

# Aesthetics and Visual Resources

## SECTION SUMMARY

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

The primary features of the proposed Project and alternatives that could affect aesthetic resources includes the raising of up to six existing cranes, removal of up to two cranes, and the addition of up to four new cranes. Additional project-related features and activities such as dredging, pile driving, wharf crane rail extension, backlands repairs and improvements, and expansion of the TICTF on-dock rail are also considered in this analysis.

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

- A description of existing visual characteristics in the Port area;
- A description of key areas from which the proposed Project or alternatives would be visible;
- A description of existing night lighting conditions;
- A description of applicable local, state, and federal regulations and policies regarding visual resources and scenic highway designations in the proposed project area;
- A discussion of the methodology used to determine whether the proposed Project or alternatives would result in an impact on aesthetic and visual resources; and
- An impact analysis of the proposed Project and three alternatives, which includes simulated photos of the future buildout conditions under the proposed Project.

### Key Points of Section 3.1:

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

Neither the proposed Project nor any of the alternatives would result in a significant impact on aesthetic resources under either CEQA or NEPA. Specifically:

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

- 1       ▪ Neither the proposed Project nor any alternative would be inconsistent with the working Port  
2       landscape or result in the obstruction of views from locally designated scenic routes in the  
3       proposed project area.
  - 4       ▪ Neither the proposed Project nor any alternative would substantially change or degrade the visual  
5       character or quality of the proposed project area from representative key viewing locations.
  - 6       ▪ Neither the proposed Project nor any alternative would result in blockages of views of visual  
7       resources such as the Vincent Thomas Bridge.
  - 8       ▪ Neither the proposed Project nor any alternative would cause negative changes to the visual  
9       character and quality of the existing landscape in the proposed project area or surrounding areas.
- 10

## 3.1.1 Introduction

This section characterizes the existing aesthetic conditions in the proposed project area and assesses how the construction and operation of the proposed Project or an alternative would alter them. This visual evaluation employs assessment methods based, in part, on those used by the U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) (USDOT 1988) and the U.S. Department of the Interior, Bureau of Land Management (BLM). It also uses other accepted visual analysis techniques as summarized in *Foundations for Visual Project Analysis* (Smardon et al. 1986). The analysis addresses the aesthetic topics that the City of Los Angeles defines as aesthetics, views, and shading. The analysis includes a systematic documentation of the visual setting and an evaluation of visual changes associated with the proposed Project and alternatives.

### 3.1.1.1 Terminology Used in this Visual Analysis

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

- A *viewshed* is the surface area visible from a particular location or sequence of locations (e.g., roadway or trail).
- *Focal views* provide focused visual access to a particular object, scene, setting, or feature of visual interest.
- *Panoramic views* provide unfocused visual access to a large geographic area for which the field of view can be quite wide and extend into the distance. Panoramic views are usually associated with vantage points located on high ground and can provide views of valued resources, such as mountains, valleys, cityscapes, or the ocean. They also can provide views of an area not commonly available.
- *Focal points* are areas that draw the attention of the viewer, such as prominent structural features and water features.
- Views might be discussed in terms of *foreground*, *middleground*, and *background views*. Foreground views are those immediately presented to the viewer and include objects at close range that could tend to dominate the view. The foreground generally includes the area extending 0.25 to 0.5 mile from the viewer. Middleground views occupy the center of the viewshed and tend to include objects that are the center of attention if they are sufficiently large or visually different from adjacent visual features. The middleground zone generally consists of the area that lies 0.5 to 3.0 miles from the viewer. Background views include distant objects and other objects that make up the horizon. Objects in the background fade to obscurity with increasing distance. In the context of the background, the skyline can be an important location because highlighted objects above this point are against the background of the sky or ocean. The background zone generally consists of the portion of the view that lies 3 miles and farther from the viewer.
- *Scenic views* or *vistas* are the panoramic public views that provide visual access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles 2001).

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

## 12 **3.1.2 Environmental Setting**

### 13 **3.1.2.1 Existing Visual Conditions**

#### 14 **Project Landscape Context**

15 The proposed project site is located on Terminal Island, a highly industrialized area  
16 within the Port. The topography of Terminal Island is flat, with views of the hills of San  
17 Pedro to the west and the Vincent Thomas Bridge to the south. The most visually  
18 prominent features on Terminal Island from surrounding higher elevation areas are the  
19 shipping and container terminals and associated operations.

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

26 The visual character in the vicinity of the proposed Project is defined by Port-related  
27 industrial uses. Major features visible in the landscape of the Port include berths,  
28 warehouses, container yards, tank farms, processing plants, buildings, parking lots, fixed  
29 and mobile equipment, and related infrastructure such as bridges, intermodal facilities,  
30 rail lines and spurs, oil derricks, pipelines, and gantry cranes. Panoramic views of the  
31 working Port landscape are available from Lookout Point and Deana Dana Friendship  
32 Park.

33 A large number and variety of watercraft use Port facilities. These range from small  
34 recreational and commercial fishing boats to large vessels, such as container ships, crude  
35 oil carriers, and cruise ships. In recent years, the development trend throughout the Port  
36 has been toward berths and backlands capable of accommodating larger container ships  
37 and increased cargo throughput. As a result, longer berths and taller cranes with longer  
38 booms have been required. These changes have altered the visual character of the Port by  
39 increasing the scale of the facilities visible in the landscape.

#### 40 **Project Site Features**

41 The existing 185-acre YTI Terminal includes: two operating berths (Berths 212–213 and  
42 Berths 214–216); one non-operational berth (Berths 217–220); 14 wharf gantry cranes

1 (10 operating) and mobile equipment used to handle containers (i.e., forklifts, RTGs, top-  
2 picks, yard tractors, and other equipment typical of terminal operations); an on-dock  
3 railyard and associated equipment; a cargo ship unloading area, a large parking/storage  
4 yard, a container and equipment wash area, a maintenance and repair area, a power shop  
5 area, a marine tower area, a fuel dispensing area, a gear room area, various supply storage  
6 areas, a warehouse and consolidation area, a crane maintenance area, and an  
7 administration building area. For a complete list of existing facilities at the YTI Terminal,  
8 refer to Section 2.4.4.1 and Figure 2-3 in Chapter 2, Project Description.

### 9 **3.1.2.2 Methodology for Evaluating Existing Aesthetic Conditions**

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

#### 16 **Visual Character**

17 FHWA guidance directs the systematic description of the visual character of the proposed  
18 project setting. FHWA specifies (USDOT 1988):

19 Descriptions of visual character can distinguish at least two levels of attributes:  
20 pattern elements and visual character. *Visual pattern elements* are the primary  
21 visual attributes of objects; they include form, line, color, and texture. The *form*  
22 of an object is its visual mass, bulk, or shape. *Line* is introduced by the edges of  
23 objects or parts of objects. The *color* of an object is both its value or reflective  
24 brightness (light, dark) and its hue (red, green). *Texture* is apparent surface  
25 coarseness. Our awareness of these pattern elements varies with distance. From  
26 afar, only the largest objects are seen as individual forms and we may see a city  
27 hillside as textured surface. Distance also attenuates the intensity of color.

28 The visual relationships between these pattern elements can be important  
29 secondary visual attributes of an object or an entire landscape. For example,  
30 there is a great difference between the visual character of a two-lane country  
31 road and an eight-lane freeway, although both may exhibit similar line, color,  
32 and texture. The visual contrast between a highway project and its visual  
33 environment can frequently be traced to four aspects of *pattern character*:  
34 dominance, scale, diversity, and continuity.

35 Specific components in a landscape may be visually *dominant* because of  
36 position, extent, or contrast of basic pattern elements. *Scale* is the apparent size  
37 relationship between a landscape component and its surroundings; an object can  
38 be made to look smaller or larger in scale by manipulating its visual pattern  
39 elements. *Visual diversity* is a function of the number, variety, and intermixing  
40 of visual pattern elements. *Continuity* is the uninterrupted flow of pattern  
41 elements in a landscape and the maintenance of visual relationships between  
42 immediately connected or related landscape components.

## Visual Quality

The existing visual quality was categorized using three components: vividness, intactness, and unity (USDOT 1988). The combined result of all three criteria indicated the degree of quality of the landscape.

- Vividness refers to the drama, memorability, or distinctiveness of contrasting landscape elements. The degree of vividness is influenced by four elements – landform, vegetation, water features, and manmade elements.
- Intactness is the integrity of the natural and built landscape, and the extent to which the landscape is free from visual encroachment.
- Unity is the degree to which landscape elements join together to form a coherent, harmonious visual pattern.

## Viewing Audience and Sensitivity

Viewer sensitivity, or viewer concern about views that the public may experience, is assessed in terms of the character and quality of the proposed project area, the exposure to a scenic resource, the proximity of viewers to the resource, the relative elevation of viewers to the resource, the frequency and duration of views, number of viewers, and types and expectations of the viewer. Generally, visual sensitivity increases as the total number of viewers, frequency, and duration of viewing activities increase. The degree of visual sensitivity is treated as occurring at one of the following four levels (USDOT 1988).

- **High Sensitivity.** High sensitivity suggests that at least some part of the public is likely to react strongly to a threat to visual quality impairment. Concern is expected to be great because the affected views are rare, unique, or in other ways special to the region or locale. 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 some concern over visual impacts of moderate to high intensity. Often the affected views are secondary in importance or are similar to others commonly available to the public. Noticeably adverse changes would probably be tolerated if the essential character of the views remains dominant.
- **Low Sensitivity.** Low sensitivity is considered to prevail where the public is expected to have little concern about changes in the landscape. Only a visual impact of the greatest intensity would be perceived as substantial (significant).
- **No Sensitivity.** There is no sensitivity where the potentially affected views are not “public” (not accessible to the general public) or where there are no indications that the affected views are valued by the public.

### 3.1.2.3 Local Scenic Routes

Local scenic routes are listed as City-designated scenic highways in Appendix E of the City General Plan Transportation Element (City of Los Angeles 1999a). Within the San Pedro community, the scenic highway designated route begins along John S. Gibson

1 Boulevard adjacent to the I-110 (Harbor Freeway) at Harry Bridges Boulevard, traverses  
2 under the Vincent Thomas Bridge, and continues along Harbor Boulevard before  
3 wrapping around Lookout Point and ending at the city limit at the western terminus of  
4 Paseo del Mar. There are four City-designated scenic highway segments within the  
5 vicinity of the proposed Project, including: (1) John S. Gibson Boulevard from Harry  
6 Bridges Boulevard to Channel Street, (2) Pacific Avenue from Channel Street to Front  
7 Street, (3) Front Street from Pacific Avenue to Harbor Boulevard, and (4) Harbor  
8 Boulevard south of the Vincent Thomas Bridge. These designated roadway segments are  
9 considered scenic and highly sensitive in acknowledgment of the views of harbor  
10 activities and the Vincent Thomas Bridge, which is visible to northbound and southbound  
11 motorists.

- 12       ▪ **John S. Gibson Boulevard**, between Harry Bridges Boulevard and Channel  
13 Street, extends approximately 1.4 miles southbound from Harry Bridges  
14 Boulevard before becoming Pacific Avenue near the intersection with Channel  
15 Street. Northbound travelers along this scenic route have fleeting views of the  
16 Yang Ming and TraPac Container Terminal facilities. Southbound travelers have  
17 limited views of the Vincent Thomas Bridge and no views of the proposed  
18 project site in either direction because of the angle of the road, terrain, and street-  
19 level developments, as well as other container terminal cranes.
- 20       ▪ **Pacific Avenue** extends for about 0.3 mile near Channel Street to Front Street.  
21 Northbound travelers on Pacific Avenue have peripheral views of China  
22 Shipping Container Terminal facilities and no views of the proposed project site.  
23 Views of the proposed project site for southbound travelers are unavailable due  
24 to existing development at Smith's Island.
- 25       ▪ **Front Street** extends 0.5 mile along the eastern base of Knoll Hill between  
26 Pacific Avenue and Harbor Boulevard. Northbound travelers on Front Street  
27 have views that center on the roadway and China Shipping Container Terminal  
28 but do not have views of the proposed project area. For southbound travelers,  
29 views toward the proposed project site are unavailable due to existing Port  
30 development in the foreground, cranes at Smith's Island, idled trucks, and stacks  
31 of containers.
- 32       ▪ **Harbor Boulevard** extends 1.2 miles south to its terminus at Crescent Avenue.  
33 From the northern section of Harbor Boulevard (in the vicinity of the Vincent  
34 Thomas Bridge), primary views include the working Port and transportation  
35 infrastructure. Portions of existing YTI cranes are partially visible in the  
36 distance. Harbor Boulevard is lined with widely spaced palm trees, which  
37 provide a moderately high level of intactness and unity in the views. From the  
38 southern section of Harbor Boulevard, views are more panoramic and less  
39 obstructed toward the bridge, with Port facilities and container-laden ships in the  
40 foreground.

41 As described above, views of the project site from surrounding local scenic routes are  
42 only available from Harbor Boulevard and are not available from John S. Gibson  
43 Boulevard, Pacific Avenue, or Front Street. Therefore, existing aesthetic conditions in  
44 terms of visual quality and sensitivity can only be described from Harbor Boulevard.  
45 Sensitivity from Harbor Boulevard is considered high due to its designation as a local  
46 scenic route; however, due to the intervening elements between Harbor Boulevard and  
47 the YTI terminal described above, the level of vividness and intactness considered to be  
48 low to moderate.

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

#### 8 **3.1.2.4 Key Viewing Areas**

9 An analysis of existing views toward the proposed project site was conducted to identify  
10 key viewing areas most visible to sensitive viewer groups (commuters, pedestrians,  
11 patrons, and residents) and to determine if the proposed project site is visible from these  
12 areas. Based on a windshield survey, field observations, and a review of maps from the  
13 San Pedro Community Plan, three key viewing area locations were selected that were  
14 representative of the most sensitive views. Figure 3.1-1 provides the location of the three  
15 representative viewpoints (VPs).

##### 16 **Catalina Express Terminal (VP-1)**

17 Catalina Express Terminal is a sea transportation terminal located near the western  
18 terminus of the Vincent Thomas Bridge. It offers daily passenger transport services  
19 between the Port and Catalina Island. The terminal also includes a parking lot, a terminal  
20 building with two restaurants, and a large outdoor area. The outdoor area accommodates  
21 public seating and eating areas along a waterfront promenade and also serves as a waiting  
22 area for terminal customers.

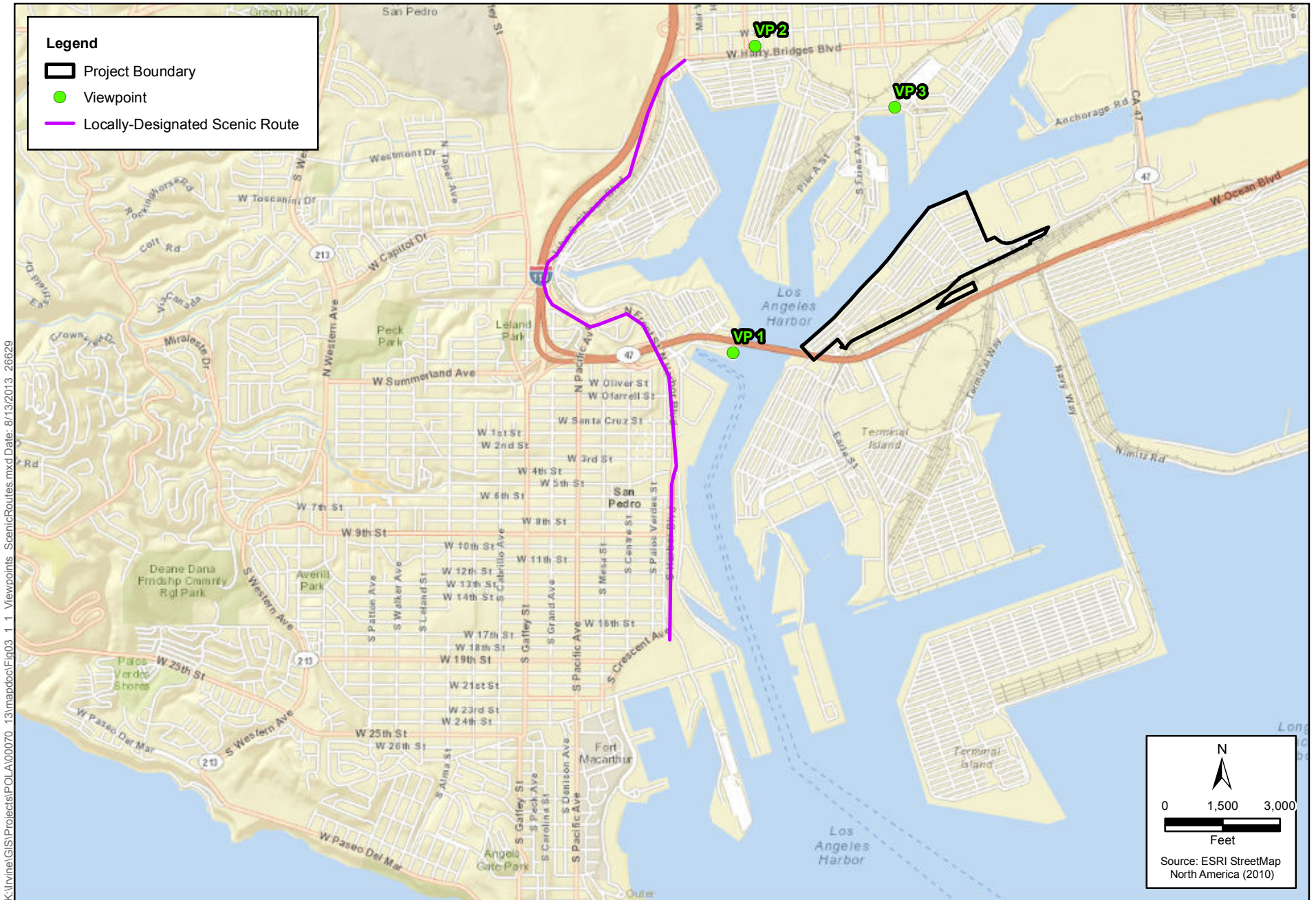
23 Figure 3.1-2 provides a representative view of the proposed project site from the Catalina  
24 Express Terminal under existing conditions. From this area, visitors are afforded  
25 panoramic views of the YTI Terminal and the Vincent Thomas Bridge, including focal  
26 views of cranes 5–12 and P18–P19 in the middleground. Views of container stacks at  
27 Berths 214–216 and 217–220 are also partially visible from VP-1 in the middleground;  
28 however, they do not represent focal points in the viewshed. Due to the distance and the  
29 configuration of the YTI Terminal, views of Berths 212–213 and cranes 1–4 are not  
30 available from this representative viewpoint.

31 Views of the proposed project site from VP-1 exhibit high levels of vividness due to the  
32 contrast of the sky and water (e.g., Turning Basin) with the YTI Terminal. Views are  
33 partially encroached upon by the Vincent Thomas Bridge and the Catalina Express  
34 Terminal in the foreground; however, VP-1 maintains a moderately high level of  
35 intactness and unity since these foreground elements do not distract views from the  
36 existing cranes, which provide prominent focal points for the viewer in the middleground.  
37 While panoramic views onto the proposed project site are available from VP-1, viewer  
38 sensitivity is anticipated to be low because viewer expectations from Catalina Express  
39 include views of the working Port, including container terminals, cranes, and container  
40 stacks.

##### 41 **Wilmington Waterfront Park (VP-2)**

42 Wilmington Waterfront Park is a 30-acre public park in Wilmington and is bounded by  
43 Harry Bridges Boulevard to the south, Lagoon Avenue to the east, C Street to the north,





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**Figure 3.1-1**  
**Location of Viewpoints and Scenic Routes**  
**Berths 212-224 [YTI] Container Terminal Improvements Project**







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Figure 3.1-2  
Photo Simulation Looking East from Catalina Express (VP 1)  
Berths 212-224 [YTI] Container Terminal Improvements Project



1 and Figueroa Street to the west. The park includes various recreational amenities,  
2 including pedestrian bridges, play equipment, and open grass areas.

3 Figure 3.1-3 provides a view of the project site from Wilmington Waterfront Park along  
4 Harry Bridges Boulevard. Looking toward the proposed project site, views comprise  
5 Harry Bridges Boulevard and landscaping improvements, container stacks at the TraPac  
6 Terminal, and utility improvements along Harry Bridges Boulevard in the foreground,  
7 including wooden poles, overhead transmission lines, and concrete streetlights. Views of  
8 the tops of most of the cranes at the YTI Terminal are available in the middleground.  
9 There are no background views available from VP-2.

10 Due to the location and nearby Port development, visitors expect views of a working port,  
11 which are considered to be moderately sensitive. The overall level of vividness from VP-  
12 2 view is low due to an abundance of components within the viewshed and a lack of  
13 distinct visual patterns. Similarly, the levels of intactness and unity are low due to the  
14 amount of encroaching elements and lack of visual coherence and harmony across the  
15 viewshed.

### 16 **Banning's Landing (VP-3)**

17 Banning's Landing serves as a public landing for personal watercraft and includes a  
18 community center and parking area along the harbor. Figure 3.1-4 depicts the view of the  
19 YTI Terminal from Banning's Landing. A walkway along the waterfront provides harbor  
20 views of the Vopak and Pasha Wharves in the foreground, followed by views of YTI  
21 Terminal cranes and the tops of container stacks in the middleground. Container ships  
22 docked at the YTI Terminal are visible from this location, in addition to ships docked at  
23 the Vopak Wharf. There are no background views from VP-3.

24 Due to the location within an industrial area of the Port, viewers would expect to see  
25 Port-related improvements, and views are considered to be moderately sensitive. While  
26 the proposed project site is contrasted with the sky and water, the presence of the Vopak  
27 and Pasha Wharves diminishes the degree of vividness to a moderate level. The level of  
28 intactness is also considered to be moderate since focal views of the YTI Terminal cranes  
29 are somewhat unavailable and partially blocked by other Port development and other  
30 docked boats at the Vopak Wharf. Similarly, the overall level of unity is considered to be  
31 moderate as other ships and Port development compromise the visual harmony from  
32 Banning's Landing.

### 33 **Other Harbor Views**

34 The Main Channel is the primary route for much of the shipping traffic approaching the  
35 Port berths, and it receives a moderate level of use for non-shipping traffic, including  
36 cruise ships, passenger ferries, sightseeing boats, and recreational craft. Much of the land  
37 along the western edge of the channel is devoted to recreational rather than shipping uses.  
38 Several harbor cruise lines depart daily from Berths 77, 78, and 79 at Ports O'Call  
39 Village. These cruises cross the Main Channel and ship basins, including the West  
40 Basin, providing visitors with a variety of waterside views of seaport operations. Such  
41 views include the waterfront, wharves, cranes, and ships. As cruise ships and passenger  
42 ferries travel up the Main Channel from the Outer Harbor, the Vincent Thomas Bridge  
43 comes into view. However, in much of the area in the channel, the full profile of the span  
44 of the bridge is partially blocked by the cranes at the Evergreen Container Terminal on  
45 the eastern shoreline of the channel. After ships pass the curve in the channel near



1 Berth 87, the Evergreen cranes start to pass out of view and the view of the bridge and its  
2 main span become relatively unobstructed. It is perhaps in this area directly in front of  
3 the World Cruise Center that the bridge best fulfills its role as the designated “welcoming  
4 landmark” for the area. For those on passenger vessels traveling up the Main Channel,  
5 the proposed project area is visible in the area behind the bridge.

6 Views from other public areas in San Pedro that include Terminal Island and the Port  
7 complex are available from Knoll Hill and Ports O’ Call, as well as higher elevations in  
8 the western San Pedro neighborhoods, including Averill Park and Lookout Point. From  
9 Knoll Hill, views of the proposed project site are unavailable; however, limited views of  
10 portions of the cranes are available from select locations within Knoll Hill. Views onto  
11 the site are mostly blocked by other terminal cranes and container stacks. Similarly,  
12 views from Ports O’ Call are not available due to intervening container terminal stacks  
13 and other Port development. The proposed project site is not visible from higher  
14 elevations within the San Pedro neighborhood. From Averill Park and Lookout Point, the  
15 YTI Terminal is not distinctly visible due to distance and intervening landscaping, trees,  
16 and residential development.

### 17 **3.1.2.5 Existing Nighttime Lighting Conditions**

18 The nighttime lighting environment within the proposed project vicinity consists mainly  
19 of ambient light produced from container-handling operations and other facility lighting  
20 in the Port. The major sources of illumination at the Port are the hundreds of down lights  
21 and floodlights attached to the tops of the tall light standards. High intensity boom lights  
22 are attached on top of shipping cranes along the edge of the many channels that feed into  
23 the Los Angeles Harbor. Additional nighttime sources of light in the vicinity include  
24 streetlights on New Dock Street, Pier S Avenue, and other nearby streets, adjacent  
25 terminal operations, and the headlights of the vehicles traveling on the roads.

## 26 **3.1.3 Applicable Regulations**

### 27 **3.1.3.1 Port of Los Angeles Master Plan**

28 An update to the PMP was approved by the Los Angeles Board of Harbor Commissioners  
29 in August 2013 to provide for the short- and long-term development, expansion, and  
30 alteration of the Port through 2030. The updated PMP includes the previous amendments  
31 to the plan that was first adopted in 1980. The CCC will consider the PMP and include it  
32 as part of the City’s Local Coastal Program (LCP) once the Draft EIR is certified. The  
33 PMP is an overall planning document but does not contain any element specific to visual  
34 resources.

### 35 **3.1.3.2 City of Los Angeles General Plan**

36 The City of Los Angeles General Plan is an advisory document that consists of 11 City-  
37 wide Elements (Framework, Transportation, Infrastructure Systems, Housing, Noise, Air  
38 Quality, Conservation, Open Space, Historic Preservation and Cultural Resources, Safety,  
39 and Public Facilities and Services) plus the Land Use Element. The Land Use Element,  
40 in turn, is composed of 35 local area plans, known as community plans, as well as  
41 counterpart plans for the Port of Los Angeles and Los Angeles International Airport.



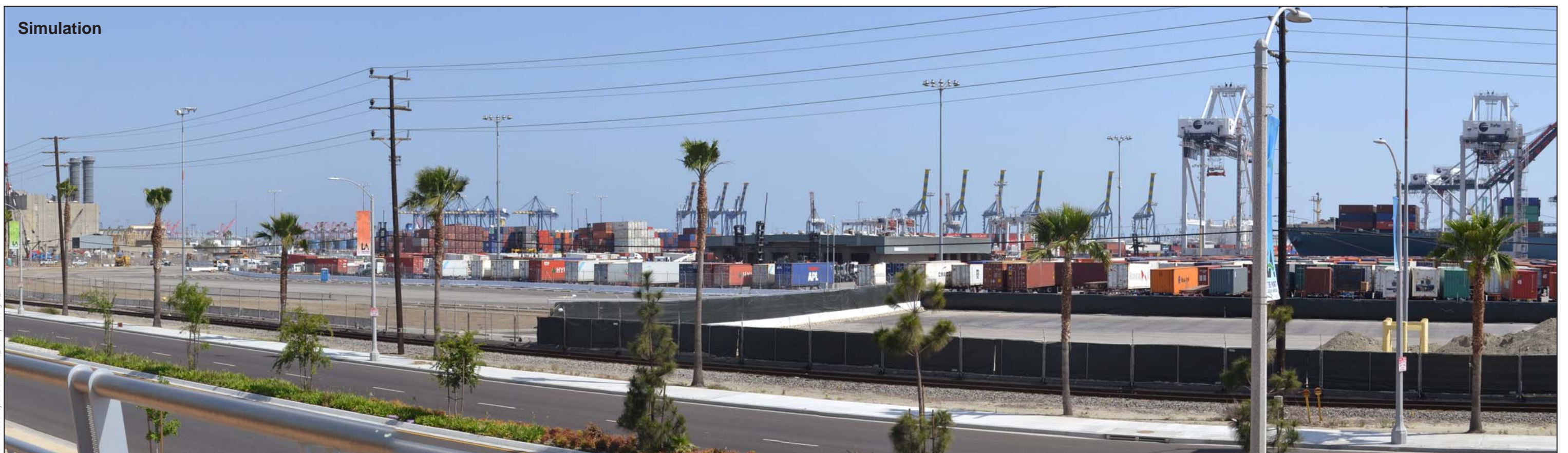


Figure 3.1-3  
Photo Simulation Looking Southeast from Wilmington Waterfront Park (VP 2)  
Berths 212-224 [YTI] Container Terminal Improvements Project







Existing View



Simulation



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Figure 3.1-4  
Photo Simulation Looking South from Bannings Landing (VP 3)  
Berths 212-224 [YTI] Container Terminal Improvements Project



## 1 **Port of Los Angeles Plan**

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

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

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

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

## 16 **3.1.4 Impacts and Mitigation Measures**

### 17 **3.1.4.1 Methodology**

18 An assessment of visual and aesthetic changes under the proposed Project was conducted  
19 using federal, state, and local guidance, and visual simulations. As noted above, FHWA  
20 guidance was used to assess and analyze the character, quality, and sensitivity of views  
21 under existing and proposed project conditions in consideration of the CEQA and NEPA  
22 requirements and the *L.A. CEQA Thresholds Guide*, which are further described below.  
23 A visual survey was conducted of the Port and neighboring areas to establish baseline  
24 (existing) visual and aesthetic conditions at three viewpoints. Existing and simulated  
25 images of the proposed project site and surrounding areas from these viewpoints are  
26 depicted in Figures 3.1-2 through 3.1-4. The simulated images illustrate how the  
27 proposed project site would appear after adding, removing, and modifying cranes at the  
28 YTI Terminal. The simulations involved the creation of crane models, which were based  
29 on the existing dimensions and color of the existing cranes at the YTI Terminal. The  
30 configuration of the cranes, including the anticipated boom angles of each crane, were  
31 considered and included in the simulations. All other proposed project-related  
32 improvements, such as dredging and the TICTF and backlands improvements, would not  
33 be visible from any of the viewpoints, and those proposed changes are not illustrated in  
34 the visual simulations.

### 35 **CEQA Baseline**

36 Section 15125 of the CEQA Guidelines requires EIRs to include a description of the  
37 physical environmental conditions in the vicinity of a project that exist at the time of the  
38 NOP. These environmental conditions normally would constitute the baseline physical  
39 conditions by which the CEQA lead agency determines if an impact is significant. The  
40 NOP for the proposed Project was published in April 2013. For purposes of this Draft  
41 EIS/EIR, the CEQA baseline takes into account the throughput for the 12-month calendar  
42 year preceding NOP publication (January through December 2012) in order to provide a  
43 representative characterization of activity levels throughout the complete calendar year



1 preceding release of the NOP. In 2012, the YTI Terminal encompassed approximately  
2 185 acres under its long-term lease, supported 14 cranes (10 operating), and handled  
3 approximately 996,109 TEUs and 162 vessel calls. The CEQA baseline conditions are  
4 also described in Section 2.7.1 and summarized in Table 2-1.

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

### 11 **NEPA Baseline**

12 For purposes of this Draft EIS/EIR, the evaluation of significance under NEPA is defined  
13 by comparing the proposed Project or other alternative to the NEPA baseline. The NEPA  
14 baseline conditions are described in Section 2.7.2 and summarized in Table 2-1. The  
15 NEPA baseline condition for determining significance of impacts includes the full range  
16 of construction and operational activities the applicant could implement and is likely to  
17 implement absent a federal action, in this case the issuance of a USACE permit.

18 Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA  
19 baseline is not bound by statute to a “flat” or “no-growth” scenario. Instead, the NEPA  
20 baseline is dynamic and includes increases in operations for each study year (2015, 2016,  
21 2017, 2020, and 2026), which are projected to occur absent a federal permit. Federal  
22 permit decisions focus on direct impacts of the proposed Project to the aquatic  
23 environment, as well as indirect and cumulative impacts in the uplands determined to be  
24 within the scope of federal control and responsibility. Significance of the proposed  
25 Project or the alternatives under NEPA is defined by comparing the proposed Project or  
26 the alternatives to the NEPA baseline.

27 The NEPA baseline, for purposes of this Draft EIS/EIR, is the same as the No Federal  
28 Action Alternative. Under the No Federal Action Alternative (Alternative 2), no  
29 dredging, dredged material disposal, in-water pile installation, or crane  
30 installation/extension would occur. Expansion of the TICTF and extension of the crane  
31 rail would also not occur. The No Federal Action Alternative includes only backlands  
32 improvements consisting of slurry sealing, deep cold planning, asphalt concrete overlay,  
33 restriping, and removal, relocation, or modification of any underground conduits and  
34 pipes necessary to complete repairs. These activities do not change the physical or  
35 operational capacity of the existing terminal.

36 The NEPA baseline assumes that by 2026 the terminal would handle up to approximately  
37 1,692,000 TEUs annually, accommodate 206 annual ships calls at two berths, and be  
38 occupied by 14 cranes (10 operating).

### 39 **3.1.4.2 Thresholds of Significance**

#### 40 **CEQA Criteria**

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



1 This City criterion is related to CEQA Appendix D Aesthetics question I.c) “Would the  
2 project substantially degrade the existing visual character or quality of the site and its  
3 surroundings?” The *L.A. CEQA Thresholds Guide* states:

4 A project impact would normally be considered significant if shadow-sensitive  
5 uses would be shaded by project-related structures for more than three hours  
6 between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between  
7 late October and early April), or for more than four hours between the hours of  
8 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late  
9 October).

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

13 This City criterion is related to CEQA Appendix D Aesthetics question I.d) “Would the  
14 project create a new source of substantial light or glare which would adversely affect day  
15 or nighttime views in the area?” The *L.A. CEQA Thresholds Guide* states:

16 The determination shall be made on a case-by-case basis, considering the  
17 following factors:

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

## 21 **NEPA Criteria**

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

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

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



1  
2 In applying this classification system to evaluation of view changes, a number of factors  
3 affecting the context of views are considered: viewer activity; primary viewing  
4 direction(s); viewing distance; project exposure; duration of viewing; relationship of the  
5 subject view to the sequence available; the presence of existing features of competing  
6 visual interest; and established features tending to draw attention toward the project  
7 facilities (focal point sensitivity).

8 The intensity of the impact (the degree of change as identified by the visual modification  
9 class ratings) is compared to the existing level of visual quality and the sensitivity of the  
10 affected view to determine if a substantial negative reduction in visual character and  
11 quality is likely to occur.

### 12 **3.1.4.3 Impact Determination**

#### 13 **Proposed Project**

14 Major elements of the proposed Project are described in Chapter 2, Project Description.  
15 Various infrastructure and improvements associated with the implementation of the  
16 proposed Project could be visible during construction and operation, including  
17 construction vessels during dredging activities at Berths 214–216 and 217–220; the  
18 raising of up to six existing cranes, removal of up to two cranes, and addition of up to  
19 four new cranes; the extension of the 100-foot gauge rail along the wharf deck;  
20 improvements/repairs at the backlands area for container terminal operations; and a new  
21 rail storage track within the existing TICTF on-dock rail yard. None of the proposed  
22 crane additions or modifications would exceed the height or outreach of the largest  
23 existing cranes at the site.

#### 24 **CEQA Impact Determination**

##### 25 **Impact AES-1: Construction and operation of the proposed Project** 26 **would not result in a substantial adverse effect on a scenic vista.**

27 The proposed Project would not remove, add, or modify features that substantially  
28 contribute to the scenic value or visual character of the area, and it would not require  
29 grading or development of designated open space. The modified and replacement cranes  
30 would be consistent with the existing features of the Port landscape and would not  
31 contrast with the valued landscape features of the area. Other proposed project-related  
32 improvements, including dredging, installation of sheet and king piles, landside crane rail  
33 extension, ground repairs and maintenance in the backlands, and on-dock rail expansion  
34 at the TICTF, would not be visible from surrounding areas and would not result in any  
35 effects on a scenic vista.

36 Areas north of the locally designated scenic route along Harbor Boulevard would provide  
37 views of some of the cranes after implementation of the proposed Project; however, these  
38 viewpoints are distant from the proposed project site and primarily include views of the  
39 Port. Also, the proposed crane additions and modifications would be constructed and  
40 painted to match the existing cranes at the proposed project site and would appear similar  
41 to the existing cranes. While the crane height and outreach would be extended for some  
42 cranes to match the existing height and outreach of the four largest super post Panamax  
43 cranes (cranes 5–8), none of the proposed project crane improvements would exceed the



1 tallest cranes at the site. As such, distant views of the cranes from the southern portion of  
2 Harbor Boulevard are not expected to result in substantial changes to views because the  
3 dominant visual features would continue to be of adjacent development and intervening  
4 landscaping. Views of the proposed project area from the northern portion of Harbor  
5 Boulevard, Front Street, Pacific Avenue, and John S. Gibson Boulevard are impeded by  
6 adjacent development or topographic features, and no impacts from these scenic routes  
7 would occur.

8 Although an increase in the size of some of the existing cranes would occur relative to the  
9 CEQA baseline, the proposed Project would not adversely affect the aesthetic value of  
10 the area because it would be visually consistent with development in the surrounding  
11 areas of the Port and its main effect would be to further contribute to the image of a  
12 working Port, consistent with the City's scenic highway designation. Therefore, impacts  
13 would be less than significant under CEQA.

#### 14 ***Mitigation Measures***

15 No mitigation is required.

#### 16 ***Residual Impacts***

17 Impacts would be less than significant.

### 18 **Impact AES-2: Construction and operation of the proposed Project** 19 **would not substantially damage scenic resources, including, but not** 20 **limited to, trees, rock outcroppings, and historic buildings along a** 21 **state scenic highway.**

22 The nearest officially designated state scenic highway is approximately 31 miles north of  
23 the proposed Project (State Highway 2, from approximately three miles north of  
24 Interstate 210 in La Cañada to the San Bernardino County Line). The nearest eligible  
25 state scenic highway is approximately nine miles northeast of the proposed Project  
26 (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of  
27 San Juan Capistrano). The proposed project site is not visible from either of these  
28 locations. In addition to Caltrans' officially designed and eligible state scenic highways,  
29 the City of Los Angeles has City-designated scenic highways that are used for local  
30 planning and development decisions and considerations. John S. Gibson Boulevard,  
31 Pacific Avenue, Front Street, and Harbor Boulevard are City-designated scenic highways  
32 because they afford views of the Port and the Vincent Thomas Bridge. As discussed  
33 under AES-1 above, there are no anticipated significant impacts on a scenic highway  
34 because of the distance of the proposed project site to the scenic highways or because no  
35 substantive changes to views from local scenic highways would occur.

36 The proposed improvements would not detract from views of the Main Channel and the  
37 recreational and commercial areas along its western banks toward the Vincent Thomas  
38 Bridge. The proposed modified and replacement cranes would be visible to motorists  
39 traveling on the Vincent Thomas Bridge, but the cranes and other improvements would  
40 not substantially change the view of the proposed project site or the working Port setting  
41 in that view.

42 Views of the Vincent Thomas Bridge from the north along John S. Gibson Boulevard,  
43 Pacific Avenue, or Front Street would remain unchanged; therefore, the new proposed

1 project features would not detract from views of the bridge. Furthermore, while the  
2 proposed cranes would be larger than the existing cranes, they would not exceed the  
3 height or outreach of the four largest existing cranes (cranes 5–8) and would not appear  
4 to be substantially larger from the southern portions of Harbor Drive due to the distance  
5 from the proposed project site and the variety of other visual elements within the  
6 viewshed. The primary elements of views would consist of other cranes and Port  
7 facilities, consistent with existing views; therefore, impacts would be less than significant  
8 under CEQA.

#### 9 ***Mitigation Measures***

10 No mitigation is required.

#### 11 ***Residual Impacts***

12 Impacts would be less than significant.

### 13 **Impact AES-3: Construction and operation of the proposed Project** 14 **would not substantially degrade the existing visual character or** 15 **quality of the site and its surroundings.**

16 Substantial degradation of the visual character of the proposed project area is not  
17 anticipated because Terminal Island and the Port areas are composed of industrial uses  
18 consistent with the proposed Project's improvements. Further, shadow-sensitive uses  
19 would not be shaded by structures or equipment under the proposed Project. Shading  
20 produced by cranes or other improvements would be confined to the proposed project site  
21 and adjacent waterways and industrial uses. As a result, impacts would be less than  
22 significant under CEQA.

#### 23 ***Mitigation Measures***

24 No mitigation is required.

#### 25 ***Residual Impacts***

26 Impacts would be less than significant.

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

30 Under the proposed Project, potential impacts from an increase in on-site lighting would  
31 result from up to two additional cranes and four additional operating cranes at the  
32 proposed project site (up to 14 operational cranes and two non-operational cranes,  
33 compared to 10 operating and four non-operating cranes under existing conditions).  
34 Existing cranes at the YTI Terminal do provide for some lighting at the site; however, the  
35 primary sources of light are the existing 100-foot tall mast light poles located throughout  
36 the backlands and at the TICTF. Mobile light sources also would be somewhat increased  
37 because of additional trips by trucks, cars, and cargo-moving equipment on the access  
38 road and in the backland areas, and trains along the expanded on-dock rail. The  
39 incremental change in ambient lighting at the proposed project site is not expected to  
40 substantially change existing levels of ambient light at sensitive areas because the  
41 immediate area is subject to industrial lighting under existing baseline conditions. The

1 level of sensitivity to changes in nighttime lighting conditions brought about by the  
2 proposed Project is low because the residential areas in San Pedro are elevated above the  
3 proposed project site and located about 0.75 mile to the west from the terminal wharf. In  
4 addition, the overall lighting conditions under the proposed Project would be relatively  
5 indistinguishable from existing conditions at the residential areas in San Pedro.

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

#### 10 ***Light Fixtures***

11 Distribute the fixtures symmetrically or asymmetrically to minimize light trespass.

12 Use prismatic glass reflectors to control the spread of the illumination.

13 Use dark-colored shade accessories to prevent light spillover.

#### 14 ***Light Controls***

15 1) Design lights for flexibility to accommodate the varying nature of many spaces at one  
16 time or for security purposes.

17 2) Use photocells and timers to automatically control lighting where feasible.

#### 18 ***Pole Distribution and Height***

19 1) Peripheral lighting adjacent to the residential community should focus lighting away  
20 from the residential community.

21 2) Where feasible, equip floodlights with shields to prevent (light) spillover.

22 3) If feasible, lower pole height adjacent to hillside residential areas.

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

#### 27 ***Mitigation Measures***

28 No mitigation is required.

#### 29 ***Residual Impacts***

30 Impacts would be less than significant.

## NEPA Impact Determination

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

### *Local Scenic Routes*

Northbound travelers on Pacific Avenue, John S. Gibson Boulevard, and Front Street would not have views of the cranes and vessels berthed at the proposed project site. Southbound travelers would also not have clear views of the proposed project features due to the angle of the roadway and intervening landscaping features and other Port-related development in the middleground. In addition, the replacement and modified cranes would not obstruct or detract from views toward the Vincent Thomas Bridge. For travelers on the southern portions of Harbor Boulevard, the cranes at the proposed project site would be visible as northeast-facing views. However, the buildings, docked ships, landscape elements, and other features in the foreground and middleground would substantially block views of the cranes. The viewshed would continue to comprise a working port, consistent with the City's scenic highways designation.

Existing views from various locations along these scenic routes already have a well-established character as a working port environment. Therefore, the changes in views brought about by the modified and replacement cranes would be less than significant in relation to the overall character and visual quality of the City-designated scenic highways.

### *Key Viewpoints*

#### *Catalina Express Terminal (VP-1)*

From the Catalina Express terminal, the features of the proposed Project that would be most prominent would be the removal of up to two cranes, relocation of up to four cranes, and addition of up to four cranes. (A simulated view under proposed project conditions is provided in Figure 3.1-2). Modifications of cranes at the proposed project site would not degrade views of the Vincent Thomas Bridge. Overall, the cranes would be consistent in scale with other elements of the view, and the relocated and added cranes would be visually consistent with the overall view context. Therefore, the proposed Project would not substantially change the existing visual quality or character of this view.

#### *Wilmington Waterfront Park (VP-2)*

From Wilmington Waterfront Park, views of the tops of the 10 cranes to be replaced or modified would continue to be visible, and the proposed Project would not result in substantial changes to the existing visual quality. From the viewpoint illustrated in Figure 3.1-3, the proposed project features would not adversely affect the visual quality of the Port, which consists overwhelmingly of manmade structures, including ship terminals, container stacks, utility improvements, and cranes. The modification and replacement of 10 cranes at the YTI Terminal would slightly increase the size of the cranes; however, the existing and simulated views would largely remain the same and would not substantially change the existing visual quality or character of views from Wilmington Waterfront Park.

1                    *Banning’s Landing (VP-3)*  
 2                    From viewpoints along Banning’s Landing, the modified and replacement cranes would  
 3                    be visible in the middleground, about 0.5 mile in the distance, and would appear along  
 4                    the existing row of cranes, as shown in the visual simulation in Figure 3.1-4. Since the  
 5                    modified and replacement cranes would be similar to the existing cranes in general  
 6                    appearance (i.e., the same color and similar dimensions), the presence of the proposed  
 7                    cranes would not detract from the overall sense of visual unity of the view. Although the  
 8                    modified and replacement cranes would appear slightly larger than some of the existing  
 9                    cranes and project-related actions would result in a net of two additional cranes at the  
 10                    YTI Terminal compared to existing conditions, the primary elements of the view would  
 11                    consist of other Port facilities, consistent with the existing views.

**Table 3.1-2: Summary of AES-5 Impacts for Proposed Project**

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
<b>Local Scenic Routes</b>		
<p><b>Visual Character:</b> The local scenic routes are designated as such due to the views of the working Port. Although heavily developed, YTI Terminal cranes could be seen from selected portions of the route along Harbor Boulevard.</p>	High	<p><b>VM Class 2 (Noticeable, visually subordinate):</b> The primary proposed project features visible as noticeable elements in views from the southern portion of the Harbor Boulevard would be the cranes seen in the middleground. The proposed Project would increase the density of the cranes and slightly extend the visual row of cranes but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
<p><b>Visual Quality:</b> Views onto the YTI Terminal are limited along local scenic routes; however, portions of cranes can be seen in the background from sections of Harbor Boulevard. Views of the cranes from Harbor Boulevard are partially blocked or mixed with views of the Vincent Thomas Bridge. Also, terminal features are visible in the middleground from the southern portions of the Harbor Boulevard, which creates a low level of vividness, intactness, and unity.</p>		
<b>Catalina Express Terminal</b>		
<p><b>Visual Character:</b> Views of the Port area from the Catalina Express Terminal are mixed, with a sea terminal and Vincent Thomas Bridge in the foreground and the proposed project site, including the wharf cranes, in the middleground.</p>	Low	<p><b>VM Class 2 (Noticeable, visually subordinate):</b> The new cranes would be visible in the middleground behind the Catalina Express Terminal but would be located next to existing identical cranes. Views of the proposed cranes would be consistent with those of the existing YTI Terminal, and introducing new cranes is not expected to result in unanticipated elements for views from the Catalina Express Terminal.</p> <p>No significant impact.</p>
<p><b>Visual Quality:</b> Some of the existing YTI cranes can be seen in the middleground. The Turning Basin and Vincent Thomas Bridge create a moderately high level of vividness. Levels of intactness and unity are also moderately high as views of the cranes are combined with views of containers at the YTI Terminal. Views of the proposed project site and the terminal cranes are mixed with foreground (sea terminal and Vincent Thomas Bridge) and middleground (Turning Basin) features. This view has a moderately high level of vividness and intactness and unity.</p>		

**Table 3.1-2: Summary of AES-5 Impacts for Proposed Project**

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
<b>Wilmington Waterfront Park</b>		
<p><b>Visual Character:</b> The park affords views of the heavily developed Port, West Harry Bridges Boulevard, and existing cranes at the proposed project site.</p>	Moderate	<p><b>VM Class 2 (Noticeable, visually subordinate):</b> The primary project features visible as noticeable elements in the view would be the cranes seen in the middleground. The proposed Project would increase the density of cranes and slightly contribute to the visual row of cranes but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
<b>Banning’s Landing</b>		
<p><b>Visual Character:</b> The landing affords views of the heavily developed Port, the Turning Basin, and cranes at the proposed project site.</p>	Moderate	<p><b>VM Class 2 (Noticeable, visually subordinate):</b> The primary project features visible as noticeable elements in the view would be the cranes seen in the middleground. The proposed Project would increase the density of cranes and slightly extend the visual row of cranes but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>

1  
2 The proposed project would not result in changes to the overall character and quality of  
3 the landscape in such a way that would have a significant effect on viewer response,  
4 compared to the NEPA baseline. Therefore, impacts would be less than significant under  
5 NEPA.

6 **Mitigation Measures**  
7 No mitigation is required.

8 **Residual Impacts**  
9 Impacts would be less than significant.

10 **Alternative 1 – No Project**

11 Under Alternative 1, no Port action or federal action would occur. LAHD would not  
12 implement any terminal improvements. No new cranes would be added, and no dredging  
13 would occur. This alternative would not include extension of the 100-foot gauge crane  
14 rail, expansion of the TICTF on-dock rail yard, or backland repairs.

15 Under the No Project Alternative, the existing YTI Terminal would continue to operate as  
16 an approximately 185-acre container terminal. Based on the throughput projections,  
17 terminal operations are expected to grow over time as throughput demands increase.  
18 Under Alternative 1, the existing YTI Terminal would handle approximately 1,692,000  
19 TEUs by 2026, which would result in 206 annual ship calls at the terminal.

1 The No Project Alternative would not preclude future improvements to the proposed  
2 project site. However, any future changes in use or new improvements with the potential  
3 to significantly impact the environment would need to be analyzed in a separate  
4 environmental document.

## 5 **CEQA Impact Determination**

### 6 **Impact AES-1: Construction and operation of Alternative 1 would not** 7 **result in a substantial adverse effect on a scenic vista.**

8 There would be no changes to the visual landscape within the proposed project area under  
9 Alternative 1, as no upland, in-water, or over-water terminal improvements would occur.  
10 There would be no change in the proposed project site's aesthetic value under Alternative  
11 1 relative to the CEQA baseline conditions since no improvements would be  
12 implemented. Although this alternative would result in increased vessel calls relative to  
13 the CEQA baseline, increases in moored vessels at the terminal would not result in  
14 obstruction of recognized or valued views because the wharf is not located along a line of  
15 sight to a scenic resource. Therefore, Alternative 1 would have no impacts under CEQA.

#### 16 ***Mitigation Measures***

17 No mitigation is required.

#### 18 ***Residual Impacts***

19 No impacts would occur.

### 20 **Impact AES-2: Construction and operation of Alternative 1 would not** 21 **substantially damage scenic resources, including, but not limited to,** 22 **trees, rock outcroppings, and historic buildings along a state scenic** 23 **highway.**

24 There would be no changes to existing scenic resources along a scenic highway  
25 associated with the proposed Project, including, but not limited to, trees, rock  
26 outcroppings, or historic buildings. Although this alternative would result in increased  
27 vessel calls relative to the CEQA baseline through 2026, increases in moored vessels at  
28 the terminal would have no impact on scenic resources.

#### 29 ***Mitigation Measures***

30 No mitigation is required.

#### 31 ***Residual Impacts***

32 No impacts would occur.

### 33 **Impact AES-3: Construction and operation of Alternative 1 would not** 34 **substantially degrade the existing visual character or quality of the** 35 **site and its surroundings.**

36 The proposed project site's existing visual character would remain unaltered under  
37 Alternative 1, as would the site's visual quality and surroundings, because no physical  
38 improvements would occur. Although this alternative would result in increased vessel

1 calls relative to the CEQA baseline, increased moored vessels at the terminal would not  
2 result in changes to the visual character of the proposed project area, which is that of a  
3 working container terminal. Therefore, no impacts would occur.

4 ***Mitigation Measures***

5 No mitigation is required.

6 ***Residual Impacts***

7 No impacts would occur.

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

11 Alternative 1 would not introduce additional sources of light on the proposed project site  
12 or within the proposed project area. The YTI Terminal's existing light sources would  
13 remain unchanged since no crane modifications or new fixed light sources would be  
14 added to the terminal under Alternative 1. In addition, although this alternative would  
15 result in an increase in vessel calls relative to the CEQA baseline, increased moored  
16 vessels and truck and train trips at the terminal would not result in substantial increases in  
17 light that could affect residential areas; vessel lighting is relatively low intensity, and the  
18 nearest residential area in San Pedro is located over a mile from the terminal. Therefore,  
19 impacts would be less than significant under CEQA.

20 ***Mitigation Measures***

21 No mitigation is required.

22 ***Residual Impacts***

23 Impacts would be less than significant.

24 **NEPA Impact Determination**

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

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

32 ***Mitigation Measures***

33 Mitigation measures are not applicable.

34 ***Residual Impacts***

35 An impact determination is not applicable.



## Alternative 2 – No Federal Action

The No Federal Action Alternative would be the same as the NEPA baseline. It would include only the activities and impacts likely to occur absent further USACE federal approval (i.e., a USACE permit), but it could include improvements that require a local action. Under Alternative 2, no federal action would occur; however, backlands improvements at the existing YTI Terminal would be implemented. These improvements would include slurry sealing, deep cold planing, asphalt concrete overlay, restriping, and removal, relocation, or modification of any underground conduits and pipes necessary to complete the repairs. Beyond these backlands improvements, LAHD would not expand the TICTF because no larger ships could be accommodated without a federal action and the expanded TICTF would only be necessary to accommodate larger ships. No in-water features (such as dredging or in-water pile installation), disposal of dredged material, or over-water features (such as new or modified cranes) would be implemented under the No Federal Action Alternative.

Under the No Federal Action Alternative, the existing YTI Terminal would continue to operate as an approximately 185-acre container terminal, and up to approximately 1,692,000 TEUs could be handled at the terminal by 2026. Based on the throughput projections, the No Federal Action Alternative would result in 206 annual ship calls at Berths 212–224.

## CEQA Impact Determination

### Impact AES-1: Construction and operation of Alternative 2 would not result in a substantial adverse effect on a scenic vista.

The visual changes resulting from backlands improvements on the proposed project site would not create significant aesthetic impacts under CEQA because, relative to the CEQA baseline, these improvements would be minor and would not substantially change the terminal configuration or backland structures. The primary terminal features visible from Harbor Boulevard are the cranes, and this alternative would not increase the number of cranes at the terminal. Although this alternative would result in an increase in vessel calls relative to the CEQA baseline, increased moored vessels would not result in changes to terminal operations, and the important views from Harbor Boulevard, that of a working port, would not be adversely affected by increases in moored vessels at the YTI Terminal. Consequently, this alternative would not detract from the aesthetic value of the working port area when viewed from the Harbor Boulevard and would not degrade views of a scenic vista. Therefore, impacts would be less than significant under CEQA.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

Impacts would be less than significant.

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

5                   The minor terminal changes associated with Alternative 2 would not create significant  
6                   visual impacts under this CEQA significance criterion. This alternative would not result  
7                   in obstruction of recognized or valued views. The backlands improvements that would  
8                   be implemented on the proposed project site under this alternative would not affect views  
9                   from the Harbor Boulevard, due to the scale and nature of the improvements. Therefore,  
10                  these changes would be consistent with the intent of this route, which is to provide views  
11                  of a working port. The visual characteristics of the terminal and the terminal's backlands  
12                  area would be similar to the CEQA baseline conditions. As a consequence, this  
13                  alternative would not damage a scenic resource or adversely affect recognized views  
14                  available from Harbor Boulevard, bike path or trail, or other scenic vantage point.  
15                  Therefore, impacts would be less than significant under CEQA.

16                  ***Mitigation Measures***

17                  No mitigation is required.

18                  ***Residual Impacts***

19                  Impacts would be less than significant.

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

23                  Although Alternative 2 would result in minor improvements to the terminal (backlands  
24                  improvements), these improvements would not substantially degrade the visual character  
25                  or quality of the proposed project site or its surroundings because they would be  
26                  consistent with the industrial uses on Terminal Island and the Port as a whole. In  
27                  addition, as described under Impact AES-1 and Impact AES-2, Alternative 2 would not  
28                  result in significant impacts on views from Harbor Boulevard or scenic resources. As a  
29                  consequence, Alternative 2 would not significantly degrade the existing visual character  
30                  of the proposed project area or its surroundings. Impacts would be less than significant  
31                  under CEQA.

32                  ***Mitigation Measures***

33                  No mitigation is required.

34                  ***Residual Impacts***

35                  Impacts would be less than significant.

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

39                  The backlands terminal improvements would not require the installation or operation of  
40                  additional lighting. In addition, although this alternative would result in an increase in

1 vessel calls relative to the CEQA baseline, increased moored vessels at the terminal  
2 would not result in substantial increases in light that could affect residential areas; vessel  
3 lighting is relatively low intensity, and the nearest residential area in San Pedro is located  
4 over a mile from the terminal. Therefore, this alternative would not create new lighting  
5 terminal lighting or result in substantial increases in lighting from increased vessels  
6 relative to the CEQA baseline; impacts would be less than significant under CEQA.

#### 7 ***Mitigation Measures***

8 No mitigation is required.

#### 9 ***Residual Impacts***

10 Impacts would be less than significant.

### 11 **NEPA Impact Determination**

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

16 Alternative 2 would include only backlands improvements consisting of slurry sealing;  
17 deep cold planing; asphalt concrete overlay; restriping; and removal, relocation, or  
18 modification of any underground conduits and pipes necessary to complete repairs. No  
19 construction of in-water or over-water features would occur under Alternative 2, and,  
20 therefore, no increase in marine vessels or safety impacts associated with construction of  
21 Alternative 2 improvements would occur. The No Federal Action Alternative would  
22 involve the same construction activities as would occur under the NEPA baseline.  
23 Therefore, there would be no incremental difference between Alternative 2 and the  
24 NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

#### 25 ***Mitigation Measures***

26 No mitigation is required.

#### 27 ***Residual Impacts***

28 There would be no impacts.

### 29 **Alternative 3 – Reduced Project: Improve Berths 217–220 Only**

30 This alternative includes all components of the proposed Project except dredging and pile  
31 driving at Berths 214–216. The following components of the proposed Project are  
32 unchanged under the Reduced Project Alternative:

- 33       ▪ modifying up to six existing cranes;
- 34       ▪ replacing up to four existing non-operating cranes;
- 35       ▪ dredging 6,000 cy from a depth of -45 to -47 feet MLLW (with an additional  
36       2 feet of overdredge depth, for a total depth of -49 feet MLLW), and installing  
37       1,200 linear feet of sheet piles and king piles to support and stabilize the existing  
38       wharf structure at Berths 217–220;

- 1           ▪ disposing of dredged material at LA-2, the Berths 243–245 CDF, or another
- 2           approved upland location;
- 3           ▪ extending the existing 100-foot gauge landside crane rail through Berths 217–
- 4           220;
- 5           ▪ performing ground repairs and maintenance activities in the backlands area; and
- 6           ▪ expanding the TICTF on-dock rail by adding a single rail loading track.

7           Under this alternative, there would be three operating berths after construction, similar to  
8           the proposed Project, but Berths 214–216 would remain at their existing depth. This  
9           alternative would require less dredging (by approximately 21,000 cy) and pile driving  
10          and a shorter construction period than the proposed Project. Based on the throughput  
11          projections, this alternative is expected to operate at its capacity of approximately  
12          1,913,000 TEUs by 2026, similar to the proposed Project. However, while the terminal  
13          could handle similar levels of cargo, the reduced project alternative would not achieve the  
14          same level of efficient operations as achieved by the proposed Project. This alternative  
15          would not accommodate the largest vessels (13,000 TEUs). The depth achieved at Berths  
16          217–220 would only be capable of handling vessels up to 11,000 TEUs, requiring  
17          additional vessels to call on the terminal to meet future growth projections up to the  
18          capacity of the terminal. Therefore, under this alternative, 232 vessels would call on the  
19          terminal in 2020 and 2026, compared to 206 vessels for the proposed Project.  
20          Additionally, because of the higher number of annual vessel calls, this alternative would  
21          result in a maximum of five peak day ship calls (over a 24-hour period) compared to four  
22          for the proposed Project.

## 23           **CEQA Impact Determination**

### 24           **Impact AES-1: Construction and operation of Alternative 3 would not** 25           **result in a substantial adverse effect on a scenic vista.**

26          Under Alternative 3, berth dredging and pile driving improvements would occur at Berths  
27          217–220, and no improvements would occur at Berths 214–216. As with the proposed  
28          Project, the additional cranes would increase the density of cranes along the berths;  
29          however, this would not significantly affect views from the Harbor Scenic Route because  
30          the additional cranes would be consistent with the existing views from all vantage points  
31          previously listed. Although an increase in vessels moored at the YTI Terminal would  
32          occur relative to the CEQA baseline, Alternative 3 would not adversely affect a scenic  
33          vista or scenic corridor designation because it would be visually consistent with the  
34          development in the surrounding areas of the Port and its main effect would be to further  
35          contribute to the working Port, consistent with the Harbor Scenic Route designation.  
36          Therefore, impacts would be less than significant under CEQA.

### 37           ***Mitigation Measures***

38          No mitigation is required.

### 39           ***Residual Impacts***

40          Impacts would be less than significant.

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

5                   As with the proposed Project, Alternative 3 would not affect any state scenic highways,  
6                   as none are located in the proposed project area. The proposed crane modifications under  
7                   Alternative 3 would add to the existing cranes along the berths, similar to the proposed  
8                   Project. The associated visual effects of Alternative 3 on scenic resources and as viewed  
9                   from other areas such as from the locally designated scenic highways, the Catalina  
10                  Express Terminal, the Wilmington Waterfront Park, and Banning's Landing would be  
11                  similar to those described for the proposed Project, aside from a slightly higher number  
12                  of annual vessel calls and one additional vessel call on a peak day. Therefore, impacts  
13                  would be less than significant under CEQA.

14                  ***Mitigation Measures***

15                  No mitigation is required.

16                  ***Residual Impacts***

17                  Impacts would be less than significant.

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

21                  Alternative 3 would experience a greater number of vessels annually and during the peak  
22                  day than the number than occurred under the CEQA baseline. However, similar to the  
23                  proposed Project, substantial degradation of the visual character of the proposed project  
24                  area would not occur under Alternative 3 because these improvements would be  
25                  consistent with the on-site and adjacent industrial uses on Terminal Island. The projected  
26                  increase in annual and peak day vessel calls would not result in the blockage of scenic  
27                  resources, substantial damage to scenic views of scenic resources, or shading of shadow-  
28                  sensitive uses. These improvements would blend into the existing development at the  
29                  YTI Terminal and adjacent terminal operations. Therefore, impacts would be less than  
30                  significant under CEQA.

31                  ***Mitigation Measures***

32                  No mitigation is required.

33                  ***Residual Impacts***

34                  Impacts would be less than significant.

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

38                  The cranes proposed under Alternative 3 would include lights, which would increase  
39                  lighting along the wharf, similar to the proposed Project. The visibility of this additional  
40                  source of light and its contribution to ambient lighting conditions in areas around the

1 proposed project site would be attenuated by lighting guidelines, which would include  
2 shielding and directing the crane lights downward to reduce off-site light scatter. Similar  
3 to the proposed Project, the incremental change in ambient lighting conditions at the site  
4 from the crane improvements under Alternative 3 would not create a substantial change  
5 in existing levels of ambient light at residential areas because of shielding and from  
6 attenuation due to the distance to the residential areas (over one mile).

7 In addition, compared to the CEQA baseline, Alternative 3 would result in increased  
8 berthed vessels that would be illuminated at night. However, increased moored vessels at  
9 the terminal would not result in substantial increases in light that could affect residential  
10 areas; vessel lighting is of relatively low intensity and the nearest residential area in San  
11 Pedro is located over a mile from the terminal. Therefore, impacts would be less than  
12 significant under CEQA.

### 13 ***Mitigation Measures***

14 No mitigation is required.

### 15 ***Residual Impacts***

16 Impacts would be less than significant.

## 17 **NEPA Impact Determination**

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

22 Alternative 3 would have similar impacts as the proposed Project from the three  
23 representative viewpoints, relative to the NEPA baseline. The visual effects of  
24 Alternative 3 would also be similar to those of the proposed Project due to a similar level  
25 of aboveground terminal development. The improvements under Alternative 3 would  
26 include the all of the elements of the proposed Project, with the exception of the dredging  
27 and pile driving activities at Berths 214–216. All other improvements (crane  
28 modification/replacement, dredging and pile driving at Berths 217–220, landside crane  
29 rail extension through Berths 217–220, backlands improvements, and TICTF on-dock rail  
30 expansion) would still occur. Similar to the proposed Project, the improvements under  
31 Alternative 3 would not result in substantive changes to the overall character and quality  
32 of the visual landscape and are not expected to result in a significant effect on viewer  
33 response. Impacts would be less than significant under NEPA.

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

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
<b>Local Scenic Routes</b>		
<p><b>Visual Character:</b> The local scenic routes are designated as such due to the views of the working Port. Although heavily developed, YTI Terminal cranes could be seen from selected portions of the route along Harbor Boulevard.</p> <p><b>Visual Quality:</b> Views onto the YTI Terminal are limited along local scenic routes; however, portions of cranes can be seen in the background from sections of Harbor Boulevard. Views of the cranes from Harbor Boulevard are partially blocked or mixed with views of the Vincent Thomas Bridge. Also, terminal features are visible in the middleground from the southern portions of the Harbor Boulevard, which creates a low level of vividness, intactness, and unity.</p>	High	<p><b>VM Class 2 (Noticeable, visually subordinate):</b> The primary proposed project features visible as noticeable elements in views from the southern portion of the Harbor Boulevard would be the cranes seen in the middleground. The proposed Project would increase the density of some of the cranes and slightly extend the visual row of cranes but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>
<b>Catalina Express Terminal</b>		
<p><b>Visual Character:</b> Views of the Port area from the Catalina Express Terminal are mixed, with a sea terminal and Vincent Thomas Bridge in the foreground and the proposed project site, including the wharf cranes, in the middleground.</p> <p><b>Visual Quality:</b> Some of the existing YTI cranes can be seen in the middleground. The Turning Basin and Vincent Thomas Bridge create a moderately high level of vividness. Levels of intactness and unity are also moderately high as views of the cranes are combined with containers at the YTI Terminal. Views of the proposed project site and the terminal cranes are mixed with foreground (sea terminal and Vincent Thomas Bridge) and middleground (Turning Basin) features. This view has a moderately high level of vividness and intactness and unity.</p>	Low	<p><b>VM Class 2 (Noticeable, visually subordinate):</b> The new cranes would be visible in the middleground behind the Catalina Express Terminal but would be located next to existing identical cranes. Views of the proposed cranes would be consistent with those of the existing YTI Terminal, and introducing new cranes is not expected to result in unanticipated elements for views from the Catalina Express Terminal.</p> <p>No significant impact.</p>
<b>Wilmington Waterfront Park</b>		
<p><b>Visual Character:</b> The park affords views of the heavily developed Port, West Harry Bridges Boulevard, and existing cranes at the proposed project site.</p> <p><b>Visual Quality:</b> The cranes are viewed in the middleground amidst existing power lines, vegetation, and heavily developed Port uses, and they create a low level of vividness. Levels of intactness and unity are also low.</p>	Moderate	<p><b>VM Class 2 (Noticeable, visually subordinate):</b> The primary project features visible as noticeable elements in the view would be the cranes seen in the middleground. The proposed Project would increase the density of cranes and slightly contribute to the visual row of cranes but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>

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

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
<b>Banning’s Landing</b>		
<p><b>Visual Character:</b> The landing affords views of the heavily developed Port, the Turning Basin, and cranes at the proposed project site.</p>	Moderate	<p><b>VM Class 2 (Noticeable, visually subordinate):</b> The primary project features visible as noticeable elements in the view would be the cranes seen in the middleground. The proposed Project would increase the density of cranes and slightly extend the visual row of cranes but would not block views of scenic resources or compete with other features in the field of view.</p> <p>No significant impact.</p>

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**Mitigation Measures**

3

No mitigation is required.

4

**Residual Impacts**

5

Impacts would be less than significant.

6

**3.1.4.4 Summary of Impact Determinations**

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Table 3.1-4 summarizes the CEQA and NEPA impact determinations of the proposed Project and alternatives related to Aesthetics and Visual Resources, as described in the detailed discussion above. This table is meant to allow easy comparison between the impacts of the proposed Project and alternatives with respect to this resource. Identified potential impacts may be based on federal, state, or City significance criteria; LAHD criteria; and the scientific judgment of the report preparers.

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

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**Table 3.1-4: Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics and Visual Resources Associated with the Proposed Project and Alternatives**

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

**Table 3.1-4: Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics and Visual Resources Associated with the Proposed Project and Alternatives**

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

**Table 3.1-4: Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics and Visual Resources Associated with the Proposed Project and Alternatives**

<b>Alternative</b>	<b>Environmental Impacts</b>	<b>Impact Determination</b>	<b>Mitigation Measures</b>	<b>Impacts after Mitigation</b>
Alternative 3 – Reduced Project: Improve Berths 217– 220	<b>AES-1:</b> Construction and operation of Alternative 3 would not result in a substantial adverse effect on a scenic vista.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	<b>AES-2:</b> Construction and operation of Alternative 3 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	<b>AES-3:</b> Construction and operation of Alternative 3 would not substantially degrade the existing visual character or quality of the site and its surroundings.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	<b>AES-4:</b> Construction and operation of Alternative 3 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	<b>AES-5:</b> Construction and operation of Alternative 3 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant

### **3.1.4.5 Mitigation Monitoring**

Neither the proposed Project nor any of the alternatives would result in significant impacts on aesthetics or visual resources. Therefore, neither mitigation measures nor monitoring programs are required.

### **3.1.5 Significant Unavoidable Impacts**

No significant unavoidable impacts on aesthetics or visual resources would occur as a result of the proposed Project or alternatives.