3.1

AESTHETICS

3.1.1 Introduction

This section describes the affected visual environment and regulatory setting, as well as the potential impacts on the aesthetics of the site and surrounding area that would result from the proposed project and the mitigation measures that would reduce such impacts. The analytical approach follows the *Los Angeles CEQA Thresholds Guide* (City of Los Angeles, 2006) and the State CEQA Guidelines for determining impact significance.

3.1.1.1 Terminology

Views refer to visual access and obstruction, or whether it is possible to see a focal point or panoramic view from an area. *Focal views* provide focused visual access to a particular object, scene, setting, or feature of visual interest. *Panoramic views*, which are usually associated with elevated viewing points, provide a wide field of view that often extends into the distance. Views may be discussed in terms of *foreground*, *middleground*, and *background views*. Foreground views are those immediately presented to the viewer, and include objects at close range that may tend to dominate the view. Middleground views occupy the center of the viewshed and tend to include objects that are the center of attention if they are sufficiently large or visibly different from adjacent visual features. Background views include distant objects and other objects that make up the horizon. Objects in the background eventually fade to obscurity with increasing distance. In the context of background, the skyline can be an important visual feature because objects above this point are highlighted against the background of the sky or ocean.

Visual quality is evaluated based on the relative degree of vividness, intactness, and unity within a landscape, as modified by viewer preference and sensitivity. *Vividness* is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns. *Intactness* is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements; this factor can be present in well-kept urban and rural

landscapes, and in natural settings. *Unity* is the visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape. High-quality views are highly vivid, relatively intact, and exhibit a high degree of visual unity. Low-quality views lack vividness, are not visually intact, and possess a low degree of visual unity.

The following additional definitions pertain to terminology used in visual analysis. *Aesthetics* generally refers to the identification of visual resources and the quality of what can be seen, or overall visual perception of the environment. *Focal points* are areas that draw the attention of the viewer, such as prominent structural features and water features. *Focal views* provide focused visual access to a particular object, scene, setting, or feature of visual interest. *Nighttime illumination* is the effect of exterior lighting upon adjoining uses.

Panoramic views provide unfocused visual access to a large geographic area for which the field of view can be quite wide and extends into the distance considerably. Panoramic views are usually associated with vantage points located on high ground and provide views of valued resources such as mountains, valleys, cityscapes, or the ocean. They also can provide views of an area not commonly available to the public or private residents. *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"[1]. *Shading* is the effect of shadows cast by structures on adjacent land uses. *Viewshed* is all of the surface area visible from a particular location or sequence of locations (e.g., roadway or trail). *Duration* is the time during which something exists or lasts within a viewshed.

3.1.1.2 Environmental Setting

The proposed project would involve the transportation of the USS *Iowa* from San Francisco Bay to Berth 87 in the Main Channel in the Port of Los Angeles (POLA or the Port) near San Pedro, California.

Port of Richmond to Hull Cleaning Site

The USS *Iowa* is currently located at Terminal 3 of the Port of Richmond, on the east shore of San Francisco. From there, the USS *Iowa* will be towed by an ocean-going tug to an approved offshore location for hull cleaning to avoid the spread of invasive species residing on the hull of the battleship.

[1] City of Los Angeles, *Conservation Element of the City of Los Angeles General Plan*, adopted September 26, 2001. Available at planning.lacity.org, accessed September 20, 2011.

Hull Cleaning Site to Berth 87, Port of Los Angeles

After hull cleaning, the USS *Iowa* will be towed via an ocean going tug to a location inside the Los Angeles breakwater where she will be transferred to local tugs for placement at Berth 87.

Berth 87, Port of Los Angeles

The USS *Iowa* would be moored on a year-round basis at Berth 87 in the Port. Berth 87 is located within the POLA San Pedro Waterfront Plan area, which is adjacent to the community of San Pedro, a highly urbanized area. The San Pedro Waterfront Plan area encompasses approximately 400 acres along the western boundary of the Port.

A diverse range of land uses exists within the Port. Land uses include industrial uses—such as canneries, boat repair yards, warehouses, liquid and dry bulk storage facilities for oil and coal, railroad spurs, shipping container storage, and commercial shipping terminals—in which multiple-story tall steel cranes used in loading and unloading cargo are a consistent visual element. The visual environment within the Port also includes recreational boating facilities and marinas; beaches and sport fishing areas; cruise line terminals; and retail shops, restaurants, and museum/aquarium facilities catering to tourists. The appearance of many Port operations is utilitarian 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. A large number and variety of watercraft are found within the Port, ranging from small recreational boats and commercial fishing boats to large vessels such as container, crude oil carrier, and cruise ships.

The proposed project is located adjacent to the community of San Pedro. San Pedro is located to the west of the Port, mostly on a seaside bluff known as the Palos Verdes Peninsula. Downtown San Pedro adjoins the Port between 3rd and 7th Streets, and contains medium-rise government office buildings serving the City of Los Angeles, and state and federal agencies. There are also large hotels, restaurants, and small-scale retail stores. The predominant land use in San Pedro, however, is residential. Multiple-family and single-family residences extend along Beacon Street at the eastern edge of the seaside bluff and southwest along Crescent Avenue. Inland from the Port, the bluff rises to elevations of approximately 300 feet above sea level, offering many residents spectacular sweeping views of the Port and the open sea beyond.

The project site at Berth 87 contains an existing parking lot and is currently used for temporary cruise ship docking. Project activity will be focused at Berth 87 within an area encompassing approximately 4.5 acres, which is bordered by the

Main Channel on the east and Harbor Boulevard on the west (refer to Exhibit 2.0-4, *Berth 87 and Proposed Site Plan)*. Adjacent to Berth 87 to the north is a cruise ship dock and beyond that, the Vincent Thomas Bridge. Adjacent to the south is the Maritime Museum and beyond that is the Los Angeles Harbor. Residential neighborhoods are west of the project site along Harbor Boulevard.

Berth 87 is currently used as an occasional, temporary berth for the World Cruise Center. The Berth 87-89 landside area is used by the Port Police for cargo inspection of supply trucks servicing the Cruise Center.

The following sections provide an overview of existing viewer groups, visual resources, and nighttime lighting conditions within the proposed project area.

3.1.1.3 Existing Visual Resources

The proposed project consists of three elements, including transportation of the USS *Iowa* from the Port of Richmond, to the Hull Cleaning Site; transport from the hull cleaning site to POLA; and finally, the year-round mooring of the USS *Iowa* at Berth 87 in the Port. The following discussion provides an overview of the existing visual resources with respect to each of these project elements and locations. Refer to Exhibit 3.1-1, *Photograph Locations*.

11/15/11 JN 65-100853 Exhibit_Photo_Locations.mxd AP

RBF CONSULTING

0 200 400 800 Feet

Source: ESRI World Imagery

USS IOWA PROJECT - EIR

Photograph Locations

Exhibit 3.1-1

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Transporting the USS *Iowa* from the Port of Richmond to the Hull Cleaning Site

Views

- Panoramic view
- Within San Francisco Bay area, views are not visually intact, as there are multiple encroaching elements in the viewshed.
- Visual unity: Given the nature of the Bay and coastline views of active waterways, the views exhibit a relatively high degree of visual unity, which includes ships and other vessels as generally harmonious and expected aspects of the viewshed.

Hull Cleaning Site

Views

- The battleship will be towed to the approved offshore location depicted in Exhibit 2.0-6, *Off Shore Hull Cleaning Location*, for hull cleaning prior to placement in the Port of Los Angeles (outside of the 3 nautical mile [nm] limit line).

- Duration at this location will be temporary.

- The battleship will be viewed within the context of many ocean-going vessels, ranging from small recreational boats to large cargo.

Transport from Hull Cleaning Site to Port of Los Angeles

Views

- With respect to ocean views, the elements that contribute to the visual quality of the ocean viewshed are highly subjective. Whereas ocean-going vessels ranging from personal vessels to large cargo ships and even oil rigs may be considered by some as encroaching elements on the natural uninterrupted ocean viewshed. Others may consider such vessels as expected elements that contribute to the vividness and unity of the viewshed.

Berth 87

The Port is a visually expansive landscape, and views are predominantly characterized as panoramic rather than focal. Because of the extent of panoramic views, adverse changes to a scenic vista would also have an adverse effect on the visual character or quality of the site.

Vincent Thomas Bridge

The Vincent Thomas Bridge links San Pedro to Terminal Island, and is a local landmark designated by the City of Los Angeles City Council as the City's

official welcoming monument.[2] Although the bridge has no official designation as an historic landmark, it has been determined eligible for listing in the National Register of Historic Places.[3] It is the third-largest suspension span bridge in California, the first welded (not riveted) suspension bridge in the US, and the only suspension bridge in the world supported entirely on piles. The bridge has a vertical clearance over the Main Channel of 185 feet at its highest point, with towers reaching 365 feet into the air.[4] The bridge is visible from many areas throughout the Port, and its green towers are frequently seen rising above surrounding Port features to serve as a point of orientation. The bridge offers unique views of the surrounding Port to motorists, whether the viewer is passing eastbound or westbound over the bridge. For the majority of the eastbound passage, motorists have views of large cranes, warehouses, containers being loaded and unloaded, heavy industrial land uses, and marina uses, including views of Berth 87 and environs. However, a chain link fence on the outer edge of the bridge hinders the views. Traveling westbound, the viewshed is dominated by the Evergreen Marine Corporation; however, views are obstructed along most portions of the roadway by a concrete median and fencing. Viewers from the bridge are nearly exclusively motorists, a majority of whom are commuters.

Given the largely industrial Port landscape and mixed with the commercial and residential community of San Pedro in the background towards the west, as well as the numerous encroaching elements including cranes, shipping containers, cruise ships and parking lots, the views from the Vincent Thomas Bridge are considered to lack vividness, are not visually intact and possess a low degree of visual unity. As a result, the viewshed of the proposed project area are considered to consist of low quality views.

Harbor Boulevard Viewshed

Harbor Boulevard runs north/south along the west side of the Main Channel and offers direct views of the proposed project site and environs. Harbor Boulevard is a locally designated scenic road. By definition, views from a locally designated scenic roadway are highly sensitive. In particular, the relevant segment of Harbor Boulevard provides motorists and adjacent residents with views of the historic Vincent Thomas Bridge. The creative use of decorative nighttime lighting across the bridge is an attraction. Under existing conditions, views to the Vincent Thomas Bridge from Harbor Boulevard are variably interrupted by landscaping, infrastructure, and the Berth 93 Terminal. Chain link fencing, the red car line right-of-way, surface parking, and 100-foot-tall light stands add to the visual clutter that distracts from this view. Additionally, when docked in the Inner

[2] Port of Los Angeles website, http://www.portoflosangeles.org/transportation/ca_47.asp, accessed on September 26, 2011.
[3] Caltrans website, Historic Bridge Inventory, http://www.dot.ca.gov/hq/structur/strmaint/hs_state.pdf, accessed September 26, 2011.
[4] Port of Los Angeles website, http://www.portoflosangeles.org/transportation/ca_47.asp, accessed on September 26, 2011.

Harbor, cruise ships also block views to the bridge. Gantry cranes at the Evergreen Container Terminal across the channel on Terminal Island provide a backdrop in the industrial-themed visual landscape. Sensitive viewers traveling along Harbor Boulevard include local residents in the San Pedro community immediately west of Berth 87 and proximal to Harbor Boulevard to the west. Residents are highly familiar with this view of the Vincent Thomas Bridge as a local visual landmark. Tourists are apt to appreciate views to the bridge because of its historic and functional value within the overall visual context of the Port.

Views of the historic Vincent Thomas Bridge are highly valued, and provide a striking and distinctive element in the background of views from Harbor Boulevard. However, the visual integrity of the landscape is compromised by the landscaping, chain link fence, infrastructure and waterfront structures in the foreground and middleground of the view as well as the gantry cranes in the background. As a result of the encroaching elements, and the lack of compositional harmony, the views from Harbor Boulevard of the proposed project area and environs are considered to be relatively low in quality, with a moderate level of vividness, but a low degree of intactness and unity.

Berth 87 Viewshed

Berth 87 provides expansive views of the Main Channel, including the Vincent Thomas Bridge to the north, and the Evergreen Container Terminal directly across the channel. The Berth also provides a panoramic view of Port waterfront area to the south and of the Main Channel as it enters the Pacific Ocean in the background. Given the direct access to the waterfront, the views from Berth 87 do not have the encroaching elements in the foreground of the view when compared to the views from Harbor Boulevard or the Vincent Thomas Bridge. The foreground views of the waters of the Main Channel and of the Pacific Ocean in the far background to the south, and of the Vincent Thomas Bridge in the background to the north provide memorable landscape components and a distinctive quality to the view. However, the tall cranes and myriad containers in the middle- and background of the views of Terminal Island to the east interrupt the vividness, visual integrity and unity of the viewshed from Berth 87. As a result, the views from Berth 87 are considered to be of moderately low quality.

San Pedro Community Viewshed

The San Pedro commercial and residential district is located to the west and the destination commercial district of the Port O'Call to the south of the proposed project site. As discussed previously, the overall visual character of this area includes a mix of industrial, commercial, and residential land uses, which results in an incongruent pattern of land uses as viewed from within the San Pedro residential district viewshed. The waterfront views are dominated by the Port's maritime operations, and includes views of vessels, dock structures, and related

structures and equipment. As previously mentioned, the gantry cranes at the Evergreen Container Terminal across the Channel on Terminal Island provide a backdrop in the industrial-themed visual landscape. As a result, views from the San Pedro residential district viewshed are considered to have relatively low visual quality.

3.1.1.4 Existing Viewer Groups

Viewer groups are identified to evaluate viewer sensitivity and to select representative viewpoints for the visual impact evaluation. The sensitivity of viewers to visual change varies based on familiarity with the view, sense of ownership of the view, and the nature of one's activity while receiving the view. In turn, these considerations determine how much attention the receptor focuses on the view. Viewers of the proposed project would include residential viewers, recreationists (i.e., tourists focused on sightseeing activities, bicyclists, hikers, and picnickers), commuting motorists, and workplace viewers (workers in nearby offices and commercial settings, as well as those who work in the surrounding industrial and warehousing areas). It is important to note the following discussion addresses average viewer sensitivity. Some viewers are more or less sensitive than their activity or ownership would indicate. Individuals' reactions to views vary greatly depending upon a number of factors, including how much they know or care about the view, their personal tastes, and their opinions about the activity or location that they are viewing.

Residential viewers are typically very sensitive to visual quality and changes in visual quality. This is because their familiarity with the view, investment in the area (for example, homeowners or long-time residents), and sense of ownership of the view tend to be stronger than that of other types of viewers. In a way, the view from residences and their yards represents a visual extension of the residential property, and changes in this view are noticeable and can result in strong positive or negative reactions. The area west of the proposed project site is predominantly multi- and single-family residential, and the sloping topography away from the Port affords varying views to the Port and harbor. The nearest residential viewers would be within 0.1 mile of proposed project features. Views are generally blocked from these locations due to low elevations (approximately 50 feet above water level) and intervening buildings and vegetation. Residents located on hillsides that overlook the Port, where elevations can reach 200 feet above water, would generally be located over 0.75 mile from the nearest proposed project features. At this distance, proposed project elements would occupy the middleground of the view.

Recreational activities can broadly be subdivided into passive and active recreation. Active recreation includes competitive sports; viewers engaged in most active recreation (e.g., soccer, baseball, and swimming) tend to have only an average sensitivity to visual quality and visual change. Although they are

aware of their surroundings, they are usually focused on the recreational activity itself rather than surrounding views. Passive recreationists (e.g., those engaged in picnicking, photography, nature hikes, and bird watching) tend to organize their activities around the visual environment, and consequently views are very important to the quality of their activities. Individuals engaged in more active recreation such as bicycling, sailing, and kayaking are also more aware of their surroundings and sensitive to changes in the visual environment. Some of these viewers would be very sensitive to visual changes if they regularly return to the same place for their recreation. Others, such as first-time or occasional viewers, would not be as familiar with the views, and therefore, would not be as apt to notice changes.

Tourists are very similar to recreational viewers. Depending on what brings the tourists to a particular location, they tend to be more or less sensitive to changes in the visual environment. If the point of the visit is to enjoy scenery, then visual quality may be an important element in their trip (sightseeing tourists). However, if their travel is intended to take advantage of indoor activities, visual quality is of less importance. Moreover, sightseeing tourists visiting the area for the first time, or on an infrequent basis, would not be as familiar with the views, and thus would be less apt to notice incremental changes that have transformed the Port's visual environment over time. Current tourist attractions at the Port include the Ports O'Call, the Maritime Museum, and other waterside attractions; local restaurants; the cruise terminal; and scenic viewpoints.

Other viewers, with exceptions, usually have an average sensitivity to visual quality or change. These include people on the local roadway system, including commuting motorists, bicyclists, and pedestrians. If they are traveling simply to get from one place to another for work reasons, or doing errands, their sensitivity would normally be average. However, at those times they are traveling for pleasure, it is likely that they would be somewhat more sensitive to their surroundings.

3.1.1.5 Light and Glare

The two major causes of light pollution are *glare* and *spill light*. Glare occurs when one sees a bright object against a darker background, such as when a person experiences oncoming headlights while driving at night. Spill light is caused by misdirected light that illuminates areas outside the area intended. The proposed project vicinity currently produces nighttime lighting from streetlights, vehicle headlights, and interior and exterior building lighting (residential, office, commercial), as well as significant amounts of light associated with the all-night Port operations at cargo and bulk terminals. High-intensity boom lights are located on top of shipping cranes along the edge of the many channels that feed into the Los Angeles Harbor to the east of the proposed project site. The Vincent

Thomas Bridge, northeast of the proposed site, has streetlights and blue-colored lights along the outside of the bridge structure.

Under nighttime conditions, the Port of Los Angeles and the Port of Long Beach to the east are part of the brightly illuminated Port landscape. The proposed project site appears as a brightly lit area within this much larger landscape. The major existing sources of illumination on the proposed project site are the down lights and floodlights attached to the tops of the tall light standards, as well as the street and roadway lighting. When ships are loaded or unloaded at night, floodlights attached to the bottom of the crane boom and sides of the crane structure illuminate the crane and surrounding area.

3.1.2 Applicable Regulations and Policy Documents

Various plans and policy documents set forth regulations and guidelines for design quality, streetscape, and light and glare that relate to the development of the proposed project site. The City of Los Angeles divides its jurisdiction into 35 community plan areas. For each of these areas there is a community plan that supports the citywide general plan and general plan framework element. The San Pedro Community Plan contains policies related to visual and aesthetic resources. Due to the fact that the largest and potentially most sensitive viewing group consists of residents residing in San Pedro, these policies were considered pertinent, even though LAHD does not regulate land uses in this area. Another relevant regulatory mechanism is the *Port of Los Angeles Plan*, which also contains goals, objectives, and policies pertaining to visual resources. In addition, the *Port of Los Angeles Port Master Plan* (PMP) contains guidelines for visual resources. Objectives, goals, and policies pertinent to the proposed project are listed below.

3.1.2.1 The General Plan of the City of Los Angeles

The City of Los Angeles General Plan (*General Plan*) is a legal mandate that governs both private and public actions. It is a document comprising 10 Citywide Elements, plus the Land Use Element for each of the City's 35 Community Planning Areas, as well as counterpart plans for POLA and Los Angeles International Airport.

The *General Plan* contains a Framework Element that provides overall goals and guidelines for comprehensive long-range growth of the city, and includes goals and policies that are relevant to visual resources. Additionally, the Transportation and Conservation Elements designate scenic roadways and vistas in the proposed project area and provide guidelines for preservation of scenic features that can be accessed from these designated areas.

Framework Element

Urban Form and Neighborhood Design

This Element identifies patterns of development intensity, building height, and other structural elements that determine the City of Los Angeles' physical character and that visually distinguish centers of landscape elements such as open space, transportation corridors, public facilities, activity centers, and focal centers. This Element identifies the following goals and policies that are applicable to the proposed project:

Goal 5A

A livable city for existing and future residents and one that is attractive to future investment. A city of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

- **Policy 5.5.3**: Formulate and adopt building and site design standards and guidelines to raise the quality of design Citywide.

Transportation Element

Appendix E of the Transportation Element provides an inventory of designated scenic routes within the proposed project area. Although there are no state scenic highways, Harbor Boulevard is listed as a locally designated scenic highway. 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 Element addressing roadway design, earthwork, grading, signage, landscaping, and utilities.[5] The following goal and policy pertaining to visual resources of the transportation system are applicable to the proposed project.

Objective 11: Preserve and enhance access to scenic resources and regional open space.

- **Policy 11.2:** Provide for protection and enhancement of views of scenic resources along or visible from designated scenic highways through implementation of guidelines set forth in this Transportation Element (Chapter VI.D)

[5] City of Los Angeles, *Transportation Element of the City of Los Angeles General Plan*, adopted September 8, 1999a. Available at planning.lacity.org, accessed September 20, 2011.

Conservation Element

The Conservation Element addresses the preservation, conservation, protection, and enhancement of natural resources within the city. As steward of the City's natural areas and scenic resources, the City has developed provisions regulating development to protect scenic features including landforms, scenic vistas, and ocean views. Section 15, Land Form and Scenic Vistas, defines scenic views or vistas as "the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views is from park lands, private and publicly owned sites and public rights-of-way." Specific goals and policies pertaining to scenic resources within the proposed project area are listed below.[6]

Objective: 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 will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.

Infrastructure and Public Services Element

This element contains policies relating to street lighting on private streets and in pedestrian-oriented areas, ensuring minimization or elimination of potentially adverse light spillover onto offsite areas or conflicts with street tree planting. The following goals, objectives, and policies are applicable to development of the proposed project site.

Goal 9P

Appropriate lighting required to 1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other locations; 2) provide appropriate and desirable regulation of architectural and informational lighting such as building façade lighting or advertising lighting; and 3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.

[6] City of Los Angeles, *Conservation Element of the City of Los Angeles General Plan*, adopted September 26, 2001. Available at planning.lacity.org, accessed September 20, 2011.

Objective 9.40. Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.

- **Policy 9.40.2:** Require parking lighting and related pedestrian lighting to meet recognized national standards.
- **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 façade lighting, security lighting and advertising lighting, including billboards.

The Port of Los Angeles Plan Element

The *Port of Los Angeles Plan*, part of the *City of Los Angeles General Plan Land Use Element,* was adopted in 1982, and was designed to provide a 20-year official guide to the continued development and operation of the Port. The Plan 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 of Los Angeles 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 *Port Master Plan*.

Objective 4 is dedicated to prioritizing development within the Port, while addressing the visual impacts to neighboring communities. The Plan states:

> 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.

San Pedro Community Plan

The San Pedro Community Plan is intended to promote an arrangement of land uses, streets, and services that will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community. The plan is also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community through the year 2010. The San Pedro Community Plan

addresses aesthetics and visual quality issues for areas outside the community plan boundaries (such as the Port).[7]

Residential

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

Policy I-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.

San Pedro Specific Plan/San Pedro Coastal Land Use Plan

The San Pedro Local Coastal Program Specific Plan[8] is a subcomponent of the San Pedro Community Plan that includes goals and objectives specific to development in the coastal zone. Development in the coastal zone is subject to the provisions of the California Coastal Act of 1976. The San Pedro Specific Plan and the San Pedro Coastal Land Use Plan (LUP) are components of the Local Coastal Program of the City of Los Angeles (LCP). The Specific Plan and the LUP protect, maintain, enhance, and restore the overall quality of the coastal zone environment while meeting a portion of the California Coastal Act. The boundaries are generally the western and southern city boundary, defined by 25th Street, Anchovy Avenue, Paseo del Mar, Western Avenue, 25th Street, Pacific Avenue, 9th Street, Harbor Boulevard, and Crescent Avenue.

Goal 6

Goal 6 of the San Pedro Local Coastal Program Specific Plan provides for preservation of 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 and exists as a delicately balanced ecosystem.

> **Objective 6-2** is to protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and man-made resources.
>
> **Policy 6-2.1** of the San Pedro Local Coastal Program Specific Plan specifies that: the scenic and visual qualities of San Pedro be protected as

[7] City of Los Angeles, *San Pedro Community Plan, a Part of the General Plan of the City of Los Angeles*, adopted April 29, 1986 and adopted March 17, 1999b. Available at planning.lacity.org, accessed September 26, 2011.

[8] City of Los Angeles, *City of Los Angeles General Plan, San Pedro Specific Plan*, adopted 1990. Available at planning.lacity.org, accessed September 26, 2011.

a resource of the Community as well as regional importance, with permitted development sited and designated 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 from designated public scenic view areas and Scenic Highways.

Objective 6-6 is to preserve the existing scenic views of the ocean and harbor from designated scenic highways, scenic view sites, and existing residential structures.

Relationship to the Port

The San Pedro Community Plan also recognizes that the prosperity of the City is directly related to the prosperity of the Port. Although the Port is not a part of the plan area, the community plan includes recommendations to decision makers having jurisdiction over POLA. Under **Objective 19-1**, San Pedro is to recognize the Port as a regional resource and the predominant influence on the economic well-being of the Community and to promote its continued development so as to meet the needs of the fishing industry, recreational users, the handling of passengers and cargo, with special emphasis on the accommodation of increasingly larger ships.[9]

Policy 19-1.2 states:

The West Bank of the Main Channel (southerly of the Vincent Thomas Bridge) and East Channel areas of the Port be devoted to commercial, restaurant, and tourist-oriented facilities, passenger terminals, facilities serving the sport and commercial fishing industry, and such general cargo and container handling facilities as would not create or add to significant traffic congestion problems on Harbor Boulevard which may result from the generation of additional railroad or industrial traffic.[10]

City Of Los Angeles Planning and Zoning Code

The Los Angeles Planning and Zoning Code contains the following lighting-related requirements applicable to the proposed project:

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.

[9] City of Los Angeles, *San Pedro Community Plan, a Part of the General Plan of the City of Los Angeles*, adopted April 29, 1986 and adopted March 17, 1999b. Available at planning.lacity.org, accessed September 26, 2011.
[10] Ibid.

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.

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.

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.

3.1.2.2 Port of Los Angeles Master Plan (1979 plus Amendments)

The *Port of Los Angeles Master Plan* (PMP) 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 LCP, and is consistent with the *Port of Los Angeles Plan*, an element of the General Plan for the City.

The PMP does not contain any element specific to visual resources. However, general provisions contained within Section V, Regulations & Guidelines for Development Projects, establish the need to address visual resources issues for new projects: When a facility project involving a change in either land or water use is proposed for those areas in the Port that are adjacent or contiguous to either residential, commercial, or industrial areas in the surrounding communities, an analysis of its location, design effect, and operation shall be made to ensure the feasible compatibility of such a port facility with either the existing uses of such community areas or the uses which may be proposed for such community areas in the *General Plan* or the Local Coastal Program of the City of Los Angeles.

The PMP addresses aesthetics and visual quality issues within the Port, and for areas outside in nearby communities. The PMP is dedicated to prioritizing development within the Port, while addressing the visual impacts to neighboring communities.

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.

3.1.2.3 The Port of Los Angeles Strategic Plan (2010/2011)

The *Port of Los Angeles Strategic Plan* was developed as a five-year rolling plan designed to guide the Port's future development while balancing the needs of area residents, local community members, stakeholders and the nation. The Strategic Plan identifies the Port's 12 strategic objectives for the next five years. Each of the objectives identifies a series of initiatives that the Port will undertake to accomplish that objective. The objectives include the following: Land Use, Development, Transportation and Goods Movement, Financial, Environmental, Technology and Green Energy, Safety and Security, Operations, External Relations, Business Development, Organizational Development, and Employees.

Strategic Objective 2 To deliver cost-effective facilities and infrastructure in a timely manner consistent with the land use plan.

Initiative 2.4 Aesthetics: Create an attractive physical presence, particularly at the Port/community interface, that is distinctive, recognizable, and well maintained throughout the Port.

3.1.2.4 Port of Los Angeles Leasing and Development Guide (2006)

The Port of Los Angeles Leasing and Development Guide (Guide) presents a long-term vision of POLA land use, addressing existing land use incompatibilities while achieving specific goals outlined for each of the three Port districts: San Pedro, Terminal Island and Wilmington. The Guide is intended to provide guidance for decision-making on property leasing, capital development and facility improvements.

This Guide incorporates the Project Plan for the San Pedro Waterfront as adopted by the Board of Harbor Commissioners. The Port will de-industrialize the San Pedro District and re-emphasize community waterfront access through the completion of the San Pedro Waterfront project. The Port's long-term objectives for the San Pedro District are:

- De-industrialize the waterfront (removal of cargo handling terminals and activities).
- Enhance visitor-serving commercial uses.
- Enhance non-vehicular access to the waterfront.

- Create a seamless interface with downtown San Pedro.
- Attract, relocate and expand marine research facilities to the San Pedro District (City Dock No. 1).

3.1.2.5 Port of Los Angeles Terminal Lighting Design Guidelines[11]

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. 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 Guidelines require, where applicable, the utilization of maximum light control optical characteristics, which direct light to intended areas and cutting light and glare from adjacent areas. The Guidelines restrict the use of floodlights, and requires review and approval by the POLA Engineer prior to installation. The Guidelines also require that utilization of floodlights shall only be permitted if use of down-lighting is proven unfeasible, and that any flood lights installed be aimed away from residential areas, and incorporate light shields and glare guards.

3.1.2.6 San Pedro Waterfront Program

The San Pedro Waterfront Program is a major 400-acre waterfront infrastructure and revitalization initiative to create a vibrant, world-class waterfront for the community of San Pedro, the City of Los Angeles, and the people of California. The Waterfront Program is focused on connecting the community with the waterfront, enhancing community- and visitor-serving commercial opportunities in and around the Port, and maintaining the Port's position as a source of economic vitality for the region.

The Waterfront Program serves as a Master Plan for specific development projects and infrastructure improvements along the San Pedro Waterfront area, from the Vincent Thomas Bridge to Berths 49-50. The Waterfront Program involves a variety of land uses within the project area, including public waterfront and open space areas, commercial development, transportation and parking facilities, and expansion of cruise ship facilities and operations.

The Waterfront Project includes the development of three new harbors, including the North Harbor, which is a 5-acre water cut at Berths 87-90 to accommodate the Crowley and Millennium tugboats (approximately 12 vessels) and the historic naval ship, the S.S. Lane Victory (which would be relocated from Berth 94). The

[11] Personal communication with Vahik Haddadian, Chief Electrical Engineer, Port of Los Angeles Engineering Division – Electrical Section, September 20, 2011.

harbor cut would extend from the existing water's edge to approximately 50 feet east of the Harbor Boulevard Parkway improvements.

3.1.3 Impact Analysis

This section discusses the potential aesthetics and visual impacts associated with the development of the proposed project. The impact analysis is based on the requirements CEQA relative to the assessment of visual impacts associated with proposed project elements, and mitigation measures are provided, where appropriate.

3.1.3.1 Methodology

Aesthetic experiences can be highly subjective and vary from person to person; therefore, the evaluation of aesthetic resources requires the application of a process that objectively identifies the visual features of the area, their importance, and the sensitivity of receptors that view them. The proposed project-related changes to the aesthetic character of the site and surrounding area are identified and qualitatively evaluated based on the modification of physical conditions and viewer sensitivity.

The impact discussions take into consideration the viewer groups that would be sensitive to changes in the visual setting and discusses key vantage points of the proposed project that would be visually accessible to these viewers. The existing visual environment is then compared to the anticipated future visual environment through a series of visualizations that include representative images of proposed project elements.

The analytical framework to determine project-related impacts to aesthetic resources in the vicinity of the proposed project includes the following:

- identification of key visual elements in the proposed project area and characterization of overall visual quality,
- identification of user groups with sensitive views into the proposed project area and photographic documentation of representative views,
- qualitative analysis of changes to views as a result of implementation of the proposed project or alternative,
- evaluation of the significance of the impacts based upon the requirements of CEQA, and
- formulation of mitigation measures that would lessen the degree of significance, as needed.

Viewer Groups and Viewer Sensitivity

Viewer sensitivity, or viewer concern about noticeable changes to views they could experience, is based on the visibility of a scenic resource, the proximity of viewers to the resource, the relative elevation of viewers to the resource, the frequency and duration of views, the number of viewers, and the types and expectations of the individuals and viewer groups. Generally, visual sensitivity increases as the total number of viewers, frequency, and duration of viewing activities increases. The degree of visual sensitivity is treated as occurring at one of the following four levels:

- **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** 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** 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** occurs when 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.

An inspection of the proposed project site and the potentially affected environs, and a review of public scoping comments served to identify indicators of public sensitivity. An analysis of the surrounding area was also conducted to identify areas where the proposed project would be most visible and to assess the quality of views of the proposed project site. The range and quality of views to and from the proposed project were determined by reviewing topographic and street maps, as well as photos of areas within or adjoining the proposed project site. The range of sensitive views was then considered and several representative views in which the proposed facilities would be most noticeable were selected for detailed analysis. This decision was based primarily on proximity and degree of proposed project exposure. Consideration was also given to how viewers within each setting would experience the proposed project due to varying degrees of visibility and distance from the project; as well as the structures, vegetation, topographic

features, or other intervening obstacles that were present. Because objects within the foreground have more detail, views from such locations would be more detailed compared to the objects that are less distinguishable in the distance. Hence, the potential sensitivity of close-in viewers was considered higher than those who have more distant views of the proposed project area.

The principal viewer groups for the proposed project include the residents of San Pedro, commuting motorists, workers within the area, and recreationists, such as boaters in the harbor, and at the Ports O'Call village. The term *recreationist* is used to distinguish the sub-group of viewers who are organizing their recreational activities around experiencing the visual environment from those viewers who are engaged in competitive sports activities. Viewers engaged in most active recreation, such as playing sports, tend to have only an average sensitivity to visual quality and visual change. Although they are aware of their surroundings, they are usually focused on the activity itself rather than surrounding views. Tourists are very similar to recreational viewers. Depending on what brings the tourists to a particular location, they tend to be more or less sensitive to visual quality. If the point of the visit is to enjoy scenery, then visual quality may be an important element in their trip (sightseeing tourists). However, if their travel is intended to take advantage of indoor activities, visual quality is of less importance. Moreover, sightseeing tourists visiting the area for the first time, or on an infrequent basis, would not be as familiar with the views, and thus would be less apt to notice incremental changes that have transformed the Port's visual environment over time. Consequently, their level of sensitivity would be considered low.

Because the residents of San Pedro would be exposed to views for prolonged period of time and typically have higher expectations that their visual surrounding be maintained, they are generally considered to be a highly sensitive viewer group. This is because their familiarity with the view, their investment in the area (as, for example, homeowners or long-time residents), and their sense of ownership of the view tends to be stronger than that of other types of viewers. As a result, changes in this view are noticeable and can result in strong positive or negative reactions. However, in this situation, the visual environment is already highly developed, has a highly industrial character, and does not contain a very strong natural element. Therefore, the visual sensitivity of residents is considered to be moderate. Commuters and workers are also considered to have lower viewer sensitivity because their attention is focused on driving or work activities. As a consequence, they are exposed to fleeting views during travel and only occasional views from the work place.

Finally, it is important to note that this discussion addresses average viewer sensitivity. Some viewers are more or less sensitive than their activity or ownership would indicate. Individuals' reactions to views vary greatly depending upon a number of factors, including how much they know or care about the view,

their personal tastes, and their opinions about the activity or location that they are viewing.

3.1.3.2 Thresholds of Significance

Appendix G of CEQA (Environmental Checklist) and the Los Angeles CEQA Thresholds Guide (City of Los Angeles, 2006) defines thresholds to determine the effect that a project would have on aesthetics. According to these thresholds, the proposed project would have an impact on aesthetics if it would:

AES-1 Have a substantial adverse effect on a scenic vista.

AES-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AES-3 Substantially degrade the existing visual character or quality of the site and its surroundings.

AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

AES-5 Create a substantial negative shadow effects on nearby shadow-sensitive uses.

3.1.3.3 Impacts and Mitigation

Impact AES-1: Would the project have a substantial adverse effect on a scenic vista?

The proposed project involves transporting the USS *Iowa* for year-round mooring at Berth 87 in the Port, placing prefabricated structures on site, which will be removed if the Visitor Center is constructed in Phase 2, re-painting an existing parking lot, and preparing the battleship for public viewing.

Transporting the USS Iowa from the Port of Richmond to Hull Cleaning Site

The transport of the USS *Iowa* from the Port of Richmond, California to the off-shore hull cleaning site would be visible to communities facing the San Francisco Bay. For some viewers, the USS *Iowa* may provide a focal point within the panoramic landscape as a feature of visual interest. The waterway is utilized regularly by the navy and large cargo ships, therefore, communities along the tow route would generally be accustomed to such interruption in viewsheds.

Hull Cleaning Site

The USS *Iowa* hull cleaning processes would take approximately 48 hours. Lights would illuminate the side of the ship during darkness but the bottom of the hull will only be cleaned during daylight hours. As a result of the location and temporary duration of the visual encroachment of the USS *Iowa* during hull cleaning and transport to POLA, the project would result in less than significant impacts on the scenic vista.

Transporting the USS Iowa from Hull Cleaning Site to Berth 87

The transport of the USS *Iowa* from the hull cleaning site to the Port of Los Angeles would be visible to viewers along the coastline. Regardless of whether the ship is considered an encroaching element or component of compositional harmony of the landscape, it would constitute a partial interruption of the ocean viewshed from any one point along the coastline. Further, this interruption would be extremely temporary in duration, as the entire journey from Suisun Bay to the hull cleaning site would take approximately three days. Due to the context of the route and the short duration of the visual interruption, the project would result in less than significant impacts on the scenic vista.

Berth 87

The USS *Iowa* and the prefabricated structures and proposed Visitor Center would be visible from surrounding streets, the Vincent Thomas Bridge, and by cruise ship passengers. The year-round presence of the USS *Iowa* at Berth 87 in the Main Channel of POLA would be different from the existing condition of surface parking and the intermittent docking of cargo and cruise ships. The USS *Iowa* has a much lower profile when compared to cargo and cruise ships that occasionally use the Berth. Further, the temporary prefabricated structures and the Phase 2 Visitor Center would blend in visually with the existing surrounding structures, including the World Cruise Center and the Fire Station #112 and Maritime Museum. Approximately once per year, the battleship would be tugged out into the Los Angeles Harbor and turned around before returning to Berth 87 to reduce the potential for uneven weathering of the battleship. The duration of this operation would be short, and would not result in significant impacts to viewers within the Harbor area.

Vincent Thomas Bridge

The USS *Iowa* and associated structures at Berth 87 would be visible in the middleground within the panoramic view from the Vincent Thomas Bridge. As previously mentioned, viewers would consist of commuters and tourists, both of whom would have low sensitivity to changes in the visual landscape. The USS *Iowa* and its associated landside structures are consistent with the industrial landscape of the viewshed, and is less visually obtrusive when compared to the

cruise ships closer to the foreground of the view. Further, a ship such as this, as well as the associated visitor center structure(s) would fit within the context of the Port environs, and therefore would not stand out as an encroaching element.

Harbor Boulevard

As a locally designated scenic roadway, views from Harbor Boulevard are considered to be highly sensitive. As previously mentioned, sensitive viewers traveling this roadway would include local residents, who are highly familiar with this view of the Vincent Thomas Bridge as a local visual landmark, and tourists who are apt to appreciate views to the bridge because of its historic and functional value within the overall visual context of the Port. The USS *Iowa* and associated structures could obstruct critical public views from a locally designated scenic highway of the historic Vincent Thomas Bridge. While the proposed project would change the view of the bridge from Harbor Boulevard and from Ports O'Call, they would not contribute substantially to an obstruction of this view, since views from Harbor Boulevard are currently obstructed by landscaping, infrastructure, chain link fencing and the World Cruise Center in Berth 93. As shown in Exhibit 3.1-2, *View of Berth 87 from Harbor Blvd.*, the USS *Iowa* would occupy the middleground of the viewshed from Harbor Boulevard, and contribute to the panoramic industrial view of the Port and Channel. Further, the USS *Iowa* would provide an attractive and historically significant focal point in the middleground of the viewshed from Harbor Boulevard. By providing an intact and unified element into the viewshed, the proposed project would in effect positively contribute to the visual quality of the viewshed.

Berth 87

Implementation of the proposed project would greatly expand public access to the waterfront, and provide improved views of the Main Channel, waterfront, San Pedro community and Vincent Thomas Bridge from the deck of the ship. The views of the waterfront from the landside of Berth 87 would be compromised, with the battleship in the foreground blocking most of the views to the north, east and south. As previously mentioned, existing viewers at Berth 87 include workers (including Port Police for cargo inspection of supply trucks servicing the Cruise Center) and occasional tourists (on the few occasions that cruise ships dock at this site); thus, viewer sensitivity is considered to be very low.

San Pedro Community

Neither the proposed project site itself nor the community of San Pedro are identified as scenic vistas, and thus would not result in adverse impacts in this regard. The USS *Iowa* is a feature of historic interest, which contains its own visual character and focal view that would serve as a local attraction and improve the Port/community interface. As previously mentioned, the unique and

historically significant design of the ship would provide a unified and intact element within the viewshed. Additionally, the battleship would provide the public with increased opportunities to view the surrounding harbor from aboard the deck.

While there are no official scenic vistas identified within the project area, Harbor Boulevard is a locally designated scenic roadway, whose views are considered highly sensitive, particularly with respect to the historic Vincent Thomas Bridge. Adverse effects on the viewshed from Harbor Boulevard would be considered significant. However, the existing views from Harbor Boulevard are considered to be of low quality, as a result of the compromised visual integrity due to existing obstructions such as landscaping, chain link fencing, structures and the Cruise Center. Implementation of the proposed project would not substantially obstruct the views of the bridge, and would positively contribute to the quality of the viewshed by installing a unique and intact element, a historically significant design, and increased public access to the waterfront and the viewshed provided from there.

Refer to Exhibit 3.1-3, *Oblique View of Berth 87 Looking East,* Exhibit 3.1-4, *Oblique View of Berth 87 Looking West,* and Exhibit 3.1-5, *Oblique View of Berth 87 Looking North,* for various views of the proposed Project.

Analysis of Proposed Project Compliance with Applicable Regulations

Following is a brief analysis of the proposed project's compliance with the policies and regulations identified in Section 3.1.3.

City of Los Angeles General Plan, Planning and Zoning Code and San Pedro Community Plan

The project would contribute to the strengths of the Port and the San Pedro community by drawing tourists, enhancing the Port/community interface, and by providing a unique and visually striking element within the Port landscape. The project would upgrade the quality of development and would improve the quality of the public realm in the vicinity of Berth 87. The proposed landside structures would comply with applicable building and site design standards and guidelines in a manner that would contribute to the quality of design in the vicinity of the project site. The USS *Iowa* would provide greater access to the scenic resources along the Main Channel and to the Harbor when compared to the existing condition, and would enhance the coastal zone environment. While the proposed project may obstruct views of the Vincent Thomas Bridge from the locally designated scenic highway (Harbor Boulevard), the battleship itself would provide a unique and striking visual element that would enhance the viewshed. The proposed project would incorporate a lighting plan that would ensure safety,

and comply with applicable standards and guidelines to maximize safety and efficiency, and minimize glare and light spill.

Port of Los Angeles Master Plan

As stated above under the *General Plan* compliance section, the proposed project would enhance the coastal zone environment by providing a unique and historic tourist attraction, while complying with applicable design and lighting guidelines and standards to ensure high quality and aesthetically appealing development within the vicinity of Berth 87.

Port of Los Angeles Strategic Plan and Leasing and Development Guide

As previously stated, the proposed project would create an attractive physical presence, and would contribute to a distinctive, recognizable, and well-maintained physical presence at the Port/community interface. The project would also "re-emphasize community access" to the waterfront, and would contribute to the de-industrialization of the San Pedro Waterfront, as intended in the San Pedro Leasing and Development Guidelines.

Impact Determination

The proposed project would have a less than significant impact on scenic vistas within the project area.

Mitigation Measures

No mitigation is required.

Impact AES-2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The proposed project would involve the transport of the USS *Iowa* from its current location in the Port of Richmond, California, via ocean-going tug to an off-shore hull cleaning site, followed by transport to its year-round mooring site at Berth 87 in POLA. State Route 1 travels along the coastline between San Francisco and Los Angeles, and includes sections that are either Eligible or Official State Scenic Highways.[12] During transport, the USS *Iowa* may be visible from various locations along Route 1; however, since the duration of the USS *Iowa's* presence in the seascape at any one time would be very short. As a result, the transport of the battleship is not considered a significant adverse effect on scenic resources in this regard.

[12] California Scenic Highway Mapping System. http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed on October 19, 2011.

There are no designated state scenic highways within the proposed project area; however, portions of Harbor Boulevard, have been designated a local scenic roadway by the City of Los Angeles. Analysis of the impacts of the proposed project on views from this roadway is provided in the discussion of Impact AES-1. Proposed project features would not result in any noticeable removal, alteration, or demolition of important, place-defining visual elements. Rather, as previously mentioned, the year-round mooring of the USS *Iowa* at Berth 87 would contribute a visually striking and historically significant element that would complement the Port landscape and improve the visual quality of the Harbor Boulevard viewshed.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

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Existing Setting

Proposed Project Visualization

RBF CONSULTING

Source: Photograph taken on August 3, 2011

USS IOWA PROJECT - EIR

View of Berth 87 from Harbor Blvd.

Exhibit 3.1-2

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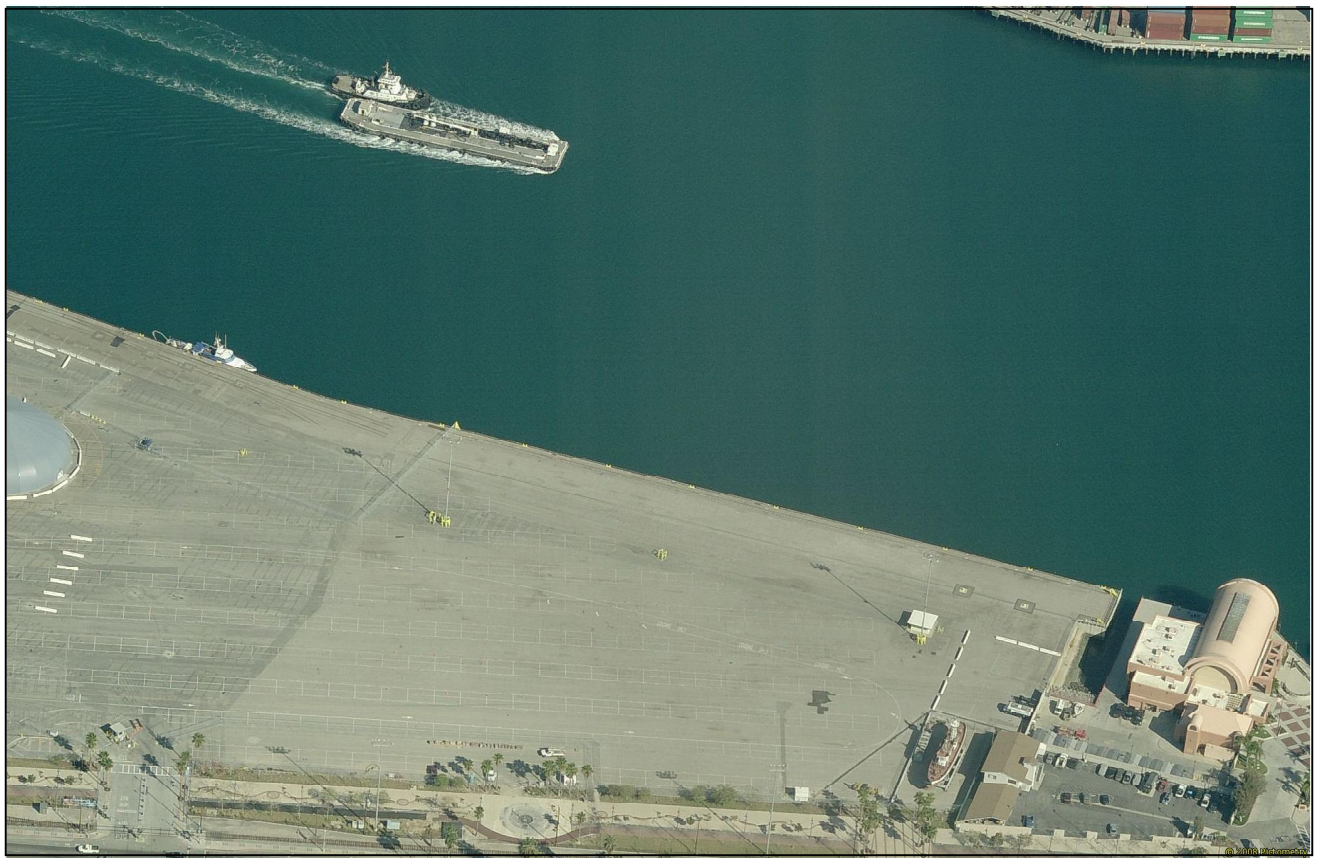

Existing Setting

Proposed Project Visualization

RBF CONSULTING

Source: Background Image - Pictometry® 2011

USS IOWA PROJECT - EIR

Oblique View of Berth 87 Looking East

Exhibit 3.1-3

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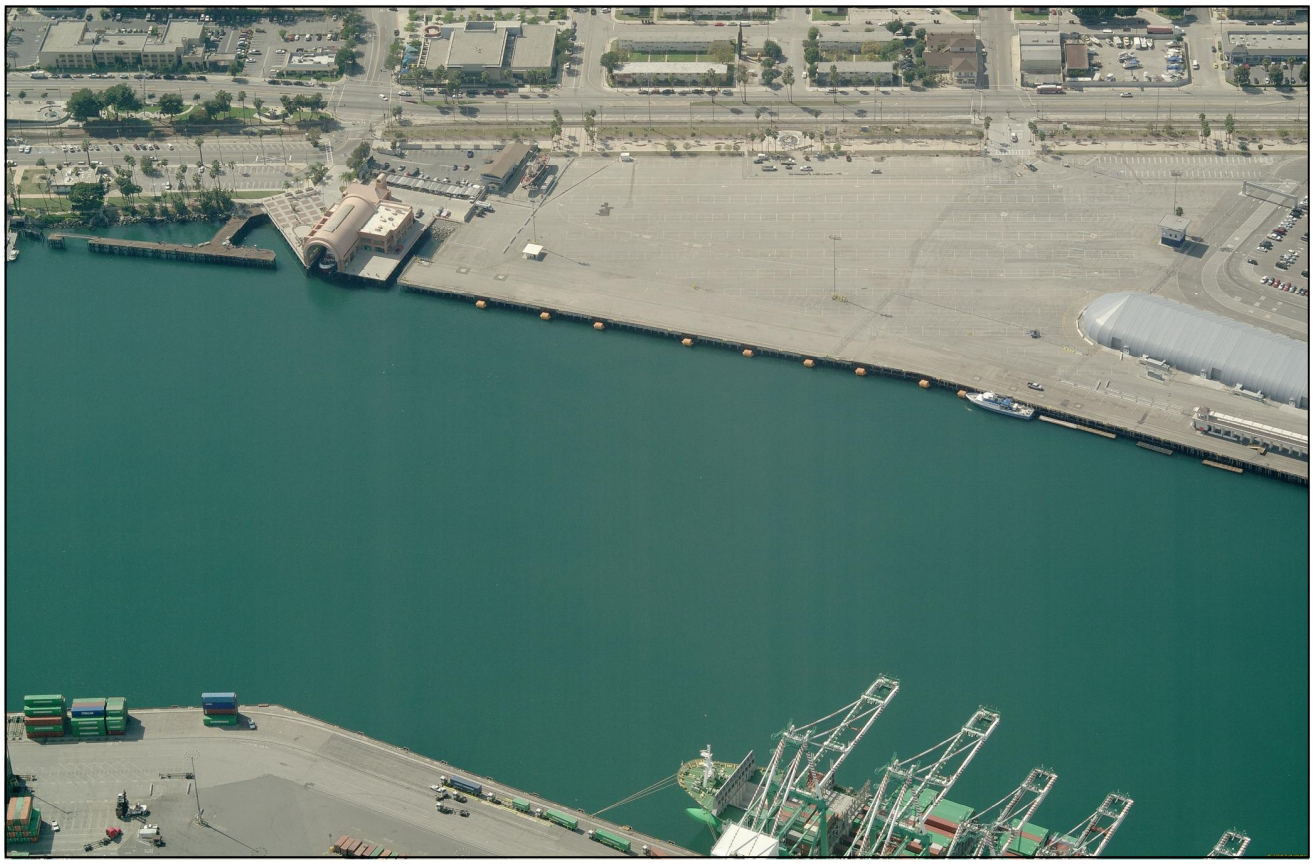

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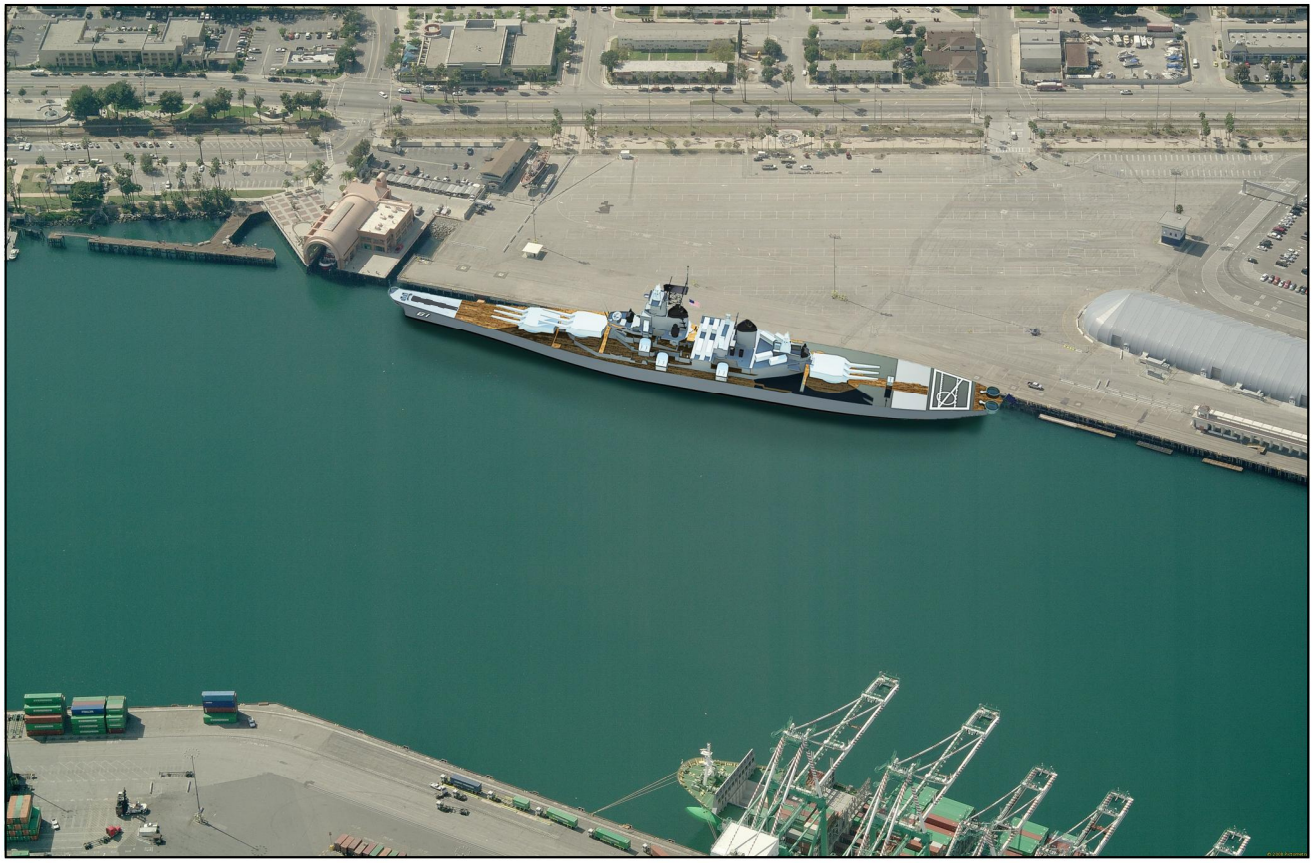

Proposed Project Visualization

RBF CONSULTING

Source: Background Image - Pictometry® 2011

USS IOWA PROJECT - EIR

Oblique View of Berth 87 Looking West

Exhibit 3.1-4

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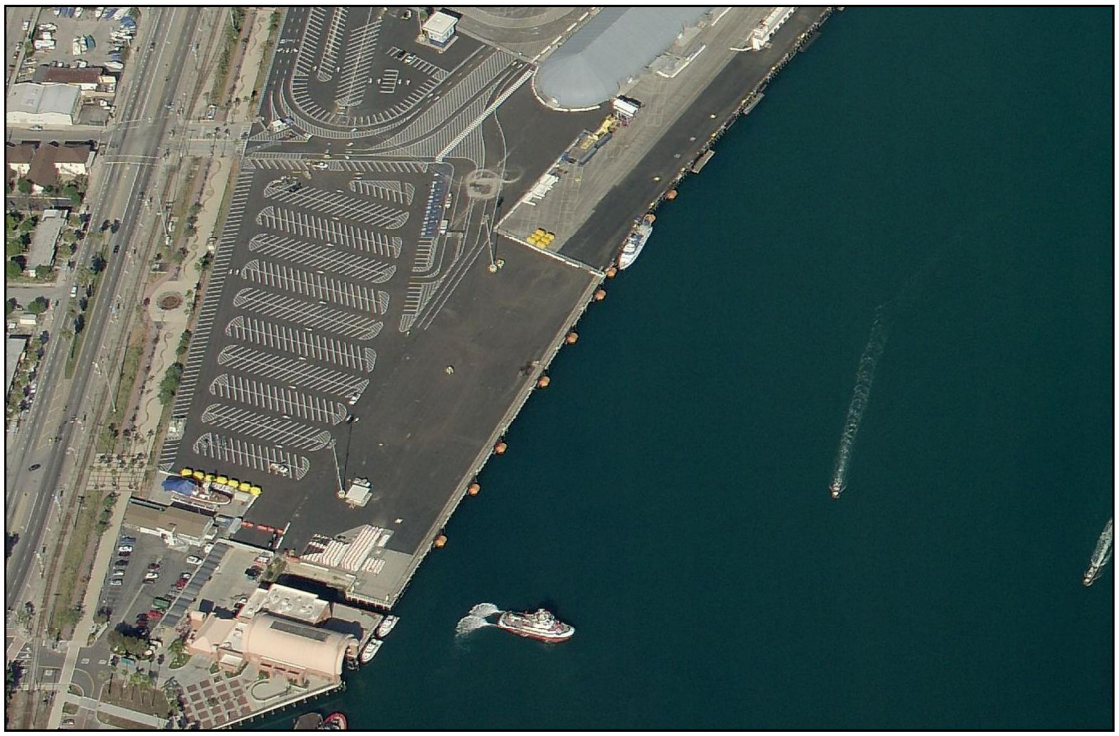
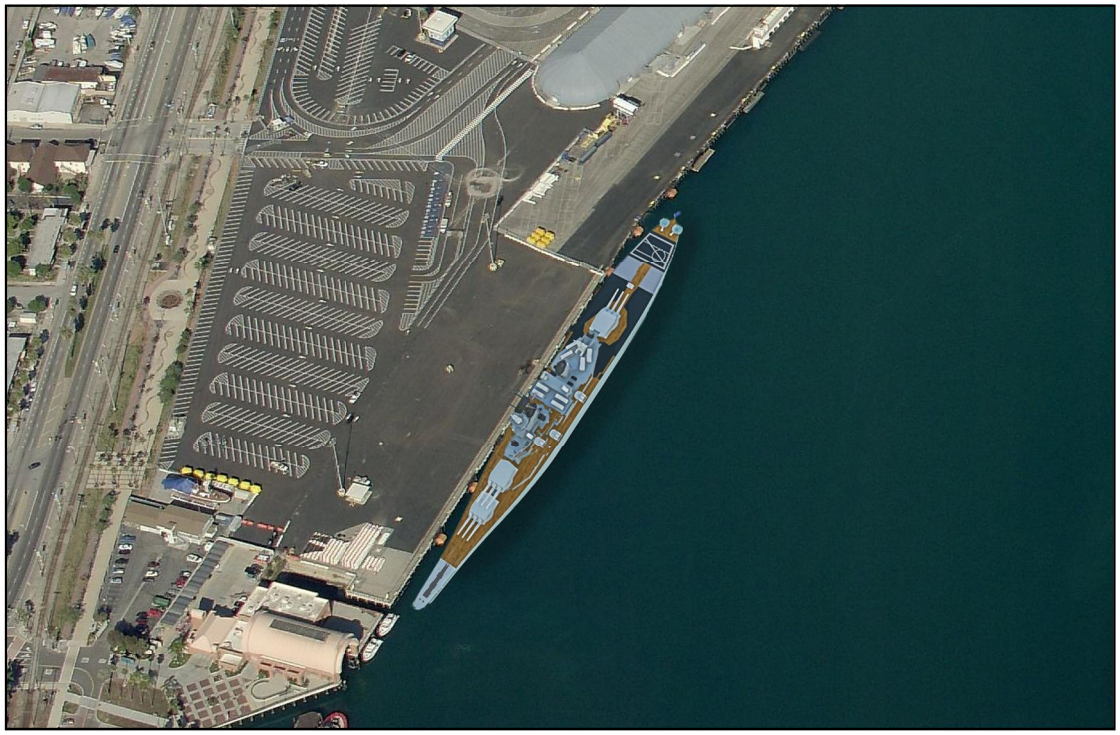


Existing Setting



Proposed Project Visualization

RBF CONSULTING

Source: Background Image - Pictometry® 2011

USS IOWA PROJECT - EIR

Oblique View of Berth 87 Looking North

Exhibit 3.1-5

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Impact AES-3: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The USS *Iowa* would be moved from its current location in the Port of Richmond to the off-shore hull cleaning site via ocean-going tug before it is moved to its year-round mooring at Berth 87 in the Port of Los Angeles. In the context of the San Francisco Bay area, where cargo and container and other large ships (including Navy ships) are a regular component of the visual landscape, the proposed project would not substantially degrade the existing visual character. Additionally, the duration of the USS *Iowa's* presence in the seascape at any one time would be very short. As a result, the transport of the battleship is not considered a significant adverse effect on scenic resources in this regard.

The Port's visual character is dominated by industrial uses and consists overwhelmingly of manmade structures, including paved jetties, boat slips, cranes, dry bulk and liquid bulk storage, railroad lines, ship terminals, and other exposed infrastructure within the natural setting of the ocean and southern California coastline. The overarching design theme is functional, industrial- and safety-oriented, with highly contrasting visual elements, including orange and blue cranes and multicolored stacked containers on Terminal Island. The visual elements and composition are dynamic, with cruise ships and container ships traveling in and out of the Port, and are large in scale. The proposed project would blend in with this diverse range and scale of features present along the waterfront, and would add a visually striking element that would complement existing features such as the SS Lane Victory and the Maritime Museum and Ports O'Call. The proposed project would be an appropriate use within this area of the Port, and would enhance the visual character and quality of the San Pedro waterfront area. The proposed project would permanently change the visual landscape of the waterfront area. However, due to the unique and historic nature of the battleship, the project's contribution to the de-industrialization of the San Pedro Waterfront, and its contribution to the visual cohesiveness of the Port landscape with respect to scale and contrast, it is anticipated that a large majority of viewers would be receptive to this type of visual change within the context of the Port landscape.

Existing guidelines and regulations related to aesthetics and lighting protect and preserve visual resources while enhancing public access to views. As stated in AES-1, proposed project features would be consistent with applicable existing guidelines and standards related to aesthetic design and lighting.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Impact AES-4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The transport of the USS *Iowa* from its current berth in the Port of Richmond to the hull cleaning site (located off-shore), and from the hull cleaning site to its year-round mooring at Berth 87 in the Port of Los Angeles would not result in a substantial change to existing light and glare conditions. Further, the duration of at the off-shore hull cleaning site would be short, resulting in negligible impacts relative to existing conditions. Therefore, the proposed project is not expected to result in significant adverse effects on light and glare.

The proposed project would involve year-round mooring at Berth 87 in the Port, and construction of a Visitors Center and associated surface parking. The proposed project would be located in a highly urbanized area within a working port, adjacent to the World Cruise Center. The proposed project would incorporate lighting for safety and decorative purposes to enhance visual quality, which would be consistent with the lighting associated with neighboring uses. Due to the Port's current operations, the visual setting is brightly lit at night to ensure a safe nighttime outdoor work environment. The major sources of illumination within the Port are down lights on tall light standards and floodlighting, including floodlights on the crane booms used in loading and unloading cargo. Lighting is designed to provide an almost daylight environment through the use of these tall light standards. Proposed project features that would contribute to ambient nighttime illumination would be negligible within the context of the functional lighting of the Port.

Lighting associated with the project would comply with the PMP and the Port's Terminal Lighting Design Guidelines, which requires utilization of light controls to minimize glare and light spill to the greatest feasible extent. The PMP requires an analysis of design and operational effects on existing community areas. Design consistency with these guidelines and regulations would ensure that views of the area would not be adversely affected.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required

Impact AES-5: Would the project result in substantial negative shadow effects on nearby shadow-sensitive uses?

Under the City of Los Angeles CEQA Thresholds Guide (Thresholds Guide), if a proposed project structure would be over 60 feet tall and within a distance of three times its height to shadow-sensitive land uses, the potential for an adverse effect on those land uses must be considered. The Thresholds Guide lists hours and times of the year, as well as criteria for the duration of the effect, as criteria for finding such an impact significant. Specifically, an impact would be considered significant if shadow-sensitive uses would be shaded by a project-related structure 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.

The USS *Iowa* does not have a uniform height. The tallest portion of the ship is the conning tower, which stands 130 feet above the water line, while the deck of the ship sits approximately 30 feet above the water line. Because the tower is over 60 feet tall, an analysis was done to determine if any shadow-sensitive uses were located within 390 feet of the conning tower (3 x 130 feet) in addition to a shadow projection analysis. Since the deck of the ship sits less than 60 above the water line the remaining portions of the ship were not analyzed.

As shown in Exhibit 3.1-6, Shadow Coverage, there are no shadow-sensitive uses within 390 feet of the tallest part of the ship. Exhibit 3.1-6, Shadow Coverage, also illustrates the shadow projections during the Summer Solstice and Winter Solstice as defined in the Thresholds Guide. During the Summer Solstice, shadows project at 85° west of true north at 9:00 a.m. and 85° east of true north at 5:00 p.m. On the Winter Solstice, shadows project 45° west of true north at 9:00 a.m., and 45° east of true north at 3:00 p.m. No shadow-sensitive uses would be shaded by mooring the USS *Iowa* at Berth 87.

Impact Determination

The proposed project would not create new areas of shadow on any shadow-sensitive land uses. Therefore, impacts would be less than significant.

Mitigation Measures

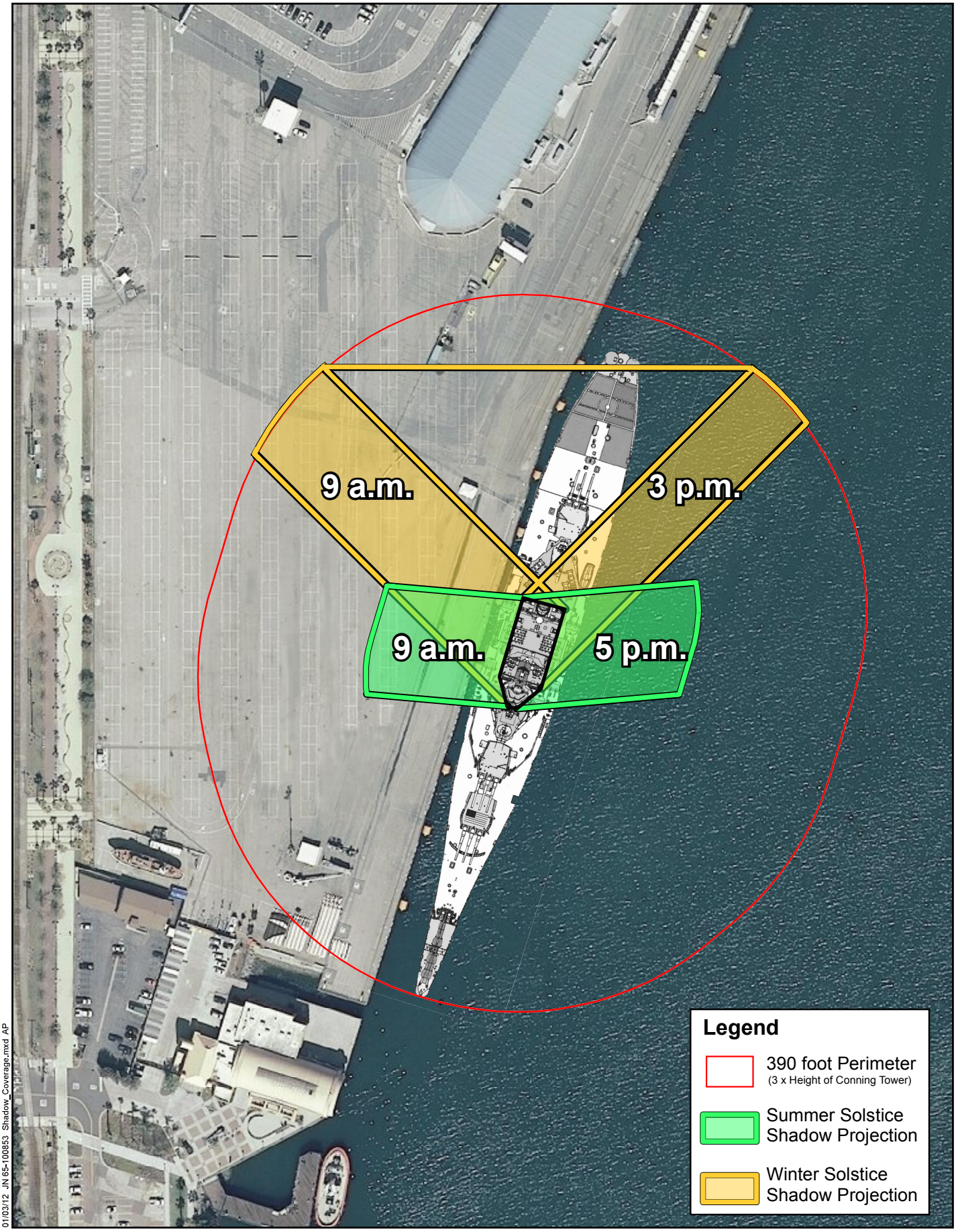
No mitigation is required

3.1.3.4 Mitigation Monitoring

No mitigation is required.

3.1.4 Significant Unavoidable Impacts

The proposed project would not result in significant unavoidable impacts.



01/03/12 JN 65-100853 Shadow_Coverage.mxd AP

RBF CONSULTING

0 100 200 400 Feet

Source: ESRI Aerial Imagery

USS IOWA PROJECT - EIR

Shadow Coverage

Exhibit 3.1-6

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