3.1

AESTHETICS/VISUAL RESOURCES

3.1.1 Introduction

The following analysis assesses the impacts that the proposed Project and its alternatives would have on the Aesthetics and Visual Resources in the Project's vicinity and the significance of such impacts. The analytical approach complies with the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), and addresses the *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006) for determining impact significance.

The technical approach used is consistent with the concepts and principles of the Visual Resource Management methodologies in use by the following federal agencies: U.S. Department of Agriculture, Forest Service (USFS 1974, 1995); U.S. Department of Interior, Bureau of Land Management (BLM 1978); and U.S. Department of Transportation – Federal Highway Administration (FHWA 1981). The technical approach also complies with NEPA and CEQA guidelines for visual impact analysis. Since 1988, the methodology has been applied to numerous NEPA- and CEQA-compliant visual impact assessments (e.g., see Headley 1988, 1989a, 1989b, 1990a, 1990b, 1991, 1992, 1994a, 1994b, 1995, 1998a, 1998b, 1998c, 1998d, 1999, 2005, 2006). The technical approach is summarized below. However, Appendix G of the Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) presents the technical approach in greater detail and also more fully describes its relationship to federal approaches to visual resource management and impact analysis.

The steps utilized in the analysis are as follows:

- Identify those views potentially affected by the proposed Project over which the public is most likely to express concern (critical public views);
- Describe the existing condition of those potentially affected critical views;
- Estimate the intensity of possible adverse visual impacts on those views;
- Evaluate the significance of the possible impacts; and

- As applicable, consider possible mitigation measures that could lessen the impacts to less than significant levels.

3.1.1.1 Relationship to the 1992 Deep Draft Final EIS/EIR

Section 3.1 of the Draft SEIS/SEIR supplements Section 4M (Aesthetics) of the Deep Draft Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) (USACE and LAHD 1992). The 1992 FEIS/FEIR evaluated impacts on Aesthetics/Visual Resources related to navigation and landfill improvements required to construct Pier 400 and recommended mitigation to the extent feasible. This includes those portions of the current proposed Project that are located on Pier 400. The Deep Draft FEIS/FEIR also assessed, at a general or programmatic level, the projected impacts of development and operation of terminal facilities planned for location on Pier 400, including a marine oil terminal and associated infrastructure. Specific information concerning the proposed Project is particularly important when considering impacts on Aesthetics/Visual Resources associated with the build-out phase of the development of Pier 400. This analysis addresses the available project-specific information.

The 1992 FEIS/FEIR concluded that unavoidable significant visual impacts would result from construction of the Pier 400 landfill project due to the permanent loss of open water views and because the landfill would initially appear "stark or blank, fairly light in color…and with no texture (no development)." No feasible mitigation measures were identified that would eliminate this impact or reduce it to a level that would be less than significant.

The 1992 FEIS/FEIR contemplated the ultimate post-fill development of terminal facilities on Pier 400, including the introduction of cargo ship "berths, cargo-handling yards, intermodal transfer facilities, railroad, roadway, and other improvements, as well as an increase in the number of large ships" to public views. The EIS/EIR concluded that this subsequent development of terminal facilities "…would appear as an extension of the existing Port activity and would blend in…[with existing]…industrial activity, including barges, cranes and large vessels…; terminal development and terminal operations will be compatible with existing Port activities." According to the EIS/EIR, viewing distances would determine whether specific features of terminal operation would be an impact by dominating the observer's viewshed. The implication was that, although compatible with existing features, proposed Project features could still appear out of scale, depending on the viewing distance.

In the context of the then-extant baseline visual conditions (circa 1992), the significant impact deemed to be associated with the loss of open water from public views was also associated with the subsequent build-out of terminal facilities. That significant impact could not be mitigated, according to the EIS/EIR. However, once terminal facilities are constructed and in operation, the initial "starkness and contrast [of the undeveloped, flat, light-colored, barren fill areas] will disappear."

Although the loss of open water from views would remain an unmitigated significant impact, a mitigation measure (**Mitigation Measure [MM] 4M-1**) unrelated to this impact was recommended. Though not termed such, the measure was proposed as an offsetting mitigation, one which would balance the residual, significant impact

mentioned (loss of some open water from view) with an enhancement of views of Port facilities. That measure is as follows:

Mitigation Measures from the 1992 Deep Draft Final EIS/EIR that are No Longer Applicable or are Not Applicable to the Proposed Project

MM 4M-1 stated that the Los Angeles Harbor Department (LAHD) shall establish a system requiring developers of facilities on the landfill to provide a specified level of visual amenities such as vegetation and the painting of facilities in appropriate colors. The color scheme shall consider the use of some bright hues to add visual interest and to avoid a drab appearance, but shall also consider each facility's color scheme with regards to the blending-in with the landscaping of the facility (USACE and LAHD 1992).

However, for the following reasons this mitigation measure is not pertinent to the Draft SEIS/SEIR and will not be brought forward in this assessment:

- The measure recommended has been included as part of all subsequent development of terminal facilities on Pier 400 and is part of the proposed Project.
- The measure is a response to an impact not pertinent to the proposed Project. For this visual impact assessment, the CEQA Baseline for the proposed Project is June, 2004 (see Section 3.1.4.1.3). At that time, Pier 400 was almost entirely built out with terminal facilities (see Section 3.1.2.2.2.2). That is, the loss of some open waters from public view due to the initial filling and Pier 400's subsequent build-out had already occurred prior to 2004; the resulting visual conditions characterize the 2004 CEQA Baseline for the subject proposed Project-specific Draft SEIS/SEIR. In being extant during the baseline period, those conditions cannot be considered to be project-related and requiring the offsetting mitigation of MM 4M-1. As noted, that measure has been addressed, being included as part of the proposed Project.

In summary, the Deep Draft FEIS/FEIR concluded that the loss of some open waters from public views due to initial construction of Pier 400 and its subsequent build-out would pose a significant impact that could not be mitigated. An offsetting mitigation (**MM 4M-1**) was proposed and has been included as part of the proposed Project. In addition to the loss of some open waters from public views, there would be an unfavorable contrast caused by initially stark, light-colored and blank fill lands, but this would disappear over time with the ultimate build-out of terminal facilities. Those facilities would be compatible with existing Port activities in the vicinity, but viewing distances would determine whether specific features of terminal operation would dominate views and pose a visual impact.

The general assessment in the Deep Draft FEIS/FEIR could not address specific viewing distances and affected public views in the absence of project-specific information. This assessment addresses the project-specific information now available.

3.1.2 Environmental Setting

The environmental setting for the visual resources in the vicinity of the proposed Project, in terms of the CEQA Baseline, is described as the "visual condition" of the landscape which existed in June of 2004, as well as conditions of lighting and glare that existed as of that date (see Section 3.1.4.1.3, CEQA Baseline). Hereinafter this baseline is referred to as the "existing visual condition." In terms of NEPA, however, the visual condition under the NEPA Baseline is defined as the existing visual condition under CEQA as it has been modified over time by natural growth in the Port of Los Angeles (the Port or Los Angeles Harbor Department [LAHD]) and/or due to non-federal-action-related changes.

Concerning the CEQA Baseline, Figure 3.1-1 is an aerial photo of Pier 400 taken in February of 2004, showing Pier 300, Pier 400, Reservation Point, and the south end of the Main Channel. All Pier 300 facilities, and nearly all of the facilities on Pier 400 that are present today, were in place at the time of the photo. The exception is that Berths 404-406 had not been completed and the cranes along these berths were not yet in place. However, completion of the APM Terminal facilities was scheduled for April, 2004, so it is assumed that the missing facilities were completed by June of 2004, the CEQA Baseline. Views of Pier 400 facilities concurrent with the preparation of the Draft SEIS/SEIR (Figures 3.1-5, 3.1-7, 3.1-8, and 3.1-9), can be reasonably assumed to represent the baseline visual conditions under CEQA.

The NEPA Baseline for this assessment is discussed in Section 3.1.4.1.4. It is identical to the No Federal Action/No Project Alternative, as explained in that section, its elements including:

- Paving, lighting, fencing, and construction of an access road at Tank Farm Site 1 to allow intermittent and temporary storage of wheeled (chassis-mounted) containers on the site by APM;
- Paving, fencing, and lighting at Tank Farm Site 2 to allow intermittent and temporary wheeled container storage by APL or Evergreen; and
- Additional crude oil deliveries at existing crude oil terminals at LAHD Berths 238-240, Port of Long Beach Berths 76-78, and Port of Long Beach Berths 84-87. Such an increase would result in a greater number of marine tankers calling at these terminals in the future, one of which is within critical public views.

Existing visual condition (that occurring as of the CEQA Baseline of June 2004) is assessed in terms of the degree to which features and sources of lighting within public view appear to be consistent with the established character of the physical setting and also is a function of the conditions under which the features are viewed. The existing visual condition is the point of reference for assessing the intensity and significance of visual impacts and is addressed only relative to critical public views. Such views are those: 1) that are readily available to the public; 2) where there are indications the public would be highly concerned over adverse changes to the views, and; 3) in which a proposed action would be substantially visible. A summary discussion of critical views is discussed below; additional detail is provided in Appendix G (*The Visual Modification Class Approach to Assessing Impacts on Aesthetics/Visual Resources*).

Figure 3.1-1. Aerial Photograph of Pier 400, taken in February 2004

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3.1.2.1 Critical Public Views

3.1.2.1.1 Methodology

Critical views are defined as being those sensitive public views that would be most affected by the subject action (e.g., the greatest intensity of impact due to viewer proximity to a project, the project's visibility, and the duration of the affected view [i.e., a one-time view of short duration from a moving vehicle or scenic turnout, versus a long-term view from a residential area], etc.). In this sense, the analyses are based on "worst-case" circumstances of maximum project exposure to the most sensitive public views. It is a premise of the technical approach that the range of critical public views potentially affected by the proposed Project needs to be represented by the views chosen for analysis.

The approach to identifying critical viewing positions starts with an inventory of sensitive viewing positions in the proposed Project vicinity. To assess visual sensitivity, indicators of public concern have been used to rate potential public sensitivity. A list of commonly used indicators is presented in Table G-1 of Appendix G. These indicators have been drawn from the methodologies used by the federal agencies listed in Section 3.1.1, which treat sensitivity as a function of viewer expectations, activity, awareness, values, and goals. Certain activities tend to heighten viewer awareness of scenic resources, while others tend to focus attention on other aspects of the environment. Viewer awareness may also be heightened where areas are formally classified or otherwise designated as being of special interest, such as national historic monuments or national and state parks and forests.

High visual sensitivity is assumed to exist where landscapes, particular views, or the visual characteristics of certain features are protected through policies, goals, objectives, and design controls in public planning documents.

A key assumption of the technical approach is that public sensitivity is not always related to obvious aesthetic appeal. The public may confer visual significance on landscape components and areas that would otherwise appear unexceptional (FHWA 1981). For example, unexceptional landscapes along tertiary roads may be particularly important to local residents as undesignated open spaces. Other areas may have regional or national cultural significance, but not be especially scenic. Nonetheless, their visual character may be considered important to their cultural value (FHWA 1981). Consequently, the methodology for describing the baseline for the visual impact analyses does not measure the aesthetic appeal, per se. Instead, the importance of the affected landscape is largely inferred from the indicators of sensitivity.

The degree of visual sensitivity is treated as occurring at one of the following four levels:

- **High Sensitivity.** High sensitivity suggests that the majority of the public is likely to react strongly to a threat to visual quality. A highly concerned public is assumed to be more aware of any given level of adverse change and less tolerant than a public that has little concern. A small modification of the existing landscape may be visually distracting to a highly sensitive public and represent a substantial reduction in visual quality.

- **Moderate Sensitivity**. Moderate sensitivity suggests that the public would probably voice concern over substantial visual impacts. Often the affected views are secondary in importance or are similar to others commonly available to the public.
- **Low Sensitivity**. Low sensitivity is considered to prevail where the public is expected generally to have little concern about adverse changes in the landscape, or only a small minority may be expected to voice such concern, even where the adverse change is substantial in intensity and duration.
- **No Sensitivity**. The views are not public, or there are no indications of public concern over, or interest in, scenic/visual resource impacts on the affected area.

A review of literature and maps, as well as an inspection of the proposed Project site and the potentially affected environs, served in identifying sensitive public views in which the Project would be visible. Several were selected for detailed analysis, based primarily on the Project's proximity to, and its degree of exposure within, those views. Consideration was also given to having the views be representative of the public experience in their being from points accessible to the public and readily located, based on the description and photographs presented in the visual impact assessment.

3.1.2.1.2 Critical Viewing Positions

The region of influence includes the Port, the Port of Long Beach, and sensitive land uses near these ports (e.g., parks, beaches, tourist facilities, and residential areas). Communities within the region include San Pedro, Rancho Palos Verdes, Wilmington, and Long Beach. Figure 3.1-2 is a map showing the viewing positions referred to in the analyses. The representative critical viewing positions chosen for detailed analysis of the proposed Project and its alternatives are listed in Table 3.1-1. These are located west and northwest of the proposed Project, particularly those along Cabrillo Beach and its vicinity (Viewing Positions 1 and 2, Figures 3.1-3, 3.1-4, 3.1-5, 3.1-6, and 3.1-7); the residential area in the San Pedro Bluffs above Cabrillo Beach and Lookout Point Park (Viewing Positions 3 and 4, Figure 3.1-8); and Angel's Gate Park (Viewing Positions 5 and 6, Figure 3.1-9 and Figure 3.1-10).

The proposed Project site is also visible from the more distant Deane Dana Friendship Park and Nature Center in San Pedro (Friendship Park) and the east-facing slopes of the Rancho Palos Verdes residential area (represented by Viewing Position 7, Figure 3.1-11, upper image); and from Averill Park in San Pedro (Viewing Position 8, Figure 3.1-11, lower image).

Additionally, four viewing positions were chosen as important and representative in assessing the No Federal Action/No Project and Reduced Project Alternatives. One is within San Pedro Plaza Park, Viewing Position 9 (Figure 3.1-12), and three are located at Ports O'Call Village, Viewing Positions 10, 11, and 12 (Figures 3.1-13 and 3.1-14). From these viewing positions, LAHD Berths 238-240 (see Figure 3.1-2) are visible, being directly across the Main Channel from Ports O' Call Village. Such views are important because these berths would receive a portion of additional forecasted marine tanker calls that would occur in the absence of the proposed Project or under the Reduced Project Alternative.

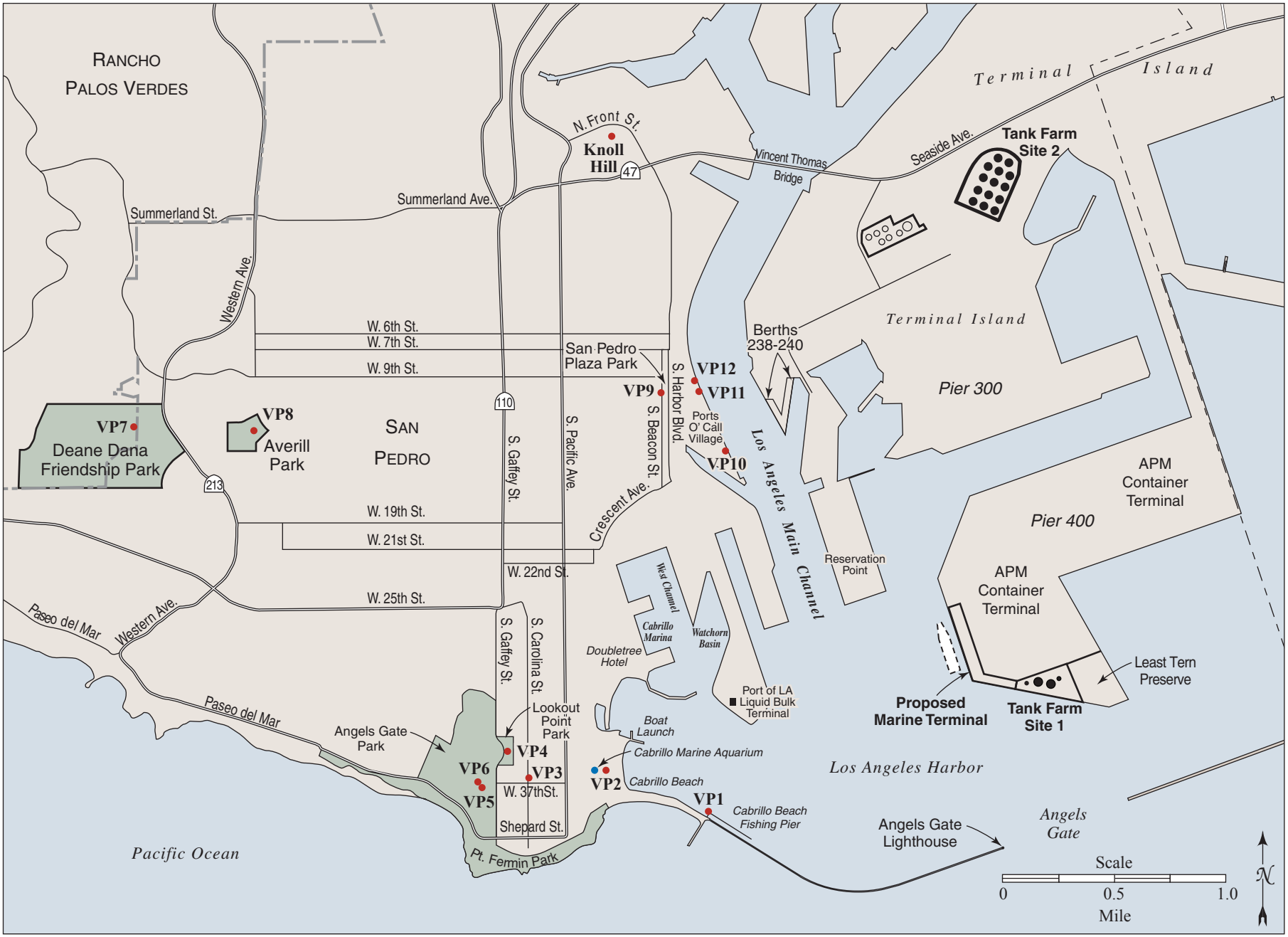

Figure 3.1-2. Map Showing the Viewing Positions Used in the Aesthetics/Visual Resources Assessment

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Table 3.1-1. Critical Views Assessed, their Existing Visual Condition, and their Application to the Proposed Project and/or Its Alternatives

Viewing Position	*Description*	*Visual Modification Class*	*Viewing Positions Applicable to:*		
			Proposed	*No Federal Action/ No Project*	*Reduced Project*
VP 1	Cabrillo Beach	VMC 1	X	X	X
VP 2	Cabrillo Beach	VMC 1	X	X	X
VP 3	San Pedro Bluffs Residential	VMC 4	X	X	X
VP 4	Lookout Point Park	VMC 1	X	X	X
VP 9	San Pedro Plaza Park	VMC 1	NA	X	X
VP 10	Ports O' Call Village	VMC 1	NA	X	X
VP 11	Ports O' Call Village	VMC 1	NA	X	X
VP 12	Ports O' Call Village	VMC 1	NA	X	X

Aside from those portions of the communities of San Pedro and Rancho Palos Verdes to the west of the site, residential areas in the vicinity of the proposed Project include that part of San Pedro well to the northwest (north of Vincent Thomas Bridge) and the community of Wilmington, due north. The point within San Pedro northwest of the proposed Project site with the most unencumbered views is Knoll Hill, the site for a temporary off-leash dog park (Figure 3.1-2). The upper image in Figure 3.1-15 shows the view to the east-southeast from there. As indicated by the image, the Vincent Thomas Bridge along the right side of the view substantially intercedes in the view of Port facilities south of the bridge. Elsewhere within this part of San Pedro, views of Port features south of the bridge are similarly screened by the bridge, if not blocked entirely by residences and landscaping in the immediate neighborhood.

The lower image in Figure 3.1-15 is the view to the south from Banning's Landing, a community center serving Wilmington (located as shown in Figure 2-2). This is the community's only view to the interior of the Port and is highly important to the community. The facility is located at that point within Wilmington closest to the proposed Project site. The proposed Project, however, would not be visible from here, as illustrated by the photograph. Docked cargo ships, cranes, and stacked cargo within the Yusen Container Terminal at Berths 215–217 due south of Banning's Landing block the proposed Project site and vicinity from view.

In summary, the proposed Project would not be visible from the part of San Pedro northwest of the proposed Project, and from Wilmington, to its north. Views from Wilmington and the northwest part of San Pedro will not, therefore, be considered further in this assessment.

Most of the views of the Project site from residential areas within the City of Long Beach are obscured by the downtown buildings. This screening effect is increased by the flat topography of the surrounding area (Deep Draft FEIS/FEIR; USACE and LAHD, 1992). According to the Deep Draft FEIS/FEIR, some Los Angeles Harbor facilities may be visible from high-rise residential structures in downtown Long Beach along Ocean Boulevard. However, none of the proposed Project features would likely be noticeable because: 1) The entirety of Long Beach Harbor's facilities would intervene and/or dominate attention, and; 2) the viewing distances are such that the proposed Project features would be comparatively small in scale, as seen in the wide context of the surrounding Port facilities. The nearest Project feature, Tank Farm Site 2, would be about four miles away and seen in the context of the Vincent Thomas Bridge and surrounding Terminal Island facilities. The Marine Terminal and Tank Farm Site 1 would be over five miles away and on the west (far) side of the APM Terminal backlands.

Relative to the No Federal Action/No Project and Reduced Project Alternatives, two crude oil offloading berths in the Port of Long Beach would be affected. Additional marine tanker activity would occur in the future at Port of Long Beach Berths 84-87 and Port of Long Beach Berths 76-78 (see Figure 1-6). These berths are within Channel No. 2, and located 0.5 miles northeast of the Gerald Desmond Bridge/West Ocean Boulevard; 0.5 miles west of the Pico Avenue, U.S. Highway 710 and North Harbor Scenic Drive; and 0.9 to 1.6 miles northwest of the high-rise hotels and civic center at the west end of downtown Long Beach along Ocean Boulevard. Of the travel routes listed, only for North Harbor Scenic Drive are the views sensitive; in this case they are highly sensitive. However, ships docked at LAHD Berths 84-87 and 76-78 cannot be seen from this road due to obscuring roadside Port facilities. Pico Avenue serves industrial traffic (no sensitivity), and there are no indications of sensitivity for views from U.S. 710. Moreover, ships docking at the berths noted cannot be readily seen from these routes. Assuming that the high-rise hotels along Ocean Boulevard partly serve tourists visiting the attractions within and along the Long Beach Harbor, views from these structures are considered highly sensitive. However, scenic Harbor attractions are to the south and southwest. LAHD Berths 84-87 and 76-78 are 105 degrees to 120 degrees toward the northwest, thereby being peripheral to these sensitive views.

To summarize, proposed Project features and those of the No Federal Action/No Project and Reduced Project Alternatives would not be within sensitive views from downtown Long Beach because of distance, the scale of the proposed Project features, and the dominance of nearby Port facilities. Therefore, views from Long Beach are not considered further in this assessment.

3.1.2.1.2.1 Views from Cabrillo Beach and Vicinity (VP 1 and VP 2)

Cabrillo Beach, along with its historic Bathhouse, and the Cabrillo Beach Fishing Pier at the east end of the beach, are among the recreational and tourist facilities to the southwest of the proposed Project site. Others include the Cabrillo Marine Aquarium and Cabrillo Marina. To the south of the proposed Project area is the historic Angel's Gate Lighthouse, dating to 1913, which is located at the eastern extremity of the 9,250 foot long breakwater. The mile-long Cabrillo Beach serves a variety of activities, including swimming, surfing, scuba diving, volleyball, wind surfing and jet skiing. Apart from views from ships navigating the Main Channel,

Photography by Lawrence Headley & Associates

Figure 3.1-3. Top Left to Bottom Right: The Panorama Seen from West End of Cabrillo Beach Fishing Pier (VP 1), Looking West to Northwest toward the San Pedro Bluffs, Rancho Palos Verdes, Cabrillo Beach, Fort MacArthur and Cabrillo Marina

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Photography by Lawrence Headley & Associates

Figure 3.1-4. Top Left to Bottom Right: The Panorama Seen from West End of Cabrillo Beach Fishing Pier (VP 1), Looking North to Northeast toward the Cabrillo Marina, West Channel, Watchorn Basin, Port of Los Angeles Liquid Bulk Terminal

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Photography by Lawrence Headley & Associates

Figure 3.1-5. Top Left to Bottom Right: The Panorama Seen from West End of Cabrillo Beach Fishing Pier (VP 1), Looking Northeast toward the APL and APM Terminals on Piers 300 and 400, and the Site for the Proposed Marine Terminal, and Tank Farm Site 1

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Photography by Lawrence Headley & Associates

Figure 3.1-6. Top Left to Bottom Right: The Night Lighting at Dusk Seen in a Panoramic View from the West End of Cabrillo Beach Fishing Pier (VP 1), Looking Northeast toward the Site for the Proposed Marine Terminal

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Photography by Lawrence Headley & Associates

Figure 3.1-7. Top Left to Bottom Right: The Panorama Seen from Cabrillo Beach (VP 2), Looking Northeast to Southeast over Los Angeles Liquid Bulk Terminal and Reservation Point toward APM Terminal Cranes, Pier 400 Face D, and Tank Farm Site 1

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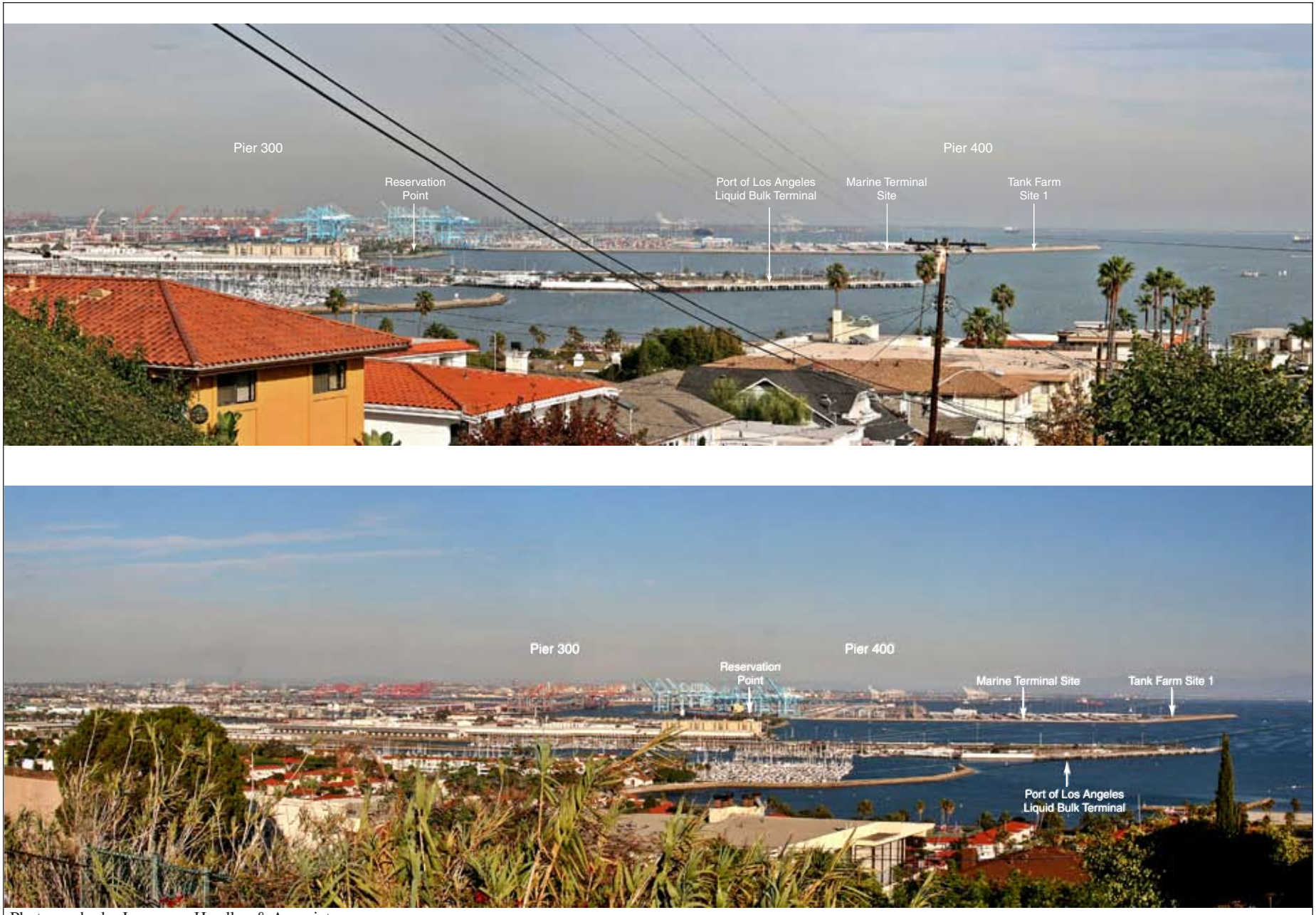

Photography by Lawrence Headley & Associates

Figure 3.1-8. Panoramas Showing Pier 400, Seen from (Top): the Southeast Corner of the Intersection of Carolina Street and 37th Street in San Pedro Bluffs (VP 3); and (Bottom): from Lookout Point Park (VP 4)

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Photography by Lawrence Headley & Associates

Figure 3.1-9. (Top): View to the Northeast from within Angel's Gate Park at a Point 120 feet Southeast of the Korean "Bell of Friendship" Pavilion (VP 5); and (Bottom): Looking Southeast from a Point along the South Side of the Pavilion (VP 6)

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Photography by Lawrence Headley & Associates

Figure 3.1-10. Views to the South (Top) and Southwest (Bottom) from a Point within Angel's Gate Park along the South side of the Korean "Bell of Friendship" Pavilion (VP 6)

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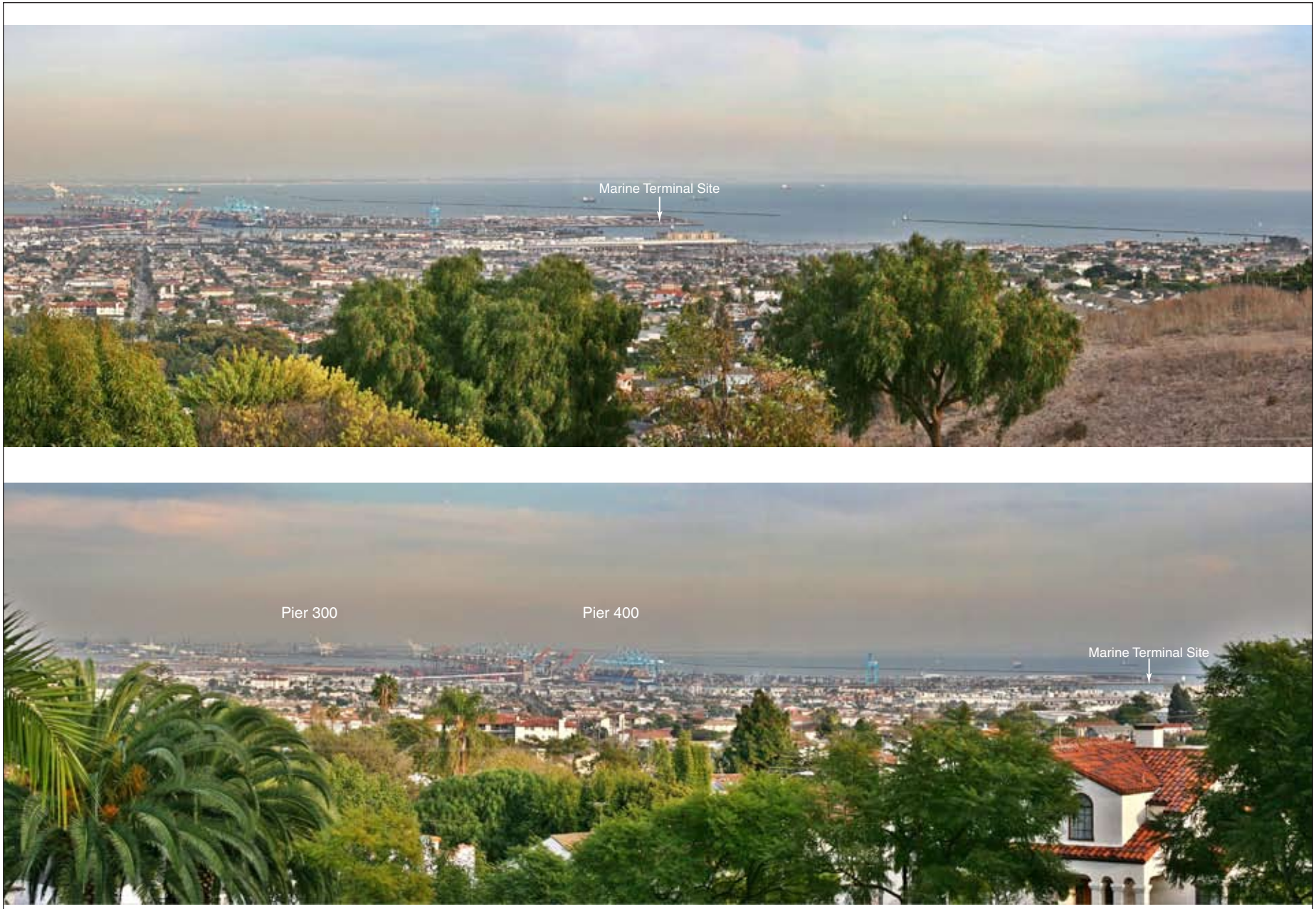

Photography by Lawrence Headley & Associates

Figure 3.1-11. Views Looking East to Southeast from (Top): a Point along the East Side of Visitor Center Parking Lot for Deane Dana Friendship Park and Nature Center (VP 7), and (Bottom): Gazebo at Averill Park (VP 8)

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Photography by Lawrence Headley & Associates

Figure 3.1-12. The Panoramic View across Ports O' Call Village and the Main Channel from Viewing Position 9 at San Pedro Plaza Park between 9th St. and 10th St., Looking toward LAHD Berths 238-240

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Photography by Lawrence Headley & Associates

Figure 3.1-13. Panoramic View across the Main Channel Looking toward LAHD Berths 238-240 from the Patio at Ports O' Call Restaurant (VP 10)

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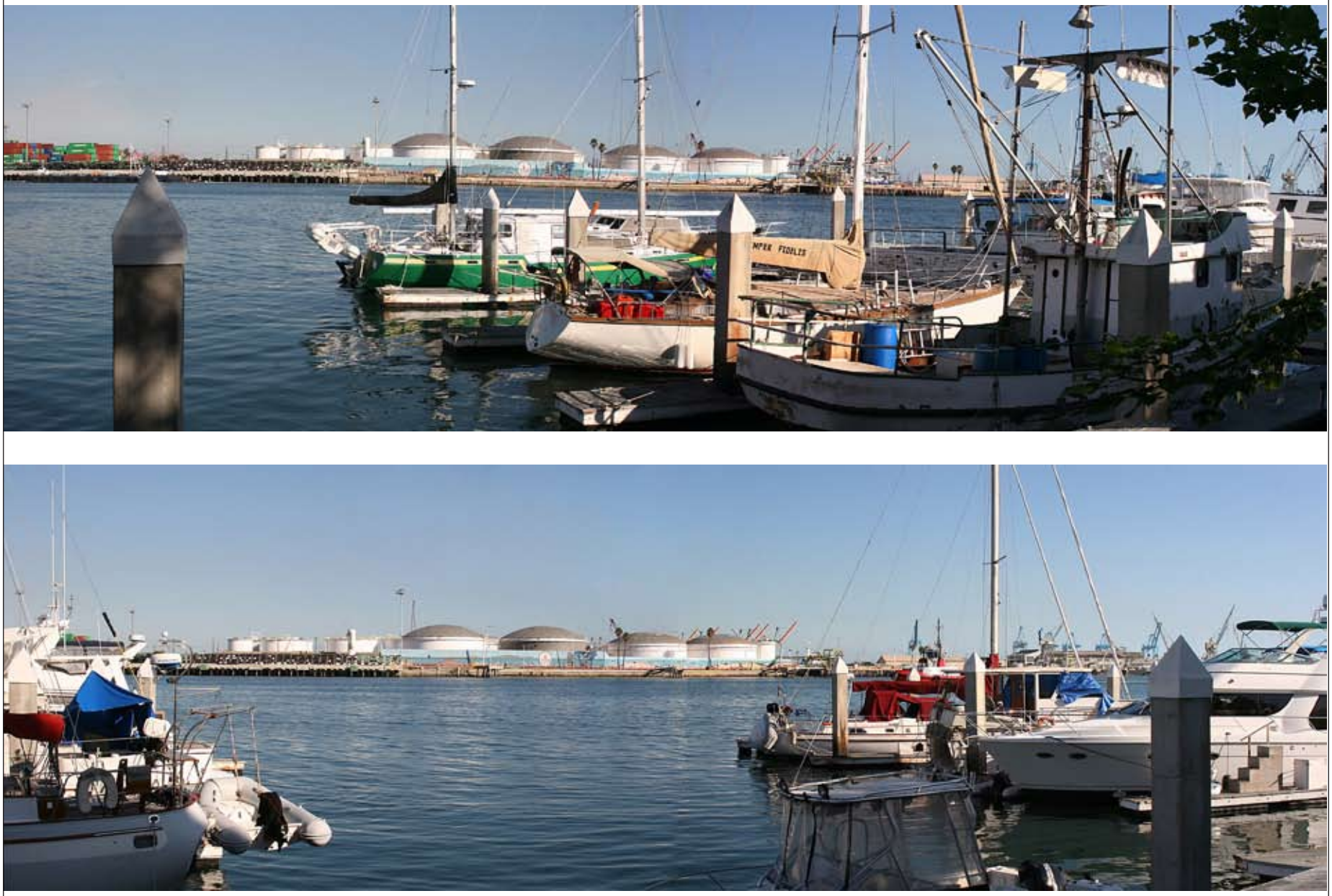

Photography by Lawrence Headley & Associates

Figure 3.1-14. Views across the Main Channel Looking toward LAHD Berths 238-240 from Ports O' Call Village at (Top): Simon's Waterfront Banquet Center (VP 11) and (Bottom): Fisherman's Seafood Restaurant (VP 12)

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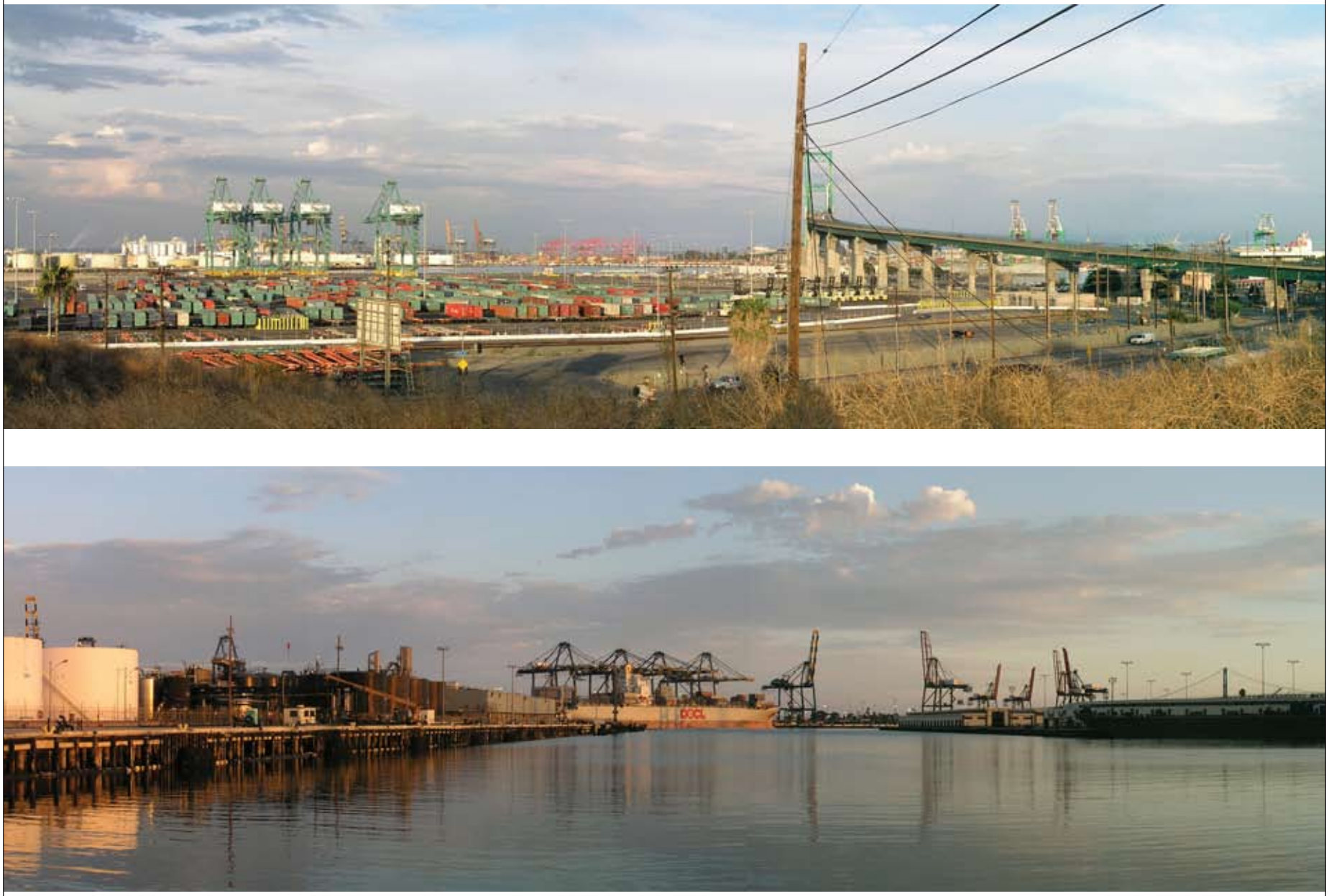

Photography by Lawrence Headley & Associates

Figure 3.1-15. (Top): The View from Knoll Hill, in San Pedro, Looking East to Southeast; (Bottom): The View from Banning's Landing, in Wilmington, Looking South

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Cabrillo Beach and its environs offer the public vantage points closest to the proposed Project site. Views from areas supporting tourism and recreation are considered highly sensitive (Table G-1, Appendix G).

Cabrillo Beach is actually two beaches: one outside the breakwater with ocean surf, and the second within the protected harbor. Views from the former are directed south toward Catalina Island and the open ocean. Those from inside the breakwater encompass the beach, the San Pedro Bluffs, Fort MacArthur Military Reservation, Cabrillo Marina, and the Port's southernmost piers and facilities. They are represented by Figures 3.1-3, 3.1-4, 3.1-5, and 3.1-7. The first three together capture a 180-degree panorama seen from the west end of the Cabrillo Beach Fishing Pier (Viewing Position 1). This panorama extends from the breakwater and San Pedro Bluffs (southwest) and continues to the northeast to include Faces C and D of Pier 400, along or beyond which lie the sites for the Marine Terminal and one of the proposed tank farms (Tank Farm Site 1). The fourth image, Figure 3.1-7, is a view toward the proposed Marine Terminal from the main part of Cabrillo Beach, looking northeast to southeast (Viewing Position 2). The array of images is included to show the breadth and character of the views from Cabrillo Beach in relation to the proposed Project site. Viewing Positions 1 and 2 represent those that are the most critical in this area. They encompass the range of viewing distances to the proposed Project—1.3 and 1.6 miles, respectively—and the degree of proposed Project exposure that would occur. Note that viewing distances used for the analyses are from the viewing positions to the location for the nearest proposed Project feature, a marine tanker docked at the proposed Marine Terminal.

3.1.2.1.2.2 Views from San Pedro and Rancho Palos Verdes (VP 3 through VP 9)

San Pedro Bluffs Residential Area (VP 3)

Along the bluffs to the west of the proposed Project site is a residential area within San Pedro. The bluffs are steep (16 – 18 percent slope) and form the east edge of a terrace elevated 100 feet above the Harbor. Just west of the bluffs the land is gently sloping, offering less opportunity for Harbor views over adjacent homes. Along the west side of the terrace, the land is again steep and elevated (140 to 250 feet above the bay), and homes there have broad views of the Harbor. A representative view from this area is shown in Figure 3.1-8 (upper image). The viewing position (Viewing Position 3) is about 180 feet above the harbor and on an 18 percent slope; it is located at the intersection of 37th Street and Carolina Street, approximately 1.9 miles from the proposed Project site. Faces C and D of Pier 400, the sites for the Marine Terminal and Tank Farm Site 1, are clearly visible in the distance across the Main Channel.

Views from residential areas are considered to be highly sensitive and many homes in the Bluffs area have direct views of the proposed Project site. The view in Figure 3.1-8, depicts the proposed Project site as seen in conjunction with the backlands, berths and cranes at the APM Terminal. Also in view is the entrance to the West Channel (the nearest body of water), the Port Liquid Bulk Terminal (extending between the observer and the Main Channel), and Reservation Point - in line with the blue APM Terminal cranes. Although adjacent structures limit the breadth of views, the viewing distance and elevation allow a broad and varied expanse of the Port to be within sight.

Lookout Point Park (VP 4)

Designated viewing areas such as Lookout Point Park are considered to be highly sensitive. The Port facilities visible from the San Pedro Bluffs residential area are also visible from here, with the proposed Project site appearing in the background. The park's being a designated public viewing opportunity, together with the degree to which the proposed Project would be visible from here, indicates that consideration of the view from the park is critical to the visual impact assessment.

The lower image in Figure 3.1-8 (Viewing Position 4) shows the part of the panorama available from Lookout Point Park, which is about 800 feet northwest of Viewing Position 3. Here the observer is about as far from the proposed Project site as for Viewing Position 3 (2.0 miles), but is higher, at an elevation of about 240 feet. Two telescopes directed toward the Port have been provided for public use, and the only views available are to the East, toward the Harbor, and to the southeast, toward the entrance to the outer Harbor. Clearly, the park was created to offer a distant view of the vast Port complex and its interface with the open ocean. The view includes a part of the Port of Long Beach in the distance as well.

Unlike views from the San Pedro Bluffs residential area, where the views are involuntarily experienced over the long term, those from Lookout Point Park are experienced by choice and are brief in duration; that is, a motorist makes a decision to pull into the parking area to appreciate the view for a comparatively short time, then leaves. While views from designated "scenic" turnouts, especially those from within a park, are considered highly sensitive, it may be reasonably assumed that the public expects to see the Port environment and is not adversely sensitive to this view. By comparison, views of the Port environment from the residential area are highly sensitive, and residents are without alternative viewing choices where their homes face to the northeast or east.

Angel's Gate Park (VP 5 and VP 6)

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

The Park's highest point is over 300 feet in elevation, and the topography presents a broad ridge trending to the south, with slopes oriented to the southwest and southeast. The Korean Bell of Friendship and its sheltering pavilion are located along this ridge and in the southern third of the park. Although the park extends further to the south, these features are the southernmost park attractions. Therefore, views from their vicinity are the most important of those from points at this end of the park. From the pavilion, the views are panoramic across 270 degrees and are centered due south toward Catalina Island. Figures 3.1-9 and 3.1-10 represent these views, as seen from Viewing Positions 5 and 6 (see Figure 3.1-2 for their locations). A marine tanker docked at the proposed Marine Terminal would be 2.1 miles from these positions.

The proposed Project site is visible in the upper image of Figure 3.1-9 (Viewing Position 5), looking northeast. From here one can see most of Face C of Pier 400, the site for the Marine Terminal, and Face D, the site for Tank Farm Site 1. This view is from the east end of the concrete promenade shown in Figure 3.1-10, upper image, left side. It is the only view from points immediate to the pavilion where the Project site is largely visible. From points north of Viewing Position 5 and near the pavilion, the Project site is substantially screened from view by landscaping and residential structures.

The primary views are directed toward the southeast, south and southwest, as noted and shown in Figures 3.1-9 and 3.1-10, from 180 degrees to 90 degrees away from the Project site. Those to the northeast are extremely peripheral and limited, as noted, by landscaping and buildings. Although all views from Angel's Gate Park are highly sensitive, the proposed Project's exposure in these views would be incidental and not representative of the visual experience there. While meeting one criterion for being considered a critical public view—sensitivity—views of the proposed Project site do not meet the other—substantial project exposure—due to the peripheral, incidental nature of the views potentially affected. Therefore, the views from within Angel's Gate Park will not be considered further in this assessment.

Deane Dana Friendship Park and Nature Center (Friendship Park) and Averill Park (VP 7 and VP 8)

Deane Dana Friendship Park (Friendship Park) and Averill Park are 3.5 and 2.9 miles northwest of the proposed Project site, respectively. Views from these two parks are shown in Figure 3.1-11, upper and lower images, respectively. Friendship Park is about 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; so many views are oriented toward the Port. The top image in Figure 3.1-11 presents a view to the east and southeast from a point along the east side of the visitor center (Viewing Position 7). That point is about 560 feet in elevation. Less than half of the panorama available is shown, as the Los Angeles Basin to the northeast is also in view. Given the viewing distance and the panorama available from Viewing Position 7, the proposed Project site is very much in the background and peripheral to the range of views available throughout the park.

Within the boundaries of Friendship Park is the Bogdanovich Recreation Center, in the southeast corner of the park. It offers playing fields, a multi-use field, community building, picnic area and lighted playground. Views from there are also panoramic; those toward the proposed Project site are represented by the view from Viewing Position 7.

Viewing Position 8 (Averill Park) is about 0.5 miles east of Viewing Position 7 (Friendship Park) and 230 feet lower (320 in elevation). It is a much smaller park that offers but one distant view (lower image in Figure 3.1-11). This view is from a gazebo located along the southeast edge of the park. Other park features include rolling lawns and mature groves of trees, ponds, picnic tables and barbeque pits. Most of the proposed Project site, while visible, is seen as a peripheral part of the

Port complex. Compared to the views from Friendship Park, the view of the proposed Project site from Averill Park is of much less importance.

To summarize, relative to Friendship Park and Averill Park the proposed Project site is extremely distant and peripheral, with the site appearing as a small part of the Port complex. Views from parks are treated as highly sensitive, but here the proposed Project's exposure in the subject views is not sufficient for them to be considered critical public views. Therefore, they will not be considered further in this assessment.

Views from San Pedro Plaza Park (VP 9)

The view from San Pedro Plaza Park is pertinent only to the No Federal Action/No Project Alternative. LAHD Berths 238-240, visible as shown in the images in Figure 3.1-12, would receive a portion of additional forecasted marine tanker calls that would occur in the future in the absence of the proposed Project. San Pedro Plaza Park runs from approximately 7th Street south to 22nd Street and provides a series of views that includes the residential uses to the west and the harbor-related industrial and commercial uses to the east. The panoramic view toward the Port in Figure 3.1-12 (Viewing Position 9) is from a point along the east edge of the park that is midway between 9th Street and 10th Street. The park ranges from 10 feet to 40 feet higher than Harbor Boulevard, seen in the foreground. The elevated viewing position provides a commanding panorama extending from the Vincent Thomas Bridge to the north to a glimpse of the Outer Harbor to the south. Views from public parks are treated as highly sensitive (Table G-1, Technical Appendix G), and an aspect of the No Federal Action/No Project Alternative would be substantially exposed to public viewing. Therefore, views from San Pedro Plaza Park are treated as critical to this assessment.

3.1.2.1.2.3 Views from within and along the Los Angeles Main Channel and within the Outer Harbor (VP 10 through VP 12)

Main Channel Views

South of the Vincent Thomas Bridge, the Main Channel receives a moderate level of use for non-shipping traffic, including cruise ships, passenger ferries, sightseeing boats, and recreational watercraft. Recreational watercraft also reach the Main Channel from the Cerritos Marina near the junction of East Basin and Cerritos Channel. Views from recreational watercraft are considered to be highly sensitive (Table G-1, Technical Appendix G).

The Port of Los Angeles Strategic Plan for Safety and Security has designated several areas in the Port as off-limits to recreational vessels. The designation is referred to as a Controlled Navigation Area (CNA). The CNAs, however, are not designated for areas of the Port that would restrict recreational vessels from approaching close to the proposed Marine Terminal and Tank Farm Site 1. Specifically, the Main Channel south of Reservation Point is not designated as a CNA, and the construction and operation of the terminal and tank farm would be readily in view from there out to the Outer Harbor.

West Shore Views

In addition to views from within the Main Channel, views from the channel's west shore are also important. South of Vincent Thomas Bridge and along the west side of the channel are numerous tourist attractions. These include the Los Angeles Maritime Museum located on Pier 84 and a 0.4-mile stretch of waterfront that includes restaurants, shops, the San Pedro Marina, and commercial facilities within Ports O'Call Village. The museum and village cater to tourists, while the marina serves recreation activities; therefore, views from these facilities are considered highly sensitive.

South of the Vincent Thomas Bridge, from within the Main Channel down to Reservation Point, the proposed Project site is variably obscured from view by wharves, cranes, stacked cargo containers and other terminal facilities depending on the size of the vessel. Cruise ships offer views over the dockside facilities mentioned, while views of the Project site from smaller pleasure craft would be completely blocked until these craft reach Reservation Point. South of there, the Project site is visible from all craft, at points ranging from 0.5 miles away to as close as 0.3 miles from the site. Conversely, such craft and ferries entering the outer harbor also have similarly close views of the Project site.

Along the west side of the Main Channel, Ports O'Call Village is the recreation/tourism facility closest to the proposed Project site, which is about 1.2 miles away. However, the proposed Project's features would be blocked from Village waterside views by structures on Reservation Point. Also, views from the Village are oriented to the northeast, and the Project site is 70 degrees away to the southeast. The Project site is, therefore, extremely peripheral to the primary viewing direction. In summary, relative to the proposed Project, views from Ports O'Call Village are not critical to this visual impact assessment.

The above discussion notwithstanding, relative to the No Federal Action/No Project Alternative views from within the Main Channel and along its west side from points north of Reservation Point are considered to be critical public views. Crude oil offloading facilities at LAHD Berths 238-240 are directly across the Main Channel from Ports O'Call Village. Under the No Federal Action/No Project Alternative, these berths would absorb an increment of increased marine tanker traffic resulting from forecasted increases in cargo throughput expected in the future. As shown in Figure 3.1-13, a photograph from Ports O' Call Restaurant's outdoor dockside patio (Viewing Position 10), views of the Main Channel can be panoramic. This restaurant is located at the south end of Ports O' Call Village. The two berths and storage tanks associated with this terminal are fully in view, as are the Evergreen Terminal's cranes and its backland container storage area well to the north. The view also extends substantially to the south down the channel. Elsewhere, pleasure craft docked nearby can partially block views of LAHD Berths 238-240. Figure 3.1-14 shows views from Simon's Waterfront Banquet Center (top image, Viewing Position 11) and from Fisherman's Seafood Restaurant (bottom image, Viewing Position 12). These two restaurants are near each other and are at the north end of Ports O' Call Village. As demonstrated by Figures 3.1-13 and 3.1-14, depending on the viewing position, the increased presence of marine tankers calling at this terminal would be largely to totally in view. Therefore, such views are critical relative to assessing the visual impact of the No Federal Action/No Project Alternative.

To summarize, north of Reservation Point the proposed Project site would not be visible from recreation and tourist sites along the west side of the Main Channel due to intervening Port structures. Moreover, it is peripheral to the primary viewing direction from there. These views, though highly sensitive, are therefore not considered "critical public views" relative to the proposed Project, as defined in this assessment. However, a feature of the No Project and Reduced Project Alternatives would be readily seen from such recreation and tourist sites, and views from these sites are therefore considered to be of critical importance to the assessment of that alternative.

On the other hand, views from pleasure craft, ferries, and cruise ships would have direct and close-up views of the proposed Project's Marine Terminal and Tank Farm Site 1. As well, from the channel there would be direct and close-up views of LAHD Berths 238-240 and the increased marine tanker traffic that would occur under the No Project and Reduced Project Alternatives. Such views are highly sensitive and are, therefore, critical to the Aesthetics/Visual Resources assessment.

3.1.2.1.2.4 Views from Local Scenic Routes and Bikeways

Appendix E of the City General Plan Transportation Element (City of Los Angeles 1999a) designates as a "Scenic Highway" several road segments that are to the northwest and west of the proposed Project site. By definition, views from designated scenic routes and highways are highly sensitive. This "Scenic Highway" comprises several connected streets: John S. Gibson Boulevard, Pacific Avenue, Front Street, Harbor Boulevard to Crescent Avenue, along Crescent Avenue to W. 22nd Street, west on W. 22nd Street to S. Pacific Avenue, south along S. Pacific Avenue to Shepard Street, east on Shepard Street to S. Paseo Del Mar, east on S. Paseo Del Mar to S. Western Avenue, north on S. Western Avenue to W. 25th Street, then east along W. 25th Street, which becomes Palos Verdes Drive.

Chapter IX of the City of Los Angeles General Plan Transportation Element includes an inventory of City-wide bikeways (City of Los Angeles 1999c) that are designated as: Class I Bike Paths, Class II Bike Lanes, and Class III Bike Routes. Coincident with the stretch of City-designated Scenic Highway noted above is a bikeway that is almost entirely a Class II Bike Lane. The exception is a short stretch of Class I Bike Path along the Crescent Avenue stretch of the Scenic Highway, and one that connects S. Pacific Avenue to Cabrillo Beach along Stephen M. White Drive. Class I Bike Paths and Class II Bike Lanes can be commuter/utilitarian or recreational in function. Those that are used for recreation are expected to offer scenic views and to connect regional open spaces and other recreational activity centers (City of Los Angeles 1999c). It is assumed that the subject bikeways were routed to provide bicycle access to the recreational opportunities within the Los Angeles Harbor area and to capture the potential for scenic views of the Port and Cabrillo Beach. The assumption is based on the bikeways' coinciding with the Scenic Highway and that the Class I Bike Path along Stephen M. White Drive leads to Cabrillo Beach. Therefore, sensitivity for views from these Class 1 and 2 Bikeways, given their being oriented toward recreation and scenic views, is presumed to be high. The views from the bikeways along the Scenic Highway are identical to those from this road. Therefore, the discussion of road-based views that follows applies as well to those from these bikeways.

Several factors variably affect views of the sites for the proposed Project and its alternatives from the streets comprising the Scenic Highway such that they are either blocked from view or effectively not within view. For instance, along S. Harbor Boulevard opposite Ports O' Call Village, an aspect of the No Project and Reduced Project Alternatives is to the east on the far side of the Main Channel at LAHD Berths 238-240. Under these two alternatives, the number of marine tanker calls at LAHD Berths 238-240 is expected to increase from approximately 1.3 per week in the CEQA Baseline year (2004) to approximately 4 per week. However, buildings and landscaping within Ports O' Call Village block views of the Main Channel and facilities along its east side and the increased presence of marine tankers would not be noticed.

Regarding the proposed Project, the first opportunity to view its site would be at the south end of Harbor Boulevard where it meets Crescent Avenue. Prior to that point, Port structures intervene. At the boulevard's south end, few facilities intercede in views toward the site, but the site would be at a 64-degree angle to the east of the direction of travel and functionally not within a motorist's field of view. Crescent Avenue runs northeast-southwest along a bluff, offering elevated views of the Harbor. However, from the southbound lane of Crescent Avenue, the proposed Project site is behind the motorist; from the northbound lane, the site is about 60 degrees to the east of the direction of travel and effectively not in view. Therefore, along S. Harbor Boulevard and Crescent Avenue, the proposed Project would either be blocked from view or effectively not within a motorist's view.

From the south end of Crescent Avenue to Shepard Street along S. Pacifica Avenue, homes along the street and within Fort MacArthur Military Reservation block sight of the proposed Project area. Moreover, S. Pacific Avenue runs north-south, placing the proposed Project site 90 degrees or more to the east, outside a motorist's field of view. A combination of residential development and topography blocks sight of the proposed Project area from the remainder of the Scenic Highway.

In summary, because there are no views of the proposed Project site and those of the alternatives from the designated Scenic Highway and the bikeways along its route, views from this road and the bikeways along it will not be considered further in this assessment.

Concerning the Class I Bike Path along Stephen M. White Drive, there are limited views of the harbor on the descent from S. Pacific Avenue to Cabrillo Beach. Trees east of the road substantially constrain the views of the Port to brief glimpses. As the road enters Cabrillo Beach parking lot, trees within the parking area block views until one approaches the entrance to the road leading out to Cabrillo Beach Fishing Pier. From here to the pier, these views are well represented by those from Cabrillo Beach and the Fishing Pier, which are discussed in Section 3.1.2.2.3.1 (Views from Cabrillo Beach and Vicinity). Based on the very limited exposure of the Port from most of this Bike Path, views from this bikeway are not considered to be critical to the analyses.

3.1.2.2 Existing Visual Resource Condition

3.1.2.2.1 Technical Approach

3.1.2.2.1.1 Overview

The visual condition includes both the existing daytime visual condition of the proposed Project's vicinity and the existing night lighting condition. The methodology used to describe the existing visual condition of the proposed Project vicinity is detailed in Appendix G (The Visual Modification Class Approach to Assessing Impacts on Aesthetics/Visual Resources). The existing visual condition of the landscape is assessed in terms of the character of features and sources of lighting within public view, the degree to which such features and light sources are congruent with the established, dominant character of the setting, and the coherence of the pattern in which these features and lighting sources are distributed.

The existing visual condition serves as the point of reference for evaluating the intensity of potentially adverse changes. It is a function of how noticeable incongruous features or lighting may be within current public views, and the coherence of the landscape (pattern in which landscape features are distributed). Visual condition is evaluated as being within one of four Visual Modification Classes (VMCs), as described in Table G-2, Appendix G. It is also described in terms of "visual access": the extent to which historically available scenic views have become blocked or have become less accessible to the public.[1] The Visual Modification Classes are described as follows:

- **Visual Modification Class 1**. The highest quality landscapes are those that are Visual Modification Class 1, in which all features and their distribution, as well as sources of lighting, appear to be characteristic of the established setting, and past actions have not introduced incongruous changes or altered viewing conditions, nor have such actions adversely affected the coherence (scale, pattern, organization, composition) of the landscape and its lighting; And: historically available and important views remain uninterrupted, and historically available access to public viewing positions has remained unimpeded.
- **Visual Modification Class 2.** Visual conditions that are Visual Modification Class 2 occur where adverse changes in the landscape and/or lighting are noticeable but subordinate to the features characteristic of the area; these changes may attract some attention, but they do not compete for it with other features in the field of view; and/or historically available scenic views may have become partly blocked or less inaccessible; And/Or: historically available views have become partially interrupted and/or the historically available access to public viewing positions has become noticeably, but only partly, impeded.

[1] The attribute of Visual Access is relevant to two of the six visual impact categories described in Section 3.1.4.1.2.3: Impact AES-1 and Impact AES-2.

- **Visual Modification Class 3**. Visual conditions that are Class 3 occur where adverse changes in the landscape and/or lighting are distracting to the point they compete for attention with other features in view; and/or historically available and scenic views have become substantially blocked and/or inaccessible; And/Or: historically available and scenic views have become largely interrupted, and/or the historically available access to public viewing positions has become substantially impeded.

- **Visual Modification Class 4**. The lowest quality landscapes are Visual Modification Class 4, where incongruous features introduced by past actions dominate attention, or patterns natural to the area have been altered to the point of incoherence; historically available scenic views have been totally blocked or made inaccessible; and/or lighting has been altered to the point of dominating attention or causing glare; And/Or: historically available scenic views have become totally blocked and/or historically available access to public viewing positions has been eliminated.

3.1.2.2.1.2 Existing Visual Condition: Landscape Features

As noted, visual conditions are assessed only relative to critical public views, those that are both sensitive and also substantially exposed to the proposed Project site. The following factors define the visual condition of landscape features:

- **Visual Character: Physical Features and their Patterns of Distribution.** A fundamental attribute of the existing visual condition of a landscape is its established visual character, which is defined in terms of the physical features and their distribution that are associated with the type of landscape that is the context for the assessment. Features are treated as inherent—e.g., an established part of the setting—if they reflect how the landscape was formed, how it functions, and how it is structured.

- **Congruence (Intactness).** A second attribute of the existing visual condition of a landscape is the degree to which its features currently are, or appear to be, congruent with those inherent to the character type of the potentially affected area. In terms of the FHWA methodology, what is being measured is the landscape's current state of "intactness," the integrity of the character type in terms of the degree to which it is free of "encroaching elements."

Congruence, therefore, is inversely related to the degree to which past actions have noticeably and unfavorably affected landscape features, and/or have noticeably introduced features that individually or in aggregate do not appear to be consistent with (inherent to) the underlying landscape character type. The aggregate of such unfavorable (incongruous) changes would lessen the "intactness" of the landscape.

- **Coherence (Unity)**. The third attribute of existing visual condition is the way in which landscape features are arrayed and whether or not this distribution expresses how the landscape was formed, how it functions, and how it is structured. A landscape may be "intact" relative to the

types of features present, yet past actions may have affected their arrangement such that they are not coherently arrayed in the context of the whole. In the terms of the FHWA methodology, the degree of visual coherence defines the "unity" of the landscape. For instance, a rural residential area may once have comprised a unified array of single family homes on large lots, but subsequent re-zoning has resulted in encroaching pockets of quarter-acre lot subdivisions in a haphazard pattern. All housing in the area is of a type—single family housing—but its organization does not coherently express rural residential zoning. The relevance of this attribute potentially increases with the congruence of the landscape; conversely, for a landscape with distractingly incongruent features, coherence is not, by definition, possible.

- **Visual Access.** Apart from its physical features, the affected landscape is also described in terms of the viewing conditions which control the public's visual access to the potentially affected landscape. These conditions include the public's physical access to viewing positions, the breadth of available views (panoramic or narrowly focal), the duration and timing of views (seasonal views, views restricted to certain parts of the day due to controlled access), whether the views are from stationary or mobile positions (along roads, trails and waterways), and the viewing angle. Past actions may have limited physical access to formerly available viewing positions or partially or totally blocked visual resources from public view, shortened view duration, or altered when the views are available (i.e., entry limited to certain hours of the day or times of the year).

3.1.2.2.1.3 Existing Visual Condition: Sources of Light and Glare

The assessment of light and glare, for this analysis, is directed to proposed Project-related sources of night lighting only. Glare from reflected sunlight can occur during the daytime, depending on the reflectivity of materials of construction, the direction of sunlight, and the position of the observer. However, in the case of the proposed Project, daytime glare is not an issue because none of the materials of construction would be reflective. Therefore, regarding proposed Project-related sources of night lighting, in this assessment "light" refers to artificial light emissions, or the degree of brightness, generated by a given source. The Illuminating Engineering Society of North America (IES) defines glare as "the sensation produced by luminance in the visual field that is sufficiently greater than the luminance to which the eye has adapted to cause annoyance, discomfort, or loss of visual performance and visibility" (IES 1993).

For this assessment, the existing condition of light and glare is defined by the following characteristics:

- **Lighting Character: Light Sources and Their Pattern of Distribution**. The character of lighting is defined in this assessment in terms of the types of lighting present and their pattern of illumination. Illumination may be described in terms of: 1) Ambient Lighting, the general overall level of lighting in a given area due to the various light sources present; 2) Corona, which is the diffuse halo of light that exists above a lit area, usually against a dark background and discerned only at

substantial distances; and 3) Glare, as defined above: focused, intense, point-source or reflected light. For this assessment, the views analyzed were too close to the Port for the corona of collective lighting to be a factor, as this phenomenon is observed only at great distance, if at all.

- **Congruence (Intactness)**. As with daytime visual conditions, this attribute is the degree to which past actions have noticeably and unfavorably changed the type and/or intensity of lighting in an area such that the result appears incongruent with the inherent character of lighting in the area.
- **Coherence (Unity).** This attribute, as it pertains to lighting, is the internal consistency of scale, pattern and organization of the sources and effect of lighting relative to the potentially affected area.

3.1.2.2.2 Visual Resources Context

3.1.2.2.2.1 San Pedro Bay Ports

Features

The Port landscape is highly engineered, reflecting more than a century of construction of breakwaters, dredging of channels, filling for creation of berths and terminals, and construction of infrastructure to support Port operations. As a result, the Ports of Los Angeles and Long Beach now constitute a large and distinct landscape region. This landscape is characterized by berths, warehouses, container yards, tank farms, processing plants, buildings, and parking lots, as well as infrastructure such as bridges, intermodal (rail and truck) facilities, rail lines and spurs, pipelines, gantry cranes, and other equipment.

Land uses within the Port also include recreational destinations and commercial operations such as the World Cruise Center, sport fishing concessions, marinas, a hotel, retail shops, Cabrillo Beach and boat launch. For recreational activities, the Port provides slips for 5,000 pleasure craft, sport fishing boats, and charter vessels. Community facilities include a waterfront youth center, a boat launch ramp, and a public swimming beach. Educational facilities within the Port include the College of Oceaneering, Cabrillo Aquarium, and the Maritime Museum.

The appearance of many Port operations is functional in nature, characterized by exposed infrastructure, open storage, the use of unfinished or unadorned building materials, and the use of safety-conscious, high-visibility colors such as orange, red, or bright green for mobile equipment such as cranes, containers, and railcars.

In recent years, the development trend throughout the Ports of Los Angeles and Long Beach has been toward fewer and more consolidated berths and terminal backlands that accommodate larger post-Panamax-sized container ships and increased cargo throughput. As a result, longer berths and cranes with longer booms have been added. These changes have affected the visual character of the Port by increasing the scale of facilities visible throughout the area.

Lighting Environment

The Port includes approximately 32 terminals and other facilities, all of which are illuminated at night. The Port is contiguous with the Port of Long Beach to the east, with similarly illuminated facilities. The Port is a landlord Port with oversight of its tenants' facilities. The Port may develop a facility's lighting program and other site improvements to meet tenant requirements, or it may review, modify, and approve terminal designs and lighting programs submitted by tenants**.** Lighting programs, including selection of fixtures, layout design, and hours of illuminated operations, are unique to each Port facility and vary according to operations (e.g., containers versus liquid bulk) and the kind of facilities on site (e.g., buildings, backlands, tank farms, cranes). There is a close correlation between the age of a light fixture and the facility it is associated with, since most light fixtures were installed at the time of a facility's original construction or most recent redevelopment, and therefore correspond to the age of the facility and its infrastructure. Terminals operate on independent schedules, with increased day- and nighttime operations when a ship is at berth and requires loading or unloading, or during seasonal periods of high demand.

Although not a direct light source, open areas of water throughout the Port contribute to the nighttime lighting environment by reflecting artificial illumination to the point of increasing its effect. Sensitivity to light and glare may therefore be greater for viewing positions adjacent to water surfaces.

The Port requires all new or redeveloped facilities to adhere to lighting guidelines established by its Engineering Division (Section 3.1.3.1.1, Port of Los Angeles's Terminal Lighting Design Guidelines) but does not enforce the guidelines retroactively at existing facilities that are not undergoing redevelopment. Generally, the newest facilities at the Port, such as Berth 100 in the West Basin and Pier 400, have been fitted with the most modern lighting fixtures available.

3.1.2.2.2.2 Pier 400

Features

Pier 400 includes Berths 401-406 and is located on the east side of the Los Angeles Harbor in the Terminal Island/Seaward Extension Planning Area of the Port (Planning Area 9). These berths, like the others in the West Basin, are used primarily for containerized terminal operations.

Pier 400 has a land area of approximately 590 acres, 480 acres of which serves the APM Terminals, the remainder including the transportation corridor, the California Least Tern Reserve and its adjacent area, and the area south of Reeves Avenue. The terminal started operating in August of 2002 and is the largest proprietary container terminal in the world. It features 6 berths extending over 7,000 feet, 14 super post-Panamax 100-gauge cranes, and a 40-acre on-dock rail facility. Terminal features also include several buildings serving administration, vessel operations, rail operations and maintenance and repair. However, most of the terminal's land area is occupied by container backlands extending from the wharves to the perimeter of the terminal. The backlands are designed for the short-term storage of containers that have been discharged from, or are scheduled to be loaded aboard, vessels calling at the Port. The containers are each eight feet high and stacked between two and five units high, depending on storage needs.

The closest land-based public view (apart from the Angel's Gate Lighthouse, which is seldom visited by the public) is from Cabrillo Beach Fishing Pier (Figure 3.1-5). The blue gantry cranes prominently in view belong to the APM Terminal, the closest being the cluster (center, upper image) along Berths 404-406. To the right of those, the rest of the APM Terminal cranes and container backlands are visible across Face C of Pier 400 (the Marine Terminal site). The red cranes to the left, seen across North Basin, belong to APL Terminal; they line Pier 300 on the north side of North Channel. The gantry cranes lining the wharves are dominant visual landmarks for Pier 400, but berthed ships are also readily visible from many viewing positions and may be considered to be iconic of a working port.

On the right side of the lower image in Figure 3.1-5 is Face D of Pier 400 and the undeveloped fill area at its south end. This undeveloped land is the site for the proposed Tank Farm Site 1 as well as the existing, 15-acre California Least Tern Nesting Area, a human-made preserve that was provided as mitigation for the Pier 400 Project. Note that the strip of land along Face C that is the site for the Marine Terminal is not visible in the images in Figure 3.1-5, nor is the vacant site for Tank Farm Site 1. Even from elevated positions, such as Viewing Positions 3, 4, 5 and 6, the Marine Terminal site cannot readily be seen (Figures 3.1-8 and 3.1-9), and the tank farm site is barely discernible.

Aside from the various low-profile buildings (low compared to the cranes), also visible in the APL Terminal backlands are the 120-foot-tall high-mast lights, as shown. The white gantry cranes seen in the lower image of Figure 3.1-5 are within the Port of Long Beach and are five miles away.

Lighting Environment

The overall lighting environment within Pier 400 and Terminal Island includes two types of light sources: (1) fixed, or stationary, light sources associated with terminals, which include crane lights, parking lot and backland light standards, building security lighting, and terminal access road or rail spur lighting; and (2) mobile light sources associated with ship, rail and truck traffic, cargo-moving equipment, and other vehicles on interior Port roadways. Commercial, recreational, and other facilities representing light sources are also present in the Port, but are not sufficiently close to Pier 400 to influence the immediate light environment; therefore, these light sources are not included in this assessment.

Stationary and mobile light sources on Pier 400 and Terminal Island are described below:

- **Gantry Cranes.** The existing gantry cranes lining Berths 401-406 at the APM Terminal on Pier 400 and those at Berths 302-305 on Pier 300 are typically illuminated at night between dusk and 10 p.m. if nighttime stevedoring is occurring. Crane lights may also be on during daylight hours when overcast weather reduces available natural light or if on-dock operations require extra illumination.

The cranes along Pier 400 face to the northwest at Berths 405 and 406 (Face B) and to the north at Berths 401-404 (Face A). Apart from those along Face B, the cranes face no sensitive public viewing areas; those along Face B are distant from the areas of tourism and recreation along the west side of the Main Channel. Their illuminated

booms are within view from Cabrillo Beach, but the lighting is difficult to discern from these and more distant points within San Pedro and Rancho Palos Verdes. Figure 3.1-6 shows the Port at dusk, seen from the Cabrillo Beach Fishing Pier (Viewing Position 1). Notice that backland lighting at the APL Terminal commands attention but that the lighting on the cranes is difficult to distinguish.

The luminance (brightness or light level) of the boom-mounted crane lights varies with crane manufacturer, but represents a high level of illumination. Nevertheless, in the operating position, the lights shine downward from the horizontal boom position to illuminate only the working surfaces, and no light spills off site. Figure 3.1-6 shows the cranes in operation, but the extent of the lighted work surfaces is not visible.

When the booms are in the nearly upright, stowed position, there is no functional reason for them to be lighted. Any instance of the boom lights being on in this position would be an operational oversight (personal communication, V. Haddadian, 2006). In the view shown in Figure 3.1-6, only two cranes have lights on, and these are the small, low-intensity lights on the top side of the booms. No deck-area flood lighting is apparent.

- **Backland Lighting: High-Mast Light Standards.** The interior of the APM container terminal backlands east of Face C of Pier 400 is lighted with refractor luminaires mounted on 120-foot-tall poles. These poles support 18 luminaires each, arrayed in a ring, and are spaced approximately 600 feet apart. Lining the west perimeter of the backlands along the east side of Face C of the Marine Terminal site are directional flood lights. These appear to also be 120 feet tall, when compared to the high-mast lighting to the east. Their lighting arrays are not visible sources of light, as they are directed to the east away from public use areas. However, the four flood lights along the south perimeter are visible (refer to the lower image in Figure 3.1-6, right side), as they are seen from the side. All of the APM Terminal light fixtures meet current Port of Los Angeles standards.
- **Building Security Lighting.** Building security lights illuminate the areas immediately surrounding the various terminal buildings but are not directly visible off site.
- **Other Light Sources.** Mobile light sources on Pier 400 occur within the APM Terminal and include the headlight on trains moving along the railroad alignment interior to the terminal; on-site trucks and cars; and yard equipment that moves cargo within the site. None of this lighting is visible off site.

Berthed ships also present light sources, but these are relatively unobtrusive in the context of high-mast lighting nearby, as is evident from Figure 3.1-6. At the left of the upper image is a ship leaving port; no lights may be discerned, in this case.

3.1.2.2.3 Existing Visual Conditions within Critical Public Views

As noted in Section 3.1.2.1.2, the critical public viewing positions are located in the recreation, tourist, and residential areas to the west and northwest of the sites for the

Marine Terminal and Tank Farm Site 1, as well as in the tourist and recreation areas along the Main Channel. Concerning the views of the Port from Deane Dana Friendship Park, Averill Park, the Main Channel north of the south end of Reservation Point, and the designated Scenic Route, they were not considered critical to the assessment of the visual impacts of the proposed Project for the reasons presented in Section 3.1.2.1.2. However, views from the Main Channel north of the south end of Reservation Point and the tourist and recreation areas along the Main Channel, are critical to considering the visual impact of the No Project and Reduced Project Alternatives, as noted in that section. The following discussion addresses critical views in the order in which they were described in that section.

3.1.2.2.3.1 Views from Cabrillo Beach and Vicinity

Visual Character

The critical views from Cabrillo Beach and its vicinity occur from a recreation area that is within, but at the edge of, the environment of the Port. Although the San Pedro Bluffs residential area is within view to the west, it is the character of the Port's features that forms the context for most of the panorama seen from the beach and its vicinity (see Figures 3.1-3, 3.1-4, 3.1-5 and 3.1-7). Therefore, these views are evaluated relative to the Port's character and not the adjoining residential area. By way of contrast, views from within residential areas that also offer views of the Port environment are evaluated relative to the character of the residential areas and not the character of the Port. This distinction is apparent in the succeeding sections that address views from San Pedro.

Port features seen from the Cabrillo Beach Fishing Pier (Viewing Position 1, Figure 3.1-5) include Cabrillo Beach, the south edge of the Cabrillo Marina, West Channel, Watchorn Basin, Port Liquid Bulk Terminal, Reservation Point, the cranes at the APL Terminal on Pier 300, the APM Terminal cranes, backlands and associated buildings, and container ships docked along Piers 300 and 400 in the North Channel. The distribution of cranes and the presence of cargo ships are part of a dynamic process within the Port. Cargo ships come and go daily, while the cranes are added, subtracted or moved along rails next to the wharves as required.

Regarding the undeveloped land beyond Faces C and D of Pier 400, it is not visible past the riprap along edge of the Pier. This is because the viewing position is close to the same elevation as the ground level for Pier 400. Therefore, the sites for the proposed Marine Terminal, Tank Farm Site 1, and the California Least Tern Preserve do not contribute to the visual character of the area.

Views to the southeast and south of the Fishing Pier, not shown in Figure 3.1-5, occur to the right of the lower image in that figure. In these directions one can see the east breakwater, the entrance to the Port, Angel's Gate Lighthouse, and the west breakwater. Views of the open ocean to the south are not available from the Fishing Pier; Figure 3.1-3 shows how the breakwater blocks these views.

The view from the main part of Cabrillo Beach (Viewing Position 2, Figure 3.1-7) extends to the southeast, embracing the outer harbor and its entrance and both the east and west breakwaters. To the northeast, part of the Cabrillo Marina is in view, but the view primarily is characterized by the Port Liquid Bulk Terminal in the

middleground and the APL Terminal and APM Terminal cranes within Piers 300 and 400 in the distance. As a point of reference, in the upper image in Figure 3.1-7 the group of palm trees marks the location of Reservation Point. In the lower image, the riprap along Face D of Pier 400 extends to the middle of the photograph.

The nighttime lighting environment, relative to Viewing Position 1, is contributed to almost entirely by the high-mast flood lighting of the backlands of the APM Terminal (Figure 3.1-6). As noted, these lights are 120 feet high, are spaced 600 feet apart, and each consists of an array of 18 light fixtures. The balance of lighting recorded in the photograph is emitted from low-level illumination attached to the crane booms. While the high-mast lighting was especially noticeable during the evening investigations, it did not introduce glare to the environment (as defined in Section 3.1.2.2.1.2). This is because these lights are among the newest within the Port, and their refractors are designed to prevent the emission of direct light to offsite receptors (see the Port of Los Angeles's Terminal Lighting Design Guidelines in Section 3.1.3.1.1).

Specifically, they are of the full cut-off type of down-light fixtures having a prismatic glass diffuser inside the light fixtures that is covered by the fixture's metal housing. The prismatic diffuser controls the light distribution to a specific pattern but is concealed inside the fixture and is not visible as a direct light source. Moreover, the new fixtures use a compact (shorter) lamp that fits well within the fixture such that it does not emit any direct lighting offsite. However, because light emission is at its most concentrated immediately below the fixtures, some "air glow" occurs. Particles of dust and water vapor in the immediate vicinity of the fixture are illuminated in a collective halo of light. Moreover, the uppermost part of the supporting pole is illuminated, contributing to collective indirect lighting close to the array of fixtures. Therefore, while there is indirect illumination immediate to the fixtures, no direct illumination is spilled offsite. It is this indirect illumination immediate to the fixtures that is visible in Figure 3.1-6.

Congruence (Intactness) and Coherence (Unity)

The Port's development has been functional: the extensive and varied array of facilities and infrastructure there serves in the transport of goods to and from the Port complex as well as recreation and tourism along the Port's western perimeter. All Port features within sight from Cabrillo Beach and its vicinity, including the array of nighttime lighting, are an inherent part of the Port's development, function and structure. That is, the Port's features are congruent with one another ("intact").

While the pattern of development is apprehended in aerial photos and elevated viewing from positions to the west of the Port, views from Cabrillo Beach do not as readily disclose the Port's form and structure, as the relationship of the various basins and channels cannot be seen due to intervening structures. However, the functions of the many features in view are nonetheless clear. Readily discerned in the distance are cranes offloading goods from cargo ships berthed along the visible wharves, and storage facilities. The pattern, to a limited extent, may also be discerned: berthed ships, cranes and storage facilities are necessarily proximate to the interface of the wharves and the waterways, while the recreation facilities (marina, beach, marine aquarium, bathhouse, boat launch) are necessarily peripheral to these industrial Port functions.

Night lighting in the proposed Project's vicinity, as noted, is demonstrated in Figure 3.1-6. The context for nighttime lighting, as is the case for the daytime character, is the Port environment. Unlike the quieter waters of the interior Port basins, backland floodlighting is not reflected by the waters of the Main Channel in the images in Figure 3.1-6. This is due to the ocean breezes across the expanse of the outer harbor that characteristically disturb the surface and prevent noticeable reflection of light sources. Also characteristic of the Port environment is the orange glow from the high-mast lighting's arrays of high-pressure sodium fixtures and the geometric and functional distribution of lighting across the APM Terminal backlands.

To summarize, Port features in view from the Cabrillo Beach area are highly congruent with one another and coherently arranged, although the patterns of the Port's development can only be partly discerned from Cabrillo Beach and its vicinity. In the context of the Port environment, the existing visual condition would therefore be rated as a Visual Modification Class 1. As noted in Section 3.1.2.2.1 (also, see Table G-2, Appendix G), the highest quality landscapes are those that are ***Visual Modification Class 1***: those in which all features and their distribution, as well as sources of lighting, appear to be characteristic of the established setting. Past actions have neither introduced incongruous changes nor altered viewing conditions, and such actions have not adversely affected the coherence (scale, pattern, organization, composition) of the landscape and its lighting.

3.1.2.2.3.2 Views from San Pedro

Visual Character

A number of views from within San Pedro were considered in identifying critical public views. Three were selected as being most representative and critical to the visual impact assessment. One is within the San Pedro Bluffs residential area, one is from Lookout Point Park, nearby, and the third is from San Pedro Plaza Park. They are represented in Figure 3.1-8 (Viewing Position 3 and 4) and Figure 3.1-12 (Viewing Position 9). The first two views are equivalent in several ways: they are from positions well elevated above the Port (180 feet and 240 feet above the water, respectively); are on moderately steep lands permitting views of the Port over structures in their vicinity; and are close to being the same distance from the closest potential proposed Project features (about 1.9 and 2.0 miles away from a tanker docked at the Marine Terminal site, respectively). Note that the photograph shown in the lower image in Figure 3.1-8 was taken with a wider angle lens than that in the upper image in order to capture the larger port context to the north for this view. In addition, more of the open ocean to the southeast is also part of the panoramas experienced from the San Pedro Bluffs residential area and Lookout Point Park. Based on a "windshield survey," it is likely that many homes also have views to the south that include Catalina Island.

Although equivalent in certain ways, the two views differ in their context. The context for the view from San Pedro Bluffs residential area is the character of a residential area, including the homes in view and the infrastructure of streets and utilities (note the utility lines in view in the upper image of Figure 3.1-8). The view from Lookout Point Park, on the other hand, was specifically created to afford views of the Ports of Los Angeles and Long Beach, particularly evident given the installation of telescopes directed toward the San Pedro Bay Ports and the naming of

the park. Furthermore, the park's orientation is such that the available views are centered on the features of the Ports below. Consequently, in evaluating the character and quality of views from Lookout Point Park, the context for the assessment is the Port's environment.

The context for the view from San Pedro Plaza Park, like that from Lookout Point Park, is the Port environment. Several viewing "platforms" along the east edge of the park are oriented east toward the Port and Ports O'Call Village, addressing the only view available. Stairways from the park down to Harbor Boulevard establish a physical link to the Port. The orientation of viewing, the linking stairways, and the proximity of the park with the Main Channel and Ports O'Call Village is such that the park is considered to be physically within the visual context of the Port. As is the case for Lookout Point Park, the character and quality of views from San Pedro Plaza Park are considered in terms of the character of the Port's environment.

The nighttime lighting environment in the vicinity of the proposed Project is as described in relation to views from Cabrillo Beach and its vicinity. As noted it is contributed to almost entirely by the high-mast flood lighting of the backlands of the APM Terminal (Figure 3.1-6). However, these lights are 120 feet high and Viewing Positions 3 and 4 are at elevations of 180 feet and 240 feet, respectively. Given the respective elevations, such lighting is well shielded from direct viewing and luminance does not directly spill to these viewing positions. Its contribution to the lighting environment in the vicinity of these viewing positions is the "air glow" caused by light refracting off particles of dust and moisture proximate to the lighting fixtures and the incidence of light on the supporting pole.

Regarding the nighttime lighting environment for views from San Pedro Plaza Park, views from the park are relevant solely to the No Federal Action/No Project and Reduced Project Alternatives. Under these alternatives there would be no construction at LAHD Berths 238-240, so there would be no nighttime construction lighting to evaluate. The only changes to night lighting would be that associated with additional marine tanker calls at LAHD Berths 238-240 occurring in the absence of the proposed Project or under the Reduced Project. The existing lighting in the vicinity is due to street lighting along Harbor Boulevard, lighting in the parking lot serving Ports O' Call Village, high-mast lighting in the backlands of the Evergreen Terminal, and incidental security lighting at LAHD Berths 238-240 near the tank farm there.

Congruence (Intactness) and Coherence (Unity)

The differing contexts for the views from the San Pedro Bluffs residential area and Lookout Point Park have opposite implications. Relative to residential area-based views, the Port's features are out of context (not congruent) with the setting. Note that the panoramic views from here also include the outer harbor and open ocean to the southeast, and Catalina Island to the south, for some residents. The views are, then, a continuum of Port dominated views to the northeast and east and those to the southeast and south. Across the breadth of these views, though, the features of the Port are dominant and affect the overall visual condition for the entire field of view. On the other hand, relative to the park's "Port" context, all Port features within view are congruent with each other, as discussed in the previous section addressing views from Cabrillo Beach and its vicinity.

The consideration of coherence is relevant only when it is judged that features within view are congruent with the character of the subject views. Therefore, relative to Viewing Position 3, within the San Pedro residential context the question of coherence is not pertinent. Relative to Viewing Position 4 at Lookout Point Park, it is relevant, as all Port features within view from there are congruent with the Port's character. Given the elevated viewing position, the layout for the part of the Port that is in view may be apprehended. For instance, the West Channel and Cabrillo Marina can be distinguished from the Main Channel and North Channel in the distance. Also, while the East Channel cannot be seen, the development along Berths 57-60 and 69-72 is in view. Faces C and D of Pier 400 are readily discerned and the vacant land northeast of Face D is in view. However, in spite of the elevation of the viewing position, the long, thin strip of vacant land that is the site for the Marine Terminal is not apparent.

From San Pedro Plaza Park, all Port features in view are congruent with features characteristic of the Port. From Viewing Position 9 one can distinguish part of the organization along the east side of the channel. To the north are the cranes serving the Evergreen Container Terminal, with its backland container storage occurring to the south of the cranes. Further south is the tank farm serving the marine terminal at LAHD Berths 238-240. The boundaries of each terminal are readily visible, being defined by the geometry of the cranes, stacked containers, cylindrical tanks, and linear wharves. In sum, the array Port facilities within this view is coherently arranged.

The context for nighttime lighting, as is the case for the daytime character, is the Port environment. Night lighting in the proposed Project's vicinity contributes no glare or ambient lighting relative to the San Pedro Bluffs residential area or Lookout Point because, as noted, the viewing positions are substantially higher than the lights, and shielding blocks sight of the fixtures. For Lookout Point Park, the context for nighttime lighting, as is the case for the daytime character, is the Port environment. The orange glow from the high-mast lighting's arrays on Pier 400 is not due to the high-pressure sodium light fixtures themselves. It is due to "air glow" immediately below the fixtures caused by the illumination of dust and water vapor near the fixture. Also, the uppermost part of the supporting pole is illuminated. The quality of the light and its geometric and functional distribution across the APM Terminal backlands is characteristic of backland lighting within the Port. Relative to the San Pedro Bluffs residential area, the Port's night lighting is not characteristic of the residential light environment, but is distant and non-intrusive, there being no glare or ambient lighting contributed to the residential area.

For San Pedro Plaza Park, the night lighting in view (street and parking lot lights, backland lighting, security lighting) is arrayed coherently in accordance with its function.

To summarize, Port features in view from the San Pedro Bluffs residential area are not congruent with features commonly associated with residential areas. The features dominate attention and the quality of the potentially affected views is considered to be ***Visual Modification Class 4***. The Port's night lighting is not characteristic of the residential light environment, but it does not affect the areas' ambient lighting and does not introduce glare. Relative to light and glare, the quality of the view is ***Visual Modification Class 1***.

On the other hand, all features within the Port views available from Lookout Point Park are congruent with those inherent to the Port's development and operation, including the nighttime lighting. Development over the years is consistent in organization and pattern, and is readily observed from the park. Therefore, the park-based view is high in quality relative to the context of the Port's environment, and the view is rated a ***Visual Modification Class 1*** in that context.

For views from San Pedro Plaza Park, as is the case for those from Lookout Point Park, all features are congruent with those inherent to the Port's development and operation. This is also true of nighttime lighting. As well, the features and lighting are coherently arrayed, to the extent the organization can be apprehended in the panorama available. Here, too, the view is high in quality relative to the context of the Port's environment (***Visual Modification Class 1***).

3.1.2.2.3.3 Views from within and along the Los Angeles Main Channel and within the Outer Harbor

Visual Character

As concluded in Section 3.1.2.1.2.3, the critical views of the proposed Project site from within the Main Channel and outer harbor include those from pleasure craft, ferries, and cruise ships. South of Reservation Point, close-up views of the proposed Project's Marine Terminal and Tank Farm Site 1 would occur. For the No Project and Reduced Project Alternative, views from such pleasure watercraft are also important insofar as LAHD Berths 238-240 would be in the immediate foreground. Additional marine tanker traffic can be expected to call at these berths in the future without the proposed Project or under the Reduced Project Alternative, as noted in Section 3.1.4.3.2 (No Project Alternative) and Section 3.1.4.3.3 (Reduced Project Alternative). Such views are from mobile positions and their character is defined by the interrelated sequence of features seen when leaving from, or arriving at, the Port. Therefore, their context is the Port environment of dockside gantry cranes, container ships, backland storage containers, warehouses, and liquid bulk storage facilities. Also, the Port context includes the tourist and recreation facilities that line part of the west side of the Main Channel and those that are in the southwest corner of the Port (Cabrillo Beach, its vicinity, and Cabrillo Marina).

Regarding views from the tourist facilities within Ports O'Call Village along the west side of the Main Channel and the San Pedro Marina, the context for these views is also the dockside gantry cranes, container ships, backland storage containers, warehouses, and liquid bulk storage facilities. Figure 3.1-13 shows the view looking across the channel from Ports O' Call Restaurant, while Figure 3.1-14 shows the views from Simon's Waterfront Banquet Center and Fisherman's Seafood Restaurant. The dockside views from these restaurants demonstrate that the views of the Main Channel can be panoramic but can also be partly screened by docked pleasure craft in the foreground. The views shown are dominated by LAHD Berths 238-240 and the adjacent crude oil tank farm in the immediate foreground.

Nighttime lighting is primarily due to high-mast lights along the east side of the channel south of Vincent Thomas Bridge. Here terminal backlands flank the channel and flood lighting there is prevalent. Cruise ships, ferries and pleasure craft, of necessity, must pass close to these Port features and sources of nighttime lighting;

therefore, foreground viewing of such features is a common, and expected, experience from within the Main Channel and outer harbor. Likewise, for the tourist attractions and the San Pedro Marina at Ports O' Call Village, these nighttime sources of lighting are characteristic of the Port environment and part of the local ambiance.

Congruence (Intactness) and Coherence (Unity)

As is the case for views from Cabrillo Beach and its vicinity, all features in view from within and along the Main Channel and from within the outer harbor are congruent with the Port environment (see Section 3.1.2.2.3.1). The views from this or any channel in the Port are limited by the dockside Port development, and, apart from the organization of facilities along the Main Channel, the Port's overall pattern of development cannot be apprehended. However, the Port's facilities which are within view along the channel are functionally coherent in their distribution.

To summarize, the Port environment is the point of reference for assessing the character of views from within and along the Main Channel, as well as from within the outer harbor, and Port facilities in view are congruent with that character and coherently arranged. In the context of the Port environment, therefore, the quality of the potentially affected views is ***Visual Modification Class 1***.

3.1.3 Applicable Regulations

Planning policies that pertain to the proposed Project site and its environs are described in detail in Section 3.8 (Land Use). Plan provisions that pertain specifically to Aesthetics/Visual Resources are identified below. A review of the regulatory setting is helpful in assessing the sensitivity of potentially affected views. Where aesthetic values are protected by laws, public regulations and policies, and public planning documents, such views are treated as highly sensitive.

Also, whether or not a visual impact is significant partly depends on whether it is consistent with the laws, ordinances, regulations, or standards (LORS) supporting planning policies and objectives applicable to the protection of visual resources (Section 3.1.4.1.2). Such LORS, policies and objectives are those enacted to *protect and preserve* the quality of visual resources and/or physical access to views of those resources. Included are standards for lighting that address the control of offsite spillage of light and glare. The issue addressed is whether the impact specifically violates laws, ordinances and regulations, fails to meet specific standards, or is otherwise substantially inconsistent with overarching policies and objectives.

3.1.3.1 Port Master Plan

The Port Master Plan or PMP (LAHD 2006) provides for the short- and long-term development, expansion, and alteration of the Port. The PMP has been certified by the California Coastal Commission, is part of the Local Coastal Program (LCP) of the City of Los Angeles, and is consistent with the Port Plan, an Element of the General Plan for the City. The PMP does not contain any element specific to visual resources. It does present a set of general lighting guidelines for implementation during development of new facilities or redevelopment of existing facilities.

Development of the Marine Terminal and other components of the proposed Project and its alternatives would be required to comply with these guidelines.

3.1.3.1.1 Port of Los Angeles's Terminal Lighting Design Guidelines

All new and upgrade lighting within the Port will meet the standards of the Terminal Lighting Design Guidelines. The standards incorporated therein are self-regulating in the sense that no new lighting within the Port may occur that does not meet the standards. Moreover, the Port's Engineering Division has assured that a reduction in off-site light emissions would occur as a result of implementing the design standards of the guidelines. As a matter of policy, the Port's Engineering Division would measure the light level at strategic points prior to upgrades to the new lighting system and also would measure the light levels at the same points after the upgrades to demonstrate that a reduction in light spill offsite has occurred (Haddadian 2006, personal communication).

3.1.3.1.1.1 General Guidelines

In general, the amount of lighting must be determined by the type of operation at a terminal or location and should consider the acceptable minimum lighting levels required for the safety of personnel. The overall lighting design should consider lighting design guidelines and recommendations established by Illuminating Engineering Society (IES) for each intended area category.

Professionals in the lighting industry must perform lighting design and produce an overall "point-by-point" light output study, which must be analyzed to address the lighting issues during the design stage. Wherever applicable, specified light fixtures will be equipped with maximum light control optical characteristics, able to direct produced light to areas intended to be illuminated, and cutting light and glare from areas to remain not illuminated. For example, street light fixtures will be of the maximum cutoff type and area lighting fixtures will be down lights.

Use of floodlights shall absolutely be held to minimum. In the event of utilizing floodlights, lighting designer shall incorporate the floodlight output in the "Point-by Point" study analysis. Flood lights shall be aimed away from residential areas surrounding the Port and shall incorporate light shields and glare guards. Based upon the lighting system analysis the designer then shall develop an aiming diagram for the installation of the floodlights.

Use of floodlights requires the review and approval of the Port's Engineering Division. Designer shall submit point by point calculations and lighting layout plan to the LAHD for approval prior to finalization of the design. Utilization of flood lights shall only be permitted if use of down-lighting is proven to be unfeasible.

3.1.3.1.1.2 Lighting for Container Yard and Similar Facilities

Light Level

Light level for Container Yard Facilities are as per following, unless the user has specific and special lighting requirements submitted for design consideration:

Illumination level of maintained average of 3.5 foot-candles (FC) horizontal with a minimum illumination of 1/3 of the maintained average and a maintained maximum of 3 times the maintained average. Coefficient of Utilization shall be no less than 0.90.

High Mast Pole and Fixture Ring

Pole height is 100 ft with a fixture ring able to accommodate minimum of (12) fixtures. Pole and fixture ring shall comply with the Port of Los Angeles High Mast Pole specifications and drawings.

Design Variation

If the project requires spacing of 600 ft between the light poles, light pole height of 120 ft with (18) fixtures may be considered.

Light Fixtures

Light fixtures shall be 1000 watt High Pressure Sodium downlights with starter and compact 1000 Watt HPS LU 1000 lamp. For pole spacing of 450 ft light down light fixtures shall be cutoff type Holophane catalog No. HMSDC10HP0059-PS or design equivalent. For farther pole spacing semi cutoff type down light fixtures shall be Holophane catalog No. HMSPCP1HP48S9-PS or design equivalent. Fixtures shall comply with the Port of Los Angeles High Mast Lighting specifications and drawings.

Lighting Control

All lights are generally controlled by photocell and timer, to prevent the lights from coming on during daytime hours and allow the lights to be turned on at night, when the terminal operator determines it is necessary. For the new lighting power distribution equipment installations, the lights shall be controlled by Square D Powerlink automatic lighting control and remote controlled motorized circuit breaker system.

3.1.3.2 City of Los Angeles General Plan

The City of Los Angeles General Plan is a legal mandate that governs both private and public actions. It is a document comprising 10 Citywide Elements (Air Quality, Conservation, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Noise, Open Space, Public Facilities and Services, Safety, and Transportation) plus the Land Use Element for each of the City's 35 Community Planning Areas as well as counterpart plans for the Port and Los Angeles International Airport.

3.1.3.2.1 Conservation Element

This Element surveys laws, requirements and procedures which have been established for protection of natural resources. Section 15 of the City of Los Angeles General Plan, Land Form and Scenic Vistas, specifically states an objective and policy regarding the preservation of existing natural terrain, scenic features and

vistas, and visual and physical access to view corridors, scenic features and areas. The Conservation Element presents a definition of "scenic views or vistas" particularly relevant to the Aesthetics/Visual Resources assessment: "Scenic views or vistas are the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features." This definition has been incorporated into the consideration of **Impact AES-1** (Section 3.1.4.2.1 CEQA Criteria).

3.1.3.2.1.1 Section 15: Landforms and Scenic Vistas

Objective: To protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.

Policy: Continue to encourage and/or require property owners to develop their properties in a manner that would, to the greatest extent practical, retain significant existing land forms (ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public views or other access to unique features or scenic views.

[*Note that the retention of significant existing land forms is not relevant to the proposed Project, as there are no natural topographic features within the proposed Project site. Moreover, there are no unique scenic features within the proposed Project site, so the retention of such features is not relevant to the proposed Project. Therefore, there is no possibility for providing public views or access to unique features and scenic views.*]

3.1.3.2.2 Transportation Element

As noted in Section 3.1.2.1.2.4, Appendix E of the City General Plan Transportation Element (City of Los Angeles 1999a) designates as a "Scenic Highway" several road segments that are to the northwest and west of the proposed Project site. This "Scenic Highway" comprises: John S. Gibson Boulevard, Pacific Avenue, Front Street, Harbor Boulevard to Crescent Avenue, along Crescent Avenue to W. 22nd Street, west on W. 22nd Street to S. Pacific Avenue, south along S. Pacific Avenue to Shepard Street, east on Shepard Street to S. Paseo Del Mar, east on S. Paseo Del Mar to S. Western Avenue, north on S. Western Avenue to W. 25th Street, then east along W. 25th Street, which becomes Palos Verdes Drive. The City has not adopted formal guidelines governing the scenic corridors associated with designated scenic highways, but has established interim guidelines as part of the Transportation Element addressing roadway design, earthwork and grading, signage, landscaping, signs/outdoor advertising, and utilities (City of Los Angeles 1999b). [*None of the guidelines for scenic highways is pertinent to the actions associated with the proposed Project*.]

3.1.3.2.3 Public Facilities and Services Element

The Public Facilities and Services Element contains a policy relating to the elimination of potentially adverse light "spillover" onto offsite areas. However, the Port of Los Angeles Terminal Lighting Design Guidelines (Section 3.1.3.1.1) fully address this policy and require compliance before lighting designs may be approved.

Therefore, there is no potential for the proposed Project to be inconsistent with this policy:

Policy 9.40.3: Develop regulations to ensure quality lighting to minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare for facade lighting, security lighting, and advertising lighting including billboards.

3.1.3.2.4 The Port of Los Angeles Plan Element

The Port of Los Angeles Plan (Port Plan; City of Los Angeles 1982a) is one of the local area plans known as Community or District Plans that collectively constitute the City of Los Angeles General Plan Land Use Element. A separate document from the Port's own Master Plan, the Port of Los Angeles Plan is intended to serve as the official 20-year guide to the continued development and operation of the Port with respect to land uses; it is intended to be consistent with the PMP. One objective of the plan addresses aesthetic concerns:

> **Objective 4:** To assure priority for water and coastal dependent development within the Port while maintaining and, where feasible, enhancing the coastal zone environment and public views of, and access to, coastal resources.

The Plan also sets forth the following Standards and Criteria applicable to lighting design within the Port:

IV. Industrial: New industrial facilities in the Port shall be clearly defined and separated or appropriately buffered from adjacent residential uses, when feasible.

3.1.3.2.5 San Pedro Community Plan

Land Use Policies and Programs of the San Pedro Community Plan (City of Los Angeles 1982b) include the following goals, objectives and policies that relate to visual/aesthetic resources:

3.1.3.2.5.1 Land Use Policies and Programs

Residential

Objective 1-9: To preserve visual resources in residential areas.

Policy 1-9.1: The preservation of existing scenic views from surrounding residential uses, public streets and facilities, or designated scenic view sites should be a major consideration in the approval of zone changes, conditional use permits, variances, divisions of land, and other discretionary permits.

3.1.3.2.5.2 San Pedro Local Coastal Program Specific Plan

Goal 6: To preserve the scenic and visual quality of coastal areas. The California Coastal Act of 1976 declared the California Coastal Zone a distinct and valuable

resource of vital and enduring interest to all people that exists as a delicately balanced ecosystem.

Objective 6-2: To protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and human-made resources.

Policy 6-2.1: That the scenic and visual qualities of San Pedro be protected as a resource of community as well as regional importance, with permitted development sited and designed to: protect views to and along the ocean, harbor, and scenic coastal areas; minimize the alteration of natural landform; be visually compatible with the character of the surrounding area; and prevent the blockage of existing views for designated public scenic view areas and Scenic Highways.

Objective 6-6: To preserve existing scenic views of the ocean and harbor from designated Scenic Highways, scenic view sites, and existing residential structures.

3.1.3.3 Planning and Zoning Code

The Los Angeles Planning and Zoning Code contains two lighting-related requirements applicable to the proposed Project as listed below. However, the Port of Los Angeles Terminal Lighting Design Guidelines (Section 3.1.3.1.1) fully address these two standards and require compliance before lighting designs may be approved. Therefore, there is no potential for the proposed Project to be inconsistent with these standards:

Section 93.0117: Illumination of adjacent residential properties by exterior light sources shall not exceed 2 footcandles and shall not be a source of direct glare on said uses.

Section 12.21 A 5(k): All lights used to illuminate a parking area shall be designed, located, and arranged so as to reflect the light away from any streets and adjacent premises.

It is assumed that plans for the proposed Project would be submitted for the required approvals and that building permits would of necessity be obtained, so the following two requirements would be satisfied during project planning and permitting:

Section 17.08 (c): Plans for street lighting shall be submitted to and approved by the Bureau of Street Lighting.

Section 91.6205 (a): A building permit shall be obtained from the department in accordance with the provisions of Division 2 of Article 1 of Chapter IX of this code for any signs that are regulated by this chapter. Where illuminated, an electrical permit shall also be obtained as required by Article 3 of Chapter IX of this code.

Design details for signage were not available at the time the Draft SEIS/SEIR, as such would occur during final Engineering design. However, it is assumed that the Port would comply with the following two standards:

> **Section 91.6205 (k)4:** Signs are prohibited if they contain flashing, mechanical and strobe lights in conflict with the provisions of Section 80.08.4 and 93.6215 of this code.

> **Section 91.6205 (m)**: No sign shall be illuminated in such a manner as to produce a light intensity greater than 3 footcandles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

3.1.4 Impacts and Mitigation Measures

3.1.4.1 Methodology

3.1.4.1.1 Compliance of Methodology with NEPA and CEQA

The requirements of NEPA, CEQ, and CEQA relative to the assessment of visual impacts are discussed in Appendix G. A number of federal agencies have developed analytical frameworks for visual resource management including the U.S. Department of Agriculture, Forest Service (USFS 1974, 1995); U.S. Department of Interior, Bureau of Land Management (BLM 1978); and U.S. Department of Transportation, Federal Highway Administration (FHWA 1981). For reasons detailed in Appendix G, none of these federal methodologies provides guidance useful as a "NEPA template" for assessing visual impacts within the Port. Particularly, none of the agencies issues specific standards, criteria, or thresholds for determining either the level of intensity of visual impacts or their significance, nor do any offer a vocabulary for addressing the mix of industrialized, commercial, recreational and residential environments that characterize the Port and its immediate surroundings.

Concerning CEQA requirements, no agency within the State of California has developed a comprehensive methodology with specific standards, criteria or thresholds for visual impact assessment as a precedent to follow in compliance with CEQA. The *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006, also referred to in this document as the *Thresholds Guide*) recommends that the impacts and their significance be evaluated on a case-by-case basis; e.g., except as pertains to shadow impacts, no guiding principles, rules, standards, criteria or thresholds are offered whereby the level of impact intensity ("degree") or its significance may be consistently evaluated regardless of the "case." The *Thresholds Guide* is, however, useful in its presenting a comprehensive list of factors which bear upon addressing the CEQA-stated issues of concern in Appendix G of CEQA (Environmental Checklist). Accordingly, the technical approach used in the visual impacts assessment builds on the CEQA-stated issues of concern by specific reference to the factors listed in the *Thresholds Guide.*

In the absence of guiding and comprehensive methodologies for assessing the specific level of intensity (degree, magnitude) of impacts and their significance, the concepts of the federal methodologies noted have been adapted to an analytical framework which does so. The methodology used in assessing the potential impacts

on Aesthetics/Visual Resources due to the proposed Project and its alternatives was developed by Lawrence Headley & Associates (LH&A) and is presented in Appendix G. It draws upon the principles and procedures common to the major federal systems for visual resource management and analysis (USFS 1995; BLM 1978; FHWA 1981). In doing so, it meets the intent of NEPA and is compliant with that Act. The approach has been effectively applied by LH&A to joint EIS/EIRs and EISs, and to several NEPA-compliant projects for which the Federal Energy Regulatory Commission and U.S. Department of Energy were the Lead Agencies (Headley 1989a, 1989b, 1990a, 1990b, 1991, 1992, 1994a, 1994b, 1995, 1998a, 1998b, 1998c, 1998d, 1999, 2005, 2006).

3.1.4.1.2 Analytical Framework

The focus of the approach to assessing visual impacts is to determine whether or not the proposed Project or any of its alternatives has the potential to cause significant visual impacts. While NEPA offers no definition for "significance," CEQA Guidelines § 15382 offer the following: A significant impact would be "…a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including…objects of…aesthetic significance." CEQA lists additional guidance, as presented in Section 3.1.4.2.1, below. The methodology applied to this assessment expands upon the CEQA definition as follows (for more information, see Appendix G).

3.1.4.1.2.1 Definitions

A **Visual Impact** on Aesthetics/Visual Resources occurs when:

- Features are altered, introduced, made less visible, or are removed, such that the resultant effect on the views is perceptibly inconsistent with the inherent, established character of the landscape; and/or
- Access to public views is diminished such that the affected view has become limited to some degree and/or physical access to public viewing positions has become impeded.

A **Significant Visual Impact** is one that:

- Causes a substantial adverse change in the visual resources of the affected environment; and/or would cause views from scenic highways, designated scenic routes, corridor and parkways, or public views that are otherwise recognized or valued, to become substantially blocked or screened from view; and/or would cause historically available public access to such views to become substantially diminished.

A substantial adverse change in visual resources occurs when visual quality has been noticeably reduced. The perception that visual quality has been noticeably reduced is influenced by public sensitivity to adverse visual impacts, the intensity of the impacts, and their duration, as qualified by the temporal viewing context (discussed below). It is a premise of the methodology that a highly sensitive public is more apt to notice adverse changes in visual resources of lesser intensity than a less sensitive public and to regard such effects as "substantial" and therefore significant. Table 3.1-2

summarizes the relationship of impact intensity and sensitivity to the perception that a substantial reduction in visual quality would occur. Note, however, that this table applies only to **Impacts AES-1 – AES-4**.

Table 3.1-2. Relationship of Impact Intensity and Visual Sensitivity to an Effect's Being Perceived as a Substantial (Significant), Adverse Impact on Visual Quality

Intensity of Impact[2]	*Visual Sensitivity*[1]			
	High	*Moderate*	*Low*	*None*
Level 1	S[3]	N	N	N
Level 2	S	S	N	N
Level 3	S	S	S	N

Notes:

1) High Sensitivity (H):

The potential for public concern over adverse change in scenic/visual quality is great. Affected views are rare, unique, or in other ways are special and highly valued in the region or locale. The smallest perceptible change in visual conditions (Impact Intensity Level 1 [see below]) would be considered to be a substantial (significant) lessening of visual quality.

Moderate Sensitivity (M):

The potential for public concern over adverse change in scenic/visual quality is substantial. Affected views are secondary in importance or similar to views commonly found in the region or locale. A moderately to highly intense visual impact (Impact Intensity Levels 2 or 3) would be perceived as a significant lessening of visual quality.

Low Sensitivity (L):

Generally, there may be some indication that a small minority of the public has a concern over scenic/ visual resource impacts on the affected area. Only the greatest intensity of adverse change in the condition of Aesthetics/Visual Resources (Impact Intensity Level 3) would have the potential to register with the public as a substantial (significant)

No Sensitivity (N):

The views are not public, or there are no indications of public concern over, or interest in, scenic/visual resource impacts on the affected area.

2) Intensity of Impact:

(Level 1) A reduction in Visual Condition by one Visual Modification Class rating (Table G-2, Appendix G).

(Level 2) A reduction in Visual Condition by two Visual Modification Class ratings.

(Level 3) A reduction in Visual Condition by three Visual Modification Class ratings.

3) Significant Impact: This Table pertains to Impacts AES-1 – AES-4.

S: Significant Impact on Visual Quality, if the effect persists for an appreciable duration, generally one year or more. Note that the temporal viewing context may indicate that temporary impacts (lasting less than one year) may represent a substantial (significant) impact.

N: Less than Significant Impact on Visual Quality, regardless of duration.

Whether or not they are substantial by the foregoing criteria, adverse changes in visual resources are also considered substantial when:

- The impact would result in an inconsistency with the regulatory setting [laws, ordinances, regulations, and standards (LORS)] applicable to the protection of visual resources.

A final consideration is the duration of the impact. An impact is considered to be substantial when:

- Visual quality has been noticeably reduced, and/or the effect is inconsistent with LORS, over an appreciable period of time—usually one year or longer—as opposed to being ephemeral or brief. However, visual impacts enduring for less than one year may also be significant, depending on the temporal context (assuming criteria for impact intensity and viewer sensitivity have been met, and/or criteria of inconsistency with LORS apply). In general, the relevance of impact duration is scaled to the availability of a view in the experience of the observer and the observer's sensitivity to the potential for adverse effects upon a visual resource. For instance, views that are seasonally critical and highly sensitive (i.e., views characterizing the one-time summer experience of a visitor to a recreation resource or tourist destination) might have an impact duration threshold of significance measured in terms of three months or fewer.

3.1.4.1.2.2 Impact Intensity

The intensity of an impact is the degree to which visual conditions change adversely relative to existing (baseline) conditions (see Section 3.1.2.2, Existing Visual Resource Condition). As noted earlier, visual condition is described in terms of Visual Modification Classes (VMCs; Table G-2, Appendix G). For example, a reduction from existing (baseline) conditions of VMC 1 to VMC 2 is a level 1 impact intensity; a reduction from VMC 1 to VMC 3, or VMC 2 to VMC 4, is a level 2; and a reduction from VMC 1 to VMC 4 is a level 3 impact intensity. The intensity of a visual impact is a function of how apparent the proposed Project's features, or those of its alternatives, may be within their context (e.g., barely noticeable versus visually dominant). The significance of the impact depends on the degree to which visual conditions change, the duration of the change, and the sensitivity of the view affected (Table 3.1-2).

In estimating the intensity of potential visual impacts, several factors affecting the context of views are considered: viewer activity; primary viewing direction(s); viewing distance; project exposure; duration of any given viewing "event" (as distinguished from the overall period of time an impact would endure); relationship of the subject view to the sequence available; the presence of existing features of competing visual interest; and established features tending to draw attention toward the facilities of the proposed Project or its alternatives (focal point sensitivity).

Instrumental in determining the magnitude of visual impact is the use of visual simulations. These are realistic computer-generated three-dimensional images of a proposed project. They simulate project features in their context as they would be seen in critical views and under specific viewing conditions matching baseline photographs of the same views. Based on visual simulations, the proposed Project's physical attributes are considered in relation to those for the features of the affected landscape. The level of contrast potentially exhibited by the proposed Project and its compatibility with its context can thereby be evaluated.

3.1.4.1.2.3 Significance

The intensity of the impact (the degree of change in Visual Modification Class ratings) is compared to the sensitivity of the affected view to determine whether a

substantial (significant) reduction in visual quality is likely to occur. Table 3.1-2 presents the correlation of impact intensity and view sensitivity to the perception that an impact has caused a substantial reduction in visual quality. As noted, the perception of lowered visual quality is one of three criteria for significance; the other two are the duration of the impact and its consistency with laws, ordinances, regulations, and standards (LORS) applicable to the protection of visual resources.

As discussed in Section 3.1.4.1.2.1, a perceptible reduction in visual quality and/or an inconsistency with LORS is generally not treated in this methodology as significant unless it is estimated to persist for more than one year (see Section 3.1). However, the relevance of impact duration is scaled to the temporal context, as discussed in Section 3.1.4.1.2.1.

3.1.4.2 Thresholds of Significance

CEQA Criteria

Appendix G of CEQA (Environmental Checklist) specifically identifies four areas of concern regarding a project's potential impact on aesthetics:

- Substantial, adverse effects on a scenic vista.
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within [view from] a state scenic highway.
- Substantial degradation of existing visual character or quality of a site and its surroundings.
- Creation of a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

The *L.A. CEQA Thresholds Guide* lists 12 areas of concern to consider in assessing the significance of an impact in accordance with the CEQA Checklist. However, except in one case (the threshold for a significant impact due to shading), the *Thresholds Guide* expresses no specific significance criteria to use in making that determination. In the absence of specific significance criteria in the *Thresholds Guide*, the methodology described in Appendix G (and summarized here) has been applied to the determination of significance. Table 3.1-2 summarizes the relationship of impact intensity and visual sensitivity to the public's perception of an effect's being a substantial (significant) adverse impact on visual quality.

Note that all 12 of the issues of concern in the *L.A. CEQA Thresholds Guide* have been addressed in this assessment but are grouped relative to the four CEQA Checklist issues. An exception occurs for the City's concern over project-caused shading. The current CEQA Checklist does not require consideration of this issue. That notwithstanding, this City issue of concern is listed along with the CEQA list of issues. **AES-1** through **AES-6** below define the issues that are further addressed in the impact sections below in Section 3.1.4.3.

AES-1 *Would the proposed Project or its alternatives cause substantial, adverse effects on a scenic vista?*

The *L.A. CEQA Thresholds Guide* addresses **Impact AES-1** under the heading of "Obstruction of Views." Therefore, this CEQA issue of concern is interpreted as addressing the degree to which project-related features interfere with a scenic vista, either by physically blocking or screening the vista from view, or by impeding or blocking public access to a formerly available pubic viewing position.

"Views" are defined in the *Thresholds Guide* to mean "visual access to, or the visibility of, a particular site from a given vantage point or corridor." The *Thresholds Guide* is concerned with "focal views" (those focusing on a specific object, scene, setting, or feature of visual interest) as well as "panoramic views" (wide-angle views including a section of urban or natural areas that provide a geographic orientation not commonly available—urban skyline, valley, mountain range, ocean, or other water bodies). Section 15 of the City of Los Angeles General Plan Conservation Element provides further guidance as to what constitutes a scenic vista or view: "Scenic views or vistas are the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features." The following factors are listed by the *Thresholds Guide* as relevant to CEQA issue **AES-1** in considering visual impact significance:

- The nature and quality of recognized or valued views (such as natural topography, setting, man-made or natural features of visual interest, and resources such as mountains or the ocean);
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

For the purpose of the Aesthetics/Visual Resources assessment, following the guidance of the *Thresholds Guide* and the Conservation Element, a scenic vista within the terms of CEQA shall include focal as well as panoramic views of both natural and man-made features of visual interest that are recognized or valued. An implied definition of "recognized or valued" occurs in Section 2 (B) of the *Thresholds Guide* (p. A.1-4), which addresses how the environmental setting is to be described. To be included are features that are "listed, designated or otherwise recognized by the City (e.g., a scenic corridor, historic district, heritage oak trees)." In the absence of such formal recognition of value, there may be other indications that the view is valued for being a scenic vista. For instance, a high-quality view from a recreational site or tourist destination may be presumed to be "valued" as a scenic vista. Accordingly, for this assessment the following definition is applied:

> A view is "recognized or valued" if the City of Los Angeles through its General Plan and Elements has listed, designated or in some manner explicitly or implicitly addressed a view or feature in a plan, policy or objective as having aesthetic or visual resource value; or, if not meeting that criterion, the potentially affected view is demonstrably high in quality and its value is indicated by how the public uses the area from which the view occurs (e.g., a recreation site, informal but well-used scenic turnout, a tourist attraction, residential area, historic or archeological site).

AES-2 *Would the Project or its alternatives cause substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway?*

The following factor listed by the *L.A. CEQA Thresholds Guide* under the heading of "Obstruction of Views" is relevant to CEQA issue **AES-2:**

- Whether the project affects views from a designated scenic highway, corridor, or parkway.

CEQA issue **AES-2** is concerned with the impact on the *scenic resources within views from a state scenic highway.* However, the *Thresholds Guide* emphasizes a concern over the obstruction of views from scenic highways, corridors, or parkways Therefore, this impact assessment more broadly applies **AES-2** not only to impacts on scenic resources viewed from designated scenic routes, corridors and parkways, but also to view obstruction relative to those routes, corridors and parkways.

AES-3 *Would the Project or its alternatives cause a substantial degradation of existing visual character or quality of a site and its surroundings?*

CEQA Issue **AES-3** addresses the potential for project features to be incongruous with the character and pattern of those that are inherent to the landscape within the potentially affected public views, as well as to adversely affect the existing coherence/unity of the landscape (see Section 3.1.2.3.1).

The following six factors listed by the *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006) are relevant to CEQA issue **AES-3:**

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc;
- The degree of contrast between proposed features and existing features that represent the valued aesthetic image of an area;
- The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements; and
- The degree to which the project would contribute to the aesthetic value of an area.

AES-4 *Would the Project or alternatives result in a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

The *L.A. CEQA Thresholds Guide* lists the following factors relevant to CEQA issue **AES-4** in considering visual impact significance:

- 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.

AES-5 *Would the Project or alternatives result in substantial negative shadow effects on nearby shadow-sensitive uses?*

The *L.A. CEQA Thresholds Guide* requires the consideration of the potential impact of shading by project-related structures. The current CEQA Checklist does not require consideration of shading; however, it did so at the time the *Thresholds Guide* was prepared and is, therefore, listed here as a supplemental issue to be addressed. The *Thresholds Guide* offers the following specific criterion as the threshold for significance:

> "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)."

Further guidance is offered in the form of the following screening criterion:

> "Would the project include light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest, or northeast?"

AES-6 *Would the proposed Project or alternatives result in impacts not consistent with guidelines and regulations established to protect Aesthetic/Visual Resources?*

This impact is relevant to CEQA, as extended through the *L.A. CEQA Thresholds Guide*, and to NEPA, as discussed in Section 3.1.4.2.1 (CEQA Criteria) and Section 3.1.4.2.2 (NEPA Criteria). Under **Impact AES-6**, an impact would be significant if it is not consistent with laws, ordinances, regulations or standards (LORS) supporting policies and objectives applicable to the protection of features and views of aesthetic/scenic value ("applicable rules and regulations"). Such regulations have been identified in Section 3.1.3. An inconsistency could be due to an adverse effect that otherwise would be less than significant. Therefore, consistency with the regulatory setting is listed as a separate category of impact.

The *Thresholds Guide* lists the following factor relevant to CEQA issue **AES-6** in considering visual impact significance:

- Applicable guidelines and regulations.

NEPA Criteria

There are no standards for determining the significance of Aesthetics/Visual Resources impacts under NEPA or under CEQ regulations, nor are such standards stated in any of the federal agency visual resource analysis or management systems. However, of the 10 types of issues listed in NEPA as being important to consider, three are relevant to visual resource impact assessment: the unique character of the affected resource, the potential for controversy, and the potential to violate laws and regulations (40 C.F.R. § 1508.27(b)(3), (4), (10) (2006) CEQ — Regulations for Implementing NEPA, Index and Terminology).

CEQA thresholds for significance address two of these three NEPA issues. First, the character of the affected resource is addressed by threshold **AES-3** ("…existing visual character or quality of a site…"). Second, the potential to violate laws and regulations is addressed by threshold **AES-6**, which assesses the proposed Project's consistency with the regulatory setting. Finally, the potential for controversy is assessed by identifying the sensitive public views potentially affected by a proposed action or its alternatives (critical public views). To summarize, the relevant thresholds for significance applied to the NEPA components of the proposed Project are the same as CEQA thresholds **AES-3** and **AES-6**, coupled with the emphasis on critical public views.

3.1.4.2.1 CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a project that exist at the time of the NOP. These environmental conditions would normally constitute the baseline physical conditions by which the CEQA lead agency determines whether an impact is significant. For purposes of this Draft SEIS/SEIR, the CEQA Baseline for determining the significance of potential impacts under CEQA is June 2004. CEQA Baseline conditions as they pertain to the Aesthetics & Visual Resources Assessment are described in Section 3.1.2.2.3.

The CEQA Baseline represents the setting at a fixed point in time, with no project growth over time, and differs from the "No Federal Action/No Project" Alternative (discussed in Section 2.5.2.1) in that the No Federal Action/No Project Alternative addresses what is likely to happen at the site over time, starting from the baseline conditions. The No Federal Action/No Project Alternative allows for growth at the proposed Project site that would occur without any required additional approvals.

3.1.4.2.2 NEPA Baseline

For purposes of this Draft SEIS/SEIR, the evaluation of significance under NEPA is defined by comparing the proposed Project or other alternative to the No Federal Action scenario (i.e., the NEPA Baseline and No Federal Action Alternative are equivalent for this project). Unlike the CEQA Baseline, which is defined by conditions at a point in time, the NEPA Baseline/No Federal Action is not bound by statute to a "flat" or "no growth" scenario; therefore, the USACE may project increases in operations over the life of a project to properly analyze the NEPA Baseline/No Federal Action condition.

The NEPA Baseline condition for determining significance of impacts is defined by examining the full range of construction and operational activities that are likely to occur without a permit from the USACE. As documented in Section 2.6.1, the USACE, the LAHD, and the applicant have concluded that no part of the proposed Project would be built absent a USACE permit. Thus, for the case of this project, the NEPA Baseline is identical to the No Federal Action/No Project Alternative (see Section 2.6.1). Elements of the NEPA Baseline include:

- Paving, lighting, fencing, and construction of an access road at Tank Farm Site 1 to allow intermittent temporary storage of chassis-mounted containers on the site by APM;
- Paving, fencing, and lighting at Tank Farm Site 2 to allow intermittent temporary wheeled container storage by APL or Evergreen; and
- Additional crude oil deliveries at existing crude oil terminals in the San Pedro Bay Ports.

Significance of the proposed Project or alternative is defined by comparing the proposed Project or alternative to the NEPA Baseline (i.e., the increment). The NEPA Baseline conditions are described in Section 2.6.1 and 2.5.2.1.

3.1.4.3 Impacts and Mitigation

3.1.4.3.1 Proposed Project

As noted, the 1992 FEIS/FEIR addressed the ultimate post-fill development of terminal facilities on Pier 400, including the introduction of cargo ship "berths, cargo-handling yards, intermodal transfer facilities, railroad, roadway, and other improvements, as well as an increase in the number of large ships" to public views. The EIS/EIR concluded that such development would be compatible with existing Port activities.

The EIS/EIR suggested that, while compatible with existing Port development, subsequent terminal development might create a visual impact, depending on viewing distances, by dominating the observer's viewshed. Therefore, to complete the adequacy of the EIS/EIR, the following supplementary impact assessment addresses the potential for impacts relative to a number of factors associated with critical public views, including viewing distances.

The major elements of the proposed Project are described in Chapter 2 of the Draft SEIS/SEIR (Proposed Project Description). The three principal elements of the Project are the marine terminal, the tank farms, and the pipelines. The two principal activities that would take place are the construction of the Project and is operation. To focus the assessment, proposed Project features are listed below according to whether or not they would be within critical public views. Those that would not be within such views are not considered further in the assessment.

3.1.4.3.1.1 Project Features Not within Critical Public Views

Tank Farm Site 2

Tank Farm Site 2 is a 37-acre site located south of Seaside Avenue and west of Terminal Way and is surrounded by the industrial context of the Port. To its southwest are large above-ground covered coal conveyor belts previously used by the Los Angeles Export Terminal (LAXT), and approximately 1 mile southwest is the U.S. Customs House. The Terminal Island Container Transfer Facility (TICTF) is located about 0.5 mile to the west. East of Tank Farm Site 2 is the San Pedro Bay Ports boundary, east of which is the Pier T Marine Terminal, which includes the Hanjin Shipping Company Container Terminal, Weyerhaeuser Company, Pacific Coast Recycling, Arco Oil Terminal, and Fremont Forest Products.

Being in the midst of the surrounding San Pedro Bay Ports facilities, Tank Farm Site 2 would not be discerned from the nearest public viewing positions, which are within high-rise residential structures in downtown Long Beach along Ocean Boulevard (Section 3.1.2.1.2).

Pipelines

Pipelines to be constructed include Pipeline Segments 1, 2a, 2b, 2c, 3, 4, and 5, as described in Chapter 2. All pipelines, with the exception of the water crossings at the Pier 400 causeway bridge and the Valero pipe bridge across the Dominguez Channel, would be installed below ground (trench and cover, boring, or directional drilling). Pavement breakers, excavators, and haul trucks would be used in this process. However, whether above ground or below ground, no aspect of pipeline construction or operation would be within sensitive public views. Nearly all of the alignment is well within Port lands. That part passing to the south of Alameda Street along the northern periphery of the Port area is not within sensitive public views. Traffic along Alameda Street is solely related to the industrial land uses in the area. There are no visually sensitive public land uses (residential areas, recreation or tourist destinations) served by this street. Moreover, nearly all of this alignment would be installed using directional drilling.

Construction Staging Areas

The location of temporary construction yards serving the construction of the proposed Project are shown in Figure 2-12 and itemized in Table 2-8. The areas closest to critical public views are Areas 427 and 420, located at the southwest corner of Pier 300 and northwest of Reservation Point. The next closest is Area 412, on the east side of Pier 400. None of these staging areas, or those that are more distant, would be within sensitive views. Either Port infrastructure entirely blocks views of the sites, or a combination of distance, angle of view, or infrastructure renders the sites indiscernible.

3.1.4.3.1.2 Project Features within Critical Public Views

Marine Terminal

The Marine Terminal site is a 5-acre parcel of unimproved land located at Berth 408 within a long and narrow strip of Pier 400; it extends in a “dog-leg” along part of both Faces C and D for a total of nearly 3,000 feet (see Figure 2.2, Chapter 2, Project

Description). The width of the terminal site tapers from a maximum of about 103 feet near Tank Farm Site 1 along Face D, to about 30 feet at the northwest end of the Face C portion.

- In-Water Structures. Unlike wharves in the Port that serve container ships, the dock structures serving the marine terminal will not line the face of the pier but will, for the most part, be several hundred feet offshore. Two trestles will extend 300 feet straight out from the rip-rap bank of Pier 400. One, the north trestle, will support a roadway to the unloading platform, and the other will connect with the gangway tower and crane. Other facilities include fixed mooring structures spanning 1,200 feet (dolphins), walkways, and a floating utility boat dock to the north of the other structures. The trestles, platforms, and walkways are all low-profile, being 20 feet above the water surface. Relative to the adjoining walkways and platforms, the dolphins would be about 28 feet tall; the gangway tower would be 60 feet high; and the unloading arms would be 80 feet above their platform. The latter would be drained and stored when not in use.
- Landside Structures**.** Three buildings are proposed for construction within the Marine Terminal:
  - *Terminal Control Building:* This would be a one- or two-story building of about 6,000 square feet that would provide space for the terminal operator and personnel responsible for operation of the Marine Terminal, tank farm distribution system, and the terminal security system. It would be located dockside near the south trestle, and, for this assessment, it is assumed that the building would be two stories high.
  - *Administration Building:* This would be an approximately 15,000 square foot two- or three-story building that would provide offices, meeting spaces, restrooms, and a lunchroom. The administration building and its parking lot would be located along the Face D portion of the proposed Marine Terminal near its intersection with Face C. At the time the Draft SEIS/SEIR was prepared, the configuration of this building had not been finalized. For visual analysis purposes, it is assumed the building would be a three-story structure.
  - *Security Building.* This building would be a single-story building having a 1,500 square foot footprint. Figure 2-3 shows this building to be on Face C adjacent to the north side of the Administration Building.
- Landscaping. A schematic Landscape Plan has been prepared for the Marine Terminal, with buffer plantings to occur along the northern half of Face C and for Face D starting at the Administration Building and extending 460 feet toward Tank Farm Site 1.
- Lighting. Terminal lighting would be designed to minimize spillage of light from the property and would include navigation lighting to define the limits of the dock. The unloading platform would have a variety of lights, including an 80-foot-tall tower with from four to eight 400-watt fixtures, based on calculated needs. This light would illuminate the loading arms and connection to the ship. To meet Port of Los Angeles

Lighting Guidelines, the tower light would be directional and face east, thereby avoiding light emissions to the west toward sensitive land uses. Also, to meet Port standards, the fixtures would have refractors designed to minimize offsite light spillage from the proposed Project site or to the surface of the water. The light tower is expected to perform identically to high-mast directional lighting along the west side of the APM Terminal, which emit no light to the west. Lower deck level lights would illuminate equipment and piping where needed. Additionally, there may be low-level lighting on the loading arms to assist with nighttime maintenance or operations.

It is assumed that night lighting seldom would be required when tanker ships are not present offloading crude oil. The exception would occur during periodic nighttime maintenance activities.

To demonstrate that no increase in off-site light emissions would occur as a result of the proposed Project when it is in operation, Port engineering would measure the light level at strategic off-site points prior to the installation of new lighting and also would measure the light levels at the same points after the installation (Section 3.1.3.1.1: Port of Los Angeles's Terminal Lighting Design Guidelines).

- Construction. Construction of the Face C wharf would require the use of typical land-based equipment (e.g., low-boy trailer trucks, cranes, dozers/tractors), as well as the use of water-based construction barges mounted with cranes and pile driving equipment. During the construction phase, no activities would occur between the hours of 6:00 p.m. and 7:00 a.m. during the week and before 8:00 a.m. or after 6:00 p.m. on Saturday. There would be no construction on Sunday. Therefore, there would be no nighttime construction lighting.

Tank Farm Site 1

This tank farm site is 10.7 acres in size and is about midway along Face D of Pier 400, abutting the west side of the California Least Tern Preserve. The tank farm would consist of two 250,000 barrel (bbl) petroleum transfer tanks 52 feet high and 202 feet in diameter; one 50,000 bbl surge tank 90 feet in diameter and 32 feet high; a 15,000 bbl MGO tank 53 feet in diameter and 46 feet high; and a vapor tank 40 feet in diameter and 42 feet high. Additionally, there would be a one- to two-story motor control center building of approximately 4,800-square feet that would contain the electrical switchgear, low voltage step down transformers, and the motor control center that services all electrical equipment. Similar to current practice at the Port, it is expected that the new tanks and motor control center building would be painted flat white or grey in color.

There would be four 30-foot-tall directional lights along the east boundary that would face to the west. The fixtures would have refractors and corresponding light curves that are designed to minimize off-site light spillage from the proposed Project site. Tank stairs, platforms, and instrument locations would have lights with shields and deflectors to direct light at the work area only. These would be smaller than the 30-foot-tall lights.

As would be the case for Marine Terminal lighting, to demonstrate that no increase in off-site light emissions would occur as a result of the proposed Project, Port Engineering Division would measure the light level at strategic off-site points prior to the installation of new lighting and also would measure the light levels at the same points after the installation.

Construction of the tanks would require use of low-boy trailer trucks to bring in tank panels and to pour foundations, as well as cranes to lift and install tank panels, and roof elements. Several earth movers and clam shell-type cranes would also be required. The hours of construction would be as reported for construction of the Marine Terminal, and there would be no nighttime construction lighting.

Marine Tankers

Berth structures would be able to accommodate VLCC marine tankers up to a length of 1,100 feet and a beam (width) of 200 feet. All tankers would be moored starboard (right) side to the mooring facility. When fully loaded, a VLCC tanker's deck would be about 31 feet above the water's surface, but when unloaded (at "ballast draft"), the deck would be 41 feet higher. That is, when arriving to Berth 408 fully loaded, the tanker would present its lowest profile, gradually rising as it is offloaded of its crude oil. Then, when departing empty, the ship would be at its highest draft, the deck being 72 feet above the water as it leaves the Port.

The number of tanker calls per year is expected to range from 129 to 201 for the 2010, 2015 and 2025-2040 periods, with the number dependent on size of the vessels. A higher proportion of large vessels carrying larger loads would mean fewer vessel calls per year. Conversely, a higher proportion of smaller vessels would mean a greater number of vessel calls.

For the following visual assessment of the impact of proposed Project features on critical public views, visual simulations have been prepared. These are shown in Figures 3.1-15 through 3.1-18.

Barges

In addition to the tanker calls at Berth 408, barges delivering marine gas oil (MGO) will call at the Marine Terminal approximately once every two months by 2010 and once a month by 2025. There would be no barge calls under the No Federal Action/No Project Alternative, and there would be fewer than one call per month for any time period for the Reduced Project Alternative. These barges would typically come from other liquid bulk terminals within the San Pedro Bay Ports. They would be low in profile and comparatively small, relative to Port facilities at or near Berth 408, and their calls would be infrequent, as noted. Therefore, the movement and presence of the barges would not meaningfully contribute to the visual effect of the proposed Project or its alternatives.

3.1.4.3.1.3 Impact AES-1: The proposed Project would not adversely affect a scenic vista.

The issue addressed by **Impact AES-1** is specifically a CEQA-stated concern over the degree to which project-related features would interfere with a scenic vista, either by obstructing it or interfering with public access to it. Included is the impact on

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Simulation by Environmental Visions

Figure 3.1-16.
(Top): The Existing View from Cabrillo Beach Fishing Pier (VP 1), Looking to the Northeast toward the Site for the Proposed Marine Terminal; (Bottom): A Photo-Simulation of the Marine Terminal, Dockside Equipment and Buildings, and Tank Farm Site 1

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Photography by Lawrence Headley & Associates
Simulation by Environmental Visions

Figure 3.1-17.
(Top): The Existing View from Cabrillo Beach Fishing Pier (VP 1), Looking to the Northeast toward the Site for the Proposed Marine Terminal; (Bottom): A Photo-Simulation of the Marine Terminal, Tank Farm Site 1, and a Docked Max-VLCC Marine Tanker

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focal or panoramic views from mobile or stationary viewing positions. The *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006) lists the following factors as relevant to this CEQA issue.

- "The nature and quality of recognized or valued views (the natural or man-made setting and specific features of visual interest)";
- "The extent of the obstruction"; and
- "The extent of the effect on recognized views from public roadways, bike paths, and trails."

What constitutes a "recognized or valued" view has been defined in Section 3.1.4.2.1. For clarity, that definition is repeated here:

- A view is "recognized or valued" if the City of Los Angeles through its General Plan and Elements has listed, designated or in some manner explicitly or implicitly addressed a view or feature in a plan, policy or objective for its aesthetic or visual resource value; or, if not meeting that criterion, the potentially affected view is demonstrably high in quality, and its value is indicated by how the public uses the area from which the view occurs (e.g., a recreation site, informal but well-used scenic turnout, a tourist attraction, residential area, historic or archeological site).

As discussed in Section 3.1.4.2.1, **Impact AES-1** does not relate to a NEPA threshold of significance and is not analyzed relative to NEPA regulations.

Views from Cabrillo Beach and Vicinity

The nature and quality of recognized or valued views. The views from Cabrillo Beach and its vicinity are represented by Figures 3.1-3, 3.1-4, 3.1-5, and 3.1-7. The visual character of the potentially affected views is that of the working Port environment, in conjunction with recreation and tourist facilities at its western periphery. Also in view are the San Pedro Bluffs residential area close by to the west, and the community of Rancho Palos Verdes in the distance. As noted in Section 3.1.2.2.3.1, the views are dominated by Port features, such as the Port Liquid Bulk Terminal, APL and APM Terminal facilities along, and within, Piers 300 and 400 respectively, and the presence of docked cargo ships at those terminals`. All of these facilities are congruent with the Port environment and coherently sited, so the baseline visual conditions are Visual Modification Class 1: visual quality is high within the context of the Port environment. The quality of the view, together with the beach's serving recreation uses, indicate that views of the Port environment from Cabrillo Beach and other recreation facilities in its vicinity are valued, if not specifically recognized by policies or objectives stated in the City of Los Angeles General Plan or its Elements.

The extent of obstruction. The construction phase of the Marine Terminal and adjacent tank farm would cause no view obstruction. The viewing distance is 1.3 miles for Viewing Position 1, and the scale of the equipment and the limited extent of the construction activities in this view, compared with the total amount of Port facilities on Pier 400, are such that no noticeable obstruction of Port features could occur.

Regarding the proposed Project's operation phase, Figures 3.1-16 and 3.1-17 show visual simulations of the major proposed Project features that would be visible from the Cabrillo Beach Fishing Pier from Viewing Position 1. Figure 3.1-16 shows the Marine Terminal, dockside and in-water facilities, the proposed Tank Farm at Site 1, and landscaping around the Administration Building, in the absence of a docked marine tanker. In this view, the dockside equipment, Administration Building, and Terminal Control Building are shown. All of the structures present inconspicuous profiles as seen against the existing Port facilities in the vicinity and would not materially block Port features from view.

Figure 3.1-17 shows a docked Max-VLCC marine tanker after it has offloaded its oil (i.e., at maximum height), the Administration Building, and the proposed Tank Farm at Site 1 to its right. The tanker shown is the largest anticipated by the proposed Project, and is depicted in a state where it is floating at its highest level just prior to departure. The visual simulation is, therefore, "worst case" in the sense of representing the largest marine tanker in its most visible state. As a point of reference, when it arrives at its dock fully loaded, the tanker depicted would float substantially lower, to the point that none of the red colored part of the ship would show. The image is also "worst case" in that it shows no other ships berthed at Pier 400, so the one simulated tanker draws more attention than if one or more cargo ships were also in view.

Nearly all of the other features of the Marine Terminal are blocked from view by the tanker, the exception being the three-story Administration Building. The only Port features which would be visually obstructed by Project features would be some stacked cargo containers and a few buildings in the backlands of the APM Terminal, concealed when a marine tanker is present, and several gantry cranes within the Port of Long Beach five miles away, partially blocked by the tank farm.

It is assumed that it is the entirety of the panorama visible from Cabrillo Beach that is valued, both that from the outer beach (south of the breakwater) and the inner beach. The proposed Project features would obstruct a small fraction of the features visible across that inner beach panorama, as shown in the Figures 3.1-3, 3.1-4, and 3.1-5, which together present that panorama. Moreover, as described later in this report relative to **Impact AES-3**, the proposed Project's facilities and the marine tankers docking at the terminal would be congruent with other features of the Port environment and not contrast with the setting. The introduction of proposed Project features that are consistent with the Port visual environment would, then, offset the marginal obstruction of Port facilities that would occur due to those Project features.

The extent of the effect on recognized views from public roadways, bike paths, and trails. As noted in Section 3.1.2.1.2.4, Class I and II bikeways are coincident with the designated Scenic Highway described in that section. From no stretch of this "Highway" (a sequence of interconnected roads) is there a view of the proposed Project. Neither, then, are there such views from the bikeways along these roads. One Class I Bike Lane does not occur along the Scenic Highway. It descends from S. Pacific Avenue along Stephen M. White Drive to Cabrillo Beach. However, views of the Project site are mostly blocked by trees. Where there are glimpses of the site, the views are of the same character and quality as those from Cabrillo Beach and its vicinity, albeit greatly limited in breadth. As noted above, no view obstruction would occur relative to those views, so none would occur relative to the Bike Lane.

Summary. Visual quality for views from Cabrillo Beach and its vicinity is high in the context of the Port environment, and such views are assumed to be valued, though not specifically recognized for scenic quality. It is assumed that it is the entirety of the panoramas that are available from both the outer and inner beach areas that are valued, as there are no focused, specific "scenic vistas" available from the beach and its environs. Construction equipment and activities would not meaningfully block views of Port features. In the operational stage, while proposed Project features would block some APM Terminal backland facilities from view, as well as distant gantry cranes in the Port of Long Beach, the blockage would not be appreciable in the context of the breadth of views available from the beach. Also, the proposed Project's facilities and the marine tankers docking there are features that would be consistent with the Port's features and considered part of the valued views. They would supplant those Port features blocked from view, and there would be no net obstruction. Therefore, there would be no adverse impact on views from Cabrillo Beach and its vicinity relative to **Impact AES-1**.

Views from San Pedro Bluffs Residential Area

The nature and quality of recognized or valued views. The critical views from the San Pedro Bluffs residential area are represented by Figure 3.1-8, upper image, which depicts the view from the northeast to the east from Viewing Position 3. The context for this view is the character of the surrounding residential area. As noted in Section 3.1.2.2.3.2, the Port's features are not congruent with those associated with a residential area. For views in their direction, they dominate attention, and such views from Viewing Position 3 are considered to be low in quality, rated Visual Modification Class 4.

The policies and objectives set forth in the City of Los Angeles General Plan and its Elements do not specifically recognize as "valued" those views that are directed toward the Port. As defined in Section 3.1.4.2.1, then, views of the Port from the San Pedro Bluffs residential area are not deemed in this assessment to be recognized or valued views. However, the views from the residences in this area also include the outer harbor and the open ocean beyond, as well as the presence and movement of sailboats, ferries and cruise ships, and such views are assumed to be regarded as valued, if not specifically recognized for their scenic quality.

The extent of obstruction. Views of the Port and views of the outer harbor and open ocean are experienced from the San Pedro Bluffs residential area in conjunction with one another. However, construction and operational features of the proposed Project would not intercede in the valued views of the outer harbor and the open ocean, as such views are directed to the southeast, away from the proposed Project site. Therefore, there would be no potential for Project features to block or otherwise affect these valued views.

The extent of the effect on recognized views from public roadways, bike paths, and trails. There are no roadways, bike paths or trails in the vicinity of the San Pedro Bluffs the views from which are recognized for scenic quality and from which the proposed Project may be seen. The City of Los Angeles-designated "Scenic Highway" described in Section 3.1.2.1.2.4 offers no views of the proposed Project site. Therefore, this issue area is not relevant to views from the San Pedro Bluffs residential area.

Summary. The visual quality for views from the San Pedro Bluffs residential area directed toward the Port is low in the context of a residential environment. Therefore, such views are not considered to be valued for their scenic quality, as defined in Section 3.1.4.2.1. Whether the proposed Project's features would noticeably block Port features from view is irrelevant, given that the valued views are to the southwest toward the outer harbor and open ocean. The proposed Project's features would not occur within lines of sight directed to the southwest and could not block such views or otherwise affect public access to them. Therefore, there would be no adverse impact on views from the San Pedro Bluffs residential area relative to **Impact AES-1**.

Lookout Point Park

The nature and quality of recognized or valued views. The critical views from Lookout Point Park are represented in Figure 3.1-8, lower image, which shows the view from Viewing Position 4. The view from Lookout Point Park was specifically created to afford views of the Ports of Los Angeles and Long Beach (Section 3.1.2.2.3.2), and the context for the views is the Port environment. The views are dominated by Port features, such as the Port Liquid Bulk Terminal and APL and APM Terminal facilities along, and within, Piers 300 and 400 respectively. All of these facilities are congruent with the Port environment and coherently sited, so the baseline visual conditions are Visual Modification Class 1: visual quality is high within the context of the Port environment. Therefore, it is assumed that the park was created in recognition of the value to the public of these views.

The extent of obstruction. As would be the case for the view from the San Pedro Bluff residential area evaluated, construction equipment and activities would appear small in scale and limited in distribution compared to the panorama of Port development within view. Seen at distance of 2.0 miles, these activities would not noticeably obstruct views of Port features. Moreover, as seen from the park construction activities, even if noticed, would not appear incongruous in the Port setting.

Concerning the operational phase, Figures 3.1-18 and 3.1-19 show visual simulations of the major proposed Project features as seen from Lookout Point Park (Viewing Position 4). Figure 3.1-18 shows the Marine Terminal, dockside and in-water facilities, the Terminal Control Building, Administration Building and landscaping in its vicinity, and Tank Farm Site 1. Figure 3.1-19 shows the Marine Terminal, the Administration Building and adjacent landscaping, and a docked Max-VLCC Marine Tanker after it has offloaded its oil (i.e., so it is at maximum, and therefore "worst case," height), and the proposed Tank Farm at Site 1. The image is also "worst case" in that it shows no other ships berthed at Pier 400, so the one simulated tanker draws more attention than if one or more cargo ships were also in view.

Photography by Lawrence Headley & Associates
Simulation by Environmental Visions

Figure 3.1-18.
(Top): The Existing View from Lookout Point Park (VP 4), Looking to the Northeast and Including the Site for the Proposed Marine Terminal;
(Bottom): A Photo-Simulation of the Marine Terminal, Dockside Equipment and Buildings, and Tank Farm Site 1

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Photography by Lawrence Headley & Associates
Simulation by Environmental Visions

Figure 3.1-19.
(Top): The Existing View from Lookout Point Park (VP 4), Looking to the Northeast and Including the Site for the Proposed Marine Terminal;
(Bottom): A Photo-Simulation of the Marine Terminal, Tank Farm Site 1, and a Docked Max-VLCC Marine Tanker

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In the absence of a docked marine tanker (Figure 3.1-18), the two-story terminal control building would visibly block only a small part of the stacked cargo in the backlands to the east. No other Port features would be blocked from view by dockside and in-water structures, given the viewing distance (2.0 miles) the elevation of the viewing position, and the low profile of those features. Figure 3.1-19 shows that the tanker and Administration Building would block from view only a few Port features in the backlands of the APM Terminal on Pier 400, while the tank farm would slightly intercede in views of the ocean east of the tank farm.

In conclusion, the proposed Project features would obstruct an exceedingly small fraction of the features visible across the panorama available, as shown in the visual simulations and in conjunction with the part of the panorama to the northeast not shown. Moreover, as described later in this report relative to **Impact AES-3**, the proposed Project's facilities and the marine tankers docking at the terminal would be congruent with other features of the Port environment and not contrast with the setting. What small obstruction of APM Terminal facilities that would occur would be offset by the introduction of proposed Project features that are consistent with the Port visual environment.

The extent of the effect on recognized views from public roadways, bike paths, and trails. There are no roadways, bike paths or trails in the vicinity of Lookout Point Park the views from which are accorded the distinction of being recognized and from which the proposed Project would be seen. Therefore, this issue area is not relevant to views from Lookout Point Park.

Summary. The quality of views from Lookout Point Park is high in the context of the Port's visual character. It is assumed that the entirety of the panorama available from the park is valued, as there are no focused "scenic vistas" from there. While proposed Project features would block some APM Terminal backland features from view and slightly interrupt views of the ocean east of Tank Farm Site 1, the blockage would not be appreciable in the context of the breadth of views available, the viewing distance, and the elevation of the viewing position. Also, the proposed Project's facilities and the marine tankers docking there are features that would be consistent with the Port's features and would be considered part of the valued views. They would supplant those Port features blocked from view, and there would be no net obstruction. Therefore, there would be no adverse impact on views from Lookout Point Park relative to **Impact AES-1**.

Views from within and along the Los Angeles Main Channel and Outer Harbor

The nature and quality of recognized or valued views. The critical views from within and along the Main Channel and outer harbor are those from pleasure craft, ferries, and cruise ships and tourist attractions within Ports O' Call Village and the San Pedro Marina. To summarize from Section 3.1.2.2.3.3, the context for these views is the character of the Port environment. This context not only includes dockside gantry cranes, container ships, backland storage containers, warehouses, and liquid bulk storage facilities, but also the tourist and recreation facilities that line part of the west side of the Main Channel and those in the southwest corner of the Port (Cabrillo Beach, its vicinity, and Cabrillo Marina). All features in view are congruent with those associated with the Port. The overall pattern of development in

the Port cannot be appreciated, but Port facilities in view along the Main Channel are distributed systematically (rows of gantry cranes, areas of stacked cargo containers, groups of liquid bulk storage tanks), representing a coherent sequence. In the context of the Port environment, the quality of the potentially affected views from within the Main Channel is Visual Modification Class 1. However, there is no substantial evidence that those departing or entering a working port on pleasure craft, ferries and cruise ships especially recognize close views of industrial facilities as scenic or otherwise valued for aesthetic qualities. Consequently, **Impact AES-1** is not considered applicable to views from and along the Main Channel.

The extent of obstruction. There being no recognized or valued scenic vistas from within or along the Main Channel or within the outer harbor, consideration of impacts on a scenic vista does not apply to views from there, Therefore, consideration of obstruction of views also does not apply.

The extent of the effect on recognized views from public roadways, bike paths, and trails. Harbor Boulevard, which flanks the west side of the Main Channel, is part of a designated Scenic Highway. However, views from this road do not include the proposed Project site. Likewise, views from the Class II Bicycle Lane along this road do not include the Project site. Therefore, this issue area is not relevant to the assessment of impacts on Aesthetics/Visual Resources.

Summary. The visual quality (visual condition) for views from within and along the Main Channel and outer harbor is high in the context of the Port environment (Visual Modification Class 1). However, there is no substantial evidence these views are especially recognized or valued for being scenic. Therefore, there would be no impact on views from within and along the Main Channel and within the outer harbor in terms of **Impact AES-1**

CEQA Impact Determination

Relative to CEQA, of the critical views under consideration, there are indications that those from Cabrillo Beach, the San Pedro residential area, and Lookout Point Park are valued, if not specifically recognized for their scenic qualities. None of these valued views would be obstructed by proposed Project features, nor would public access to these viewing positions be in any manner impaired. In conclusion, there would be no adverse visual impact relative to **Impact AES-1**. Under CEQA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

NEPA Impact Determination

As established in section 3.1.4.2.2, **Impact AES-1** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.1.4 Impact AES-2: The proposed Project would not adversely affect scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.

The issue addressed by **AES-2**, as is the case for **AES-1**, is specifically a CEQA-stated concern over the degree to which project-related features would adversely affect scenic resources within view from designated scenic highways, corridors, or parkways. Additionally, of concern is the degree to which project-related features would interfere with a scenic vista, either by obstructing it or interfering with public access to it. However, the Views from the Los Angeles City-designated "scenic highway" described in Section 3.1.2.1.2.4 are not critical to the analyses in this assessment for the following reasons:

- Views toward the proposed Project from the route are substantially blocked by Port facilities, residential development, topography, or a combination of these factors."
- The proposed Project site is not within the normal field of view of motorists, being from 60 to 90 degrees or more away from the direction of travel, depending on the location and direction of travel.

CEQA Impact Determination

No critical public views of the proposed Project site are available from designated scenic highways, routes, corridors or parkways; categorically, there would be no adverse visual impact relative to **Impact AES-2**.

Mitigation Measures

No mitigation is required.

Residual Impacts

No residual impacts are anticipated.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-2** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.1.5 Impact AES-3: The proposed Project would not adversely affect the existing visual character or quality of a site and its surroundings.

The issue addressed by **Impact AES-3** is both a CEQA-stated and NEPA-related concern over the degree to which project-related features would contrast unfavorably and noticeably with their environs. The *L.A. CEQA Thresholds Guide* lists six factors as relevant to this CEQA issue. However, four of these are not relevant to the proposed Project.

Not Relevant:

- "The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished."

The proposed sites for the Marine Terminal and Tank Farm Site 1 are vacant, so no features would be removed as a result of the proposed Project.

- "The amount of natural open space to be graded or developed."

The open space that would be developed at Pier 400 is vacant land created for the purpose of industrial development. This area, while open, is not a natural open space.

- "The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc."

As noted above, no natural open space would be affected by the proposed Project.

- "The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements."

No zone change is proposed.

Relevant:

- "The degree of contrast between proposed features and those existing features that represent the valued aesthetic image of an area."
- "The degree to which the proposed Project would contribute to the aesthetic value of an area."

Views from Cabrillo Beach

The degree of contrast between proposed features and existing features that represent the valued aesthetic image of an area. The Port environment is the context for views from Cabrillo Beach and its environs, and the existing visual conditions are rated as Visual Modification Class 1 in that context. The valued aesthetic image within view includes that of the working port to the north and northeast as well as the residential development on the bluffs to the west and the open ocean to the south. In light of the Port context, the presence and activity of construction equipment associated with development of the Marine Terminal and adjacent tank farm would not contrast with that context. The viewing distance is 1.3 miles for Viewing Position 1, and the scale of the equipment and the limited extent of the construction activities in this view, compared with the total amount of Port facilities on Pier 400, would appear entirely congruent with the setting.

As has been noted in the Deep Draft FEIS/FEIR, development of terminal facilities subsequent to the initial construction of Pier 400 "…would appear as an extension of the existing Port activity and would blend in…[with existing]…industrial activity, including barges, cranes and large vessels…; terminal development and terminal operations will be compatible with existing Port activities." The proposed Project's permanent introduction of new buildings, large tanks on Face D, liquid bulk loading/offloading equipment, an active wharf, and the transient presence of large marine tankers would represent a visible change, as shown in Figures 3.1-16 and 3.1-17. The new tank farm, together with marine tankers using the new terminal, would appear to extend Port-related industrial and shipping activities closer to the Angel's Gate entrance at the Port. The change would not noticeably contrast with existing visual conditions, though, particularly when associated with the large gantry cranes at the APL and APM Terminals and the existing shipping traffic to and from the North Channel and beyond. Regarding the latter, Figure 3.1-6 shows a container ship passing by Pier 400 at dusk; a berthed marine tanker would be seen in the context with such ongoing shipping traffic.

While new visual elements would be added, there would be no additional and uncharacteristic contrast with the surrounding developments on Pier 400; therefore, there would be no adverse visual impact in terms of **Impact AES-3**.

The degree to which the proposed Project would contribute to the aesthetic value of an area. All Project features proposed are congruent with features characteristic of a working Port, but none would contribute to the aesthetic value of the area.

Views from San Pedro Bluffs Residential Area

The degree of contrast between proposed features and existing features that represent the valued aesthetic image of an area. The character of the residential area along the San Pedro Bluffs in conjunction with the distant views to the southeast and south of the outer harbor, open ocean and Catalina Island presents this area's valued aesthetic image. The outer harbor-open ocean views are experienced in the context of views to the northeast across the San Pedro Bay Ports, the port industrial features of which dominate attention. As noted earlier, visual quality is low for these views, the visual condition being rated as Visual Modification Class 4 in the immediate, residential context.

The presence and activity of construction equipment associated with development of the Marine Terminal and adjacent tank farm would be incongruous with a residential character. However, the viewing distance is 1.9 miles for Viewing Position 3, and the scale and type of the equipment and the limited extent of the construction activities, taken together, would not be noticeable in this view. Particularly compared with the total amount of Port facilities on Pier 400, construction equipment and activities would pose no observable contrast with the setting.

The following discussion largely repeats the analysis relative to Cabrillo Beach views. The features of the operational stage of the proposed Projects would be compatible with the existing Port development at Piers 400 and 300 but would represent a visible change, as shown in Figures 3.1-18 and 3.1-19. As has been noted, the view shown is from Lookout Point Park but it is equivalent to the view available from the San Pedro Bluffs residential area (see Figure 3.1-8). The new tank farm, together with marine tankers using the new terminal, dockside and in-water Marine Terminal facilities, would extend Port-related industrial and shipping activities closer to the Angel's Gate entrance at the Port. The change would not noticeably contrast with existing visual conditions, though, particularly when associated with the large gantry cranes at the APL and APM Terminals and the existing shipping traffic to and from the North Channel and the Main Channel. Moreover, the elevated viewing positions in the San Pedro Bluffs area disclose more of the Port environment to the northeast than is shown in Figures 3.1-18 and 3.1-19. The proposed Project would be regarded in this larger panorama and would not introduce additional unfavorable contrast to the residential views affected.

While new visual elements would be added, there would be no additional uncharacteristic contrast with the residential views affected, so there would be no adverse visual impact in terms of **Impact AES-3**.

The degree to which the proposed Project would contribute to the aesthetic value of an area. All proposed Project features proposed are incongruent with features characteristic of a residential area, so none would contribute to the aesthetic value of the residential views affected.

Lookout Point Park

The degree of contrast between proposed features and existing features that represent the valued aesthetic image of an area. The Port's environment is the context for views from Lookout Point Park, and the existing visual conditions are rated as Visual Modification Class 1 in that context. The character of the distant and panoramic view across the San Pedro Bay Ports is the valued aesthetic image relative to Lookout Point Park. In light of this context, the presence and activity of construction equipment associated with development of the Marine Terminal and adjacent tank farm would be neither incongruous nor noticeable. The viewing distance is 2.0 miles for Viewing Position 4, and the type and scale of the equipment and the limited extent of the construction activities in this view would be congruent with the setting and inconspicuous. Especially when compared with the total array of Port facilities on Pier 400, the Project's construction phase would have no noticeable effect in the existing setting.

Concerning the operation phase of the proposed Project, its features would be compatible with the existing Port development at Piers 400 and 300 but would represent a visible change, as shown in Figures 3.1-18 and 3.1-19. The new tank farm, together with marine tankers using the new terminal, dockside and in-water Marine Terminal facilities would extend Port-related industrial and shipping activities closer to the Angel's Gate entrance to the Port. The change would not noticeably contrast with the setting, though, particularly when considered in conjunction with the large gantry cranes at the APL and APM Terminals and the existing shipping traffic to and from the North Channel and the Main Channel. Moreover, the elevated viewing position at Lookout Point Park discloses more of the Port environment to the northeast than is shown in Figures 3.1-18 and 3.1-19. The proposed Project's features would be regarded in this larger panorama and found to be entirely congruent in scale and type with the other Port features in view.

While new visual elements would be added, there would be no uncharacteristic contrast with Port features in view, so there would be no adverse visual impact in terms of **Impact AES-3**.

The degree to which the proposed Project would contribute to the aesthetic value of an area. All Project features proposed are congruent with features characteristic of a working Port, but none would contribute to the aesthetic value of the area.

Views from within and along the Los Angeles Main Channel and Outer Harbor

The degree of contrast between proposed features and existing features that represent the valued aesthetic image of an area. As has been noted, the critical views from within and along the Main Channel and outer harbor are those from pleasure craft, ferries, and cruise ships and the tourist attractions and San Pedro Marina along the west side of the Main Channel. The context for the views from within and along the Main Channel and Outer Harbor is the character of the Port environment. This context not only includes the Port's industrial features, but also the tourist and recreation facilities that line part of the west side of the Main Channel and those in the southwest corner of the Port (Cabrillo Beach, its vicinity, and Cabrillo Marina). All features in view are congruent with those associated with the Port. Port facilities visible along the Main Channel are distributed systematically, representing a coherent sequence. In the context of the Port environment, the quality of the potentially affected views from within the Main Channel is Visual Modification Class 1. Although the quality of the views is high, there is no obvious evidence that those departing or entering the Port on pleasure craft, ferries and cruise ships, those visiting the tourist attractions within the Ports O' Call Village, or those frequenting the San Pedro Marina especially recognize close views of industrial facilities as presenting a "valued aesthetic image." Consequently, **Impact AES-3** is not considered applicable to views from the Main Channel.

The degree to which the proposed Project would contribute to the aesthetic value of an area. All Project features proposed are congruent with features characteristic of a working Port, but none would contribute to an aesthetic value for the area.

CEQA Impact Determination

The proposed Project would cause no unfavorable and additional contrast with existing features associated with the existing visual character or quality of areas seen from critical public viewing positions or the "valued aesthetic image" of those areas. Therefore, the proposed Project would cause no adverse visual impact relative to **Impact AES-3**. Under CEQA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

NEPA Impact Determination

Under the NEPA Baseline, it is assumed that increased crude oil throughput would occur in the future without the proposed Project, resulting in an increase in marine tanker calls at three existing crude oil terminals. One, LAHD Berths 238-240, would be within critical public views, those from tourist attractions within Ports O' Call Village and the San Pedro Marina, and pleasure craft, ferries, and cruise ships within the Main Channel. Additionally, the area of Tank Farm Site 1 under the proposed Project would be graded and paved and would serve as temporary storage of wheeled (chassis-mounted) containers.

None of the critical public views which include the proposed Project site would also include LAHD Berths 238-240. Therefore, comparing the visual effects of the proposed Project to a Baseline of increased frequency of marine tanker calls to this terminal is null. As relates to this aspect of the NEPA Baseline, the impacts associated with the proposed Project would be identical to those as compared to the CEQA Baseline: there would be no adverse visual impact relative to **Impact AES-3**.

Under the NEPA Baseline condition, the effect of the proposed Project would be equivalent to that under the CEQA Baseline. For the NEPA Baseline, backland storage would be extended south into a small additional area of Pier 400 that is currently vacant land. Under the proposed Project, that area would serve as a tank farm, as shown in Figures 3.1-16 and 3.1-17. Under the CEQA Baseline, the vacant land is not noticeable due to the angles of the affected views, viewing distance, and the context of extensive Port facilities. As well, under the NEPA Baseline, an additional, small increment of backland storage would also not be noticeable for the same reasons. Replacing an unnoticeable area of wheeled container storage (NEPA Baseline) with a tank farm would be visually equivalent to replacing an unnoticeable area of vacant land (CEQA Baseline) with the tank farm. As relates to this aspect of the NEPA Baseline, the impacts associated with the proposed Project would be identical to those as compared to the CEQA Baseline: there would be no adverse visual impact relative to **Impact AES-3**.

In conclusion, there would be no adverse visual impact relative to **Impact AES-3**. Under NEPA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

3.1.4.3.1.6 Impact AES-4: The proposed Project would result in no new source of light or glare that would adversely affect day or nighttime views in the area.

There would be no nighttime construction for the proposed Project, so there would be no construction-related impacts related to light and glare.

Regarding the operational phase, the Marine Terminal would have a variety of lights, including an 80-foot-tall tower with from four to eight 400-watt fixtures. These would be directional and face east, away from sensitive public receptors. Furthermore, the fixtures would have refractors designed to minimize offsite light spillage. There would be additional lighting to illuminate equipment and piping where needed. It is assumed that night lighting seldom would be required when tanker ships are not present offloading crude oil. The exception would occur during periodic nighttime maintenance activities.

For the tank farm, there would be four 30-foot-tall directional lights along the east boundary that would face to the west. Though directed toward public use areas to the west, the angle and design of the fixtures would minimize offsite light spillage. All other site lighting would have shields and deflectors to direct light at work areas and prevent offsite spillage.

By design, new Marine Terminal and tank farm lighting would result in no light emissions relative to off-site positions, (see Section 3.1.3.1.1). To demonstrate that no increase in off-site light emissions would occur as a result of implementing these design standards, Port Engineering Division would measure the light level at strategic points prior to the installation of new lighting and also would measure the light levels at the same points after the installation. Given the foregoing, categorically no nighttime lighting impacts could occur as a result of the proposed Project.

Ambient lighting is the general overall level of lighting in a given area due to the various light sources present. Given that lighting on Pier 400 would be minimal, directional and designed not to emit light off site, there would be no distinguishable contribution to ambient lighting at Pier 400, especially as compared to ambient lighting contributed by the extensive high-mast lighting in the APM backlands.

CEQA Impact Determination

By design, the proposed Project would result in no increase in light emissions to off-site viewing positions. Categorically, there would be no adverse visual impact relative to **Impact AES-4**.

Mitigation Measures

No mitigation is required.

Residual Impacts

No residual impacts are anticipated.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-4** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.1.7 Impact AES-5: The proposed Project would result in no shadow effects on nearby shadow-sensitive land uses.

Under the *L.A. CEQA Thresholds Guide,* if proposed Project structures would be over 60 feet tall and within a distance of three times their height to shadow-sensitive land uses on the north, northwest, or northeast, the potential for an adverse effect on those land uses must be considered. The *Thresholds Guide* lists hours, times of the year, as well as the duration of the effect, as criteria for finding such an impact to be significant (Section 3.1.4.2.1). Specifically, an impact would 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. between October and early April, or for more than four hours between 9:00 A.M. and 5:00 P.M. between early April and late October.

Under the proposed Project, the only structures that would be over 60 feet tall would be the tanker ship and one light tower. The light tower is so slender that it has no potential for casting a substantial shadow. Regarding the tanker ship, the highest part of the ship's bridge would be about 180 feet above the water and nearly 400 feet from the dock. No areas within 540 feet of the ship (three times 180 feet) and which are northwest, north, or northeast of the terminal are shadow sensitive. To the northwest is Reservation Point, 2,000 feet away, and the intervening waterway is the Glenn Anderson Ship Channel. To the north and northeast is the Marine Terminal itself. APM Terminal is also to the north and northeast but is further than 540 feet

away and, regardless, is not shadow-sensitive land use. Given the foregoing, categorically no shadow impacts could occur as a result of the proposed Project.

CEQA Impact Determination

The proposed Project categorically would not create new areas of shadow on any shadow-sensitive land uses. Relative to **Impact AES-5**, the proposed Project would cause no adverse visual impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

No residual impacts are anticipated.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-5** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.1.8 Impact AES-6: The proposed Project would result no adverse visual impacts: there would be no inconsistency with applicable rules and regulations.

Impact AES-6 is relevant to CEQA, as extended through the *L.A. CEQA Thresholds Guide*, and to NEPA, as discussed in Section 3.1.4.2.1 (CEQA Criteria) and Section 3.1.4.2.2 (NEPA Criteria). Under **Impact AES-6**, an impact would be significant if it were not consistent with laws, ordinances, regulations or standards (LORS) supporting policies and objectives applicable to the protection of features and views of aesthetic/scenic value. Such regulations have been identified in Section 3.1.3.

Of concern are policies and objectives pertaining to the protection of features and views of aesthetic/scenic value. These have been cited in Section 3.1.3 (Applicable Regulations). The relevant objectives and policies are:

- Port of Los Angeles Plan Element Objective 4: this objective is "to assure priority for water and coastal dependent development within the Port while maintaining…public views of…coastal resources."
- Port of Los Angeles Plan Element Standards and Criteria applicable to lighting design, item IV: "New industrial facilities in the Port shall

be…clearly separated or appropriately buffered from adjacent residential uses…."

- San Pedro Community Plan Policy 1-9.1: this policy calls for the preservation of existing scenic views from residential areas, public streets and facilities, or designated scenic view sites.
- San Pedro Community Plan Policy 6-2.1: this policy stipulates that views to and along the ocean, harbor, and scenic coastal areas be protected; the alteration of natural landforms be minimized; development be compatible with the character of the surrounding area; and that existing views from designated scenic view areas and Scenic Highways not be blocked.

Certain other policies and objectives were also cited in Section 3.1.3 but do not pertain to the protection of features and views of aesthetic/scenic value and, therefore, are not relevant to the issue of consistency with regulations. However, they were listed as generally pertaining to Aesthetics and Visual Resources. These are of four types, calling for: 1) enhancement of visual resources; 2) development of regulations beneficial to visual resources; 3) stipulated procedures for project approval and permitting; and 4) design standards handled during final engineering. The enhancement of visual resources goes beyond the impact issue of resource protection. The development of regulations benefiting visual resources would occur independently of any proposed project. Procedural requirements for project approval and permitting would be required of all proposed projects, so inconsistency with these requirements could not occur. Finally, certain standards of design stipulated in the regulations would be addressed during final engineering.

Concerning the Port of Los Angeles Plan Element's Objective 4, the relevant impact issue is **Impact AES-1** (adverse effects on a scenic vista due to a project features' interference with public views). Under Standards and Criteria item IV, the appropriate impact issue is **Impact AES-4** (adverse effects of light or glare). However, **Impact AES-4** is categorically not pertinent to the assessment because, by design, there would be no off-site light emissions.

Regarding San Pedro Community Plan Policies 1-9.1 and 6-2.1, the relevant impact issues are **Impacts AES-1** (adverse effects on a scenic vista) **and AES-3** (adverse effects on visual character or quality). **Impact AES-4** is not relevant as noted above. **Impact AES-2** (adverse effect on scenic resources within views from scenic highways) and **Impact AES-5** (adverse effects of shadow effects) are also categorically not pertinent to the assessment for the following reasons, respectively:

- The Project is not in view from a scenic highway; and
- No shadow sensitive land uses would be close enough to be affected by Project-caused shading.

Relative to **Impacts AES-1 and AES-3**, as analyzed in this assessment the Project would cause no adverse visual impacts during construction or operation so would not be inconsistent with the Port of Los Angeles Plan Element's Objective 4 or Policies 1-9.1 and 6-2.1 of the San Pedro Community Plan. In conclusion, there would be no adverse impact relative to **Impact AES-6**.

CEQA Impact Determination

The proposed Project would result in no adverse visual impacts, so there would be no inconsistency with applicable rules and regulations. Relative to **Impact AES-6**, therefore, the proposed Project would cause no adverse impact. Under CEQA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

NEPA Impact Determination

The proposed Project would result in no adverse visual impacts, so there would be no inconsistency with applicable rules and regulations. Relative to **Impact AES-6**, therefore, the proposed Project would cause no adverse impact. Under NEPA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

3.1.4.3.2 No Federal Action/No Project Alternative

Under the No Federal Action/No Project Alternative, proposed Project facilities would not be constructed or operated. As described in Section 2.5.2.1, the No Federal Action/No Project Alternative considers the only remaining allowable and reasonably foreseeable use of the proposed Project site: Use of the site for temporary storage of wheeled containers on the site of Tank Farm 1 and on Tank Farm Site 2. This use would require paving, construction of access roads, and installation of lighting and perimeter fencing.

In addition, for analysis purposes, under the No Federal Action/No Project Alternative a portion of the increasing demand for crude oil imports is assumed to be accommodated at existing liquid bulk terminals in the San Pedro Bay Ports, to the extent of their remaining capacities. Although additional demand, in excess of the capacity of existing marine terminals to receive it, may come in by rail, barge, or other means, rather than speculate about the specific method by which more crude oil or refined products would enter southern California, for analysis purposes, the impact assessment for the No Federal Action/No Project Alternative in this SEIS/SEIR is based on marine deliveries only up to the available capacity of existing crude oil berths. As described in Section 2.5.2.1, the impact assessment for the No Federal Action/No Project Alternative also assumes existing terminals would eventually

comply with the California State Lands Commission (CSLC) Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS), that LAHD and the Port of Long Beach would renew the operating leases for existing marine terminals, and that existing terminals would comply with Clean Air Action Plan (CAAP) measures as of the time of lease renewal (i.e., 2008 for Port of Long Beach Berths 84-87, 2015 for LAHD Berths 238-240, and 2023 for Port of Long Beach Berths 76-78).

Although increases in throughput would occur at three terminals, only one, LAHD Berths 238-240, is within critical public views. It is expected that the tankers calling at this terminal would be Panamax tankers. During the CEQA Baseline year (2004), there were 60 – 72 marine tanker calls at this terminal (Table 1-2). By 2010, tanker calls per year are forecast to increase over that baseline by 125, and from 2015 through 2040, the increase is projected to be 146 per year. Expressed as weekly traffic, tanker calls would increase from about 1.3 tankers per week during the Baseline, to 3.7 tankers per week in 2010. For 2015 through 2040, the number of tanker calls per week would increase to about 4.1.

As indicated in Section 3.1.4.1.3, the NEPA Baseline condition coincides with the No Federal Action/No Project Alternative for this project because the USACE, the LAHD, and the applicant have concluded that, absent a USACE permit, no part of the proposed Project would be built (Section 2.6.1). All elements of the No Federal Action/No Project Alternative are identical to the elements of the NEPA Baseline. Therefore, under a NEPA determination there would be no impact associated with the No Federal Action/No Project Alternative.

3.1.4.3.2.1 Impact AES-1: The No Federal Action/No Project Alternative would not adversely affect a scenic vista.

The issue addressed by **Impact AES-1** is specifically a CEQA-stated concern over the degree to which features related to the No Federal Action/No Project Alternative would interfere with a scenic vista, either by obstructing it or interfering with public access to it. As discussed in section 3.1.4.2.2, **Impact AES-1** does not relate to a NEPA threshold of significance and would not be analyzed relative to NEPA regulations on that basis. Thus, a NEPA Impact Determination is not applicable.

The No Federal Action/No Project Alternative has two features to consider relative to visual impacts:

- The paving and grading of Tank Farm Site 1 and its use as a wheeled container storage area, coupled with some high-mast lighting for security and operation; and
- Increased presence of docked marine tankers at LAHD Berths 238-240.

The site for wheeled container storage would extend backland storage south into a small additional area of Pier 400 that is currently vacant land. From Cabrillo Beach and its vicinity, eye level is about equal to the level of the Pier 400, and this area is not directly within view. While the chassis-mounted wheeled containers would be about 15 feet high and visible, they would present a low profile, particularly in comparison to the stacks of containers in the APM Terminal backlands that are up to 40 feet high. They would have no potential to block views of Port facilities,

particularly since none lie due east of that location. The site would be within view only from elevated positions, such as those within the San Pedro Bluffs residential area and Lookout Point Park. From these viewing positions, the wheeled storage containers would be visible, but would block no features of the Port, as none occur within lines of sight toward them (Figure 3.1-8).

An increased presence of vessels at LAHD Berths 238-240 would supplant views of the existing docks there and part of the adjacent tank farm with views of the tankers. Large vessels are consistent with the Port environment, and the intermittent loss from view of some Port features would be offset with the view of the marine tankers, among the features which are iconic of a working port.

To summarize, under the No Federal Action/No Project Alternative no recognized or valued scenic views would be obstructed by storage of wheeled containers at Tank Farm Site 1 or by an increased presence of docked marine tankers at LAHD Berths 238-240. There would, therefore, be no adverse impact under **Impact AES-1** under this alternative.

CEQA Impact Determination

Relative to CEQA, of the critical views under consideration, those from Cabrillo Beach, the San Pedro residential area, and Lookout Point Park and San Pedro Plaza Park are valued for their scenic qualities, if not specifically recognized for such qualities. None of these views would be obstructed by the No Federal Action/No Project Alternative's features, nor would public access to these viewing positions be in any manner impaired. In conclusion, there would be no adverse visual impact relative to **Impact AES-1**. Under CEQA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-1** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not Applicable.

Residual Impacts

Not Applicable.

3.1.4.3.2.2 Impact AES-2: The No Federal Action/No Project Alternative would not adversely affect scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.

The issue addressed by **AES-2** is specifically a CEQA-stated concern over the degree to which features of the No Federal Action/No Project Alternative would adversely affect scenic resources within view from designated scenic highways, corridors, or parkways. No views of the wheeled container storage site or of LAHD Berths 238-240 are available from the City of Los Angeles-designated "Scenic Highway" described in Section 3.1.2.1.2.3. Therefore, views from this Scenic Highway would be unaffected and there would be no visual impact relative to **AES-2**.

CEQA Impact Determination

This alternative categorically would not affect views from scenic routes, so there would be no adverse visual impact relative to **AES-2**.

Mitigation Measures

No mitigation is required.

Residual Impacts

No residual impacts are anticipated.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-2** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.2.3 Impact AES-3: The No Federal Action/No Project Alternative would not adversely affect the existing visual character or quality of a site and its surroundings.

The issue addressed by **Impact AES-3** is both a CEQA-stated and NEPA-related concern over the degree to which the No Federal Action/No Project Alternative would introduce features that would contrast unfavorably and noticeably with their environs. As noted, the salient features under this alternative would be:

- The paving and grading of Tank Farm Site 1 and its use as a wheeled container storage area, coupled with some high-mast lighting for security and operation; and
- Increased presence of docked marine tankers at LAHD Berths 238-240.

As noted relative to the discussion of **Impact AES-1**, the site for wheeled container storage would extend backland storage south into a small additional area of Pier 400 that is currently vacant land. From Cabrillo Beach and its vicinity, eye level is about equal to the level of the Pier 400, and this area is not directly within view. While the chassis-mounted wheeled containers would be about 15 feet high and visible from there, they would present a low and unnoticeable profile, particularly in comparison to the stacks of containers in the APM Terminal backlands that are up to 40 feet high, buildings and large gantry cranes.

The site would be within view only from elevated positions, such as those within the San Pedro Bluffs residential area and Lookout Point Park (Figure 3.1-8). For views from the residential area, the Port facilities are incongruous, but the additional area of container storage would not be noticeable in the panoramic views available. No additional and unfavorable contrast with the setting for the neighborhood would occur.

From Lookout Point Park, an additional but small container storage area would also not be noticeable. Moreover, in character it would be entirely congruent with the other features in view and not introduce unfavorable contrast to the setting.

Regarding the increased presence of vessels at LAHD Berths 238-240, the critical public views potentially affected are those from San Pedro Plaza Park given the indications that the views of the Port from there are valued. As has been noted, the critical views from within and along the Main Channel and outer harbor are those from pleasure craft, ferries, and cruise ships and the tourist attractions and San Pedro Marina along the west side of the Main Channel. However, there is no substantial evidence that those departing or entering the Port on pleasure craft, ferries and cruise ships, those visiting the tourist attractions within the Ports O' Call Village, or those frequenting the San Pedro Marina generally recognize close views of industrial facilities as presenting a valued aesthetic image.

Relative to San Pedro Plaza Park, as crude oil throughput increases at LAHD Berths 238-240, docked marine tankers would increasingly supplant views of the existing docks there and part of the adjacent tank farm with views of those tankers. However, large vessels are consistent with the Port environment, and are iconic of a working port. They would offset the loss from view of other terminal features noted. Therefore, an increasing presence of vessels of the same size class as docked there during the CEQA Baseline period would not produce an unfavorable contrast with the aesthetic image experienced from the park.

To summarize, under the No Federal Action/No Project Alternative the storage of wheeled containers at Tank Farm Site 1 and an increased presence of docked marine tankers at LAHD Berths 238-240 would not introduce unfavorable contrast with features representing the valued aesthetic image within critical public views. There would, therefore, be no adverse impact under Impact AES-3 under this alternative.

CEQA Impact Determination

There would, therefore, be no adverse impact under **Impact AES-3** under this alternative. Under CEQA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required

Residual Impacts

Less than significant.

NEPA Impact Determination

Because the No Federal Action/No Project Alternative is identical to the NEPA Baseline for this project, under NEPA, the No Federal Action/No Project Alternative categorically would have no impact relative to **Impact AES-3.**

Mitigation Measures

No mitigation is required.

Residual Impacts

No impact.

3.1.4.3.2.4 Impact AES-4: The No Federal Action/No Project Alternative would result in no new source of light or glare that would adversely affect day or nighttime views in the area.

The issue addressed by **Impact AES-4** is a CEQA-stated concern; as established in section 3.1.4.2.2, **Impact AES-4** does not relate to a NEPA threshold of significance.

The issue is the degree to which the No Federal Action/No Project Alternative's features would change ambient illumination levels and the extent to which lighting would spill offsite and affect adjacent light-sensitive areas. The area serving under this alternative as wheeled container storage would require an array of high-mast lights identical to those serving the APM Terminal adjacent to the site. These would be high-pressure sodium, full cutoff fixtures mounted on 120-foot-tall poles designed and laid out such to provide illumination required for safe and intended operations as well as control of light trespass. To demonstrate that no increase in off-site light emissions would occur, Port Engineering Division would measure the light level at strategic off-site points prior to the installation of new lighting and also would measure the light levels at the same points after the installation (Section 3.1.3.1.1: Port of Los Angeles's Terminal Lighting Design Guidelines).

Forecasted increases in cargo throughput at LAHD Berths 238-240 under the No Federal Action/No Project Alternative would entail no construction of facilities, and there would be no changes in lighting.

In summary, the No Federal Action/No Project Alternative would result in no new source of offsite spill of light or glare.

CEQA Impact Determination

This alternative categorically would result in no new sources of offsite spill of light or glare, so there would be no visual impact relative to **Impact AES-4**.

Mitigation Measures

No mitigation is required.

Residual Impacts

No residual impacts are anticipated.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-4** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.2.5 Impact AES-5: The No Federal Action/No Project Alternative would result in no shadow effects on nearby shadow-sensitive land uses.

Under the *L.A. CEQA Thresholds Guide*, if proposed Project (or alternative) structures would be over 60 feet tall and within a distance of three times their height to shadow-sensitive land uses on the north, northwest, or northeast, the potential for an adverse effect on those land uses must be considered. The *L.A. CEQA Thresholds Guide* lists hours, times of the year, as well as the duration of the effect, as criteria for finding such an impact to be significant (Section 3.1.4.2.1). Specifically, an impact would 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. between October and early April, or for more than four hours between 9:00 A.M. and 5:00 P.M. between early April and late October.

Under the No Federal Action/No Project Alternative, the only structures that would be over 60 feet tall would be the light poles at the site for wheeled container storage (Tank Farm Site 1). These structures are slender and have no potential to cast a substantial shadow.

CEQA Impact Determination

The No Federal Action/No Project Alternative would create no new areas of shadow on any shadow-sensitive land uses. Relative to **Impact AES-5**, the No Federal Action/No Project Alternative would cause no adverse impact.

Mitigation Measures

Mitigation not required.

Residual Impacts

No residual impacts are anticipated.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-5** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.2.6 Impact AES-6: The No Federal Action/No Project Alternative would result in no adverse visual impacts: there would be no inconsistencies with applicable rules and regulations.

Impact AES-6 is relevant to CEQA, as extended through the *L.A. CEQA Thresholds Guide*, and to NEPA, as discussed in Section 3.1.4.2.1 (CEQA Criteria) and Section 3.1.4.2.2 (NEPA Criteria). Under **Impact AES-6**, an impact would be significant if it were not consistent with laws, ordinances, regulations or standards (LORS) supporting policies and objectives applicable to the protection of features and views of aesthetic/scenic value. Such regulations have been identified in Section 3.1.3.

Of concern are policies and objectives pertaining to the protection of features and views of aesthetic/scenic value. These have been cited in Section 3.1.3 (Applicable Regulations). The relevant objectives and policies are:

- Port of Los Angeles Plan Element Objective 4: this objective is "to assure priority for water and coastal dependent development within the Port while maintaining…public views of…coastal resources."
- Port of Los Angeles Plan Element Standards and Criteria applicable to lighting design, item IV: "New industrial facilities in the Port shall be…clearly separated or appropriately buffered from adjacent residential uses…."
- San Pedro Community Plan Policy 1-9.1: this policy calls for the preservation of existing scenic views from residential areas, public streets and facilities, or designated scenic view sites.
- San Pedro Community Plan Policy 6-2.1: this policy stipulates that views to and along the ocean, harbor, and scenic coastal areas be protected; the alteration of natural landforms be minimized; development be

compatible with the character of the surrounding area; and that existing views from designated scenic view areas and Scenic Highways not be blocked.

Certain types of policies and objectives cited in Section 3.1.3 are not applicable to the issue of consistency with regulations but were listed as generally pertaining to Aesthetics/Visual Resources. These are of four types, calling for: 1) enhancement of visual resources; 2) development of regulations beneficial to visual resources; 3) stipulated procedures for project approval and permitting; and 4) design standards handled during final engineering. There being no adverse impacts, the No Federal Action/No Project Alternative would not be inconsistent with policies supporting the enhancement of scenic views and public access to them. The development of regulations benefiting visual resources would occur independently of any proposed project. Procedural requirements for project approval and permitting would be required of all proposed projects, so inconsistency with these requirements could not occur. Finally, certain standards of design stipulated in the regulations would be addressed during final engineering.

Concerning the Port of Los Angeles Plan Element's Objective 4, the relevant impact issue is **Impact AES-1** (adverse effects on a scenic vista due to a project features' interference with public views). Under Standards and Criteria item IV, the appropriate impact issue is **Impact AES-4** (adverse effects of light or glare). However, **Impact AES-4** is categorically not pertinent to the assessment because, by design, there would be no off-site light emissions.

Regarding San Pedro Community Plan Policies 1-9.1 and 6-2.1, the relevant impact issues are **Impacts AES-1** (adverse effects on a scenic vista) **and AES-3** (adverse effects on visual character or quality). **Impact AES-4** is not relevant as noted above. **Impact AES-2** (adverse effect on scenic resources within views from scenic highways) and **Impact AES-5** (adverse effects of shadow effects) are also categorically not pertinent to the assessment for the following reasons, respectively:

- The No Federal Action/No Project Alternative features are not in view from a scenic highway; and
- No shadow sensitive land uses would be close enough to be affected by the No Federal Action/No Project-caused shading.

Relative to **Impacts AES-1 and AES-3**, as analyzed in this assessment the No Federal Action/No Project Alternative would cause no adverse visual impacts during construction or operation so would not be inconsistent with the Port of Los Angeles Plan Element's Objective 4 or Policies 1-9.1 and 6-2.1 of the San Pedro Community Plan. In conclusion, there would be no adverse impact relative to **Impact AES-6**.

CEQA Impact Determination

The No Federal Action/No Project Alternative would result in no adverse visual impacts, so there would be no inconsistency with applicable rules and regulations. Relative to **Impact AES-6**, therefore, the No Federal Action/No Project Alternative would cause no adverse impact. Under CEQA, this would be deemed to be a less than significant impact.

Mitigation Measures

Mitigation not required.

Residual Impacts

Less than significant.

NEPA Impact Determination

Because the No Federal Action/No Project Alternative is identical to the NEPA Baseline for this project, under NEPA, the No Federal Action/No Project Alternative categorically would have no impact relative to **Impact AES-6.**

Mitigation Measures

No mitigation is required.

Residual Impacts

No impact.

3.1.4.3.3 Reduced Project Alternative

Under the Reduced Project Alternative, as described in Section 2.5.2.2, construction and operation at Berth 408 would be identical to the proposed Project with the exception of the lease cap limiting throughput in certain years. However, as explained in Section 2.5.2.2, the lease cap would not change the amount of crude oil demanded in southern California, and therefore the analysis of the Reduced Project Alternative also includes the impacts of marine delivery of incremental crude oil deliveries to existing liquid bulk terminals in the San Pedro Bay Ports in years where demand exceeds the capacity of the lease-limited Berth 408.

As described in Section 2.5.2.2, the impact assessment for the Reduced Project Alternative also assumes existing terminals would eventually comply with the MOTEMS, that the LAHD and the Port of Long Beach would renew the operating leases for existing marine terminals, and that existing terminals would comply with CAAP measures as of the time of lease renewal (i.e., 2008 for Port of Long Beach Berths 84-87, 2015 for LAHD Berths 238-240, and 2023 for Port of Long Beach Berths 76-78).

As would be the case for the proposed Project, under this alternative the Project features which would be within view would include:

- Marine Terminal and Dock Structures at Pier 400: a narrow, 5.0-acre site extending about 3,000 feet that would include access trestles, fixed dock and mooring structures, platforms and walkways, gangway tower, and unloading arms, among other facilities.
- Three buildings within Marine Terminal: Administration Building, Terminal Control Building, and Security Building

- Landscaping. A schematic Landscape Plan has been prepared for the Marine Terminal, with buffer plantings to occur along the northern half of Face C and for Face D in the vicinity of the Administration Building and its parking area.
- Tank Farm Site 1: four liquid tanks of varying sizes and one vapor tank, Motor Control Building, and miscellaneous site equipment
- Marine Tankers: Vessel calls to the Marine Terminal would be 129 in 2010 and 132 calls per year for 2015 - 2040 by tankers of varying sizes, the largest being 1,100 feet in length with a beam of 200 feet.

At LAHD Berths 238-240 the projected increase in throughput would result in increased vessel calls that would be within critical public views. Under the Reduced Project Alternative, while there would be no increase in tanker calls at this terminal in 2010 or 2015, by 2025 and 2040 annual tanker calls would increase by 114 and 131, respectively, over the CEQA Baseline of 60-72 annual vessel calls per year (Table 1-2). Expressed as weekly traffic, tanker calls would increase from the 1.3 tankers per week occurring during the Baseline, to between 3.5 and 3.8 tanker calls per week for 2025 and 2040.

- Lighting: one 80-foot-tall tower light with an array of four to eight fixtures and lower deck level lighting, loading arm lighting, and dock navigational lights at the Marine Terminal; 30-foot-tall lights, work-area, and security lighting at the tank farm

For all critical views analyzed, except for those from San Pedro Plaza Park and Ports O'Call Village, the visual effect of the Reduced Project Alternative would not differ materially from that expected of the proposed Project. This is because the design, construction and operation of the Marine Terminal and Tank Farm Site 1 would be the same under the two scenarios. The analysis of the proposed Project addressed the presence of the largest of marine tankers that would call at the terminal with no assumptions regarding the duration of each vessel call. It was concluded that this feature, together with the other project features in view, would not represent an adverse impact, irrespective of how long each tanker would be in view. Fewer vessel calls of the same size class tanker at the Marine Terminal under the Reduced Project Alternative, therefore, would also not adversely affect critical public views of the terminal.

The visual effect of the Reduced Project Alternative differs from that of the proposed Project solely in the effect of the increased vessel calls at LAHD Berths 238-240, as discussed below.

3.1.4.3.3.1 Impact AES-1: The Reduced Project Alternative would not adversely affect a scenic vista.

Refer to Section 3.1.4.3.1.3 for a detailed assessment of the impact on views of the Marine Terminal and Tank Farm Site 1 relative to **Impact AES-1**. The effect of the proposed Project on these views, discussed in that section, is identical to that of the Reduced Project Alternative and is summarized below. However, the effect of increased vessel calls at LAHD Berths 238-240, which is specific to this alternative as well as the No Federal Action/No Project Alternative, is addressed in more detail.

The issue addressed by **Impact AES-1** is specifically a CEQA-stated concern over the degree to which Reduced Project-related features would interfere with a scenic vista, either by obstructing it or interfering with public access to it. As discussed in section 3.1.4.2.2, **Impact AES-1** does not relate to a NEPA threshold of significance and is not analyzed relative to NEPA regulations. Relative to the critical public views chosen to represent the range of such views that potentially would be affected, there would be no adverse changes on scenic vistas.

Views from Cabrillo Beach and Vicinity

The nature and quality of recognized or valued views. All Port facilities in view are congruent with the Port environment and are coherently sited, so the baseline visual conditions are Visual Modification Class 1: visual quality is high within the context of the Port environment. It is assumed that views of the Port environment from Cabrillo Beach and other recreation facilities in its vicinity are valued, if not specifically recognized.

The extent of obstruction. Construction of the Marine Terminal and adjacent tank farm would cause no view obstruction. Considering the largest marine tankers that would call at the terminal, the only Port features which would be visually obstructed by features of the Reduced Project Alternative would be some stacked cargo containers and a few buildings in the backlands of the APM Terminal, concealed when a marine tanker is present, and several gantry cranes within the Port of Long Beach five miles away, partially blocked by the tank farm.

In the absence of the marine tanker, features of this alternative that are along the proposed dock would not present a substantial profile and would not appreciably interrupt views of the backlands.

To summarize, the features of the Reduced Project Alternative would obstruct a small fraction of the features visible across the panoramic view affected. The features introduced would be congruent with other features of the Port environment and not contrast with the setting (see **Impact AES-3**, proposed Project). The introduction of features that are consistent with the Port visual environment would, then, offset the marginal obstruction of Port facilities that would occur due to those features.

The extent of the effect on recognized views from public roadways, bike paths, and trails. Class I and II bikeways are coincident with the designated Scenic Highway described in Section 3.1.2.1.2.4 (a sequence of interconnected roads). From no point along these bikeways and the Scenic Highway is there a view of the sites for the Marine Terminal or tank farm. A Class I Bike Lane extends from S. Pacific Avenue along Stephen M. White Drive and through the Cabrillo Beach parking lot. Where the bikeway reaches the road to the Fishing Pier, the views are panoramic and equivalent to those from Cabrillo Beach and its vicinity. As would be the case for the latter views, no view obstruction would occur due to features of the Reduced Project.

Views from San Pedro Bluffs Residential Area

The nature and quality of recognized or valued views. The context for views from the San Pedro Bluffs residential area is the character of the residential features in the vicinity. As noted in Section 3.1.2.2.3.2, the Port's features are not congruent with

those associated with a residential area. Views directed toward the Port are dominated by incongruent features and are considered to be low in quality, rated Visual Modification Class 4. There are no indications that they are recognized as being valued in policies or objectives set forth in the City of Los Angeles General Plan or its Elements. As defined in Section 3.1.4.2.1, then, views of the Port are not deemed in this assessment to be recognized or valued views.

However, the views from the residences in this area also include views of the outer harbor and the open ocean beyond, as well as the presence and movement of sailboats, ferries and cruise ships, and are assumed to be regarded as valued, if not specifically recognized, for their scenic quality.

The extent of obstruction. Views of the Port and views of the outer harbor and open ocean are seen in conjunction with one another. However, construction and operational features of the Reduced Project would not intercede in the valued views of the outer harbor and the open ocean, as such views are to the southwest of the Reduced Project site. Therefore, there would be no potential for this alternative's features to block or otherwise affect the views from the San Pedro Bluffs residential area that are valued.

The extent of the effect on recognized views from public roadways, bike paths, and trails. There are no roadways, bike paths or trails in the vicinity of the San Pedro Bluffs the views from which are recognized for scenic quality and from which the Reduced Project may be seen. The City of Los Angeles-designated "Scenic Highway" described in Section 3.1.2.1.2.3 offers no views of the Reduced Project site. Therefore, this issue area is not relevant to views from the San Pedro Bluffs residential area.

Summary. The visual quality for views from the San Pedro Bluffs residential area directed toward the Port is low in the context of a residential environment. Therefore, such views are not considered to be valued for their scenic quality, as defined in Section 3.1.4.2.1. Whether the Reduced Project's features would noticeably block Port features from view is irrelevant, given that the valued views are to the southwest toward the outer harbor and open ocean. The Reduced Project's features would not occur within lines of sight directed to the southwest and could not block such views or otherwise affect public access to them. Therefore, there would be no impact on views from the San Pedro Bluffs residential area relative to **AES-1**.

Views from Lookout Point Park

The nature and quality of recognized or valued views. The view from Lookout Point Park was specifically created to afford views of the Ports of Los Angels and Long Beach (Section 3.1.2.2.3.2), and the context for the views is the Port environment. The views are dominated by Port facilities, but all of these are congruent with the Port environment and coherently sited, so the baseline visual conditions are Visual Modification Class 1: visual quality is high within the context of the Port environment. Therefore, it is assumed that the park was created in recognition of the value to the public of these views.

The extent of obstruction. Construction equipment and activities would appear small in scale and limited in distribution compared to the panorama of Port

development within view. Seen at distance of 2.0 miles, these activities would not noticeably obstruct views of Port features. Moreover, as seen from the park construction activities, even if noticed, would not appear incongruous in the Port setting.

Concerning the operational phase, Figures 3.1-18 and 3.1-19 show visual simulations of the major features as seen from Lookout Point Park (Viewing Position 4). Figure 3.1-18 shows the Marine Terminal, dockside and in-water facilities, the Terminal Control Building, Administration Building and adjacent landscaping, and Tank Farm Site 1. Figure 3.1-19 shows the Marine Terminal, the Administration Building and its landscaping, and a docked Max-VLCC Marine Tanker after it has offloaded its oil (i.e., so it is at maximum, and therefore "worst case," height), and the proposed Tank Farm at Site 1. The image is also "worst case" in that it shows no other ships berthed at Pier 400, so the one simulated tanker draws more attention than if one or more cargo ships were also in view.

In the absence of a docked marine tanker (Figure 3.1-18), the two-story terminal control building would visibly block only a small part of the stacked cargo in the backlands to the east. No other Port features would be blocked from view by dockside and in-water structures, given the viewing distance (2.0 miles) the elevation of the viewing position, and the low profile of those features. Figure 3.1-19 shows that the tanker and Administration Building would block from view only a few Port features in the backlands of the APM Terminal on Pier 400, while the tank farm would slightly intercede in views of the ocean east of the tank farm.

In conclusion, the Reduced Project's features would obstruct an exceedingly small fraction of the features visible across the panorama available. Moreover, as described later relative to **Impact AES-3**, the Reduced Project's facilities and the marine tankers docking at the terminal would be congruent with other features of the Port environment and not contrast with the setting. What small obstruction of APM Terminal facilities that would occur would be offset by the introduction of Reduced Project features that are consistent with the Port's visual environment.

The extent of the effect on recognized views from public roadways, bike paths, and trails. There are no roadways, bike paths or trails in the vicinity of Lookout Point Park the views from which are accorded the distinction of being recognized and from which the Reduced Project would be seen. Therefore, this issue area is not relevant to views from Lookout Point Park.

Summary. The quality of views from Lookout Point Park is high in the context of the Port's visual character. It is assumed that the entirety of the panorama available from the park is valued, as there are no focused "scenic vistas" from there. The creation of the park indicates recognition of the view as valued. While Reduced Project features would block or interrupt some Port features from view, the blockage would not be appreciable in the context of the breadth of views available, the viewing distance, and the elevation of the viewing position. Also, the Reduced Project's facilities and the marine tankers docking there are features that would be consistent with the Port's features and would be considered part of the valued views. They would supplant those Port features blocked from sight, and there would be no net obstruction. Therefore, there would be no impact on views from Lookout Point Park relative to **AES-1**.

Views from within and along the Los Angeles Main Channel and Outer Harbor

The nature and quality of recognized and valued view. The context for views from within and along the Main Channel is the character of the Port environment, and the quality of these views in this context is rated as Visual Modification Class 1. Regardless of the high quality indicated by the visual condition of these views, there is no evidence that those departing or entering this working port on pleasure craft, ferries and cruise ships, or those frequenting the tourist attractions in Ports O' Call Village, generally recognize close views of industrial facilities as scenic or otherwise valued for aesthetic qualities. However, views of the Port from Harbor Boulevard are deemed to be both recognized and valued in that this road is part of a designated Scenic Highway.

The extent of obstruction. There being no recognized or valued scenic vistas from within the Main Channel, Ports O' Call Village, and the outer harbor, consideration of obstruction of the subject views from these locations does not apply to this analysis. Concerning the valued and recognized views from Harbor Boulevard section of the City of Los Angeles-designated Scenic Highway in the vicinity of LAHD Berths 238-240, nothing of the Main Channel and its dockside features is in view due to intervening structures and landscaping within Ports O' Call Village.

The extent of the effect on recognized views from public roadways, bike paths, and trails. Harbor Boulevard, which flanks the west side of the Main Channel, is part of a designated Scenic Highway as stated, and a Class II Bicycle Lane flanks this road. However, the Main Channel and Port facilities along it are not within view from this road and bikeway.

Views from San Pedro Plaza Park

Figure 3.1-12 shows the panoramic view across Ports O' Call Village and the Main Channel from Viewing Position 9 at San Pedro Plaza Park. In this view, marine tankers docking at LAHD Berths 238-240 block view of the dock and much of that terminal's tank farm but themselves are features of interest within the Port context. That is, Port features blocked from view are supplanted by those marine tankers when docked there also features inherent to the working port environment, and there is no net loss from view of Port features in the exchange.

Under the Reduced Project Alternative, vessel calls at Berths 238-240 would increase from 1.3 per week during the Baseline to 3.5 to 3.8 per week in 2025 and 2040, respectively. However, the tankers would be of the same size class (Panamax) as those calling at this terminal today. That is, there would be no change in the size of the tankers calling at LAHD Berths 238-240, but such tankers would be more generally present in views of this terminal from San Pedro Plaza Park from 2025 through 2040. The tankers, though more generally present, would supplant Port features blocked from view. Therefore, no net obstruction of Port features would occur.

CEQA Impact Determination

No recognized or valued views would be obstructed by features of the Reduced Project Alternative, so there would be no adverse visual impact relative to **Impact AES-1**. Under CEQA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required

Residual Impacts

Less than significant.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-1** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.3.2 Impact AES-2: The Reduced Project Alternative would not adversely affect scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.

The issue addressed by **Impact AES-2**, as is the case for **Impact AES-1**, is specifically a CEQA-stated concern over the degree to which project-related features would adversely affect scenic resources within view from designated scenic highways, corridors, or parkways. As is the case with **AES-1**, **AES-2** does not relate to a NEPA threshold of significance (see section 3.1.4.2.2).

Views from the Los Angeles City-designated "Scenic Highway" described in Section 3.1.2.1.4 are not critical to the analyses in this assessment as described in that section. To summarize:

- Views toward the Reduced Project site and LAHD Berths 2238-240 from the route are substantially to totally blocked by Port facilities, residential development, topography, or a combination of these factors.
- The Reduced Project site is not within the normal field of view of motorists, being from 60 to 90 degrees or more away from the direction of travel, depending on the location and direction of travel.

CEQA Impact Determination

No critical public views of the Reduced Project site are available from designated scenic highways, routes, corridors or parkways. Therefore, categorically there would be no visual impact relative to **AES-2**.

Mitigation Measures

No mitigation is required

Residual Impacts

No residual impacts are anticipated.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-2** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.3.3 Impact AES-3: The Reduced Project Alternative would not adversely affect the existing visual character or quality of a site and its surroundings.

The issue addressed by **Impact AES-3** is both a CEQA-stated and NEPA-related concern over the degree to which Reduced Project-related features would contrast unfavorably and noticeably with their environs. The *L.A. CEQA Thresholds Guide* lists an additional concern: the degree to which a project would contribute to the aesthetic value of an area.

Under the Reduced Project Alternative all features of the proposed Project would be constructed. Increased vessel calls to LAHD Berths 238-240, a consequence of this alternative, would only be within views from within and along the Main Channel, Ports O' Call Village, and San Pedro Plaza Park. Therefore, as pertains to views from the other critical viewing positions considered—Cabrillo Beach and its vicinity, San Pedro Bluffs residential area, and Lookout Point Park—the visual effect of this alternative is identical to that of the proposed Project. Refer to Section 3.1.4.3.1.2.3 (proposed Project) for a detailed assessment of the impact on these views relative to **AES-3**. They are summarized below. However, the visual effect of increased vessel calls on the views noted above is dealt with in detail.

Views from Cabrillo Beach

The degree of contrast between Reduced Project features and existing features that represent the valued aesthetic image of an area. The Port environment is the context for views from Cabrillo Beach and its environs, and the existing visual conditions are rated as Visual Modification Class 1 in that context. In light of the Port context, the presence and activity of construction equipment associated with development of the Marine Terminal and adjacent tank farm would not contrast with that context. The scale of the equipment and the limited extent of the construction activities in this view, compared with the total amount of Port facilities on Pier 400, would appear entirely congruent with the setting.

Concerning the operation phase, the new tank farm, together with marine tankers using the new terminal, would appear to extend Port-related industrial and shipping activities closer to the Angel's Gate entrance at the Port. The change would not noticeably contrast with existing visual conditions, though, particularly when associated with the large gantry cranes at the APL and APM Terminals and the existing shipping traffic to and from the North Channel and beyond. While new visual elements would be added, there would be no additional and uncharacteristic contrast with the surrounding developments on Pier 400; therefore, there would be no visual impact in terms of **Impact AES-3**.

The degree to which the proposed Project would contribute to the aesthetic value of an area. All Reduced Project features would be congruent with features characteristic of a working Port, but none would contribute to the aesthetic value of the area.

Views from San Pedro Bluffs Residential Area

The degree of contrast between Reduced Project features and existing features that represent the valued aesthetic image of an area. The character of the residential area along the San Pedro Bluffs and the distant views to the southeast and south of the open ocean and Catalina Island present this area's valued aesthetic image. For views to the east across the San Pedro Bay Ports from the residences in this area, visual quality is low, the existing visual condition being rated as Visual Modification Class 4 in that immediate, residential context.

The presence and activity of construction equipment associated with development of the Marine Terminal and adjacent tank farm would be incongruous with a residential character. However, given the 1.9-mile viewing distance, and compared with the total amount of Port facilities on Pier 400, construction equipment and activities would pose no observable increment of contrast with the setting.

The following discussion largely repeats the analysis relative to Cabrillo Beach views. The Reduced Project's operational features would be compatible with the existing Port development at Piers 400 and 300, but would represent a visible change. The new tank farm, together with marine tankers using the new terminal and dockside and in-water Marine Terminal facilities would extend Port-related industrial and shipping activities closer to the Angel's Gate entrance at the Port. The change would not noticeably contrast with existing visual conditions, though, particularly when associated with the large gantry cranes at the APL and APM Terminals and the

existing shipping traffic to and from the North Channel and the Main Channel. Moreover, the elevated viewing positions in the San Pedro Bluffs area disclose a wide panorama of the Port environment. The Reduced Project would be regarded in this larger panorama and would not introduce additional unfavorable contrast to the residential views affected.

To summarize, while new visual elements would be added to the view, there would be no additional uncharacteristic contrast with the residential views affected, so there would be no visual impact in terms of **Impact AES-3**.

The degree to which the Reduced Project would contribute to the aesthetic value of an area. All Reduced Project features would be incongruent with features characteristic of a residential area, so none would contribute to the aesthetic value of the residential views affected.

Lookout Point Park

The degree of contrast between Reduced Project features and existing features that represent the valued aesthetic image of an area. The character of the distant and panoramic view across the San Pedro Bay Ports is the valued aesthetic image relative to Lookout Point Park. In light of this context, the presence and activity of construction equipment associated with development of the Marine Terminal and adjacent tank farm would be neither incongruous nor noticeable. The type and scale of the equipment and the limited extent of the construction activities in this view would be congruent with the setting and inconspicuous. Especially when compared with the total amount of Port facilities on Pier 400, the Project's construction phase would have no noticeable effect in the existing setting.

The Reduced Project's operational features would be compatible with the existing Port development at Piers 400 and 300, but would represent a visible change. The change would not noticeably contrast with the setting, though, particularly when considered in conjunction with the large gantry cranes at the APL and APM Terminals and the existing shipping traffic to and from the North Channel and the Main Channel. Moreover, the Reduced Project's features would be regarded in wide panorama available from the park and found to be entirely congruent in scale and type with the other Port features in view.

While new visual elements would be added, there would be no uncharacteristic contrast with Port features in view, so there would be no visual impact in terms of **Impact AES-3**.

The degree to which the Reduced Project would contribute to the aesthetic value of an area. All Reduced Project features would be congruent with features characteristic of a working Port, but none would contribute to the aesthetic value of the area.

Views from within and along the Los Angeles Main Channel and Outer Harbor

The degree of contrast between Reduced Project features and existing features that represent the valued aesthetic image of an area. The context for the views

from within and along the Main Channel and outer harbor is the character of the Port environment. This context not only includes the Port's industrial features, but also the tourist and recreation facilities that line part of the west side of the Main Channel and those in the southwest corner of the Port (Cabrillo Beach, its vicinity, and Cabrillo Marina). In the context of the Port environment, the quality of the potentially affected views from within the Main Channel is high, but there is no evidence that those departing or entering the Port on pleasure craft, ferries and cruise ships, those visiting the tourist attractions within the Ports O' Call Village, or those frequenting the San Pedro Marina generally recognize close views of industrial facilities as presenting a "valued aesthetic image." Consequently, **Impact AES-3** is not considered applicable to views from the Main Channel.

The degree to which the Reduced Project would contribute to the aesthetic value of an area. All Reduced Project features proposed are congruent with features characteristic of a working Port, but none would contribute to the aesthetic value of the area.

Views from San Pedro Plaza Park

The degree of contrast between Reduced Project features and existing features that represent the valued aesthetic image of an area. Figure 3.1-12 shows the panoramic view across Ports O' Call Village and the Main Channel from Viewing Position 9 at San Pedro Plaza Park. In this view, marine tankers docking at LAHD Berths 238-240 would be largely in view, supplanting views of the dock and much of that terminal's tank farm but themselves being features of interest within the Port context. As noted in Section 3.1.2.2.3.2, several viewing "platforms" along the east edge of the park are oriented east toward the Port and Ports O' Call Village. It is assumed that this view encompasses the valued aesthetic image of the area and that those frequenting this park are partly drawn there by that available view.

Under the Reduced Project Alternative, vessel calls would increase from 1.3 per week for the CEQA Baseline to 3.5 to 3.8 per week from 2025 to 2040, respectively. However, the tankers would be of the same size class (Panamax) as those calling at this terminal today. That is, there would be no change in the size of the tankers calling at LAHD Berths 238-240, but such tankers would be more generally present in views of this terminal from San Pedro Plaza Park from 2025 through 2040. Large vessels are characteristic of the Port environment and are, along with the gantry cranes there, iconic of a working port and represent features of interest in that context. Therefore, the increased presence of docked marine tankers would not be expected to unfavorably contrast with other features of this working port, features that, together with Ports O' Call Village, collectively represent the valued aesthetic image of the area.

The degree to which the Reduced Project would contribute to the aesthetic value of an area. In the subject view, an increased presence of docked marine tankers would be congruent with features characteristic of a working Port, but would not noticeably affect the aesthetic value of the area.

CEQA Impact Determination

The Reduced Project would cause no unfavorable and additional contrast with the features associated with the existing visual character or quality of areas seen from critical public viewing positions or their valued aesthetic image. Therefore, the Reduced Project Alternative would cause no adverse visual impact relative to **Impact AES-3**. Under CEQA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

NEPA Impact Determination

Under the NEPA Baseline, no aspect of the proposed Project would be built and increased crude oil throughput would be expected to occur in the future causing an increase in marine tanker calls at three existing crude oil terminals within San Pedro Bay Ports. Only one of these terminals, LAHD Berths 238-240, would be within critical public views. Those views are from tourist attractions within Ports O' Call Village, the San Pedro Marina, and pleasure craft, ferries, and cruise ships within the Main Channel, and from San Pedro Plaza Park.

None of the critical public views which include the proposed Marine Terminal and Tank Farm Site 1 would also include LAHD Berths 238-240. Therefore, the visual effects of construction and operation of the terminal and tank farm cannot be assessed together with increased tanker calls to that offsite terminal. The impact of the Reduced Project Alternative would, then, be identical to that for the proposed Project as it relates to views from Cabrillo Beach and its vicinity, San Pedro Bluffs residential area, and Lookout Point Park.

For LAHD Berths 238-240, under the Reduced Project Alternative, no increase in throughput is expected for 2010 and 2015. However, there would be additional throughput in 2025 resulting in 114 additional vessel calls annually at LAHD Berths 238-240. For 2040, the forecast is for an increase of 131 vessel calls annually. However, under the NEPA Baseline, increased vessel calls in 2010 and 2015 are estimated to be 125 for 2010, and 146 for 2015, 2025 and 2040. To summarize, there would be fewer additional vessel calls in the future at LAHD Berths 238-240 under the Reduced Project Alternative compared to the NEPA Baseline for the 2010, 2015, 2025 and 2040 periods. Therefore, relative to the NEPA Baseline, there would be no adverse impact under **Impact AES-3**.

Under the NEPA Baseline condition, the effect of the Reduced Project Alternative would be the same as that under the CEQA Baseline. For the NEPA Baseline, backland storage would be extended south into a small additional area of Pier 400 that is currently vacant land. Under the Reduced Project Alternative, that area would serve as a tank farm, as shown in Figures 3.1-16, 3.1-17, 3.1-18, and 3.1-19. Under the CEQA Baseline, the vacant land is not noticeable due to the angles of the affected

views, viewing distance, and the context of extensive Port facilities. As well, under the NEPA Baseline, an additional, small increment of backland storage would also not be noticeable for the same reasons. Replacing an unnoticeable area of wheeled container storage (NEPA Baseline) with a tank farm would be visually equivalent to replacing an unnoticeable area of vacant land (CEQA Baseline) with the tank farm. As relates to this aspect of the NEPA Baseline, the impacts associated with the Reduced Project would be identical to those as compared to the CEQA Baseline: there would be no adverse impact relative to **Impact AES-3**.

In conclusion, there would be no adverse visual impact relative to **Impact AES-3**. Under NEPA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

3.1.4.3.3.4 Impact AES-4: The Reduced Project Alternative would result in no new source of light or glare that would adversely affect day or nighttime views in the area.

The issue addressed by **Impact AES-4** is a CEQA-stated concern. As established in section 3.1.4.2.2, **AES-4** does not relate to a NEPA threshold of significance. The Reduced Project's impact relative to light and glare would be effectively identical to that described relative to the proposed Project. There is only one aspect of this alternative which differs from the proposed Project: increased vessel calls over time at LAHD Berths 238-240. No construction would occur in response to the anticipated increased throughput and, consequently, there would be not change in lighting at this terminal. Refer to Section 3.1.4.3.1.2.4 for a detailed assessment of the impact relative to **AES-4**.

To summarize the impacts, there would be no nighttime construction, so there would be no light and glare impacts associated with construction activities. By design, Marine Terminal and tank farm lighting would result in no off-site light emissions. Moreover, viewing positions in the San Pedro Bluffs residential area and at Lookout Point Park are at elevations substantially higher than the lighting fixtures. Coupled with the shielding afforded and the elevations of the viewing positions in the Bluffs area, no light sources or reflection from the interior of refractors could be seen. Also, the viewing distances (1.3 to 2.0 miles) would attenuate Reduced Project lighting such that there would be no contribution to ambient lighting at Cabrillo Beach, its environs, or positions in the San Pedro Bluffs, including Lookout Point Park. Therefore, there would be no visual impact due to light and glare.

CEQA Impact Determination

The Reduced Project Alternative would result in no increase in ambient or off-site lighting. Therefore, categorically there would be no visual impact relative to **Impact AES-4**.

Mitigation Measures

No mitigation is required

Residual Impacts

No residual impacts are anticipated.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-4** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.3.5 Impact AES-5: The Reduced Project Alternative would result in no shadow effects on nearby shadow-sensitive land uses.

Under the *L.A. CEQA Thresholds Guide*, if Reduced Project structures would be over 60 feet tall and within a distance of three times their height to shadow-sensitive land uses on the north, northwest, or northeast, the potential for an adverse effect on those land uses must be considered. The *Thresholds Guide* lists hours, times of the year, as well as the duration of the effect, as criteria for finding such an impact to be significant (Section 3.1.4.2.1). Specifically, an impact would 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. between October and early April, or for more than four hours between 9:00 A.M. and 5:00 P.M. between early April and late October.

Under the Reduced Project, the only structures that would be over 60 feet tall would be the tanker ship and one light tower. The light tower would be pole mounted and is slender, having no potential to cast a substantial shadow. The highest part of the ship's bridge would be about 180 feet above the water and nearly 400 feet from the dock. No areas within 540 feet of the ship (three times 180 feet) and which are northwest, north, or northeast of the terminal are shadow sensitive. To the northwest is Reservation Point, 2,000 feet away, and the intervening waterway is the Glenn Anderson Ship Channel. To the north and northeast is the Marine Terminal itself. APM Terminal is also to the north and northeast but is further than 540 feet away and, regardless, is not shadow-sensitive land use. Given the foregoing, no shadow impacts would occur as a result of the Reduced Project Alternative.

CEQA Impact Determination

The Reduced Project would not create new areas of shadow on any shadow-sensitive land uses. Relative to **Impact AES-5**, categorically the Reduced Project would cause no adverse impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

No residual impacts are anticipated.

NEPA Impact Determination

As established in section 3.1.4.2.2, **AES-5** does not relate to a NEPA threshold of significance.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

3.1.4.3.3.6 Impact AES-6: The Reduced Project Alternative would result in no adverse visual impacts: there would be no inconsistency with applicable rules and regulations.

Impact AES-6 is relevant to CEQA, as extended through the *L.A. CEQA Thresholds Guide*, and to NEPA, as discussed in Section 3.1.4.2.1 (CEQA Criteria) and Section 3.1.4.2.2 (NEPA Criteria). Under **Impact AES-6**, an impact would be significant if it were not consistent with laws, ordinances, regulations or standards (LORS) supporting policies and objectives applicable to the protection of features and views of aesthetic/scenic value. Such regulations have been identified in Section 3.1.3.

Of concern are policies and objectives pertaining to the protection of features and views of aesthetic/scenic value. These have been cited in Section 3.1.3 (Applicable Regulations). The relevant objectives and policies are:

- Port of Los Angeles Plan Element Objective 4: this objective is "to assure priority for water and coastal dependent development within the Port while maintaining…public views of…coastal resources."
- Port of Los Angeles Plan Element Standards and Criteria applicable to lighting design, item IV: "New industrial facilities in the Port shall be…clearly separated or appropriately buffered from adjacent residential uses…."

- San Pedro Community Plan Policy 1-9.1: this policy calls for the preservation of existing scenic views from residential areas, public streets and facilities, or designated scenic view sites.
- San Pedro Community Plan Policy 6-2.1: this policy stipulates that views to and along the ocean, harbor, and scenic coastal areas be protected; the alteration of natural landforms be minimized; development be compatible with the character of the surrounding area; and that existing views from designated scenic view areas and Scenic Highways not be blocked.

Certain types of policies and objectives cited in Section 3.1.3 are not applicable to the issue of consistency with regulations but were listed as generally pertaining to Aesthetics/Visual Resources. These are of four types, calling for: 1) enhancement of visual resources; 2) development of regulations beneficial to visual resources; 3) stipulated procedures for project approval and permitting; and 4) design standards handled during final engineering. There being no adverse impacts, the Reduced Project Alternative would not be inconsistent with policies supporting the enhancement of scenic views and public access to them. The development of regulations benefiting visual resources would occur independently of any particular project. Procedural requirements for project approval and permitting would be required of all proposed projects, so inconsistency with these requirements could not occur. Finally, certain standards of design stipulated in the regulations would be addressed during final engineering.

Concerning the Port of Los Angeles Plan Element's Objective 4, the relevant impact issue is **Impact AES-1** (adverse effects on a scenic vista due to a project features' interference with public views). Under Standards and Criteria item IV, the appropriate impact issue is **Impact AES-4** (adverse effects of light or glare). However, **Impact AES-4** is categorically not pertinent to the assessment because, by design, there would be no off-site light emissions.

Regarding San Pedro Community Plan Policies 1-9.1 and 6-2.1, the relevant impact issues are **Impacts AES-1** (adverse effects on a scenic vista) **and AES-3** (adverse effects on visual character or quality). **Impact AES-4** is not relevant as noted above. **Impact AES-2** (adverse effect on scenic resources within views from scenic highways) and **Impact AES-5** (adverse effects of shadow effects) are also categorically not pertinent to the assessment for the following reasons, respectively:

- The Reduced Project is not in view from a scenic highway; and
- No shadow sensitive land uses would be close enough to be affected by Reduced Project-caused shading.

Relative to **Impacts AES-1 and AES-3**, as analyzed in this assessment the Reduced Project Alternative would cause no adverse visual impacts during construction or operation so would not be inconsistent with the Port of Los Angeles Plan Element's Objective 4 or Policies 1-9.1 and 6-2.1 of the San Pedro Community Plan. In conclusion, there would be no adverse impact relative to **Impact AES-6**.

CEQA Impact Determination

The Reduced Project would result in no adverse visual impacts, so there would be no inconsistency with applicable rules and regulations. Relative to Cumulative **Impact AES-6**, therefore, the Reduced Project would cause no adverse impact. Under CEQA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

NEPA Impact Determination

The Reduced Project would result in no adverse visual impacts, so there would be no inconsistency with applicable rules and regulations. Relative to Cumulative **Impact AES-6**, therefore, the Reduced Project would cause no adverse impact. Under NEPA, this would be deemed to be a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant.

3.1.4.3.4 Summary of Impact Determinations

The following Table 3.1-3 summarizes the CEQA and NEPA impact determinations of the proposed Project and its alternatives related to Aesthetics and Visual Resources, as described in the detailed discussion in Sections 3.1.4.3.1 through 3.1.4.3.3. This table is meant to allow easy comparison between the potential impacts of the proposed Project and its 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 type of potential impact, 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. Note that impact descriptions for each of the alternatives are the same as for the proposed Project, unless otherwise noted.

3.1.4.4 Mitigation Monitoring

No mitigation monitoring would be required. Since there would be no adverse visual resource impacts, no mitigation measures have been proposed.

3.1.5 Significant Unavoidable Impacts

There would be no significant, unavoidable visual impacts as a result of the proposed Project or its alternatives.

Table 3.1-3. Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics/Visual Resources Associated with the Proposed Project and Alternatives

Alternative	*Environmental Impacts*	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.1 Aesthetics/Visual Resources				
Proposed Project	**AES-1:** The proposed Project would not adversely affect a scenic vista.	CEQA: Less than significant impact NEPA: Impact AES-1 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: Less than significant impact NEPA: Not Applicable
	AES-2: The proposed Project would not adversely affect scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.	CEQA: No Impact NEPA: Impact AES-2 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: No impact NEPA: Not Applicable
	AES-3: The proposed Project would not adversely affect the existing visual character or quality of a site and its surroundings.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	AES-4: The proposed Project would result in no new source of light or glare that would adversely affect day or nighttime views in the area.	CEQA: No Impact NEPA: Impact AES-4 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: No impact NEPA: Not Applicable
	AES-5: The proposed Project would result in no shadow effects on nearby shadow-sensitive land uses.	CEQA: No Impact NEPA: Impact AES-5 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: No impact NEPA: Not Applicable
	AES-6: The proposed Project would result in less than significant visual impacts: there would be no inconsistency with applicable rules and regulations.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact

Table 3.1-3. Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics/Visual Resources Associated with the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.1 Aesthetics/Visual Resources (continued)				
No Federal Action/No Project Alternative	**AES-1:** The No Federal Action/No Project Alternative would not adversely affect a scenic vista.	CEQA: Less than significant impact NEPA: Impact AES-1 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: Less than significant impact NEPA: Not Applicable
	AES-2: The No Federal Action/No Project Alternative would not adversely affect scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.	CEQA: No impact NEPA: Impact AES-2 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: No impact NEPA: Not Applicable
	AES-3: The No Federal Action/No Project Alternative would not adversely affect the existing visual character or quality of a site and its surroundings.	CEQA: Less than significant impact NEPA: No Impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No Impact
	AES-4: The No Federal Action/No Project Alternative would result in no new source of light or glare that would adversely affect day or nighttime views in the area.	CEQA: No impact NEPA: Impact AES-4 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: No impact NEPA: Not Applicable
	AES-5: The No Federal Action/No Project Alternative would result in no shadow effects on nearby shadow-sensitive land uses.	CEQA: No impact NEPA: Impact AES-5 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: No impact NEPA: Not Applicable
	AES-6: The No Federal Action/No Project Alternative would result in no visual impacts: there would be no inconsistencies with applicable rules and regulations.	CEQA: Less than significant impact NEPA: No Impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No Impact

Table 3.1-3. Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics/Visual Resources Associated with the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts*	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.1 Aesthetics/Visual Resources (continued)				
Reduced Project Alternative	**AES-1:** The Reduced Project Alternative would not adversely affect a scenic vista.	CEQA: Less than significant impact NEPA: Impact AES-1 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: Less than significant impact NEPA: Not Applicable
	AES-2: The Reduced Project Alternative would not adversely affect scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.	CEQA: No Impact NEPA: Impact AES-2 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: No Impact NEPA: Not Applicable
	AES-3: The Reduced Project Alternative would not adversely affect the existing visual character or quality of a site and its surroundings.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	AES-4: The Reduced Project Alternative would result in no new source of light or glare that would adversely affect day or nighttime views in the area.	CEQA: No Impact NEPA: Impact AES-4 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: No Impact NEPA: Not Applicable
	AES-5: The Reduced Project Alternative would result in no shadow effects on nearby shadow-sensitive land uses.	CEQA: No Impact NEPA: Impact AES-5 does not relate to a NEPA threshold of significance	Mitigation not required Not Applicable	CEQA: No Impact NEPA: Not Applicable
	AES-6: The Reduced Project Alternative would result in no visual impacts: there would be no inconsistency with applicable rules and regulations.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact