads to Cabrillo Beach. Therefore, sensitivity for
13 views from these Class 1 and 2 Bikeways, given their orientation towards recreation and scenic views, is
14 presumed to be high. The views from the bikeways along the Scenic Highway are identical to those from
15 this road. Therefore, the prior discussion of road-based views applies as well to those from these
16 bikeways. In contrast, for the Class I Bike Path along Stephen M. White Drive, there are limited views of
17 the port complex on the descent from S. Pacific Avenue to Cabrillo Beach. There is an updated bike plan
18 (2010) that references the bikeways differently, but otherwise shows the location of the bikeways in the
19 harbor area to be unchanged. Based on the very limited exposure of the Port from most of this bikeway,
20 views are not considered to be critical to the analysis.

21 **Views from Long Beach**

22 ***Residential Areas and Hotels***

23 Sensitive receptors in Long Beach nearest the PMPU area include single- and multi-family residential areas
24 north of West Ocean Boulevard and high-rise hotels, condominiums, and apartments along West Ocean
25 Boulevard. Views from residential areas commonly are highly sensitive. However, the PMPU area cannot be
26 seen from the residences north of West Ocean Boulevard, as they are blocked by surrounding buildings
27 and urban landscaping. This structural and landscape screening effect is increased by the flat topography
28 of the surrounding area (USACE and LAHD 1992). A limited part of the PMPU area (Piers 300 and 400)
29 is, however, within views directed to the southwest from high-rise condominiums along West Ocean
30 Boulevard.

31 Assuming that high-rise hotels along and near Ocean Boulevard partly serve tourists visiting the
32 attractions within and along the Long Beach Harbor, views from these structures are considered highly
33 sensitive. Views of the PMPU area to the northwest, west, and southwest are unobstructed, as there are no
34 high-rise buildings intervening in these views. PMPU Planning Areas 2 and 3 are, at their closest, within
35 3 miles. Scenic harbor attractions are immediately to the south and southeast, although features of the
36 PMPU area would be peripheral to these views of these attractions and would not affect the view quality.

37 Additionally, specific features of the PMPU area are not especially noticeable from the hotels and high-
38 rise residences because: 1) many of the Port of Long Beach facilities are in the foreground and dominate
39 attention; and, 2) the viewing distances are such that the planning area features are inconspicuous in
40 relation to the wide context of adjacent Port of Long Beach facilities east of the Long Beach Freeway and
41 South Harbor Scenic Drive.

42 ***Travel Routes***

43 Of the views from the streets and highways within Long Beach, only those from South Harbor Scenic
44 Drive are considered to be sensitive due to this road's mapped designation as a scenic drive. Designated

1 scenic drives are treated as highly sensitive. However, nothing identifiably part of the PMPU area may be
2 seen from this road, given the ground level position of the views and the proximity to the west and
3 southwest of features of the Port of Long Beach which block views toward the PMPU area.

4 **Recreation Facilities**

5 Views from recreation sites are treated as highly sensitive. Santa Cruz Park, Golden Shore RV Park, and
6 the Los Angeles River Bicycle Path are the Long Beach recreation facilities closest to the PMPU area.
7 These occur on or close to the east shore of the Los Angeles River. Other recreation attractions, such as
8 the Long Beach Shoreline Marina, Shoreline Aquatic Park, Rainbow Lagoon Park, Long Beach to Avalon
9 Ferry Terminal, Aquarium of the Pacific, and the Hotel Queen Mary, do not have views of the PMPU
10 area. Given the at-grade elevation of the viewing positions within the RV park, Santa Cruz Park, and the
11 bicycle path, Port of Long Beach facilities proximate to the west and southwest represent
12 indistinguishable features within the PMPU area.

13 In summary for Long Beach, PMPU area features are not meaningfully within sensitive views from
14 downtown Long Beach because of one or more of the following factors: distance from the subject
15 viewing positions; the scale, density and dominance of the proximate Port of Long Beach facilities; and,
16 competing features of interest closer in view. Therefore, views from Long Beach are not considered
17 further in this assessment.

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