

# 3.1

## AESTHETICS/VISUAL RESOURCES

### 3.1.1 Introduction

The following analysis assesses the potential for the construction and operation of the proposed Project to adversely impact the Aesthetics/Visual Resources (Visual Resources) in the proposed Project vicinity and the significance of such impacts. The analytical approach complies with the requirements of NEPA and CEQA, and addresses the *Los Angeles CEQA Thresholds Guide* (City of Los Angeles 2006) for determining impact significance. Appendix F of the Draft EIS/EIR presents the technical approach for the assessment in greater detail and also more fully describes the methodology and its relationship to federal approaches to visual impact analysis.

The technical approach reflects the concepts and principles of the Visual Resource Management methodologies in use by the following federal agencies: U.S. Department of Agriculture, Forest Service (USFS 1974, 1995); U.S. Department of Interior, Bureau of Land Management (BLM 1978); and U.S. Department of Transportation – Federal Highway Administration (USDOT 1981). Since 1988, the methodology has been applied to numerous NEPA- and CEQA-compliant visual impact assessments by the principal investigator conducting this assessment (Headley 1988-2005).

The steps in the analysis are as follows:

- Identify those views potentially affected by the proposed Project over which the public is most likely to express concern (critical public views);
- Describe the existing condition of those potentially affected critical views;
- Estimate the intensity of possible adverse visual impacts on those views;
- Evaluate the significance of the possible impacts; and
- As applicable, consider possible mitigation measures that could lessen the impacts to less than significant levels.

## 3.1.2 Environmental Setting

The environmental setting as it applies to the assessment of visual impacts is the “existing visual condition” of the landscape, which also includes conditions of lighting and glare. Existing visual condition is assessed in terms of the degree to which features and sources of lighting within public view appear to be consistent with the established character of the physical setting and also is a function of the conditions under which the features are viewed. The existing visual condition is the baseline for assessing the intensity and significance of visual impacts and is addressed only relative to critical public views. Such views are those 1) that are readily available to the public; 2) where there are indications the public would be highly concerned over adverse changes to the views; and 3) in which a proposed action would be substantially visible. Critical views are discussed below; also see Section F.7.2.2 of Appendix F (*The Visual Modification Class Approach to Assessing Impacts on Aesthetics/Visual Resources*).

For this assessment, the CEQA Baseline for determining the significance of potential impacts for the Draft EIS/EIR is December 2003, as described in Table 2-2 and Section 2.7.1 of this document. The term “existing visual condition” applies in this analysis to the condition of critical public views as of December 2003. A review of historical aerial photographs, photographs taken by the principal investigator from July 2003 through November of 2005, and field inspections through April 2007 indicate that, apart from the removal of the two 50-gauge cranes along Berths 142-147, visual conditions have not changed since the CEQA Baseline date.

### 3.1.2.1 Critical Public Views

#### 3.1.2.1.1 Methodology

Critical views are defined as being those sensitive public views that would be most affected by the subject action (e.g., the greatest intensity of impact due to viewer proximity to the proposed Project, proposed Project visibility, and duration of the affected view).

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

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

1 A key assumption of the technical approach is that public sensitivity is not always related  
 2 to obvious aesthetic appeal. The public may confer visual significance on landscape  
 3 components and areas that would otherwise appear unexceptional (USDOT 1981). For  
 4 example, unexceptional landscapes along tertiary roads may be particularly important to  
 5 local residents (Kaplan 1979) as undesignated open spaces. Other areas may have  
 6 regional or national cultural significance, but not be especially scenic. Nonetheless, their  
 7 visual character may be considered important to their cultural value (FHWA 1981).  
 8 Consequently, the methodology for describing the baseline for the visual impact analyses  
 9 does not measure the aesthetic appeal, per se. Instead, the importance of the affected  
 10 landscape is largely inferred from the indicators of sensitivity.

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

- 12 • **High Sensitivity.** High sensitivity suggests that the majority of the public is  
 13 likely to react strongly to a threat to visual quality. A highly concerned public is  
 14 assumed to be more aware of any given level of adverse change and less tolerant  
 15 than a public that has little concern. A small modification of the existing  
 16 landscape may be visually distracting to a highly sensitive public and represent a  
 17 substantial reduction in visual quality.
- 18 • **Moderate Sensitivity.** Moderate sensitivity suggests that the public would  
 19 probably voice concern over substantial visual impacts. Often, the affected  
 20 views are secondary in importance or are similar to others commonly available  
 21 to the public.
- 22 • **Low Sensitivity.** Low sensitivity is considered to prevail where the public is  
 23 expected generally to have little concern about adverse changes in the landscape,  
 24 or only a small minority may be expected to voice such concern, even where the  
 25 adverse change is substantial in intensity and duration.
- 26 • **No Sensitivity.** The views are not public, or there are no indications of public  
 27 concern over, or interest in, scenic/visual resource impacts on the affected area.

28 A review of literature and maps, an inspection of the proposed Project site and the  
 29 potentially affected environs, and a review of public scoping comments served to  
 30 identify indicators of public sensitivity. The range of sensitive views was then  
 31 considered and several representative views in which the proposed facilities would be  
 32 most noticeable were selected for detailed analysis. This decision was based  
 33 primarily on proximity and degree of proposed Project exposure. Consideration was  
 34 also given to having the views be representative of the public experience; i.e., that  
 35 they be from viewing positions accessible by the public and readily located, based on  
 36 the description and photographs presented in the visual impact assessment.

### 37 3.1.2.1.2 Critical Viewing Positions

38 Figure 3.1-1 is a map showing the viewing positions referred to in the analyses. The  
 39 most critical of these have been represented in visual simulations of the proposed Project  
 40 (Figures 3.1-20 through -23). The most important of the public views include several  
 41 located in the community of Wilmington along “C” Street and at the Banning’s Landing  
 42 Community Center (Viewing Positions 3-6). Views from the Harbor Freeway  
 43 (represented by Viewing Positions 1 and 2), though not considered highly sensitive by  
 44 the usual indicators, have been evaluated because this highway serves as a primary

1 “gateway” to the Port, offering the first impression of the area. The views from Knoll  
2 Hill (represented by Viewing Position 10) are important since they are from points that  
3 are among those within San Pedro that are the closest to the proposed Project site and  
4 substantially elevated, offering a commanding, panoramic view of the proposed Project  
5 area and its Port context. The view toward the proposed Project site from Shields Drive  
6 (Viewing Position 11), while essentially identical to those from Knoll Hill, was also  
7 included in the analyses. It represents the most critical view from the San Pedro  
8 residential area west of the proposed Project site: the view of the Port from here is  
9 elevated, affording unimpeded and panoramic views toward the proposed Project site,  
10 and it is from the neighborhood closest to the proposed Project area.

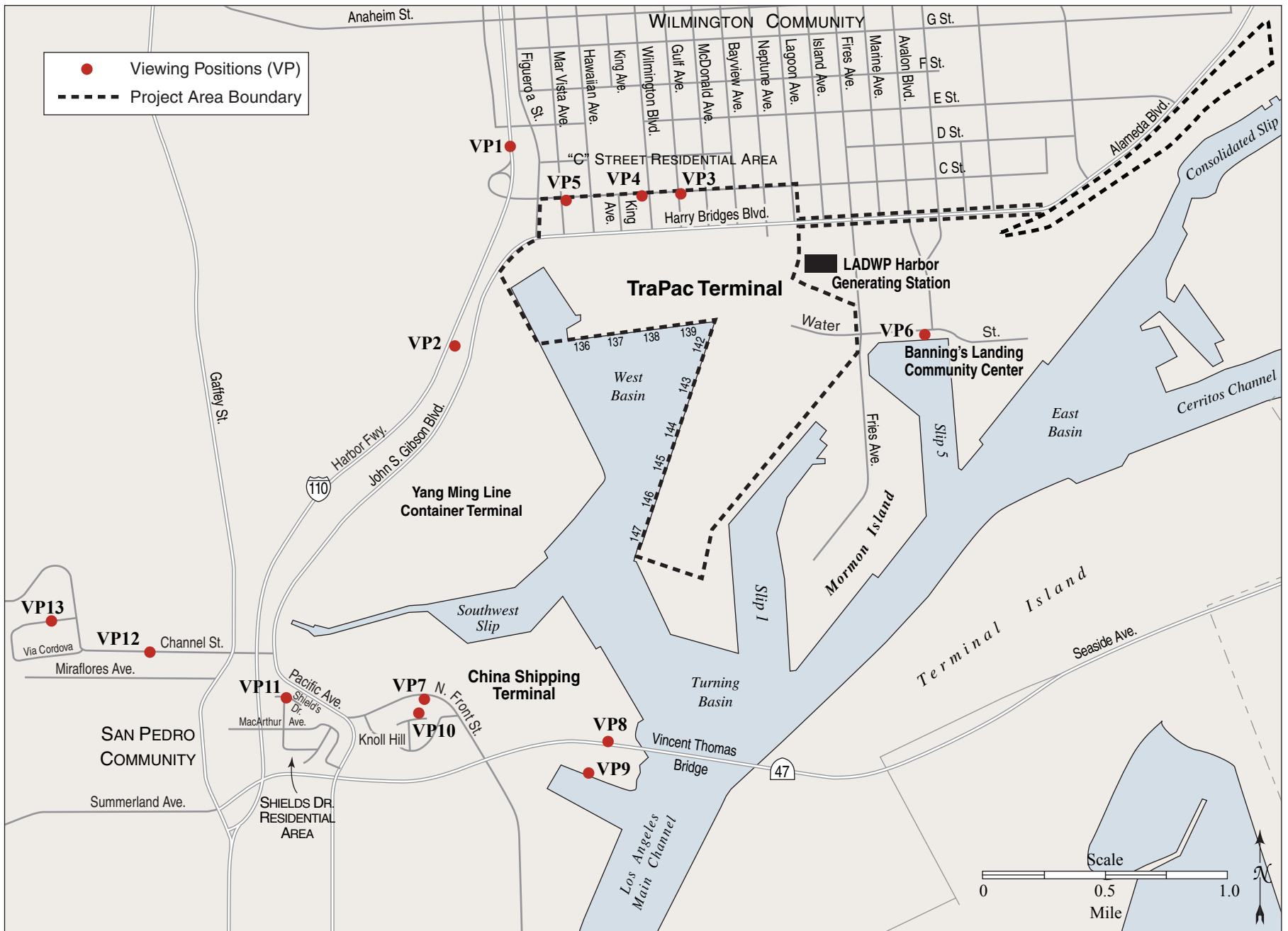
11 Views from the Palos Verdes headlands to the West of the site are not considered to be  
12 critical due their distance from the project site: features of the proposed Project could not  
13 be discerned from public viewing locations such as Friendship and Bogdanovich Parks  
14 and other similar viewing locations.

15 There are no critical views of the proposed Project site from the east or southeast.  
16 The nearest sensitive receptors in Long Beach (high-rise residential buildings) are  
17 more than four miles to the east. Recreation sites and pleasure boating in Long  
18 Beach occur 4.3 miles away. Given the density of Port of Long Beach and Port of  
19 Los Angeles facilities that occur between these sensitive receptors and the proposed  
20 Project site, as well as the great viewing distances involved, the views from Long  
21 Beach are not relevant to this assessment.

22 The nearest sensitive viewing position to the east is at the Cerritos Channel Marina,  
23 over one mile away. People live on vessels that are docked there, so the marina  
24 constitutes a type of residential area, and views from there are, therefore, highly  
25 sensitive. They are also highly sensitive because the marina is a recreational public  
26 use area. However, views from the marina are from a few feet above the water’s  
27 surface, and Port facilities intervene to substantially, if not entirely, block views of  
28 features of the Berths 136-147 Terminal. Liquid and dry bulk storage facilities  
29 behind Berths 187-196, and warehouses, cranes, buildings, and backland storage  
30 containers within Mormon Island, collectively intervene such that Berths 136-147  
31 Terminal features are difficult to discern in the Port context.

32 Pleasure boating associated with the Cerritos Channel Marina that occurs to the  
33 southwest along the East Basin Channel and the Main Channel would occur close to the  
34 elevated wharves and dockside facilities on Mormon Island that substantially block views  
35 to the west from the channel waters.

36 To summarize, due to there being no appreciable exposure to the proposed Project site  
37 from the Cerritos Channel Marina and the areas of pleasure boating, views from the  
38 marina and nearby channels are not considered critical to this assessment.



**Figure 3.1-1. Viewing Positions Selected for the Aesthetics/Visual Resources Impact Assessment**

### 3.1.2.1.2.1 Views from Harbor Freeway (I-110)

By the criteria in Table F-1, Appendix F, sensitivity for views from the Harbor Freeway is low:

- The highway in this location is not designated as a scenic route or highway by any local or state agency;
- While it provides primary access to the vicinity of sites of recreational and cultural interest in the harbor area, the segment potentially affected by the proposed Project is not proximate to those attractions, nor does the freeway lead directly to them; and
- The freeway primarily serves commuter traffic (truck traffic comprises just 3.1 percent to 7 percent of average daily trips, between the State Route 47 and Pacific Coast Highway) (Caltrans 2006).

However, the freeway carries high volumes of traffic, is a major entry to the Port, and some traffic is tourist- and recreation-oriented. There are a number of waterfront attractions accessed by this highway (the World Cruise Center, Catalina Terminal, Maritime Museum, Ports O'Call Village, Cabrillo Marina, and Cabrillo Beach, among other attractions). The highway provides most of these visitors with their first views of the Port landscape. Also, one of the most important landmarks in the Port—the Vincent Thomas Bridge—may be seen in the distance from the freeway, albeit to a very limited degree. Although it is not an historic landmark, the bridge has been designated by the City of Los Angeles as its official welcoming monument for the Port (City of Los Angeles 1995). For the factors noted, views from the Harbor Freeway have been given consideration in this impact assessment.

Views from the southbound lanes are the views that are most important for this analysis and are represented by Figure 3.1-2, upper image. Those of the proposed Project area from northbound lanes are severely limited by the direction of travel, which constrains viewing of the proposed Project area to a 90-degree angle to the east. Also, intervening topography, vegetation, and development (Yang Ming Terminal facilities) greatly limit northbound views of the Berths 136-147 Terminal features. Figure 3.1-2, lower image, shows a glimpse from the northbound lanes of the terminal cranes lining Berths 136-139 and a small part of the Northwest Slip. This view is not common from the northbound lanes; due to the constrained and brief views of the proposed Project area from these lanes, northbound views are not considered to be critical and are not dealt with further.

### 3.1.2.1.2.2 Views from Wilmington

The proposed Project site is bordered on the north by Harry Bridges Boulevard and “C” street, the latter marking the southern edge of the community of Wilmington’s residential area. Along and north of “C” Street the residential district comprises a mix of low-, medium- and high-density housing, including the Harbor View Project, which is currently under construction but nearing completion. To the northeast of the proposed Project site is a commercial and industrial area of Wilmington that also includes the Banning’s Landing Community Center, located at the south end of Avalon Boulevard. The Wilmington views deemed critical to the visual impact

1 analyses are those from points along “C” Street, from its adjacent residences, and  
2 from Banning’s Landing, as described further below.

3 **“C” Street**

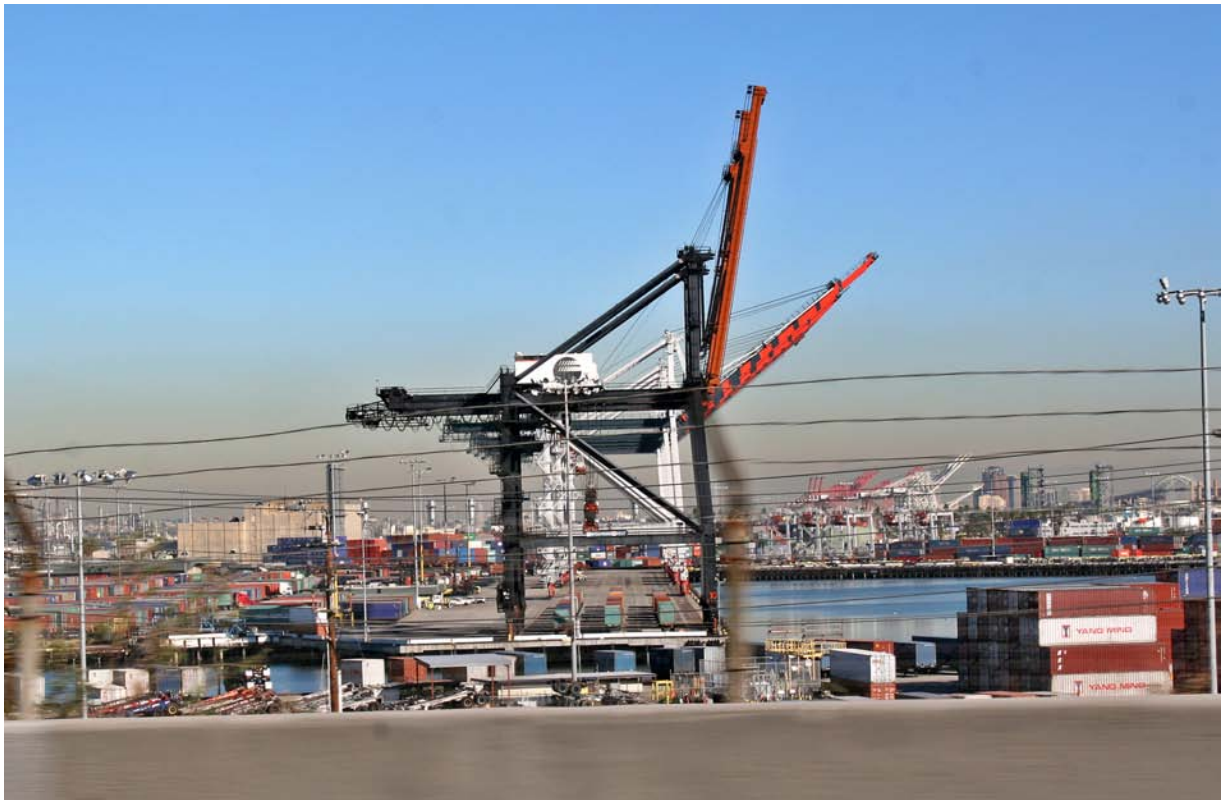
4 “C” Street marks the southern limit to the residential area within Wilmington and is  
5 about 2,000 feet north of Berths 136-139. Sensitivity is considered high for views  
6 from residential areas and the roads proximate to them that serve as their primary  
7 access route (Table F-1, Appendix F). A mix of commercial and residential uses is  
8 found along this street, as is the Wilmington Recreation Center, between Bayview  
9 Avenue and Neptune Avenue. South of “C” Street and north of Harry Bridges  
10 Boulevard is a one-block-wide swath of land extending from Figueroa Street to  
11 Lagoon Avenue that has been mostly acquired by the Port; the industrial and  
12 residential properties that once occupied this area have been almost entirely razed to  
13 make way for Port-related facilities. Within this area is Bayview Field, a temporary  
14 playing field located across from the Recreation Center extending from “C” Street  
15 south to Harry Bridges Boulevard.

16 The upper image in Figure 3.1-3 and the panoramic view shown in Figure 3.1-6 are  
17 representative of the residential area along the north side of “C” Street, from Mar  
18 Vista Avenue to Bayview Avenue. Views of the proposed Project area and its  
19 vicinity as seen from “C” Street are represented in Figures 3.1-3 (lower image)  
20 through 3.1-8; these images show the following:

- 21 • The view to the southeast, seen from the intersection with Gulf Street (Figure  
22 3.1-3, lower image);
- 23 • The day and nighttime panorama from the southeast to southwest from a point  
24 between Wilmington Boulevard and King Avenue (Figures 3.1-4 and -5); and
- 25 • The daytime panorama looking southwest to the west, seen from the intersection  
26 of Mar Vista Avenue and “C” Street (Figure 3.1-7), and the nighttime view to  
27 the south (Figure 3.1-8).

28 Existing features of the proposed Project site are highly visible from the “C” Street  
29 residences. Views from this area toward the site are dominated by aspects of the Berths  
30 136-147 Terminal, including 100-gauge cranes; docked container ships along Berths  
31 136-139; its administration building; and stacked cargo and 100-foot-tall light  
32 standards in the backlands along Harry Bridges Boulevard. Only when no container  
33 ships are docked at Berths 136-139, or, when they are, little cargo is stacked on their  
34 decks, can the Vincent Thomas Bridge be seen. When within view, it is only partly so,  
35 close to the horizon, and well in the background. This official “welcoming monument”  
36 (City of Los Angeles 1995), while an important feature of aesthetic interest in some  
37 views from points within or near the Port, is too incidental to the views from “C” Street  
38 to be considered a feature of positive aesthetic value relative to those views.

39 To summarize, due to the high sensitivity of the subject views and the proximity of  
40 the proposed Project, “C” Street views are considered to be critical to the  
41 understanding of the proposed Project’s visual impacts.



Source: Photography by Lawrence Headley & Associates

**Figure 3.1-2. (Top): Views of the Berths 136-147 Terminal Cranes from Southbound Harbor Freeway near “C” Street Off Ramp (VP1); and (Bottom): from Northbound Harbor Freeway Due East of Berths 136-139 (VP2)**





Source: Photography by Lawrence Headley & Associates

**Figure 3.1-3. Views from the Intersection of “C” Street and Gulf Street (VP 3).  
(Top): Looking to Northeast at the Residential Area Along “C” Street; and (Bottom): Showing the Panorama Looking Southeast**





Source: Photography by Lawrence Headley & Associates

**Figure 3.1-4. (Top Left to Bottom Right): The Panorama Seen from “C” Street, between Wilmington Boulevard and King Avenue, Looking Southeast to Southwest (VP 4)**



Source: Photography by Lawrence Headley & Associates

**Figure 3.1-5. (Top Left to Bottom Right): The Nighttime Panorama Seen from “C” Street, between Wilmington Boulevard and King Avenue, Looking Southeast to Southwest (VP 4)**





*Source:* Photography by Lawrence Headley & Associates

**Figure 3.1-6. (Top Left to Bottom Right): The Panorama Seen from the “C” Street/Mar Vista Avenue Intersection, Looking Toward the Northeast Corner, Showing the Residential Area Along the North Side of “C” Street**

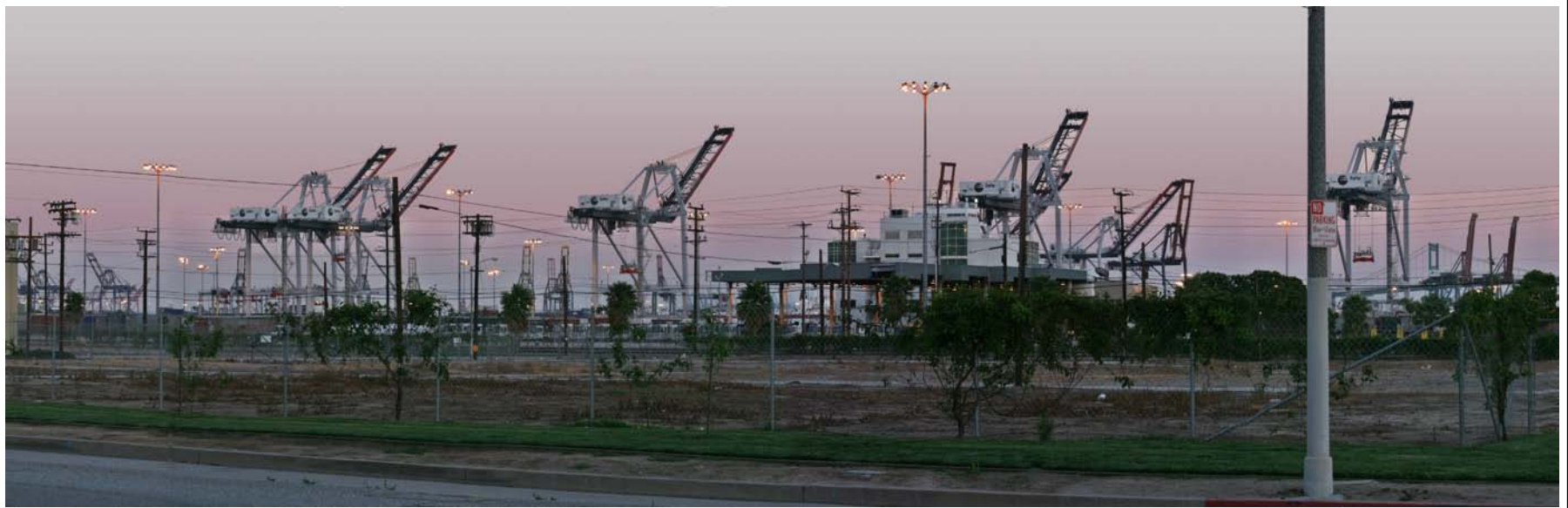




Source: Photography by Lawrence Headley & Associates

**Figure 3.1-7. (Top Left to Bottom Right): The Panorama Seen from “C” Street at the Northeast Corner of Mar Vista Avenue, Looking South to West (VP 5)**





Source: Photography by Lawrence Headley & Associates

**Figure 3.1-8. (Top Left to Bottom Right): The Nighttime Panorama Seen from “C” Street at the Northeast Corner of Mar Vista Avenue, Looking South to West (VP 5)**

1 The proximity of the residential area along “C” Street to the Berths 136-147 Terminal  
2 backlands suggests that the public living in this area may also be potentially sensitive to  
3 issues over additional night lighting and glare, were such to occur due to the  
4 implementation of the proposed Project.

### 5 ***Banning’s Landing***

6 The Banning's Landing Community Center, constructed by the Port of Los Angeles, is  
7 located at the south end of Avalon Boulevard on East Water Street in Wilmington, at the  
8 head of Slip 5 (Figure 3.1-9). It is Wilmington’s landmark facility commemorating State  
9 Senator Phineas Banning’s establishment of a public landing for vessels that is now a part  
10 of the Port of Los Angeles. Serving a variety of community programs and activities, the  
11 10,000 square foot, two-story Center is used as a year-round, full-time venue for  
12 Department of Cultural Affairs programming. Space is made available for rent to civic  
13 groups and private parties. Nighttime events are routinely scheduled, including the  
14 Harbor Department’s Commissioner meetings, hearings and other business functions.  
15 The Center is managed jointly by the City of Los Angeles, Department of Cultural  
16 Affairs and the nonprofit Friends of Banning’s Landing. Shown in Figure 3.1-9, lower  
17 image, is the landing itself, which is part of the Center and is accessible to boaters  
18 without restriction (S. Higman, personal communication 2003).

19 Public spaces within the building face the Port, and the facility serves as Wilmington’s  
20 “window on the water,” as is shown on Figures 3.1-9, -10, and -11. Primary viewing is  
21 due south, but the panorama includes the cranes at the proposed Project site along  
22 Berths 142-147 (visible at the far right of Figure 3.1-9, bottom image). The closest of  
23 these cranes is about 1,950 feet away. The ground plane of the proposed Project site  
24 cannot be seen from this vantage point because terminal buildings, other structures, and  
25 equipment on Mormon Island block views to the southwest.

26 Due to the cultural importance of Banning’s Landing to the Community of Wilmington,  
27 and because it is this community’s only visual access to the waters of the Port, public  
28 sensitivity over potentially adverse impacts to views from the Center is assumed to be  
29 high. However, proposed Project features are peripheral to the primary direction of  
30 viewing, distant, and largely blocked from view. Due to the limited exposure to the  
31 proposed Project, views from Banning’s Landing are considered to be critical, but to a  
32 lesser degree than those from “C” Street. Their importance to the community of  
33 Wilmington, however, requires that they are given full consideration in this analysis.

34 Similarly, consideration is given to the issue of new light and glare relative to views  
35 from Banning’s landing, even though such lighting would be peripheral to the primary  
36 viewing direction. Figure 3.1-11 is an evening view, looking south to southwest from  
37 the second floor deck. It shows the existing night lighting conditions in the area and  
38 that the existing Berths 136-147 Terminal cranes, seen in the lower image, far right,  
39 present no perceptible light emissions.

### 40 ***Alameda Street***

41 The Pier A rail yard would be relocated to a point northeast of Alameda Street and  
42 south of Anaheim Street and would be readily visible from Alameda Street. Traffic  
43 along Alameda Street is predominantly related to the industrial land uses in the area.  
44 There are no visually sensitive public land uses (residential areas, recreation or tourist

1 destinations) served by this street. Because there is no discernible sensitivity for views  
2 from this roadway, such views are not considered further in this assessment.

3 **3.1.2.1.2.3 Views from Local Scenic Routes and Bikeways**

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

14 Of these segments, the following four are proximate to the proposed Project site and  
15 relevant to this assessment: John S. Gibson Boulevard, Pacific Avenue, Front Street,  
16 and Harbor Boulevard. Views from the remainder of the scenic highway segments  
17 manifestly do not include the proposed Project site. The four noted represent  
18 thoroughfares which enable motorists to experience the working port environment of  
19 the Los Angeles Harbor (California Coastal Conservancy 2005; City of Los Angeles  
20 1999a). Accordingly, the features of the Los Angeles Harbor form the dominant  
21 character, and it is assumed that the public expects to see the features of a working  
22 port when traveling to destinations therein.

23 Chapter IX of the City of Los Angeles General Plan Transportation Element includes  
24 an inventory of City-wide bikeways (City of Los Angeles 1999c) that are designated  
25 as: Class I Bike Paths, Class II Bike Lanes, and Class III Bike Routes. Coincident with  
26 the four segments of the City’s designated Scenic Highway relevant to the assessment  
27 is a Class II Bike Lane for which there is a lane on the paved area of the roads for  
28 preferential use by bicycles. Class II Bike Lanes can be commuter/utilitarian or  
29 recreational in function. Those that are used for recreation are expected to offer scenic  
30 views and to connect regional open spaces and other recreational activity centers (City  
31 of Los Angeles 1999c). It is assumed that the subject bike lane was routed to provide  
32 bicycle access to the recreational opportunities within the Los Angeles Harbor area and  
33 to capture the potential for scenic views of the working Port, given its alignment along  
34 the designated Scenic Highway. Therefore, sensitivity for views from this bike lane is  
35 assumed to be high. The views from the bike lane are identical to those from the  
36 Scenic Highway. The discussion of road-based views that follows applies as well to  
37 those from the Class II Bike Lane.

38 Additionally, a Class III Bike Route has been designated for Figueroa Street, from  
39 John S. Gibson Boulevard to Anaheim Street. A Class III Bike Route has no special  
40 lane markings; bicycle traffic shares the roadway with motor vehicles. Such routes  
41 are meant to connect residential areas with the City-wide Bikeway System routes,  
42 schools, neighborhood centers, local parks and recreation centers. In this case, this  
43 bike route serves solely as a utilitarian connector between the Class II Bike Lanes  
44 along the Scenic Highway to the south and Anaheim Street to the north. Referring to  
45 Table F-1 in Technical Appendix F, views from this Bike Route would be accorded





Source: Photography by Lawrence Headley & Associates

**Figure 3.1-9. (Top): View of Banning's Landing From the Parking Lot; (Bottom): Panoramic View From the Second Floor Deck of Banning's Landing, Looking from the South to the West; the Berths 136-147 Terminal Cranes are Visible at the Far Right (VP 6)**



Source: Photography by Lawrence Headley & Associates

**Figure 3.1-10. (Top Left to Bottom Right): Panoramic View from the Patio Along the South Side of Banning's Landing (VP 6), Looking East to South**





Source: Photography by Lawrence Headley & Associates

**Figure 3.1-11. (Top Left to Bottom Right): Panoramic View at Dusk from the Second Floor Deck of Banning's Landing (VP 6), Looking from the South to the West, Showing the Night Lighting in the Vicinity. The Berths 136-147 Terminal Cranes are Visible at Far Right, Lower Image.**

1 low sensitivity, not meeting the criteria for high or moderate sensitivity for travel  
2 routes. More specifically, it does not afford the primary access to designated or  
3 undesignated areas of aesthetic, recreational, cultural or scientific interest.

4 Although views from designated scenic routes and the Class II Bike Lane noted are  
5 considered highly sensitive, they are not considered critical to the aesthetic/visual  
6 resources assessment for several reasons. First, views of the proposed Project site are  
7 not available from Harbor Boulevard, and several factors limit the proposed Project's  
8 exposure in views from the other scenic routes noted. The backlands of China  
9 Shipping and Yang Ming Terminals are used for storage of cargo containers and other  
10 equipment. In views from Front Street, Pacific Avenue and John S Gibson Boulevard,  
11 these containers and equipment block views of all but the tallest structures in the  
12 distance: e.g., the cranes serving the various terminals. See the upper left image in  
13 Figure 3.1-12, a view toward the proposed Project area from a point along Front Street  
14 near Knoll Drive (Viewing Position 7). This view is typical of those from John S.  
15 Gibson Boulevard and Pacific Avenue, as well.

16 Second, the distance from the Berths 136-147 Terminal cranes to Front Street is 4,500  
17 feet; to Pacific Avenue, 5,657 feet; and to John S. Gibson Boulevard it ranges from  
18 1,580 feet to 5,692 feet. At these distances, the Terminal cranes would be viewed in  
19 the larger context of Port features, many of which are in the foreground and dominate  
20 attention. These include stacks of stored containers, double-stacked rail cars, and  
21 miscellaneous equipment in the terminal backlands.

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

37 Regarding night lighting, approximately 500 feet of John S. Gibson Boulevard at its  
38 north end before it intersects with Figueroa Street would be close to new backlands  
39 created by the proposed Project. As noted, no other stretch of the designated scenic  
40 routes is proximate to the proposed Project site. Therefore, it is only along this  
41 limited stretch of the boulevard where the public could be considered to be  
42 potentially sensitive to the issue of night lighting and glare.

#### 3.1.2.1.2.4 Views from San Pedro and Rancho Palos Verdes

##### *Knoll Hill*

The top of Knoll Hill is about 80 feet above mean sea level (msl) at its highest and is at the northeastern edge of the community of San Pedro and about 4,300 feet southwest of the proposed Project area. Once there was a residential neighborhood on this hill; however, all but one of the homes have since been removed. The remaining home, a two-story structure, is on the southwest edge of the hilltop and does not directly overlook the proposed Project site. Fencing blocks views from the first floor of this home, and second story windows face east toward the China Shipping terminal and Vincent Thomas Bridge. Only very oblique views to the northeast would include the Berths 136-147 Terminal.

Cleared areas along the northern side of Viewland Place and the east side of Center Street have been developed by a nonprofit group as a temporary off-leash dog park that is open daily from sunrise to sunset. Given the recreational use of Knoll Hill, albeit temporary, the sensitivity of views from there is considered to be high. Along the north side of Knoll Hill, there are trees which partially screen views in that direction; otherwise, the views are open to the east and west, offering a broad view of San Pedro (to the west) and the Port facilities and the Vincent Thomas Bridge (to the east). Trees interior to this section block views of the proposed Project site from the western half of the park. For the eastern half of this section, the proposed Project site is within view but is in the background. The cul-de-sac at the east end of Viewland Place and adjacent areas, offer nearly unabated panoramic views which include the proposed Project site, Yang Ming and China Shipping terminals, and Vincent Thomas Bridge.

Because Knoll Hill is elevated above the West Basin, views from here are broad and include the China Shipping Terminal backlands in the foreground to the northeast and east, the Yang Ming Terminals and backlands in the middleground to the north, and a limited part of the West Basin and Main Channel. The best, and most representative views, of the Port are from the northeastern end of Viewland Place. The view in Figure 3.1-13 is from a point somewhat back from the eastern edge of the hill (Viewing Position 10). Its elevation is about 60 feet above the channel. In this view the Berths 136-147 Terminal cranes and berths are visible but are well in the background, particularly when compared to the Kinder Morgan Liquid Bulk Terminal (center, top image) and the China Shipping Cranes in the lower image (the green cranes, left side).

Although the proposed Project site is distant from Knoll Hill, given the elevated and panoramic view from this location and its high sensitivity, the view is considered to be important to the visual impact assessment.

Because the dog park on Knoll Hill is open only during daylight hours, the public using the park would not be sensitive to changes in nighttime lighting. Relative to the one residence on Knoll Hill, lighting from the site for the proposed Project is tangential to the orientation of the windows and very distant. For the public visiting Knoll Hill in the evening (access to Knoll Hill at night is not physically restricted), it is assumed that the attraction is the evening view of the Port and its night lighting. For these reasons, the issue of light and glare impacts on the dog park, the one residence, and evening visitors to Knoll Hill is not an issue of concern to the analysis of proposed Project-related lighting.

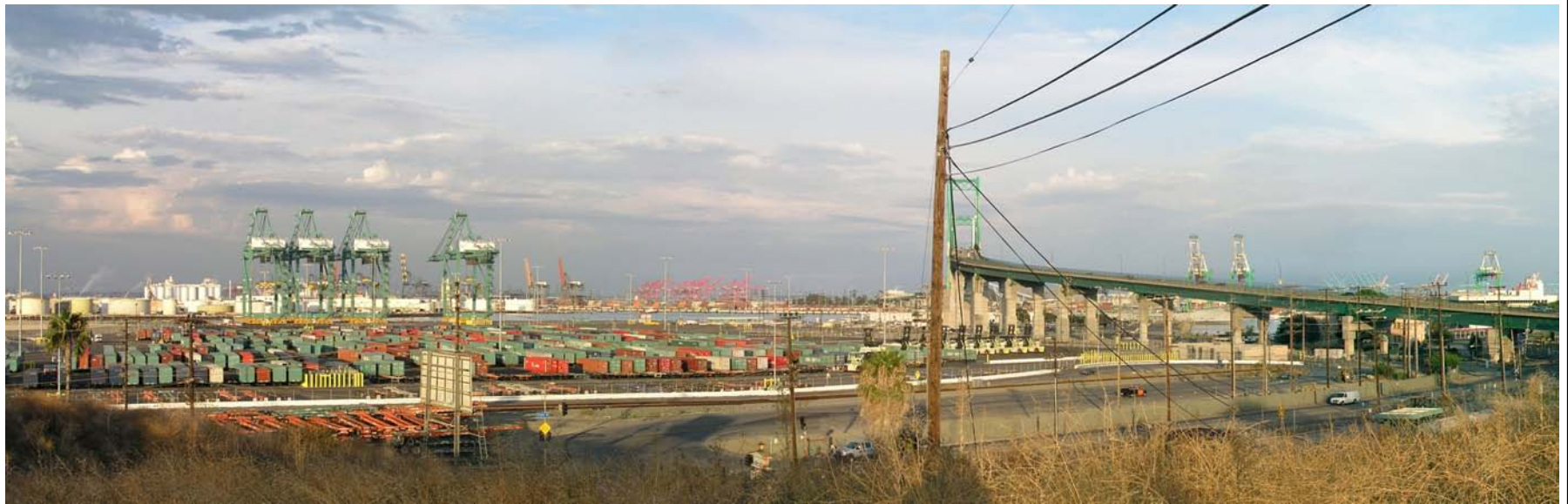




Source: Photography by Lawrence Headley & Associates and Simulation by Environmental Vision

**Figure 3.1-12. (Top Left): View from Front St. near Knoll Dr. (VP7); (Top Right): View from Catalina Terminal Parking Area (VP8); (Bottom): View North from Slip 93 near World Cruise Center (VP9)**





Source: Photography by Lawrence Headley & Associates

**Figure 3.1-13. (Top Left to Bottom Right): The Panorama Seen from Knoll Hill, Looking North to Southeast (VP 10). TraPac Cranes are Visible in the Upper Image in the Background, Center Right.**

1 Figure 3.1-14 shows the Knoll Hill view at dusk and the effect of the existing night  
2 lighting. Although night lighting is not an issue for views from Knoll Hill, the image  
3 has been included to represent the “worst-case” for the Baseline period Port-wide  
4 lighting environment relative to elevated and distant viewing positions, such as those  
5 along Shields Drive, Via Cordova, Channel Street, Park Western Drive and Rocking  
6 Horse Road, discussed below. Knoll Hill, being the closest of these locations, would  
7 show the greatest incidence of off-site light spill, were any to occur.

### 8 ***Shields Drive Residential Area***

9 The Shields Drive residential area is an “island” of residential structures (almost  
10 entirely single-family homes) comprising about 1.8 square miles in San Pedro that is  
11 bounded on the north by John S. Gibson Boulevard; on the east by Pacific Avenue; on  
12 the south by State Highway 47; and on the west by the Harbor Freeway. Viewing  
13 Position 11, used to represent views from this neighborhood, is located at an elevation  
14 of about 100 feet above the West Basin and 1,980 feet west of Viewing Position 10 at  
15 Knoll Hill. The view of the Port from here is identical in character to that from  
16 Viewing Position 10 at Knoll Hill, although Viewing Position 11 is about 40 feet  
17 higher than Viewing Position 10 and 1,400 feet farther from the closest feature of the  
18 proposed Project site, the southernmost 50-gauge crane along Berth 146 (see Figures  
19 3.1-13 and 3.1-15 and 3.1-22, upper image). Note that the view shown reflects the  
20 Baseline conditions existing in December of 2003 and that the two 50-gauge cranes  
21 along Berths 145 and 146 (the two on the right that are pointed out in Figure 3.1-13)  
22 were removed in the Spring of 2007.

23 The following assessment of the visibility of the proposed Project site from homes  
24 within the Shields Drive residential area is based on views from publicly accessed  
25 viewing positions along the streets therein. Aerial photos of the neighborhood served  
26 in identifying the location and orientation of homes along the streets. The estimate of  
27 the number of homes in the neighborhood is approximate, as flag lots with one  
28 driveway to the public street appear to serve more than one home. That is, all homes  
29 in the area could not be seen from the streets during site visits. The estimate of  
30 proposed Project site visibility is conservative, erring on the side of overestimating it.  
31 In some cases, for instance, substantial vegetation apparent in the aerial photographs  
32 is likely to at least partly obscure the view, but the view was assessed as though it  
33 were unobstructed. To more directly quantify this estimate would require access to  
34 the private yards and interiors of all homes in this area, which was not feasible.

35 Views across the West Basin toward the proposed Project site to the northeast  
36 potentially occur from residential structures (primarily single-family) along the north  
37 and east periphery of the neighborhood, particularly from four homes along about  
38 185 feet of Shields Drive and from 9 residential buildings along about 210 feet of  
39 West Macarthur Avenue near where it becomes West Summerland Avenue. All but  
40 one of these homes face due north, and the nearest feature of the proposed Project  
41 site (the southernmost 50-gauge crane along or near Berth 146 present during the  
42 Baseline period) is about 53 degrees to the east. Ten residential structures are along  
43 the east side of West Elberon Avenue and face to the southeast, nearly 70 degrees  
44 away from the nearest proposed Project site feature. The proposed Project features  
45 would be highly peripheral to the primary viewing direction. No homes west of this  
46 road are directly accessed from it. The rest of the homes in the neighborhood are



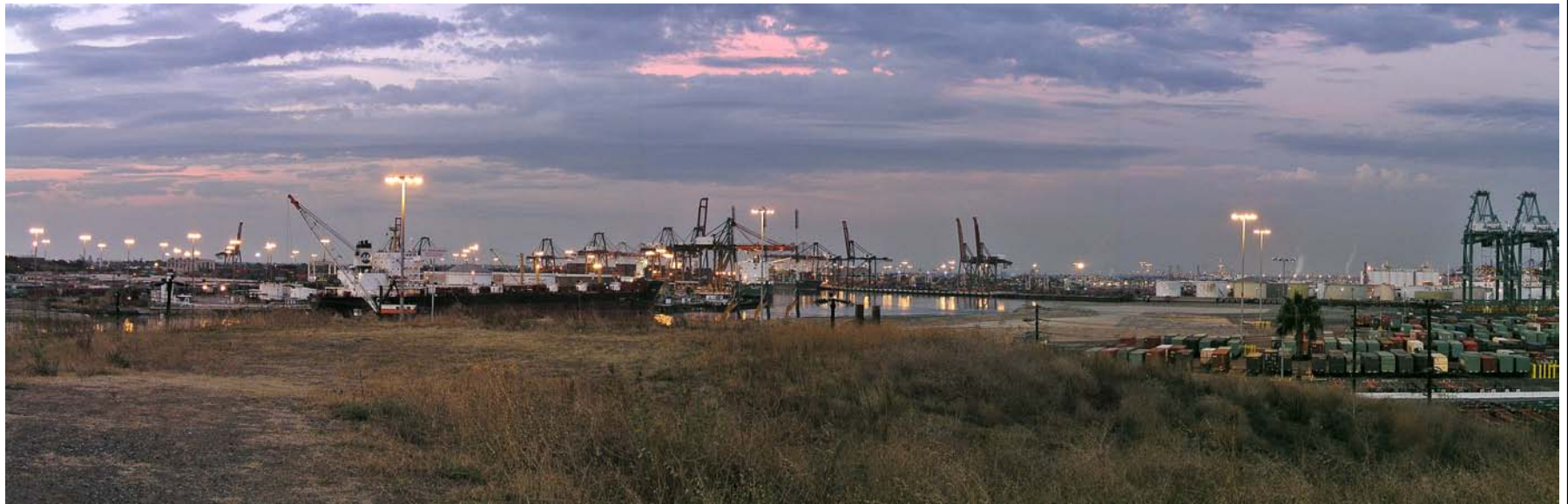
1 oriented north-south and are interior to the neighborhood. Views of the Port and the  
2 proposed Project site from these homes would be blocked by adjacent homes. The  
3 total number of homes in the neighborhood is approximately 85, based on an aerial  
4 photograph, suggesting that 16% of them may have views of the proposed Project  
5 site within a comfortable field of view, while 11% would have extremely peripheral  
6 views of the site.

7 Figure 3.1-15 shows the panorama from Viewing Position 11, located along Shields  
8 Drive. This view represents the most panoramic and direct view of the Port and the  
9 proposed Project site from publicly available positions within the neighborhood.  
10 Therefore, the view shown is very conservative, as views from within private yards  
11 or residences having Port views are variably constrained by building orientation  
12 and/or vegetation.

13 For those residents having Port views, the proposed Project site is seen at a distance  
14 of 1.1 miles to the northeast. As is the case for Knoll Hill-based views, the proposed  
15 Project site is in the background behind the cranes and other facilities of the Yang  
16 Ming Terminal and the Kinder Morgan Bulk Storage facilities (the white tanks center  
17 left, lower image). Although the proposed Project site is distant and views that  
18 include it are few, such views are treated as critical. The Shields Drive neighborhood  
19 is closer to the proposed Project site than any other in San Pedro and the view of the  
20 Port from there that was specifically evaluated is unobstructed, panoramic and  
21 elevated, factors that enhance the potential for the proposed Project site's being seen  
22 from the residences along the north and east periphery of the neighborhood.

23 Regarding the visual resources as seen in the evening, the photograph in Figure 3.1-  
24 14 taken from Knoll Hill fairly represents the contribution of the Berths 136-147  
25 Terminal's nighttime illumination to the overall Port night lighting environment as  
26 seen from Shields Drive. As Figure 3.1-14 demonstrates, the lighting at the proposed  
27 Project site is barely perceptible within the larger panorama given its distance from  
28 the viewer, intervening structures, and the closer sources of illumination that  
29 dominate attention. Therefore, the issue of light and glare impacts at night is not an  
30 issue of substantial concern relative to views from this residential area.

31 To underscore a point important to the impact analyses in this assessment, the views  
32 from Knoll Hill shown in Figures 3.1-13 and 3.1-23 serve in evaluating the potential  
33 for an impact on views from Shields Drive neighborhood. It would have been  
34 redundant to prepare a separate simulation of the proposed Project relative to the  
35 Shields Drive view given how similar the Knoll Hill views are to it. The view  
36 "substitution" is an acceptable approach given that doing so provides for a more  
37 critical evaluation: the Knoll Hill view, though not a "residential" view, is 1,980 feet  
38 closer to the proposed Project site and is also elevated, unobstructed, and panoramic.  
39 In turn, assessing the impact on views from Shields Drive serves as a conservative  
40 (worst-case) estimate of the potential for impacts on views from all other residential  
41 areas in San Pedro. The view from this street represents a "residential" viewing  
42 position closer to the proposed Project site than all others in San Pedro and Rancho  
43 Palos Verdes, while being panoramic, unimpeded and elevated well above the Port  
44 for substantial exposure to the proposed Project site.



Source: Photography by Lawrence Headley & Associates

**Figure 3.1-14. (Top Left to Bottom Right): Panoramic View at Dusk From Knoll Hill, (VP 10), Looking From the North to the Southeast, Showing the Night Lighting in the Vicinity. TraPac Cranes are Visible in the Upper Image in the Background, Center Right.**





Source: Photography by Lawrence Headley & Associates

**Figure 3.1-15. (Top Left to Bottom Right): The Panorama Seen From Shields Drive (VP 11), San Pedro. Looking North to Nearly East**

**Via Cordova and Channel Street**

Distant and limited views of the proposed Project site are available from San Pedro residential neighborhoods located in the hills to the west and southwest of the site. For instance, there are vistas of the Port from Channel Street and Via Cordova which would include features of the proposed Project. Particularly, parts of all six of the existing cranes along Berths 142-147 are visible behind the Yang Ming cranes along Berths 122-129 on the west side of the West Basin, as shown in Figure 3.1-16 relative to Viewing Positions 12 and 13. Therefore, the proposed Project's replacement cranes would be variably visible.

The residential area represented by these viewing positions is west of the Harbor Freeway and North Gaffey Street, south of Capitol Drive and north of West Summerland Avenue. Compared to other residential areas within San Pedro and Rancho Palos Verdes at similar or higher elevations, this neighborhood is second to the Shields Drive neighborhood in proximity to the project. Viewing Positions 12 and 13 are, respectively, from 1.4 to 1.6 miles west of the location of the nearest 50-gauge crane at Berth 146, visible in the background in Figure 3.1-16. Viewing Position 12 is elevated about 100 feet above the Port, while Viewing Position 13 is 150 feet above it. The neighborhood is situated along an east-west oriented rise that slopes to the east toward the proposed Project site at an approximate 8% gradient. The horizontal angles of view toward Berth 146 are 20 degrees and 14 degrees north of east, respectively.

The following assessment of the visibility of the proposed Project site from homes within this residential area is based on views from publicly accessed viewing positions along the streets in the neighborhood, as is the case for that concerning the Shields Drive neighborhood. Aerial photos served in identifying the location and orientation of homes along the streets. To more directly quantify this estimate would require access to the yards and interiors of all homes in this area, which was not feasible. To compensate, the estimate of the number of homes from which the proposed Project site is visible is conservative, erring on the side of overestimating it. For instance, residential landscaping may interfere with views, or the layout of interior spaces may not favor views to the east. But where homes are properly oriented and no adjoining homes clearly block views, the views have been assessed as if they were unobstructed.

Given the foregoing approach, it has been determined that sight of the proposed Project area in views from this part of San Pedro is predominately blocked by the other homes in the neighborhood. There are approximately 227 homes in the area studied, with about 55 oriented in the east-west direction toward the proposed Project site. All but a few of the remaining homes are oriented north-south, which indicates that the primary views from these houses are unlikely to include the proposed Project area. This assumes that the major living spaces are on the north and/or south sides with only small bedroom windows oriented to the east. As measured from the scaled aerial photograph used, the homes are separated by narrow side yards generally totaling not more than about 12 feet. Given that the land slopes toward the proposed Project area at only about 8%, the view from the side of these north-south oriented homes would be from points elevated just one foot higher than a corresponding point in the neighboring downslope house. Because a substantial part of the downhill building would be higher than any vantage point within the uphill building, views to the east would be blocked. Regarding the balance of the homes, they trend either northwest-southeast, or

1 northeast-southwest, but in any case are not aligned with views toward the proposed  
2 Project site.

3 Regarding the 55 east-west oriented homes, for most, neighboring homes block the  
4 views to the east, as backyards in this neighborhood tend to be small, with  
5 approximately 30 feet separating the homes. This affords less than a 2.5-foot  
6 superior elevation for the uphill home across that distance. Where east-west facing  
7 homes are on the west side of the street, there is about 75 feet of separation between  
8 them and the homes on the east side. This allows for a six-foot elevation advantage  
9 across that distance, still not sufficient to overcome the height of the downhill  
10 structure to the east. To summarize, ignoring the potential for residential landscaping  
11 to block views, approximately 23 homes of the 227 homes in the area, about 10%,  
12 have the potential for viewing the proposed Project site.

13 For the few homes with views of the proposed Project site, unlike views from Shields  
14 Drive and Knoll Hill, the only Berths 136-147 Terminal features in sight are the six  
15 gantry cranes along Berths 142-147, and these are visible behind the Yang Ming  
16 cranes along Berths 122-129 on the west side of the West Basin, as noted. In these  
17 views the cranes are peripheral to features close at hand in the foreground (homes,  
18 landscaping, utility lines and supporting structures) and appear to be well in the  
19 background, seen at a distance of about 1.4 to 1.6 miles.

20 Views from any residential area are considered to be highly sensitive. However,  
21 critical views are defined as being those sensitive public views that would be most  
22 affected by the subject action (e.g., the greatest intensity of impact due to viewer  
23 proximity to the project and project visibility, duration of the affected view, etc.).  
24 From Via Cordova and Channel Streets, the proposed Project site is minimally  
25 exposed to view and is distant. The views from this area are not considered to be  
26 among the most critical residential views compared to the panoramic, unimpeded and  
27 elevated view from Shields Drive, which embraces a substantial part of the Port  
28 environment from a point about a half mile closer. Instead, as noted earlier,  
29 conclusions about potential impacts on the more critical views from Shields Drive are  
30 deemed to apply to views from all other residential areas in San Pedro and Rancho  
31 Palos Verdes from which there is unencumbered sight of the proposed Project area,  
32 including those from the Via Cordova and Channel Street neighborhood. The  
33 approach taken results in a conservative assessment. Because the proposed Project  
34 was found not to impact the view from Shields Drive (Section 3.1.4.3), it follows that  
35 there could not be an impact on the less-critical, more distant views from Via  
36 Cordova and Channel Street or the residential areas to the west. Therefore, views  
37 from this part of San Pedro are not considered further in this assessment.

38 Concerning night lighting, due to the viewing distances, peripheral exposure in public  
39 views, and light sources of great intensity in the foreground, proposed Project-affected  
40 nighttime light and glare in the backlands of the proposed Project site is not considered  
41 to be an issue of concern relative to these otherwise sensitive viewing positions.

42 ***Park Western Drive and Rocking Horse Road***

43 To the west of Via Cordova and Channel Street are the more elevated, east-facing  
44 slopes of the Palos Verdes Peninsula, offering panoramic, although distant, views of





Source: Photography by Lawrence Headley & Associates

**Figure 3.1-16. (Top): Views from Via Cordova and (Bottom): Channel St., San Pedro, Looking Nearly Due East (VPs 12 and 13)**

1 the Ports of Los Angeles and Long Beach complex. Figure 3.1-17 shows views from  
2 Park Western Drive, located in San Pedro and 1.8 miles from the nearest part of the  
3 proposed Project site, and from Rocking Horse Road, in Rancho Palos Verdes and  
4 about 2.8 miles due east of the proposed Project site. From these two positions, the  
5 cranes at the Berths 136-147 Terminal are barely distinguishable within the larger  
6 panorama. Although residential views within Rancho Palos Verdes and San Pedro  
7 are highly sensitive, the great viewing distances to the proposed Project area indicate  
8 that such views are not critical to the visual assessment.

9 Regarding night lighting due to the proposed Project, for this assessment it is not an  
10 issue of critical concern for the same reasons that apply to views from Via Cordova,  
11 Channel Street, and Shields Drive in San Pedro. Distance to the Project site and  
12 lighting from closer Port terminals would place the proposed Project's lighting well  
13 in the background and render it difficult to identify.

#### 14 **3.1.2.1.2.5 Views from the Main Channel and Adjacent Areas**

15 South of the Vincent Thomas Bridge, the Main Channel receives a moderate level of  
16 use for non-shipping traffic, including cruise ships, passenger ferries, sightseeing  
17 boats, and recreational watercraft. Much of the land along the western edge of the  
18 channel is devoted to recreational rather than shipping uses. Catalina Express  
19 Terminal is located at Berth 95 (Viewing Position 9), south of the proposed Project  
20 area beneath the Vincent Thomas Bridge, and the Catalina Air and Sea Terminal is to  
21 the north of there at Berth 96 (Viewing Position 8). See Figure 3.1-12 for views from  
22 these viewing positions. South of the Vincent Thomas Bridge, moored at Berth 94, is  
23 the SS Lane Victory, a restored World War II-era cargo ship. This ship, designated  
24 as a National Historic Landmark, is open to the public for tours on a regular basis,  
25 and is available to the public for summer cruises. Near the SS Lane Victory is the  
26 World Cruise Center, located along Slip 93 and encompassing Berths 91, 92, and  
27 93A/B. All these facilities support tourism, and views from areas serving tourism  
28 and recreation generally are considered highly sensitive.

29 The established context for these facilities, however, is the Port environment, with  
30 China Shipping's cranes and backlands being within a few hundred feet, and the  
31 Evergreen Container Terminal being directly to the east along the east side of the  
32 Main Channel. These nearby Port facilities, in addition to the Vincent Thomas  
33 Bridge nearly overhead, dominate views from the Catalina terminals, SS Lane  
34 Victory, and the World Cruise Center. Given the context, it is reasonable to assume  
35 that the public embarking on cruise ships and ferries and visiting the SS Lane Victory  
36 expects to see features of a working port nearby, just as do motorists driving along  
37 the local scenic routes designated as such due to visual access to a working port (see  
38 Section 3.1.2.1.2.3). Relative to the proximate Port features noted, the proposed  
39 Project site is distant and largely obscured by stacked cargo containers and other  
40 terminal facilities. Accordingly, there is limited visual access to the proposed Project  
41 site from the tourist facilities noted, and the proposed Project's proposed features  
42 would be distant and peripheral to port features close at hand. Therefore, views from  
43 the tourist facilities noted are not deemed critical to the aesthetic/visual resources  
44 assessment and will not be addressed further.

1 Further south along the Main Channel, the Los Angeles Maritime Museum is located on  
2 Pier 84 and includes a deck that provides access to several historic ships moored behind  
3 the museum, as well as to views along the channel toward the proposed Project site.  
4 South of the Maritime Museum, the shoreline is lined for approximately 0.4 mile with  
5 restaurants, shops, the San Pedro Marina, and commercial facilities that include Ports  
6 O’Call Village. The museum and village cater to tourists, and the marina serves  
7 recreation; therefore, views from these facilities are considered highly sensitive. Most of  
8 these are oriented toward the water and provide views of the Main Channel. Points along  
9 this part of the Main Channel include limited parts of the proposed Project site in the  
10 distance. From Ports O’ Call Village, for instance, the cranes mentioned are discernible,  
11 although barely, 1.8 miles away under the Vincent Thomas Bridge, well beyond China  
12 Shipping’s cranes (lower image, Figure 3.1-18). However, the feature of the proposed  
13 Project site nearest to the San Pedro Marina (the two south-most cranes at Berths 145-  
14 146) is nearly 1.5 miles away and blocked from view by Pasha Terminal’s facilities at  
15 Berths 89 and 90, as shown in the upper image in Figure 3.1-18.

16 To summarize, the cranes and other existing features at the proposed Project site are  
17 either not visible or are difficult to distinguish within the field of view from points  
18 along the Main Channel and the adjacent areas noted due variably to viewing  
19 distance, intervening Port facilities, and because they blend with the character of the  
20 working port. Accordingly, the features of the proposed Project would not be readily  
21 discerned in the subject views. Therefore, views from the Main Channel and the  
22 adjacent areas noted are not considered “critical public views,” as defined in this  
23 assessment, and are not addressed further.

### 24 **3.1.2.2 Existing Visual Resource Conditions**

#### 25 **3.1.2.2.1 Technical Approach**

26 Existing visual conditions include both the existing daytime visual conditions of the  
27 proposed Project Vicinity and the existing night lighting conditions. The  
28 methodology used to describe the existing visual condition of the proposed Project  
29 vicinity is detailed in Appendix F (*The Visual Modification Class Approach to*  
30 *Assessing Impacts on Aesthetics/Visual Resources*). The existing visual condition of  
31 the landscape is assessed in terms of the character of features and sources of lighting  
32 within public view, the degree to which such features and light sources are congruent  
33 with the established, dominant character of the setting, and the coherence and  
34 harmony of the pattern of these features and lighting sources.

35 For the purpose of complying with CEQA, “existing visual conditions” are deemed to  
36 be those that occurred in December 2003 and serve as the baseline for evaluating the  
37 intensity of potentially adverse changes. As previously noted, other than the removal  
38 of two cranes during the Spring of 2007, visual conditions at the Berths 136-147  
39 Terminal have not changed since 2003. They are a function of how noticeable  
40 incongruous features or lighting may be within current public views, and the coherence  
41 of the landscape (pattern and harmony of the distribution of features). Visual  
42 conditions are evaluated as being within one of four Visual Modification Classes, as  
43 described in Table F-2, Appendix F. They are also described in terms of the extent to  
44 which historically available scenic views have become blocked or have become less  
45 accessible to the public.





*Source:* Photography by Lawrence Headley & Associates

**Figure 3.1-17. (Top): Views to the East from Rocking Horse Rd., Ranchos Palos Verdes; and (Bottom): from Park Western Dr., San Pedro**





Source: Photography by Lawrence Headley & Associates

**Figure 3.1-18. (Top): Views to the North from the San Pedro Marina and (Bottom): from Ports O'Call**

1 The highest quality landscapes are those that are Visual Modification Class 1, in  
 2 which all features and their distribution, as well as sources of lighting, appear to be  
 3 characteristic of the established setting, and past actions have not introduced  
 4 incongruous changes or altered viewing conditions, nor have such actions adversely  
 5 affected the coherence (scale, pattern, organization, composition) of the landscape  
 6 and its lighting.

7 Visual conditions that are Visual Modification Class 2 occur where adverse changes  
 8 in the landscape and/or lighting are noticeable but subordinate to the features  
 9 characteristic of the area; these changes may attract some attention, but they do not  
 10 compete for it with other features in the field of view; and/or historically available  
 11 scenic views may have become partly blocked or less inaccessible.

12 Visual conditions that are Visual Modification Class 3 occur where adverse changes  
 13 in the landscape and/or lighting are distracting to the point they compete for attention  
 14 with other features in view; and/or historically available and scenic views have  
 15 become substantially blocked and/or inaccessible.

16 The lowest quality landscapes are Visual Modification Class 4, where incongruous  
 17 features introduced by past actions dominate attention, or patterns natural to the area  
 18 have been altered to the point of incoherence; historically available scenic views have  
 19 been totally blocked or made inaccessible; and/or lighting has been altered to the  
 20 point of dominating attention or causing glare.

#### 21 **3.1.2.2.1.1 Existing Visual Condition: Landscape Features**

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

- 25 • **Visual Character: Features and Their Pattern of Distribution.** Visual  
 26 character is defined in terms of the physical features inherent to the potentially  
 27 affected area. Features are treated as inherent (e.g., an established part of the  
 28 setting) if they reflect how the landscape was formed, how it functions, and how  
 29 it is structured.
- 30 • **Congruence (Intactness).** This attribute is the degree to which past actions  
 31 have noticeably and unfavorably changed landscape features, or introduced  
 32 incompatible features, such that the results appear incongruent with the inherent  
 33 character of the area.
- 34 • **Coherence (Unity).** The third attribute of existing visual condition is the current  
 35 internal consistency and harmony of landscape features (or the lack thereof) that  
 36 has resulted from past actions. A landscape may be “intact” relative to the type  
 37 of features within view, yet past actions may have resulted in there being little to  
 38 no discernible pattern, composition and/or harmony associated with those  
 39 features. An example of this type of landscape is shown in Figure 3.1-7, a view  
 40 of the industrial landscape southwest of the intersection of “C” Street and Mar  
 41 Vista Avenue. The point becomes clear when comparing this scene with the one  
 42 in Figure 3.1-10, also an industrial landscape; here the distribution and geometry  
 43 of the forms and planar water surface, converging lines and focal point create a

1 comprehensible composition of these industrial features. The relevance of this  
2 attribute potentially increases with the congruence of the landscape; conversely,  
3 for a landscape with distractingly incongruent features, internal consistency and  
4 harmony are, by definition, not possible.

- 5 • **Visual Access.** Apart from its physical features, the affected landscape is also  
6 described in terms of the physical conditions under which it is viewed. Such  
7 conditions include public access to views, the breadth of available views  
8 (panoramic or narrowly focal), their duration and timing, and the viewing angle.  
9 Past actions may have impaired physical access to formerly available viewing  
10 positions or partially or totally blocked visual resources from public view,  
11 shortened view duration, or altered when the views are available (i.e., entry  
12 limited to certain hours of the day or times of the year).

#### 13 **3.1.2.2.1.2 Existing Visual Condition: Sources of Light and Glare**

14 The Initial Study identified potential impacts from the expansion of on-site lighting as a  
15 result of the proposed Project but did not identify any potential impacts from daytime  
16 light or glare (see Appendix A). This is because the materials that would be used for  
17 project construction are non-reflective and because the angle of the sun, relative to the  
18 critical views, would not create reflective glare for the following reasons:

- 19 • For the critical viewing positions north of the proposed Project site (Viewing  
20 Positions 1 and 3), proposed Project features would be backlit. That is, for most  
21 of the day, the sun would shine on the back side of proposed Project features, as  
22 seen from these critical views. During early mornings and late afternoons, the  
23 features would be lit from the side at about 90 degrees. Side- and backlighting  
24 have little and no potential, respectively, for reflective glare.
- 25 • Relative to Banning's Landing (Viewing Position 6), the proposed Project site is  
26 nearly due west. Except during sunrise, when the sun is directly behind the  
27 observer, the proposed Project features would be side- and backlit. The potential  
28 for glare for side- and back lighting is little to none, as described above.
- 29 • For views from Knoll Hill and Shields Drive (Viewing Positions 10 and 11), the  
30 elevated position prevents the possibility of sun-glare at that location.

31 Therefore, the assessment of light and glare, for this analysis, is directed at proposed  
32 Project-related sources of night lighting only. Regarding proposed Project-related  
33 sources of night lighting, in this assessment “light” refers to artificial light emissions, or  
34 the degree of brightness, generated by a given source. The Illuminating Engineering  
35 Society of North America (IES) defines glare as “the sensation produced by luminance in  
36 the visual field that is sufficiently greater than the luminance to which the eye has  
37 adapted to cause annoyance, discomfort, or loss of visual performance and visibility”  
38 (IES 1993).

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

- 41 • **Lighting Character: Light Sources and Their Pattern of Distribution.** The  
42 character of lighting is defined in this assessment in terms of the types of lighting  
43 present and their pattern of illumination. Illumination may be described in terms

of: 1) *Ambient Lighting*, the general overall level of lighting in a given area due to the various light sources present; 2) *Corona*, which is the diffuse halo of light that exists above a lit area, usually against a dark background and discerned only at substantial distances; and 3) *Glare*, as defined above: focused, intense, point-source or reflected light. For this assessment, the views analyzed were too close to the Port for the corona of collective lighting to be a factor, as this phenomenon is observed only at a great distance, if at all.

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

### 3.1.2.2.2 Visual Resources Context

#### 3.1.2.2.2.1 Port of Los Angeles

##### *Features*

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

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

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

##### *Lighting Environment*

The Port includes approximately 32 terminals and other facilities, all of which are illuminated at night. The Port of Los Angeles is contiguous with the Port of Long Beach to the east, with similarly illuminated facilities. The Port of Los Angeles is a landlord Port with oversight of its tenants' facilities. The Port may develop a facility's lighting program and other site improvements to meet tenant requirements, or it may

1 review, modify, and approve terminal designs and lighting programs submitted by  
2 tenants. Lighting programs, including selection of fixtures, layout design, and hours of  
3 illuminated operations, are unique to each Port facility and vary according to operations  
4 (e.g., containers versus liquid bulk) and the kind of facilities onsite (e.g., buildings,  
5 backlands, tank farms, cranes). There is a close correlation between the age of a light  
6 fixture and the facility it is associated with, since most light fixtures were installed at  
7 the time of a facility's original construction or most recent redevelopment, and  
8 therefore correspond to the age of the facility and its infrastructure. Terminals operate  
9 on independent schedules, with increased day- and nighttime operations when a ship is  
10 at berth and requires loading or unloading, or during seasonal periods of high demand.

11 Not all lighting in the proposed Project vicinity originates within the Port of Los Angeles.  
12 Public roadways adjacent to and throughout the Port are lighted, including major  
13 highways and truck routes (John S. Gibson Boulevard, Figueroa Street, and Harry  
14 Bridges Boulevard). The street and roadway lighting along city streets is designed,  
15 installed, and maintained by the City of Los Angeles Bureau of Street Lighting. For the  
16 streets and roadway within the Port's right-of-way, the roadway lighting is designed and  
17 installed by the Port and maintained by the Bureau of Street Lighting. The Port maintains  
18 no jurisdiction over roadway lighting. Ambient light levels are also influenced by  
19 residential and light industrial land uses in the community of Wilmington, to the north  
20 and northeast. Illumination also emanates from the Port of Long Beach to the east; and  
21 the various land uses to the west of the proposed Project area, notably:

- 22 • Harbor (I-110) Freeway;
- 23 • West Oil Terminals Company Tank Farm;
- 24 • Pacific States Oil Company Tank Farm;
- 25 • Conoco Phillips Los Angeles Refinery and Tank Farm to the northeast;
- 26 • Port of Los Angeles Distribution Center, which lies just west of the freeway;
- 27 • North Gaffey Street industrial corridor; and
- 28 • San Pedro's commercial center (and to a lesser extent residential neighborhoods)  
29 to the west and southwest.

30 Although not a direct light source, open areas of water throughout the Port affect  
31 nighttime lighting environment by reflecting artificial illumination to the point of  
32 increasing its effect, as shown in Figure 3.1-11. Sensitivity to light and glare may  
33 therefore be greater for viewing positions adjacent to water surfaces, such as those  
34 from Banning's Landing.

35 The Port requires all new or redeveloped facilities to adhere to lighting guidelines  
36 established by its Engineering Division (full POLA Terminal Lighting Design  
37 Guidelines are presented in Section 3.1.3.1.1), but does not enforce the guidelines  
38 retroactively at existing facilities that are not undergoing redevelopment.  
39 Accordingly, many light fixtures presently in operation date to the time of a facility's  
40 original construction or its most recent redevelopment, and were designed to lighting  
41 standards current at that time. Generally, the newest facilities at the Port, such as  
42 Berth 100 in the West Basin and Pier 400, are fitted with the most modern lighting  
43 fixtures available. Existing lamps (i.e., light sources, or bulbs) within light fixtures  
44 on Port facilities are replaced on an as-needed basis when they cease to function.

1 When this occurs, Port policy is to replace the defunct lamps with the most current  
 2 ones (or, if needed, entire fixtures) available so that lighting is gradually updated and  
 3 modernized across facilities.

#### 4 **3.1.2.2.2 Existing Berths 136-147 Terminal**

##### 5 ***Features***

6 The Berths 136-147 Terminal is in the Port's West Basin (see Figure 3.1-1). These  
 7 berths, like the others in the West Basin, are used primarily for containerized terminal  
 8 operations. The proposed Project terminal encompasses 176 acres and includes  
 9 backlands for containerized cargo; surface parking; an intermodal container transfer  
 10 facility (ICTF); entry gates at Harry Bridges Boulevard and Neptune Avenue; a 28,000-  
 11 square-foot maintenance shop; and several small buildings. Infrastructure at the  
 12 Terminal as of the December 2003 baseline included 13 shoreside super post-Panamax  
 13 gantry cranes,<sup>1</sup> including seven 100-gauge<sup>2</sup> cranes along Berths 136-139 and four 100-  
 14 gauge cranes plus two 50-gauge cranes along Berths 142-147.

15 Most of the Terminal's land area is occupied by container backlands extending from the  
 16 wharves to the roadways bounding the Terminal. The backlands are designed for the  
 17 short-term storage of containers that have been discharged from, or are scheduled to be  
 18 loaded aboard, vessels calling at the Port of Los Angeles. The containers are each eight  
 19 feet high and stacked between two and five units high, depending on storage needs. The  
 20 density of container storage in the backlands varies depending on seasonal factors and  
 21 mode of operation. During the busiest season, during late summer and early fall, a large  
 22 portion of the backlands has containers stacked five high (Maun-DeSantis 2007, personal  
 23 communication). Continuous stacks along the Terminal perimeter partially or entirely  
 24 block views to the interior of the Terminal and Port from offsite vantage points. Rail cars  
 25 stacked two-high with containers as they pass along the perimeter of the Terminal also  
 26 block views into the backlands. Consequently, the Terminal's organization is not readily  
 27 apprehended from ground level. The expansive mass of containers stored onsite at or  
 28 near the perimeter forms much of the visual character of the terminal, relative to most of  
 29 the critical views assessed.

30 The shore-side gantry cranes lining Berths 136-147 are the dominant visual landmarks  
 31 and denote where the Terminal meets open water. Berthed ships are also readily visible  
 32 from many viewing positions and may be considered to be iconic of a working port.  
 33 Another major feature of the Berths 136-147 Terminal is the 33-acre Pier A rail yard,  
 34 which occupies the eastern edge of the proposed Project site. The rail yard enters the  
 35 Terminal from Harry Bridges Boulevard, terminates at Pier A Place at the southern edge  
 36 of the Terminal, and is 12 tracks wide. However, the rail yard is not within public view.

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1 Super post-Panamax cranes are cranes with booms sufficiently long to span the width of super post-Panamax ships, the newest generation of ships that exceed the maximum dimensions permitted to pass through the Panama Canal. Such ships are able to accommodate 22 TEU (twenty-foot equivalent) containers across their width.

2 Gauge refers to the distance between the front and rear legs of a crane, which may be spaced to accommodate both dockside and landside rail and therefore transfer cargo between the two with a single crane boom movement. A 100-foot gauge crane spans an area 100 feet wide, and thus spans more, or wider, rail lines than narrower gauge equipment. Accordingly, a 100-foot gauge crane has a longer (and therefore taller) boom than a 50-foot gauge crane.

### **Lighting Environment**

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

Stationary and mobile light sources on the Berths 136-147 Terminal are described below:

- **Gantry Cranes.** The existing gantry cranes lining the terminal dockfront are typically illuminated at night between dusk and 10 P.M. if nighttime stevedoring is occurring. Crane lights may also be on during daylight hours when overcast weather reduces available natural light or if on-dock operations require extra illumination.

The cranes along Berths 136-139 face south toward the interior of the Port's West Basin and away from residential uses to the north. The cranes along Berths 142-147 face northwest toward the interior of the West Basin, the Harbor Freeway, and industrial uses west of the freeway.<sup>3</sup> Their illuminated booms are within view from the Knoll Hill and Shields Drive neighborhoods west of the West Basin, but the lighting is difficult to discern from these and more distant points within San Pedro and Rancho Palos Verdes. See Figure 3.1-14, which shows the Port at dusk, seen from Knoll Hill. Notice that backland lighting at the China Shipping and Yang Ming Terminals command attention but that the lighting on the cranes is difficult to distinguish.

The luminance (brightness or light level) of the boom-mounted crane lights varies with crane manufacturer, but represents a high level of illumination. Nevertheless, in the operating position, the lights shine downward from the horizontal boom position to illuminate only the working surfaces, and no light spills off site. Figure 3.1-5 shows the cranes in operation and the extent of the lighted work surfaces, as seen from "C" Street.

When the booms are in the nearly upright, stowed position, there is no functional reason for them to be lighted. Any instance of the boom lights being on in this position would be an operational oversight (Haddadian 2006, personal communication). Observation over the course of several evenings revealed no lighted, stowed booms within the Berths 136-147 Terminal (8/20/03, 10/24/03, 6/19/06, and 7/5/06).

- **Backland Lighting: High-Mast Light Standards.** The interior of the container terminal backlands north of Berths 136-139 is lighted with refractor luminaires (the term "luminaire" is used interchangeably with the term

<sup>3</sup> As mentioned previously, the two 50-gauge cranes along Berths 145-146 were removed in the spring of 2007; these two cranes are shown in Figure 3.1-9 and are the left-most cranes indicated by arrows.



“fixture”), with 1000-watt, yellow-cast, high-pressure sodium vapor lamps. Nineteen of these flood lights are mounted on 100-foot poles, 4 are mounted on 60-foot poles, and 3 are on 40-foot poles. Those on 60-foot poles are angled toward the interior of the backlands and away from public areas. Three of these are close to Harry Bridges Boulevard, and one is at the edge of the Northwest Slip. Each pole supports 12 luminaires arrayed in a ring and the tallest of these poles are spaced approximately 400 feet apart. Most of these fixtures are at least 15 years old and emit a relatively high degree of light spillover and glare, since the fixture has a glass refractor at its bottom which directs light and is exposed to the viewer.

The interior backlands along and to the east of Berths 142-147 are illuminated with full cut-off luminaires with 1000-watt, yellow-cast, high-pressure sodium vapor lamps, mounted on 100-foot poles. Each pole supports 12 luminaires (fixtures) arrayed in a ring for down-lighting. In some instances directional floodlights provide additional illumination where required. The age of the full cut-off fixtures varies, with some poles supporting newer fixtures and others with older fixtures.

- **Building Security Lighting.** Building security lights illuminate the areas immediately surrounding administrative buildings on the terminal, including buildings located at the terminal gate entrance at Harry Bridges Boulevard and Figueroa Street.
- **Other Light Sources.** Mobile light sources on the terminal include the headlight on trains moving along the ICTF railroad alignment that enters the Berths 136-147 Terminal from Harry Bridges Boulevard on the north and runs along its eastern edge; on-site trucks and cars; and yard equipment that moves cargo within the site.

Minimal lighting is present throughout the Pier A rail yard, which lines the Terminal along its eastern edge. Lighting is limited to continuously burning and flashing lights signaling train movements.

Berthed ships also present light sources, but these are unobtrusive in the context of high-mast lighting nearby, as is evident from Figures 3.1-5 and 3.1-11. In Figure 3.1-8, the high-mast lighting in the foreground and elsewhere in the backlands are dominant, while the minimal lighting on the bridge of the docked ship is barely discerned. In Figure 3.1-11, the few lights that are apparent on the bridge of the ship to the left, upper image, are pin-pricks of light relative to the array of high-mast lights. Note the broad reflections of the latter compared to the barely noticeable reflection of the ship’s lighting.

### 3.1.2.2.3 Existing Visual Conditions within Critical Public Views

As noted in Section 3.1.2.1.2, the most important of the public viewing positions are located along the Harbor Freeway near the “C” Street-offramp, in Wilmington along “C” Street, at Banning’s Landing, and within San Pedro at Knoll Hill and along Shields Drive. These are sufficiently close to the proposed Project site and exposed to its features to be considered critical and to merit detailed analysis. The following discussion addresses these views in the order in which they were described in Section 3.1.2.1 (Critical Public Views).

1           **3.1.2.2.3.1 Harbor Freeway (I-110)**

2                           ***Visual Character***

3           Those traveling south along the Harbor Freeway are aware that they will be entering  
4           and passing through a major port, even when the ultimate destination is a cruise liner,  
5           a marina or the beach. Industrial features of the Port environment become more  
6           evident as one approaches from the north. Views from the southbound lanes of the  
7           Harbor Freeway are dominated by petroleum refineries, numerous existing cranes,  
8           the Vincent Thomas Bridge, and other tall features in the proposed Project vicinity.  
9           These features first appear briefly in the distance from a point along the freeway  
10          approximately 0.75 mile north of the Pacific Coast Highway exit. South of this point,  
11          topography, the light rail station, and distance obscure the proposed Project area from  
12          view again until approaching the Anaheim Street exit.

13          In the area between the Anaheim Street and “C” Street exits, semi-panoramic views  
14          encompassing the West Basin are in line with the direction of travel for southbound  
15          motorists. In this area, the cranes, ships, and stacked containers at the Berths 136-  
16          147 and Yang Ming Terminals dominate the existing view. Just south of “C” Street,  
17          the proposed Project area is sharply lateral to the east, relative to the direction of  
18          travel. At that point, the freeway alignment makes a pronounced curve to the  
19          southwest away from the proposed Project. From that point south, the proposed  
20          Project area is no longer within the primary views of southbound motorists, and such  
21          views from the highway are not relevant to this assessment.

22          In Figure 3.1-2, the upper image represents those views from the southbound lanes of  
23          the Harbor Freeway. Though such views are somewhat lateral to the direction of  
24          travel, the Berths 136-147 Terminal is within the normal field of view for a motorist.  
25          The views include the most noticeable of the Terminal facilities: the gantry cranes  
26          (Viewing Position 1).

27          The southbound highway lanes near Viewing Position 1 are within the Port environment.  
28          Therefore, views from these highway lanes are evaluated relative to the character of the  
29          industrial Port area. By way of contrast, views from points within residential areas that  
30          also offer views of the Port environment are evaluated relative to the character of the  
31          residential areas and not the character of the Port. This distinction is apparent in the  
32          succeeding sections that address views from Wilmington and San Pedro.

33          The view in Figure 3.1-2 and others from the Harbor Freeway toward the proposed  
34          Project area are characterized by a large-scale transportation infrastructure that  
35          includes a wide freeway corridor and a heavily developed Port complex. These  
36          views are moderately memorable (a moderately high level of “vividness,” in terms  
37          used by the FHWA) due to the large number of tall cranes visible in the foreground  
38          and the presence of ocean-going vessels berthed near the freeway.

39          The nighttime lighting environment, relative to Viewing Position 1, is characterized  
40          almost entirely by the high-mast flood lighting of the backlands of the Berths 136-147  
41          Terminal and Yang Ming Terminals. Such lighting accounts for most of the ambient  
42          lighting in the area. While this lighting was noticeably bright during the evening  
43          investigations, the lights did not introduce glare to the environment, as defined earlier

1 (“...the sensation produced by luminance ... sufficiently greater than the luminance to  
2 which the eye has adapted to cause annoyance, discomfort, or loss of visual performance  
3 and visibility”). This is most likely because views from the highway are substantially  
4 elevated such that the refractors are well hidden from direct viewing by the shields.

5 For a part of the highway, the backland lighting is in line with the direction of travel  
6 to the south before becoming peripheral to the east. Attention necessarily is drawn to  
7 these lights. By comparison, the numerous, but small, lights of the oil refinery to the  
8 west are barely noticeable. From the freeway and elsewhere about the Port, the  
9 memorable characteristic of Port lighting stems from the array of high-mast lighting  
10 across the backlands (see Figures 3.1-5, -8, -11 and -14).

### 11 ***Congruence (Intactness) and Coherence (Unity)***

12 The Port’s development has been functional: the extensive and varied array of  
13 facilities and infrastructure there serve in the transport of goods to and from the Port  
14 complex. The form of the Port—its pattern of development—exactly expresses its  
15 function. Historically, public views of the Port have been from outlying points  
16 within the communities of Wilmington and San Pedro or from along the highways  
17 and arterials at the Port’s edges. Views of the Port from points along the southbound  
18 lanes of the I-110 are among such peripheral positions. Port features are highly  
19 congruent and coherently arranged, although the patterns of the Port’s development  
20 can only be discerned from a few public viewing positions.

21 As seen from the highway, the Port is viewed in conjunction with its greater context.  
22 The sequence of views leading up to views of the Port includes a variety of land uses,  
23 embracing residential and commercial development, as well as the Conoco Phillips  
24 Los Angeles Oil Refinery to the west, an industrial facility differing in character from  
25 that of the Port. While features of the Port itself are highly congruent and coherent,  
26 the overall “mobile” view from the highway inevitably juxtaposes features that, taken  
27 together, are low in these qualities. Seen at freeway speeds, the historic development  
28 of the Port and areas beyond its periphery has created a mosaic of visually  
29 incompatible land uses; their features are incongruous with one another and without  
30 harmony. The same may be said of the lighting environment for the approach to the  
31 Port. The lighting for the mosaic of land uses presents a patternless array of varied  
32 types of illumination before one reaches the Port, where the lighting is geometrically  
33 arrayed in a coherently functional relationship. These land uses compete for attention  
34 when approaching the Port, being co-dominant with features characteristic of the Port  
35 environment, and the existing daytime visual condition is rated as Visual  
36 Modification Class 3. Regarding night lighting, that for land uses adjacent to the Port  
37 is subordinate to the high-mast lighting of the Port backlands and the nighttime visual  
38 condition is Visual Modification Class 2, relative to the Port environment.

#### 39 **3.1.2.2.3.2 “C” Street Residential Area**

##### 40 ***Visual Character***

41 The critical views along “C” Street are from points within a residential character type  
42 at the very edge of the community of Wilmington. Therefore, it is the visual  
43 character of the neighborhood along the north side of “C” Street and its vicinity that  
44 is relevant to the baseline visual conditions for views from this area. The nearby Port



1 facilities are seen by the residents in terms of their immediate surroundings and not  
2 those of the Port environment. Public sensitivity to adverse visual impacts, as  
3 perceived from this area, is born of values, perceptions, attitudes and activities  
4 relative to living in this neighborhood. Features inherent to the neighborhood  
5 include: the residences; the nearby Wilmington Recreation Center; Neptune Field,  
6 located at the southeast corner of “C” Street and Neptune Avenue; and Bayview  
7 Field, across from the Recreation Center.

8 Concerning the conditions under which the local landscape is viewed, the views to  
9 the south from along “C” Street are currently panoramic (Figures 3.1-3, -4). Such is  
10 also the case for views to the southwest from the “C” Street/Mar Vista Avenue  
11 intersection (Figure 3.1-7); the vacant land in the foreground permits both the distant  
12 views of San Pedro as well as the industrial area close by. The available views are  
13 essentially from points that are at the same elevation as the Port backlands. As a  
14 result, the larger picture of the Port’s organization is impeded by the backlands’  
15 storage containers. An additional aspect of the views is that the most critical are  
16 from stationary points—from within the residences along “C” Street and their front  
17 yards—or from sidewalks. Stationary views and those from walks permit prolonged  
18 attention to detail.

19 Of special note, the Vincent Thomas Bridge, while an important feature of aesthetic  
20 interest in some views from points within or near the Port, is too incidental to the  
21 views from “C” Street to be considered a feature of positive aesthetic value relative  
22 to those views. Only when no container ships are docked at Berths 136-139, or,  
23 when they are, little cargo is stacked on their decks, can the Vincent Thomas Bridge  
24 be seen from Viewing Position 4. When within view, it is only partly so, close to the  
25 horizon, and well in the background. In Figure 3.1-5, for instance, the bridge is  
26 barely seen above the deck of the docked container ship with most of the cargo  
27 having been offloaded. In Figure 3.1-4, the cargo stacked on the deck of the  
28 container ship completely blocks the distant bridge from view. From the east end of  
29 “C” Street at Mar Vista Avenue, the existing Administration Building, fences,  
30 vegetation, cranes and container ships block nearly all of the bridge from sight; the  
31 small part within view is difficult to identify in this Port environment (Figure 3.1-8).

32 Regarding the lighting environment, the ambient lighting in the area is due almost  
33 entirely to the Port lighting, while the street lights on Harry Bridges Boulevard and  
34 along “C” Street are inconspicuous in the overall scene. Figures 3.1-5 and -8 are  
35 evening views from Viewing Positions 4 and 5, looking toward the Berths 136-147  
36 Terminal. Figure 3.1-5 shows the backland lighting east of Berths 142-147 (top-left);  
37 the effect of boom lighting during off-loading of a container ship (top-right, bottom-  
38 left); backland lighting north of Berths 136-139 (bottom-center); and the lighting  
39 associated with the Administration Building (bottom-right). As noted, the perimeter  
40 of the Terminal backlands along Harry Bridges Boulevard and the interior are lighted  
41 almost entirely by 100-foot-tall, pole-mounted directional floodlights

42 The image in Figure 3.1-8 shows the night lighting as seen from the intersection of  
43 Mar Vista and “C” Street at a time when a container ship is not present. Note that no  
44 crane booms are lighted in the stowed position. In Figure 3.1-8, lower image, the  
45 high-mast flood lights visible in the distance are those of the Yang Ming and China  
46 Shipping terminals.

1 On-site inspection revealed that few street lights on “C” Street were illuminated.  
 2 West of Wilmington, the few lights on the south side of the street were lighted, but  
 3 those on the north side to the east were not. This is to say that street lights along “C”  
 4 Street contribute little to the ambient lighting, and this street appears to be  
 5 comparatively dark.

6 Characteristic of the area lighting is the yellow-orange glow of sodium lights found  
 7 throughout the Port and along the streets. A contrast to this is the intense, white light  
 8 of the halogen flood lights in the parking lot for the police station west of Bayview  
 9 Avenue and south of “C” Street.

10 ***Congruence (Intactness) and Coherence (Unity)***

11 Views to the south that include the Berths 136-147 Terminal facilities are part of a  
 12 sequence of views that includes the larger residential area to the north, and the mix of  
 13 commercial/industrial and residential land uses along “C” Street. As described  
 14 below, the available views are rated as low in terms of congruence; coherence,  
 15 therefore, is not a factor.

16 Figures 3.1-3 and -4 show the panoramas from “C” Street at its intersection with Gulf  
 17 Street and a point between the Wilmington Boulevard and King Avenue intersections  
 18 (Viewing Positions 3 and 4, respectively). Figures 3.1-6 and -7 show the views from  
 19 near the “C” Street/Mar Vista Avenue intersection (Viewing Position 5). Together, the  
 20 views in Figures 3.1-3, -4, -6, and -7 represent the range of daytime views from “C”  
 21 Street and its vicinity. There is a mix of single-family homes and apartment complexes  
 22 along the street, as shown, as well as commercial development to the east of McDonald  
 23 Avenue. The Los Angeles Department of Water and Power (LADWP) Harbor  
 24 Generating Station dominates views to the southeast, across the vacant land south of  
 25 “C” Street. Due south, as noted, the Terminal’s cranes, berthed container ships, and  
 26 stacked containers are the subject of the views. To the west of Mar Vista Avenue,  
 27 Tosco’s refinery defines the views for residents in the vicinity (Figure 3.1-7).

28 Being at the interface of residential and industrial land uses, residents along “C”  
 29 Street are inevitably exposed to views of features defining the abrupt change in  
 30 character to the south, east, and west of there. These features primarily reflect the  
 31 history of industrial Port development, but there is also some commercial enterprise  
 32 along “C” Street. For instance, industrial uses intrude into the neighborhood along  
 33 this street east of Wilmington Avenue (e.g., Custom Sheet Metal Fabrications).  
 34 Between Neptune Avenue and Island Avenue, Harpur’s Marine Engines and  
 35 Wilmington Iron Works are on the south side of “C” Street, while the Department of  
 36 Water and Power’s Wilmington Distribution Headquarters takes up much of the  
 37 block on the north side. Also, State Fish Company, a fish processing plant, just  
 38 visible along the right edge of the lower image in Figure 3.1-6, is at the southeast  
 39 corner of Hawaiian Avenue and “C” Street. Industrial and commercial land uses are  
 40 incongruous with the character of residential areas.

41 Regarding the night lighting environment, the level and type of lighting contributed by  
 42 the Port of Los Angeles to the “C” Street residential area is incongruous with a residential  
 43 setting in type, level of illumination, and physical scale of the floodlight structures.  
 44 However, the yellow-orange color of the lighting is in character with that emitted by the

1 residential street lights along and near “C” Street. The incongruous features of the Berths  
2 136-147 and Yang Ming Terminals’ lighting dominate the nighttime scene from nearly  
3 all vantage points along the street. The exception is the police station parking lot halogen  
4 lights. These are incongruous by virtue of being floodlights, but also because of the  
5 intense white light emitted by the halogen lamps. The question of coherence is not  
6 relevant given the pervasive incongruity of the lighting in the residential context and  
7 adjacent within the Berths 136-147 Terminal backlands.

8 To summarize, for points along “C” Street and from the vicinity of the residences  
9 lining a part of the north side of this street, the available views are dominated by  
10 visually incongruent and incoherent land uses. Likewise, the characteristics of night  
11 lighting due to Port activities and the police station parking lot lighting are  
12 inconsistent with that expected for a residential area, dominating the lighting  
13 environment. The existing daytime and nighttime visual conditions are, therefore, a  
14 Visual Modification Class of 4 (Table F-2, Appendix F).

### 15 **3.1.2.2.3.3 Banning’s Landing**

#### 16 ***Visual Character***

17 Banning’s Landing is located at the north end of Slip 5, well within the Port  
18 environment. Figures 3.1-9, -10, and -11 show that the views from the patio and  
19 second floor deck on the south side of the building are panoramic from the southeast  
20 to the west (Viewing Position 6).

21 Facilities associated with two terminals—the PakTank Liquid/Dry Bulk and the Rio  
22 Doce Pasha (RDP) Omni Terminals—frame a view to the south which focuses on the  
23 Yusen Container Terminal (Figure 3.1-10, lower image, center). Lateral to this view  
24 to the southwest, warehouses lining the RDP wharves block all of the RDP facilities  
25 from view, except for the cranes lining Berths 174-176. Most notable in the distance  
26 beyond the warehouses is the arc of the Vincent Thomas Bridge low to the horizon,  
27 the white tank farm at the Conoco Phillips Liquid Bulk Terminal, and the China  
28 Shipping gantry cranes at the west end of the bridge (lower image, Figure 3.1-9). As  
29 noted earlier, the Berths 136-147 Terminal cranes are well to the west. To the  
30 southeast, the PakTank dry and liquid bulk containers dominate the view, with little  
31 of the cranes along Berths 192-194 being visible.

32 The distribution of cranes and the presence of container ships are part of a dynamic  
33 process. Container ships come and go daily, while the cranes are added, subtracted or  
34 moved along rails next to the wharves over time. For instance, two of the RDP cranes,  
35 as shown in Figure 3.1-9, are located southwest of where they are in Figure 3.1-10, and  
36 a crane along Berths 188-191 is shown in Figure 3.1-11 but not in Figure 3.1-10.  
37 Similarly, the two 50-gauge cranes along Berths 145-146 were removed in the Spring  
38 of 2007; these two cranes are shown in Figure 3.1-9 and are the left-most cranes  
39 indicated by arrows.

40 Regarding viewing conditions, views from Banning’s Landing are a recent—and  
41 positive—development in affording the public visual access to the Port’s interior. Such  
42 visual access is unique in the vicinity of the Berths 136-147 Terminal, as public views  
43 are otherwise from points peripheral to the backlands. As noted, the views from here



1 are panoramic, but are focused on the Yusen Terminal due south by the converging  
 2 lines of the adjacent wharves. The available views are both elevated (from the second  
 3 floor deck) and at ground level (from the patio and parking lot). They are from  
 4 stationary positions, affording prolonged views and facilitating attention to detail.

5 Night lighting in the vicinity of Banning's Landing is demonstrated in Figure 3.1-11.  
 6 The context for nighttime lighting, as is the case for the daytime character, is the Port  
 7 environment. Immediately apparent is the effect of the water surface: backland  
 8 floodlighting is magnified greatly by the reflective surface. Also, the characteristic  
 9 orange glow of the high-pressure sodium floodlighting, as well as its geometric and  
 10 functional distribution, are in character with the terminal backlands.

### 11 ***Congruence (Intactness) and Coherence (Unity)***

12 All features within the subject view are an inherent part of the Port's development,  
 13 function and structure. The frame of reference is the industrial character of the Port  
 14 and its specific function to receive or load goods for transport. The functions of the  
 15 features in view are particularly clear; readily discerned are cranes offloading goods  
 16 from container ships berthed along the extensive system of wharves, warehouses and  
 17 storage facilities. The pattern is also clearly visible: berthed ships, cranes and storage  
 18 facilities are necessarily proximate to the interface of the wharves and the waterways.

19 The Port environment, as seen from Banning's Landing, is entirely congruent and  
 20 highly coherent. The distribution and geometry of the containers, the lines of the  
 21 wharves which converge on a focal point of interest (berthed container ship), and the  
 22 planar water surface together create a composition of the industrial facilities in view.  
 23 Although the halogen lights of the Community Center (lower image, center) contrast  
 24 sharply with the intensity and orange color of prevailing sodium light fixtures, these  
 25 are well shielded and incidental to the overall view. The Port lighting in this scene is  
 26 highly compositional and congruent with the Port functions it serves: the array of  
 27 flood lighting expresses the inherent organization of the scene.

28 In the absence of incongruous features and adverse impacts on the coherence of  
 29 views and viewing conditions caused by past actions, the existing daytime and  
 30 nighttime visual conditions relative to the Port environment are rated as a Visual  
 31 Modification Class 1.

#### 32 **3.1.2.2.3.4 Local Scenic Routes: John S. Gibson Boulevard at Figueroa Street**

33 As noted, views from designated scenic routes are considered to be highly sensitive.  
 34 However, view blockage, viewing distances, and the orientation of the scenic routes  
 35 relative to the proposed Project site indicate that the potentially affected views are not  
 36 critical to the visual impact analyses (see Section 3.1.2.1.2.3). These views are not  
 37 considered further in this assessment insofar as daytime viewing is considered.  
 38 However, the character, congruence and coherence of the night lighting affecting the  
 39 scenic routes are discussed below.

### 40 ***Visual Character***

41 The north end of John S. Gibson near Figueroa Street is the only stretch of locally  
 42 designated scenic routes which is potentially of critical sensitivity relative to nighttime

1 lighting and glare related to the proposed Project. The context for lighting along John  
2 S. Gibson is the industrial development within the Port of Los Angeles and the roadside  
3 lighting along the boulevard. The high intensity of lighting in this area is due almost  
4 entirely to the high-mast lighting proximate to the roadway and overhead, as the  
5 stacked containers in the backlands close to the roadway block sources of light further  
6 away in the backlands and along the wharves. Bright lighting overhead along a  
7 primary access route to the Port is in character with what is expected of transportation  
8 routes serving a working port.

9 ***Congruence (Intactness) and Coherence (Unity)***

10 Along the north end of John S. Gibson close to where it intersects with Figueroa St.,  
11 one pole-mounted halogen flood light conspicuously lights an area of the Yang Ming  
12 backlands adjacent to the roadway. Although out of character, this intense lighting is  
13 directed inward and no light directly falls on the boulevard. Otherwise, the Port and  
14 street lighting are functionally and coherently arrayed for the safety of driving and  
15 Port operations. As such, and except for the one halogen light noted, lighting in this  
16 area is both predominantly congruent and coherent with the Port nighttime character.  
17 The halogen light is distracting, but subordinate for the short stretch of scenic road  
18 pertinent to the Berths 136-147 Terminal. Therefore, the existing night lighting  
19 conditions are treated in this assessment as being Visual Modification Class 2.

20 **3.1.2.2.3.5 Knoll Hill**

21 ***Visual Character***

22 Knoll Hill is at the northeastern edge of the community of San Pedro where there was  
23 once a residential neighborhood. Nearly all of the homes have been removed and a  
24 public park (an off-leash dog park) occupies the site. The park is on a promontory  
25 surrounded on two sides by the backlands of the China Shipping Terminal. To the  
26 south are interchanges connecting to SR47/Vincent Thomas Bridge and a rail line.  
27 As a consequence, this area is more within the context of the Port environment than  
28 San Pedro's residential area to the west. Figure 3.1-12 shows the panorama available  
29 from Knoll Hill from Viewing Position 10, looking from the north to the southeast.

30 Unlike the views from Banning's Landing, the elevated viewing positions on Knoll Hill  
31 permit views across a wider and deeper swath of the Port. More of the features  
32 characteristic of a working port are visible, as is an impressive sweep of the western  
33 part of the Vincent Thomas Bridge. The scale of the backlands of the China Shipping  
34 and Yang Ming Terminals is more apparent, as is their relationship to the cranes at the  
35 water's edge. The dominant features are the cranes at the Berths 136-147, Yang Ming,  
36 and China Shipping Terminals; the Kinder Morgan Liquid Bulk Terminal; the sea of  
37 storage containers in the foreground; and the Vincent Thomas Bridge.

38 The viewing conditions from Knoll Hill have changed over time for the better, given the  
39 removal of residences and the general availability to the site by the public, whether using  
40 the dog park or viewing the Harbor. Visual access has become available to a wider  
41 segment of the population. As noted, relative to Viewing Position 10, the views are  
42 panoramic from the north to the southeast and elevated 80 feet above the Port. Also, the  
43 views are stationary, permitting views of great duration and attention to detail. Elevated,

panoramic views of the Port widely available to the public are rare, and the view from Knoll Hill is of singular quality in regard to these attributes.

For reasons stated in Section 3.1.2.1.2.4, , public usage of the site is generally during daylight hours, and the view of the Berths 136-147 Terminal from the one house on Knoll Hill is tangential to the orientation of the windows and very distant. It is assumed that if the public visits Knoll Hill in the evening, visitors are seeking the panoramic Port views available. For this part of the public, lighting at night from Port terminals would presumably enhance public views of the working harbor from Knoll Hill. Given the foregoing, night lighting relating to the proposed Project is not an issue relative to views from Knoll Hill. The character, congruence and coherence of light sources impinging on this area are not considered in this report.

### ***Congruence (Intactness) and Coherence (Unity)***

As is the case for views from Banning's Landing, all features visible from Knoll Hill are an inherent part of the Port's development, function and structure. The frame of reference is the industrial character of the Port and its specific function to receive, ship and transport goods. The functional interrelationship of features—cranes, container ships, wharves and backlands—are particularly clear. The pattern of Port development is also readily discerned. There are glimpses of the interconnecting slips and basins, and their location is otherwise indirectly revealed by the distribution of cranes and berthed ships.

As discerned from Knoll Hill, the Port's features are coherently arrayed. Unlike the view from Banning's Landing, there is no one focus to the panorama, there being a number of features that draw attention. Depending on the direction of the view and the lens used, a camera can capture several different "compositions." For instance, the image in Figure 3.1-12 captures no particular composition, but that in Figure 3.1-23 is composed around the tall crane in the center, the lines created by the water's edge, landforms and structures (particularly the new cranes simulated in the lower image) leading the eye more or less to this point. Also, the viewing conditions have not been adversely affected by past actions within the Port; in fact, the creation of the off-leash dog park and removal of all but one of the residences on Knoll Hill has created the opportunity for public access to views of the Port from this location.

Because there are no incongruous features within view, and neither the coherence of the view nor the viewing conditions have been adversely affected by past actions, the existing visual conditions relative to the Port environment are rated as a Visual Modification Class 1.

#### **3.1.2.2.3.6 Shields Drive Residential Area**

##### ***Visual Character***

Views across the West Basin toward the northeast occur for points within the Shields Drive residential area along Shields Drive, a short stretch of MacArthur Avenue, and from along West Elberon Avenue. Figure 3.1-15 shows the most critical view from this neighborhood (Viewing Position 11), a point along Shields Drive. This view is from a point about 40 feet higher than the Knoll Hill position and 1,980 feet further west. The character, congruence and coherence of what is seen, however, are the

1 same as for Knoll Hill views. The point of reference for the existing visual condition  
2 is the surrounding residential area, not the character of the Port environment that is  
3 relevant to Knoll Hill. The Shields Drive neighborhood is defined by single-family  
4 homes and their supporting infrastructure of roads and utilities. Views here are  
5 limited to the foreground for the great majority of the 85 homes in the area due to the  
6 proximity of structures and urban plantings. Distant views are available only at the  
7 north and east periphery, as described in Section 3.1.2.1.2.4.

8 As noted in Section 3.1.2.1.2.4, night lighting potentially contributed by the proposed  
9 Project is not an issue of substantial concern relative to views from this residential  
10 area, given that the lighting at the proposed Project site is barely perceptible within  
11 the larger panorama due to its distance from the viewer, intervening structures, and  
12 the closer sources of illumination that dominate attention. Therefore, the character,  
13 congruence and coherence of light sources impinging on this neighborhood are not  
14 considered in this report.

### 15 ***Congruence (Intactness) and Coherence (Unity)***

16 Local features visible from Shields Drive and its vicinity are mainly inherent to the  
17 neighborhood's development, function and structure. Within this area, the  
18 residences, their yards, roads, and utilities are orderly and coherently arranged.  
19 However, the available views are not of sufficient breadth for the arrangement to be  
20 readily apprehended in the available views or to offer a "composed" landscape.

21 The industrial features within the nearby Port environment are not congruent with the  
22 type and scale of features found in the Shields Drive residential area. However, the  
23 Port is widely visible only from vantage points at the north and east edge of the  
24 neighborhood; these views are rare and marginal to the prevailing experience there.  
25 The Port features seen from there conflict with the residential character but in general  
26 are peripheral to the area and do not compete with the residential features for  
27 attention. However, this assessment is relative to the most critical view within the  
28 neighborhood, represented by the one from Viewing Position 11. In this particular  
29 view, the Port environment dominates the scene. This being the case, the existing  
30 visual condition for this residential view is Visual Modification Class 4.

## 31 **3.1.3 Applicable Regulations**

32 Planning policies that pertain to the proposed Project site and its environs are described  
33 in detail in Section 3.8 of the Draft EIS/EIR (Land Use). Plan provisions that pertain  
34 specifically to Aesthetics and Visual Resources are identified below. The regulatory  
35 setting is one indication of visual sensitivity. Where aesthetic values are protected by  
36 laws, ordinances, regulations and standards (LORS) or are otherwise recognized in  
37 public policies and objectives, such views are treated as highly sensitive.

38 Also, whether or not a visual impact is significant partly depends on whether it is  
39 consistent with the LORS supporting planning policies and objectives applicable to the  
40 protection of visual resources (Section 3.1.4.1.2). Such LORS, policies and objectives  
41 are those enacted to *protect and preserve* the quality of visual resources and/or physical  
42 access to views of those resources. Included are standards for lighting that address the  
43 control of offsite spillage of light and glare. The issue addressed is whether the impact



1 specifically violates laws, ordinances and regulations, fails to meet specific standards,  
2 or is otherwise substantially inconsistent with overarching policies and objectives.

### 3 **3.1.3.1 Port Master Plan**

4 The Port Master Plan (LAHD 1980) provides for the short- and long-term  
5 development, expansion, and alteration of the Port. The Port Master Plan has been  
6 certified by the California Coastal Commission, is part of the Local Coastal Program  
7 (LCP) of the City of Los Angeles, and is consistent with the Port of Los Angeles  
8 Plan, an Element of the General Plan for the City. The Port Master Plan does not  
9 contain any element specific to visual resources. It does present a set of general  
10 lighting guidelines for implementation during redevelopment of container terminals.  
11 Redevelopment of the Berths 136-147 Terminal would be required to comply with  
12 these guidelines, which are set forth below.

#### 13 **3.1.3.1.1 POLA's Terminal Lighting Design Guidelines**

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

##### 23 **3.1.3.1.1.1 General Guidelines**

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

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

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

1 Use of floodlights requires the review and approval of POLA's Engineer. Designer  
2 shall submit point by point calculations and lighting layout plan to POLA for  
3 approval prior to finalization of the design. Utilization of flood lights shall only be  
4 permitted if use of down-lighting is proven to be unfeasible.

### 5 **3.1.3.1.1.2 Lighting for Container Yard and Similar Facilities**

#### 6 ***Light Level***

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

- 9 • Illumination level of maintained average of 3.5FC horizontal with a  
10 minimum illumination of 1/3 of the maintained average and a maintained  
11 maximum of 3 times the maintained average. Coefficient of Utilization shall  
12 be no less than 0.90.

#### 13 ***High Mast Pole and Fixture Ring***

14 Pole height is 100 ft with a fixture ring able to accommodate minimum of (12)  
15 fixtures. Pole and fixture ring shall comply with POLA High Mast Pole  
16 specifications and drawings.

17 Design Variation:

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

20 **Light Fixtures:** Light fixtures shall be 1000 watt High Pressure Sodium downlights with  
21 starter and compact 1000 Watt HPS LU 1000 lamp. For pole spacing of 450 ft light  
22 down light fixtures shall be cutoff type Holophane catalog No. HMSDC10HP0059-PS or  
23 design equivalent. For farther pole spacing semi cutoff type down light fixtures shall be  
24 Holophane catalog No. HMSPCP1HP48S9-PS or design equivalent. Fixtures shall  
25 comply with POLA High Mast Lighting specifications and drawings.

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

### 32 **3.1.3.2 City of Los Angeles General Plan**

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

### 3.1.3.2.1 Conservation Element

This Element surveys laws, requirements and procedures which have been established for protection of natural resources. Section 15, Land Form and Scenic Vistas, specifically states an objective and policy regarding the preservation of existing natural terrain, scenic features and vistas, and visual and physical access to view corridors, scenic features and areas. The Conservation Element presents a definition of “scenic views or vistas” particularly relevant to the Aesthetics and Visual Resources assessment: “Scenic views or vistas are the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features.” This definition has been incorporated into the consideration of Impact AES-1 (Section 3.1.4.2.1 CEQA Criteria).

### Section 15: Landforms and Scenic Vistas

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

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

*[Note that the retention of significant existing land forms is not relevant to the proposed Project, as there are no natural topographic features within the proposed Project site.]*

### 3.1.3.2.2 Transportation Element

Appendix E of the Element presents an inventory of designated scenic highways which includes John S. Gibson Boulevard, Pacific Avenue, Front Street, and Harbor Boulevard as scenic routes with specific acknowledgment of the views of harbor activities and the Vincent Thomas Bridge available to northbound and southbound motorists (City of Los Angeles 1999a). Front Street is also designated as a scenic route for its views toward the west of historic San Pedro. Harbor Boulevard, south of the Vincent Thomas Bridge, is designated as a scenic route because of Port views (City of Los Angeles 1999a). The City has not adopted formal guidelines governing the scenic corridors associated with designated scenic highways, but has established interim guidelines as part of the Transportation Element addressing roadway design, earthwork and grading, signage, landscaping, signs/outdoor advertising, and utilities (City of Los Angeles 1999b). *[None of the guidelines for scenic highways is pertinent to the actions associated with the proposed Project.]*

No other area roadways are designated scenic routes, and there are no officially designated scenic lookouts.

1           **3.1.3.2.3   Public Facilities and Services Element**

2           The Public Facilities and Services Element contains policies relating to the  
3           elimination of potentially adverse light “spillover” onto offsite areas. The following  
4           policy is applicable to development within the proposed Project area:

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

8           **3.1.3.2.4   The Port of Los Angeles Plan Element**

9           The Port of Los Angeles Plan (City of Los Angeles 1982a) is one of the local area  
10          plans known as Community or District Plans that collectively constitute the City of  
11          Los Angeles General Plan Land Use Element. A separate document from the Port’s  
12          own Master Plan, the Port of Los Angeles Plan is intended to serve as the official 20-  
13          year guide to the continued development and operation of the Port with respect to  
14          land uses; it is intended to be consistent with the Port Master Plan. One objective of  
15          the plan addresses aesthetic concerns, calling for the maintaining (e.g., not adversely  
16          affecting) public views of coastal resources:

- 17                   • **Objective 4:** To assure priority for water and coastal dependent development  
18                   within the Port while maintaining...the coastal zone environment and public  
19                   views of, and access to, coastal resources.

20          The Plan also sets forth the following standard/criterion applicable to lighting design  
21          within the Port:

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

24          **3.1.3.2.5   Wilmington-Harbor City Community Plan**

25          Reference in the Wilmington-Harbor City Community Plan to Aesthetics and Visual  
26          Resources occurs in policies and standards for industrial projects. However, these are  
27          not applicable to the proposed Project as the intent of the Plan is to improve  
28          compatibility of new industrial sites within non-industrial areas and encourage the  
29          quality of new industrial development. Apart from the Harry Bridges Buffer Area,  
30          features of the proposed Project would occur within lands currently zoned industrial  
31          where industrial uses already occur. Regarding the buffer area, it would not be  
32          considered an industrial use. The Wilmington-Harbor City Community Plan also refers  
33          to the communities’ relationship to the Port of Los Angeles and its land acquisition  
34          program, but the proposed Project would occur on land already acquired by the Port.

35          **3.1.3.2.6   San Pedro Community Plan**

36          Land Use Policies and Programs of the San Pedro Community Plan (City of Los Angeles  
37          1982b) include the following goals, objectives and policies that relate to visual/aesthetic  
38          resources:



1 **3.1.3.2.6.1 Land Use Policies and Programs**

2 ***Residential***

- 3 • **Objective 1-9:** To preserve visual resources in residential areas.
- 4 • **Policy 1-9.1:** The preservation of existing scenic views from surrounding
- 5 residential uses, public streets and facilities, or designated scenic view sites
- 6 should be a major consideration in the approval of zone changes, conditional use
- 7 permits, variances, divisions of land, and other discretionary permits.

8 **3.1.3.2.6.2 San Pedro Local Coastal Program Specific Plan**

- 9 • **Goal 6:** To preserve the scenic and visual quality of coastal areas. The
- 10 California Coastal Act of 1976 declared the California Coastal Zone a distinct
- 11 and valuable resource of vital and enduring interest to all people that exists as a
- 12 delicately balanced ecosystem.
- 13 • **Objective 6-2:** To protect, maintain, and, where feasible, enhance and restore
- 14 the overall quality of the Coastal Zone environment and its natural and human-
- 15 made resources.
  - 16 ○ *Policy 6-2.1:* That the scenic and visual qualities of San Pedro be
  - 17 protected as a resource of community as well as regional importance,
  - 18 with permitted development sited and designed to: protect views to
  - 19 and along the ocean, harbor, and scenic coastal areas; minimize the
  - 20 alteration of natural landform; be visually compatible with the
  - 21 character of the surrounding area; and prevent the blockage of existing
  - 22 views for designated public scenic view areas and Scenic Highways.
- 23 • **Objective 6-6:** To preserve existing scenic views of the ocean and harbor
- 24 from designated Scenic Highways, scenic view sites, and existing residential
- 25 structures.

26 **3.1.3.3 Planning and Zoning Code**

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

- 32 • **Section 93.0117:** Illumination of adjacent residential properties by exterior light
- 33 sources shall not exceed 2 footcandles and shall not be a source of direct glare on
- 34 said uses.
- 35 • **Section 12.21 A 5(k):** All lights used to illuminate a parking area shall be
- 36 designed, located, and arranged so as to reflect the light away from any streets
- 37 and adjacent premises.

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

- 1                   • **Section 17.08 (c):** Plans for street lighting shall be submitted to and approved  
2                   by the Bureau of Street Lighting.
- 3                   • **Section 91.6205 (a):** A building permit shall be obtained from the department in  
4                   accordance with the provisions of Division 2 of Article 1 of Chapter IX of this  
5                   code for any signs that are regulated by this chapter. Where illuminated, an  
6                   electrical permit shall also be obtained as required by Article 3 of Chapter IX of  
7                   this code.

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

- 11                  • **Section 91.6205 (k)4:** Signs are prohibited if they contain flashing, mechanical  
12                  and strobe lights in conflict with the provisions of Section 80.08.4 and 93.6215  
13                  of this code.
- 14                  • **Section 91.6205 (m):** No sign shall be illuminated in such a manner as to  
15                  produce a light intensity greater than 3 footcandles above ambient lighting, as  
16                  measured at the property line of the nearest residentially zoned property.

## 17                  **3.1.4                  Impacts and Mitigation Measures**

### 18                  **3.1.4.1                Methodology**

#### 19                  **3.1.4.1.1            Compliance of Methodology with NEPA and CEQA**

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

33                  Concerning CEQA requirements, no agency within the State of California has developed  
34                  a comprehensive methodology with specific standards, criteria or thresholds for visual  
35                  impact assessment as a precedent to follow in compliance with CEQA. The *Los Angeles*  
36                  *CEQA Thresholds Guide* (City of Los Angeles 2006, also referred to in this document as  
37                  the *Thresholds Guide*) recommends that the impacts and their significance be evaluated  
38                  on a case-by-case basis; e.g., except as pertains to shadow impacts, no guiding principles,  
39                  rules, standards, criteria or thresholds are offered whereby the level of impact intensity  
40                  (“degree”) or its significance may be consistently evaluated regardless of the “case.” The  
41                  *Thresholds Guide* is, however, useful in its presenting a comprehensive list of factors

1 which bear upon addressing the CEQA-stated issues of concern in Appendix G of CEQA  
 2 (Environmental Checklist). Accordingly, the technical approach used in the visual  
 3 impacts assessment builds on the CEQA-stated issues of concern by specific reference to  
 4 the factors listed in the *Thresholds Guide*.

5 In the absence of guiding and comprehensive methodologies for assessing the  
 6 specific level of intensity (degree, magnitude) of impacts and their significance, the  
 7 concepts of the federal methodologies noted have been adapted to an analytical  
 8 framework which does so. The methodology used in assessing the proposed Project  
 9 impacts on Aesthetics/Visual Resources was developed by Lawrence Headley &  
 10 Associates (LH&A) and is presented in Appendix F. It draws upon the principles and  
 11 procedures common to the major federal systems for visual resource management and  
 12 analysis (USFS 1995; BLM 1978; USDOT 1981). In doing so, it meets the intent of  
 13 NEPA and is compliant with that Act. The approach has been effectively applied by  
 14 LH&A to joint EIS/EIRs and EISs, and to several NEPA-compliant projects for which  
 15 the Federal Energy Regulatory Commission and U.S. Department of Energy were the  
 16 Lead Agencies (Headley 1989-2005).

#### 17 **3.1.4.1.2 Analytical Framework**

18 The methodology for assessing visual impacts is addressed in detail in Appendix F.  
 19 The focus of the approach is to determine whether or not the proposed Project would  
 20 cause adverse visual effects and, if so, whether these impacts would be significant.  
 21 While NEPA offers no definition for “significance,” CEQA Guidelines § 15382 offer  
 22 the following: A significant impact would be “...a substantial, or potentially  
 23 substantial, adverse change in any of the physical conditions within the area affected by  
 24 the project, including...objects of...aesthetic significance.” CEQA lists additional  
 25 guidance, as presented in Section 3.1.4.2.1, below. The methodology applied to this  
 26 assessment expands upon the CEQA definition as follows (Appendix F):

27 Adverse change as it relates to impacts on Aesthetics and Visual Resources occurs when:

- 28 • Features are altered, introduced, made less visible, or are removed, such that the  
 29 resultant effect on public views is perceptibly incongruous with the inherent  
 30 character of the affected area. Changes that seem incongruous are those that  
 31 appear uncharacteristic, out of place, discordant, or distracting.
- 32 • Views are physically interrupted or blocked, or where the public’s historically  
 33 available access to recognized views is diminished or blocked.

34 Significant visual impacts are those that:

- 35 • Cause a perceptibly substantial reduction of visual quality. The perception  
 36 that visual quality has been substantially reduced is a function of public  
 37 sensitivity to adverse visual impacts, the intensity of the impacts, and their  
 38 duration, as qualified by the temporal viewing context (discussed below).  
 39 One indication of the significance of an impact is its potential for  
 40 controversy. A highly sensitive public is expected to be more reactive to the  
 41 potential for impacts of lesser intensity than a less sensitive public. Table

1 3.1-1 summarizes the relationship of impact intensity and sensitivity to the  
2 perception that a substantial reduction in visual quality would occur; and/or

- 3 • Result in an inconsistency with specific laws, ordinances, regulations or  
4 standards (LORS) pursuant to general planning policies or objectives for the  
5 protection of the quality of Aesthetics and Visual Resources; and
- 6 • Endure for an appreciable period of time—usually one year or longer—(as  
7 opposed to being ephemeral or brief). However, visual impacts enduring for less  
8 than one year may also be significant, depending on the temporal context  
9 (assuming criteria for impact intensity and viewer sensitivity have been met). In  
10 general, the consideration of impact duration may be scaled to the availability of  
11 a view in the experience of the observer and/or the observer’s sensitivity to the  
12 potential for adverse effects upon a visual resource. For instance, views that are  
13 seasonally critical and highly sensitive (e.g., views characterizing the one-time  
14 summer experience of a visitor to a recreation resource or tourist destination)  
15 would have a lower impact duration threshold of significance, measured in terms  
16 of three months or less.

17 The intensity of an impact is addressed as the degree to which visual conditions change  
18 adversely relative to existing (baseline) conditions (see Section 3.1.2.2, existing visual  
19 conditions). As noted earlier, visual condition is described in terms of Visual  
20 Modification Classes (VMCs; Table F-2, Appendix F). For example, a reduction from  
21 existing (baseline) conditions of VMC 1 to VMC 2 is a level 1 impact intensity; a  
22 reduction from VMC 1 to VMC 3, or VMC 2 to VMC 4, is a level 2; and a reduction  
23 from VMC 1 to VMC 4 is a level 3 impact intensity. The intensity of a visual impact is  
24 a function of how apparent the proposed Project’s features may be within their context  
25 (e.g., barely noticeable versus visually dominant). The significance of the impact  
26 depends on the degree to which visual conditions change, the duration of the change,  
27 and the sensitivity of the view affected (Table 3.1-1).

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

35 Instrumental in determining the intensity of visual impact is the use of visual  
36 simulations. These are realistic computer-generated three-dimensional images of a  
37 proposed project. They simulate project features as they would be seen in the context  
38 of critical views and under specific viewing conditions matching baseline  
39 photographs of the same views. Baseline photographs are taken to represent the  
40 maximum exposure of the proposed Project within critical public views and which  
41 would occur under the better viewing conditions within the range prevailing for the  
42 potentially affected views. For the subject analyses, baseline photographs were taken  
43 on clear days without substantial fog or haze. Details about the camera used for the  
44 base photograph are recorded and later emulated by the computer program used for  
45 the simulation. Key information about the camera includes its location, tilt, bearing,  
46 lens focal length, time of the photograph, and exposure information. A Global



1 Positioning System may be used to identify the location and elevation of the camera  
2 lens in order to correlate the computer image with the photograph.

3 Based on visual simulations, the proposed Project's physical attributes are considered  
4 in relation to those for the features of the affected landscape. The level of contrast  
5 potentially exhibited by the proposed Project and its compatibility with its context  
6 can thereby be evaluated. In terms of the FHWA system of analysis, this potential  
7 contrast would be synonymous with adverse changes in "intactness," (the freedom  
8 from "encroaching elements") and/or "unity" (adverse changes in the visual  
9 coherence and compositional harmony of the patterns of features within the affected  
10 landscape) (FHWA 1981). Relative to the USFS and BLM methodologies, such  
11 changes would be expressed in terms of whether the proposed Project impacts, if  
12 adverse, would be unnoticeable, noticeable only if pointed out, subordinate, or  
13 dominant, relative to the features inherent to the affected landscape.

#### 14 **3.1.4.1.3 CEQA Baseline**

15 Section 15125 of the CEQA Guidelines requires EIRs to include a description of the  
16 physical environmental conditions in the vicinity of a project that exist at the time of  
17 the NOP. These environmental conditions would normally constitute the baseline  
18 physical conditions by which the CEQA lead agency determines whether an impact is  
19 significant. For purposes of this Draft EIS/EIR, the CEQA Baseline for determining  
20 the significance of potential impacts under CEQA is December 2003. CEQA  
21 Baseline conditions are described in Table 2-2 of Section 2.4.

22 The CEQA Baseline represents the setting at a fixed point in time, with no project  
23 growth over time, and differs from the "No Project" Alternative (discussed in Section  
24 2.5.1) in that the No Project Alternative addresses what is likely to happen at the site  
25 over time, starting from the baseline conditions. The No Project Alternative allows  
26 for growth at the proposed Project site that would occur without any required  
27 additional approvals.

#### 28 **3.1.4.1.4 No Federal Action/NEPA Baseline**

29 For purposes of this EIS/EIR, the evaluation of significance under NEPA is defined by  
30 comparing the proposed Project or other alternative to the No Federal Action scenario.  
31 The No Federal Action/NEPA Baseline condition for determining significance of  
32 impacts coincides with the "No Federal Action" condition, which is defined by  
33 examining the full range of construction and operational activities the applicant could  
34 implement and is likely to implement absent permits from the USACE. Therefore,  
35 the No Federal Action/NEPA Baseline would not include any dredging, filling of the  
36 Northwest Slip, wharf construction or upgrades, or crane replacement. The No Federal  
37 Action/NEPA Baseline would include construction and operation of all upland  
38 elements (existing lands) for backlands or other purposes. The upland elements are  
39 assumed to include:

- 40 • Adding 57 acres or existing land for backland area and an on-dock rail yard;
- 41 • Constructing a 500-space parking lot for union workers;
- 42 • Demolishing the existing administration building and constructing a new LEED  
43 certified administration building and other terminal buildings;

- 1                   • Adding new lighting and replacing existing lighting, fencing, paving, and
- 2                   utilities on the backlands;
- 3                   • Relocating the Pier A rail yard and constructing the new on-dock rail yard;
- 4                   • Widening and realigning Harry Bridges Boulevard; and
- 5                   • Developing the Harry Bridges Buffer Area.

6                   Unlike the CEQA Baseline, which is defined by conditions at a point in time, the No  
7                   Federal Action/NEPA Baseline is not bound by statute to a “flat” or “no growth”  
8                   scenario; therefore, the USACE may project increases in operations over the life of a  
9                   project to properly analyze the No Federal Action/NEPA Baseline condition. Normally,  
10                  any ultimate permit decision would focus on direct impacts to the aquatic environment,  
11                  as well as indirect and cumulative impacts in the uplands determined to be within the  
12                  scope of federal control and responsibility. Significance of the proposed Project or  
13                  alternative is defined by comparing the proposed Project or alternative to the No Federal  
14                  Action/NEPA Baseline (i.e., the increment). The No Federal Action/NEPA Baseline  
15                  conditions are described in Table 2-2 of Section 2.4.

16                  The No Federal Action/NEPA Baseline also differs from the “No Project” Alternative,  
17                  where the Port would take no further action to construct and develop additional  
18                  backlands (other than the 176 acres that currently exist). Under this alternative, no  
19                  construction impacts would occur. However, forecasted increases in cargo throughput  
20                  would still occur as greater operational efficiencies are made.

### 21                  **3.1.4.2                  Thresholds of Significance**

#### 22                  **3.1.4.2.1               CEQA Criteria**

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

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

32                  The *Los Angeles CEQA Thresholds Guide* (The *Thresholds Guide*) lists 12 areas of  
33                  concern, detailed below, to consider in assessing the significance of an impact in  
34                  accordance with the CEQA Checklist. However, except in one case (the threshold  
35                  for a significant impact due to shading), this City Guide expresses no specific  
36                  significance criteria to use in making that determination. In the absence of specific  
37                  significance criteria in the Guide, the methodology described in Appendix F has been  
38                  applied to the determination of significance. Table 3.1-1 summarizes the relationship  
39                  of impact intensity and visual sensitivity to the public’s perception of an effect’s  
40                  being a substantial (significant) adverse impact on visual quality.

**Table 3.1-1. Relationship of impact intensity and visual sensitivity to an effect’s being perceived as a substantial reduction in visual quality (significant impact)<sup>3</sup>**

Intensity of Impact <sup>2</sup>	VISUAL SENSITIVITY <sup>1</sup>			
	High	Moderate	Low	None
Level 1	S <sup>3</sup>	N	N	N
Level 2	S	S	N	N
Level 3	S	S	S	N

*Notes:*

1) High Sensitivity (H): The potential for public concern over adverse change in scenic/visual quality is great. Affected views are rare, unique, or in other ways are special and highly valued in the region or locale. Any perceptible change in visual conditions would be considered to be a significant lessening of visual quality.

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

Low Sensitivity (L): Generally, there may be some indication that a small minority of the public has a concern over scenic/ visual resource impacts on the affected area. Only the greatest intensity of adverse change in the condition of aesthetics/visual resources would have the potential to register with the public as a significant reduction in visual quality.

No Sensitivity (None): The views are not public, or there are no indications of public concern over, or interest in, scenic/visual resource impacts on the affected area.

2) Intensity of Impact: (Level 1) A reduction in Visual Condition by one Visual Modification Class rating (Table F-2, Appendix F).  
 (Level 2) A reduction in Visual Condition by two Visual Modification Class ratings.  
 (Level 3) A reduction in Visual Condition by three Visual Modification Class ratings.

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

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

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

3 This CEQA issue of concern, as applied to this assessment, addresses the degree to  
 4 which the proposed Project’s features interfere with a scenic vista, either by  
 5 obstructing it or interfering with public access to it. The *City of Los Angeles CEQA*  
 6 *Thresholds Guide* addresses **Impact AES-1** under the heading of “Obstruction of  
 7 Views.” “Views” are defined in the *Thresholds Guide* to mean “visual access to, or  
 8 the visibility of, a particular site from a given vantage point or corridor.” The  
 9 *Thresholds Guide* is concerned with “focal views” (those focusing on a specific  
 10 object, scene, setting, or feature of visual interest) as well as “panoramic views”  
 11 (wide-angle views including a section of urban or natural areas that provide a  
 12 geographic orientation not commonly available—urban skyline, valley, mountain  
 13 range, ocean, or other water bodies). Section 15 of the City of Los Angeles General  
 14 Plan Conservation Element provides further guidance as to what constitutes a scenic  
 15 vista or view: “Scenic views or vistas are the panoramic public view access to natural  
 16 features, including views of the ocean, striking or unusual natural terrain, or unique  
 17 urban or historic features.” The following factors are listed by the *Thresholds Guide*  
 18 as relevant to CEQA issue **AES-1** in considering visual impact significance:

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

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

- 21                  • **Recognized or Valued:** The City of Los Angeles through its General Plan and  
22                  Elements has listed, designated or in some manner explicitly or implicitly  
23                  addressed a view or feature in a plan, policy or objective for its aesthetic or  
24                  visual resource value; or, the potentially affected view is demonstrably high in  
25                  quality, and its value inferred from how the area from which the view occurs is  
26                  used (a recreation site, informal but well-used scenic turnout, a tourist attraction,  
27                  historic or archeological site, etc.).

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

31                  The following factor expressed by the *City of Los Angeles CEQA Thresholds Guide*,  
32                  also listed under the heading of “Obstruction of Views,” is relevant to CEQA issue  
33                  **AES-2:**

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

36                  The CEQA issue **AES-2** is concerned with the impact on the *scenic resources within*  
37                  *views from a state scenic highway*. However, a broader application to designated  
38                  scenic routes, corridors and parkways, and view obstruction is included here in order  
39                  to specifically address the City of Los Angeles’ concerns.

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



The following six factors listed by the *City of Los Angeles CEQA Thresholds Guide* are relevant to CEQA issue **AES-3**:

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

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

The *City of Los Angeles CEQA Thresholds Guide* lists the following factors relevant to CEQA issue **AES-4** in considering visual impact significance:

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

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

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

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

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

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

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

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

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

- 19                   • Applicable guidelines and regulations.

20                   **3.1.4.2.2    NEPA Criteria**

21                   There are no standards for determining the significance of visual/aesthetic resources  
22 impacts under NEPA or under CEQ regulations, nor are such standards stated in any of  
23 the federal agency visual resource analysis or management systems. However, of the  
24 10 types of issues listed in NEPA as being important to consider, three are relevant to  
25 visual resource impact assessment: the unique character of the affected resource, the  
26 potential for controversy, and the potential to violate laws and regulations (40 C.F.R. §  
27 1508.27(b)(3), (4), (10) (2006) CEQ — Regulations for Implementing NEPA, Index  
28 and Terminology).

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

### 3.1.4.3 Impacts and Mitigation

#### 3.1.4.3.1 Proposed Project

The major elements of the proposed Project are described in Chapter 2 of the Draft EIS/EIR, Project Description. To focus the assessment, proposed Project features are listed below according to whether or not they would be within critical public views.

Project features not within critical public views:

- **Trucking Operations.** Containers from Berths 136-147 would be hauled by yard tractors from the wharf to the new on-dock rail yard located within the terminal, and public streets would not be affected. That is, such equipment movements would not be within public views. Rail-bound containers that could not be accommodated by the new on-dock rail yard would be trucked to off-site rail yards. Additionally, trucks would take containers directly to their destination, locally and nationally. Off-site truck operations would not be visible from any critical viewing positions, primarily due to intervening Port infrastructure. From “C” Street, Port infrastructure would not conceal off-site trucking as it moves along Harry Bridges Boulevard, but the Harry Bridges Buffer Area planned for the open space along the south side of “C” Street (see description which follows) would block sight of traffic along this road before increased trucking would become apparent (see Section 3.1.4.3.1.3, “C” Street Residential Area). While the proposed Project would increase the number of trucks serving the facility, these trucks would utilize public roadways which currently handle this type of activity and which were built for this purpose.
- **On-Dock Rail Access Yard and Route; Rail Traffic; Intermodal Rail Gate; Relocated Pier A Rail Yard.** These facilities would be entirely blocked from “C” Street-based views by extensive backland facilities and cargo storage. The rail route leaving the on-dock yard, moreover, is within no critical public views. Views of the aforementioned facilities from points at or near Banning’s Landing would be blocked by the warehouses at the RDP Omni Terminal, as well as by backland stacked storage containers. From Knoll Hill and Shields Drive, these facilities, being along the eastern edge of the proposed Project site, would not be visible past the China Shipping and Berths 136-147 Terminal wharf-side facilities.

Northeast of the on-dock rail yard, the rail route would be within view from Alameda Boulevard, but views from this road are not sensitive as explained in Section 3.1.2.1.2.2. Likewise, the relocated Pier A rail yard would be visible only from Alameda Boulevard and, therefore, would not be within sensitive public views.
- **Widening and Realigning Harry Bridges Boulevard.** Although this road would be widened and realigned, the changes would not be within view from Banning’s Landing because the Landing is located well to the southeast; views from the Landing are due south, and, regardless, substantial Port-related structures intervene. Additionally, while the road is being widen and realigned in sections, the existing width will largely remain the same and will remain two

lanes in either direction. Also, the realigned road would not be visible from “C” Street, as the Boulevard is a horizontally planar surface over 500 feet away, presenting no vertical features. Moreover, construction screening for the proposed Harry Bridges Buffer Area, as well as the elevated grades within the buffer area, would block sight of the boulevard from “C” Street (Section 3.1.4.3: Project Features within Critical Public Views). While the proposed Project would increase the number of trucks serving the facility, these trucks would utilize public roadways which currently handle this type of activity and which were built for this purpose.

- **Additional Backlands; Northwest Slip Fill Area.** The two phases of construction would result in an additional 67 acres of backland area for container storage created primarily through the redevelopment of vacant or underutilized land within the terminal area. Five acres of the new backlands would occur on newly placed fill at the Northwest Slip. While open water space could be considered to be an important visual feature, the Northwest Slip is not visible from any of the identified critical public viewing positions. In addition, the backlands of the terminal would not be noticeable from critical public views. The perimeter of stored containers lining John S. Gibson Boulevard and Harry Bridges Boulevard blocks views into the interior of the terminal from the ground-level critical positions in the vicinity (along “C” Street and near designated scenic routes). Only from a nearby elevated position may the backlands and slip be viewed. The closest such position would be from the easternmost northbound lane of the Harbor Freeway. From this lane, at a point near the “C” Street offramp, limited views of the slip can be seen. However, these views are not effectively available because they are greatly abbreviated by intervening landforms and vegetation. Also, the slip is 90 degrees to the east of the direction of travel and, therefore, not functionally within the field-of-view. Figure 3.1-2, lower image, represents an unusual and ephemeral view of a very small part of the slip.
- Critical views from the San Pedro area (from Knoll Hill and Shields Drive; see Section 3.1.2.1.2.4) are elevated, but the area for the additional proposed Project backlands is blocked from view by the Yang Ming Terminal facilities (Figures 3.1-13 and 3.1-15, top images).

#### Project Features within Critical Public Views:

- **Construction and Operation of New Wharves; Wharf Seismic Improvements; Filling and Dredging.** The construction and operation of the proposed new wharves, wharf improvements, and dredging, would occur within two of the critical public views addressed in this assessment: those from Knoll Hill and Shields Drive. The viewing positions for these critical views are elevated and panoramic, disclosing a wide swath of the Port. Berths 145-147 and part of the West Basin are visible in the distance from these points. Otherwise the aspects of the proposed Project noted would not be within public view due to intervening storage containers and other structures within the backlands.

The relevant critical views are from points from the Harbor Freeway, Wilmington, notably along “C” Street, and at Banning’s Landing. From the



1 freeway, roadside buildings and Port facilities block from view the wharves and  
2 the water's surface, as shown in Figure 3.1-2.

3 Relative to "C" Street views, the wharves along Berths 136-139 are about 1,800  
4 feet away and most of the area in between, and up to, Harry Bridges Boulevard  
5 is "backlands." The backlands are designed for the short-term storage of  
6 containers that are either discharged from vessels calling at the Port of Los  
7 Angeles or are scheduled to be loaded aboard such vessels. Backlands container  
8 density will vary, pending seasonal and other factors, but the backlands are  
9 routinely filled with cargo (Port of Los Angeles 2005). Containers are eight feet  
10 high and are stacked as many as five high, resulting in stacks up to 40 feet high.  
11 The wharves are at ground level, and in-water proposed Project activities, such  
12 as filling and dredging, would occur at or near the water's surface. Views from  
13 "C" Street are from points about 5.5 feet above the surface of the street  
14 (assuming an average of five feet to eye level, plus a six-inch curb). Therefore,  
15 since stacked containers would range from 8 feet to 40 feet high, construction  
16 activities along the wharves and at the water's surface, as well as the wharves  
17 themselves, once built, would be entirely blocked from view. This is clear from  
18 Figure 3.1-4 which is directed toward Berths 136-139 and 142-147.

19 Regarding Banning's Landing, it is more than 3,000 feet to the east of the nearest  
20 of the wharves. Views of the new wharves, their construction, and dredging  
21 would also be entirely blocked, mostly by the warehouses at the RDP Omni  
22 Terminal, but also by stacked cargo containers and buildings. Figure 3.1-9,  
23 lower image, shows these intervening features.

24 Additionally, the construction and operation activities discussed here would not  
25 be within view from the surface of the waterways within the Port of Los  
26 Angeles. The Port of Los Angeles Strategic Plan for Safety and Security has  
27 designated several areas in the Port as off-limits to recreational vessels, including  
28 the waters of the Southwest Slip, the West Basin, and the part of the Turning  
29 Basin south of Berths 150 and 151. The designation is referred to as a  
30 Controlled Navigation Area (CNA). This CNA does not contain facilities for  
31 recreational craft and is currently used only by commercial vessels. From the  
32 Main Channel, construction and operation of the proposed new wharves, wharf  
33 improvements, and dredging would not be visible.

- 34
- 35 • **Cranes.** During the CEQA Baseline period (December 2003), there were 13  
36 cranes along Berths 136-139 and 144-147. Under the proposed Project, certain  
37 of these cranes are to be removed and new A-frame 100-gauge cranes installed.  
38 The total number of cranes under the proposed Project would be 12, and they  
39 would be variably visible from the Harbor Freeway, "C" Street, Banning's  
40 Landing, Knoll Hill and Shields Drive, as discussed later in this section.

41 The existing cranes and replacement cranes differ in size as shown in Table  
42 3.1-2. Note that the dimensions listed either were specifically shown on  
43 engineering drawings of each of the cranes or were measured from those  
44 drawings using known dimensions thereon as a scale. The 18-wide cranes  
are not shown, as they are nearly identical to 19-wide cranes.

1

**Table 3.1-2. Cranes – Types and Dimensions**

<i>Crane Type</i>	<i>Height<sup>1</sup></i>	<i>Dimensions</i>
50-gauge Cranes		
	253 ft.	To top of Boom in the 83-degree stowed position
	105 ft.	To top of equipment platform
	172 ft.	Top of Apex
13-Wide Cranes (“Old” Style 100-gauge cranes)		
	276 ft.	To top of Boom in the 83-degree stowed position
	127 ft.	To top of equipment platform
	194 ft.	Top of Apex
19-Wide Cranes (“New” Style 100-gauge cranes)		
	276 ft.	To top of Boom in the 45-degree stowed position
	141 ft.	To top of equipment platform
	209 ft.	Top of Apex
Proposed Cranes (2007)		
	286 ft.	To top of Boom in the 45-degree stowed position
	152 ft.	To top of equipment platform
	215 ft.	Top of Apex
<sup>1</sup> Measurements were determined from reduced engineering drawings using a single stated dimension thereon as a scale.		

2

The plans for Berths 136 -139 and 142-147 under the proposed Project are as follows:

3

4

- Along Berths 136-139, there are seven 100-gauge cranes. Five of these are newer style “18-wide” cranes, while the two at the western end of the berths are older “13-wide” cranes. The two 13-wide cranes would be removed and replaced with one new 100-gauge crane, leaving six cranes along Berths 136-139. The existing cranes compare to the proposed cranes are as follows:

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- **Existing 13-wide 100-gauge cranes:** their booms at their highest (stowed, 83-degree) position are approximately 276 feet above the wharf; their equipment platform is about 127 feet high; and the top of the Apex (the A-frame structure above the platform) is about 194 feet high.
- **Existing 19-wide and 18-wide 100-gauge cranes:** their booms at their highest (stowed, 45-degree) position are approximately 276 feet above the wharf; their equipment platform is about 141 feet high; and the top of the Apex is about 209 feet high.
- **Proposed 100-gauge crane:** compared to the 13-gauge cranes, the boom in its customary 45-degree stowed position would be 10 feet higher; the platform 25 feet higher; and the Apex 37 feet higher. The stowed height for the new, larger cranes’ booms is close to that for the older, smaller 13-wide cranes being replaced,

1 due to larger proposed cranes' booms being stowed at a 45-  
 2 degree angle, while those for the older 13-wide cranes' are  
 3 stowed at an 83-degree angle.

4 Compared to the five 18-wide 100-gauge cranes remaining along  
 5 Berths 136-139, the replacement crane's boom would be  
 6 approximately 10 feet higher; the platform about 11 feet higher;  
 7 and the Apex would be 6 feet higher. The booms for the two  
 8 types of cranes are stowed at same (45-degree) angle; the  
 9 difference in their heights above the deck is explained by the  
 10 difference in the height of the equipment platform.

- 11 ○ For Berths 142-147, during the CEQA Baseline period there were six  
 12 cranes: four 100-gauge cranes and two 50-gauge cranes. However,  
 13 the two 50-gauge cranes were removed in the Spring of 2007. These  
 14 are would be replaced under the proposed Project. Additionally, the  
 15 two oldest 100-gauge cranes (13-wides) would be removed and  
 16 replaced under the proposed Project. Altogether, there would be four  
 17 new 100-gauge replacement cranes, for a total of six cranes.

18 The old and new cranes along Berths 142-147 differ as follows (see  
 19 Table 3.1-2):

- 20 - **50-gauge cranes:** their booms at their highest (stowed, 83-degree)  
 21 position are 253 feet above the wharf; their equipment platform is  
 22 about 105 feet high; and the top of the Apex (the A-frame  
 23 structure above the platform) is 172 feet high.
- 24 - **Existing 19-wide 100-gauge cranes:** as described above.
- 25 - **Proposed 100-gauge cranes:** compared to the 50-gauge cranes,  
 26 their booms in their customary 45-degree stowed position would  
 27 be 33 feet higher; the platform 47 feet higher; and the Apex 43  
 28 feet higher. Compared to the two 19-wide 100-gauge cranes  
 29 remaining along Berths 142-147, the replacement crane's boom,  
 30 platform and Apex would be approximately 10, 11, and 6 feet  
 31 higher, respectively, as noted above.

32 Alternative designs for the cranes were considered for the proposed  
 33 Project. As discussed in Section 2.5.1.1.1 of Chapter 2 (Phase 1  
 34 [Projects Completed by 2015]) of the DEIS/DEIR, the Port of Los  
 35 Angeles exhaustively investigated the use of low-profile cranes for  
 36 container terminals to potentially reduce the overall height of container  
 37 cranes, thereby lessening the potential for adverse aesthetic effects of the  
 38 taller A-frame cranes. This study occurred over three years and was  
 39 done to comply with Resolutions No. 6151 and No. 6165, approved by  
 40 the Board of Harbor Commissioners in January and February of 2003,  
 41 respectively. However, since that time, the use of low-profile cranes has  
 42 been determined by the Port's Engineering Department to be infeasible  
 43 due to economic and productivity considerations. Furthermore, use of  
 44 such cranes was found not to reduce the potential for overall aesthetic  
 45 impacts and to be associated with safety issues. As a result, Resolutions

No. 6151 and No. 6165 were rescinded on February 8, 2006, and the installation of low-profile cranes is no longer required.

- **Container ships.** Container ships currently docking at the Berths 136-147 Terminal are visible to a lesser or greater degree from all critical viewing positions evaluated, as described in Section 3.1.4.3.1.3. By the year 2038, it is estimated that 311 container ship calls to the Terminal would occur annually, compared to 246 for the Baseline year of 2003, a 26% increase (Table D.1.2.60, Air Quality Appendix D1). By 2038, 61 percent of the calls to the Terminal would be by ships larger than those calling at the Terminal today. The largest of these, 9,200 TEU class capacity ships, will be about 1,100 feet long with a beam (width) of about 150 feet. These are about 121 feet longer and 19 feet wider than a 6,200 TEU class ship, among the largest vessels served by the Terminal during the Baseline year of 2003.

Exact data concerning the heights of 6,200-9,200 TEU ships were not available during the period of the analyses. However, based on graphic profiles for the loaded vessels, there appears to be no appreciable difference in the heights of the smoke stacks or stacked cargo for 6,000 TEU and 8,700 TEU container ships. This is consistent with the drafts (i.e., the depth of water drawn by the ship) for these two classes being the same when fully loaded. Moreover, Samsung's 6,200 TEU, 8,100 TEU, and 9,200 TEU container ships also have the same draft. Though not conclusive, this data would suggest these ships are similar in height.

Accordingly, for the purposes of this assessment, the height for 9,000 to 9,200 TEU ships is considered to be about as high as 6,000 TEU to 8,700 TEU ships, their greater capacity being due to their greater length and beam.

- Sources for dimensions and graphic profiles:
  - [www.shi.samsung.co.kr/eng/](http://www.shi.samsung.co.kr/eng/); (choose products: commercial ships) (Samsung Heavy Industries 2007)
  - [www.globalsecurity.org/military/systems/ship/container-types.htm](http://www.globalsecurity.org/military/systems/ship/container-types.htm) (Global Security 2007a)
- **Flat-Deck Barges.** During Phase I, construction of the new 705-foot wharf at Berth 147 would entail constructing a rock dike, with materials barged from Catalina Island. Also, a rocky dike would be constructed as part of the Phase II filling of the Northwest Slip, the materials also being barged from Catalina Island. For Phase I there would be 81 barge trips over a one-month period, and for Phase 2, 47 barge trips over two months. The barges would be provided by Connolly-Pacific Company from its 9-barge fleet, which comprises four different sizes of barge. For this assessment, it is assumed that the largest barges would be used. These are 60 feet wide, 240 feet long, and 16 feet high (Connolly-Pacific Company 2007).

The barges would not be visible from the Harbor Freeway, "C" Street, or Banning's Landing, as facilities and stacked containers in the Berths 136-147 Terminal backlands completely block views of the water's surface from these points. However, the barges would be within view from Knoll Hill and Shields Drive, as well as from tourist and recreation sites along the west side of the Main Channel. The context for these views is the Port environment, and the presence and movement of barges is congruent with the function and character of the Port, as is the presence and movement of container ships. The largest of the barges



1 are considerably shorter than container ships, less than one-fourth the size of the  
2 largest such ships. Additionally, they are low to the water, just 16 feet above the  
3 surface at their highest; rock piled on these barges could not be piled so high as  
4 to substantially obstruct views of the harbor features, contrast with those  
5 features, or compete for attention. Consequently, the flat-deck barges will not be  
6 addressed further in this assessment.

- 7 • **Backland Lighting.** Existing lighting occurs within all but 19 acres of the 67  
8 acres of backlands to be developed. These 19 acres are in the northwest corner  
9 of the terminal and would require high-mast down-lights. The lighting plan has  
10 not been completed as of this analysis, but will be done in accordance with the  
11 POLA's Terminal Lighting Design Guidelines (see Section 3.1.3.1.1, Regulatory  
12 Setting). Point-by-point calculations and the lighting layout plan would be  
13 submitted to POLA for approval prior to finalization of the design.

14 In accordance with the proposed Project, all existing Berths 136-147 Terminal  
15 lighting which does not have the full cut-off type of down-light fixtures would be  
16 replaced with new Holophane fixtures, or design equal, as specified in the  
17 Design Guidelines. This would result in the replacement of most of the current  
18 Terminal light fixtures, the rest already meeting the current Port standards.  
19 Those to be replaced are of a type which has a prismatic glass diffuser at the  
20 bottom of the fixture. This prismatic diffuser is utilized to direct light on the  
21 surface within a specific pattern. However, from a distance, this diffuser is  
22 visible and appears as a direct light source. The new, full cut-off down-light  
23 fixtures, on the other hand, have incorporated the prismatic glass diffuser inside  
24 the fixture where it is covered by the fixture's metal housing. While it controls  
25 the light distribution to a specific pattern, it does not appear as a direct light  
26 source. Moreover, the new fixtures use a compact (shorter) lamp that fits within  
27 the fixture and does not emit any uncontrolled lighting offsite. However,  
28 because light emission is at its most concentrated immediately below the  
29 fixtures, some "air glow" occurs. Particles of dust and water vapor in the  
30 immediate vicinity of the fixture will be illuminated in a collective halo of light.  
31 Moreover, the uppermost part of the supporting pole will be illuminated,  
32 contributing to collective indirect lighting close to the array of fixtures.  
33 Therefore, while there will be a source of indirect illumination immediate to the  
34 fixtures, no direct illumination will be spilled off site.

35 The POLA standard high-mast pole height is 100 feet, unless otherwise  
36 deemed necessary to change the pole height for design criteria purposes. Such  
37 high-mast light poles would not be nearer than 400 feet from the perimeter,  
38 thereby reducing off-site light levels. Apart from the light fixtures, the old  
39 system currently installed and the proposed system differ in that the proposed  
40 system's use of directional flood light fixtures would be kept to the absolute  
41 minimum. These would only be installed in areas where the down-light  
42 fixtures would not perform and only when the fixtures are generally directed  
43 away from the community.

44 To summarize, all Berths 136-147 Terminal lighting would meet the current  
45 design standards and result in reduced levels of off-site illumination attributed to  
46 Terminal operations, relative to the December 2003 Baseline conditions. To  
47 demonstrate that a reduction in off-site light emissions would occur as a result of  
48 implementing these design standards, POLA engineering would measure the

1 light level at strategic points prior to the upgrade to the new light system and also  
2 would measure the light levels at the same points after the upgrades (Haddadian  
3 2006, personal communication).

- 4 • **North Main Gate Complex, Reefer Wash Facility, Maintenance and**  
5 **Repair Building, Guard Booths, Labor Check-in Building, and Parking**  
6 **Lot for Union Employees.** The site for these facilities is currently within  
7 view from points along the three-block stretch of “C” Street between  
8 MacDonalD Avenue and Lagoon Avenue. East of Lagoon Avenue, existing  
9 commercial and industrial buildings block views of the site for these proposed  
10 Project facilities. As discussed later in Section 3.1.4.3, none of these facilities  
11 would be visible from “C” Street with the completion of the grading phase of  
12 the Harry Bridges Buffer Area.

- 13 • **New Administration Building.** A new LEED Certified 20,000 square foot, 75-  
14 foot-tall Administration Building would be built within the northeast part of the  
15 Berths 136-147 Terminal. The site for this facility is currently within view from  
16 points along a part of “C” Street. Were it not for the construction of the Harry  
17 Bridges Buffer Area feature of the proposed Project, it would be seen  
18 indefinitely from “C” Street between Wilmington Boulevard to Lagoon Avenue.  
19 Apart from “C” Street-based views, no other critical public views include the site  
20 for this proposed building (see the following discussion in Section 3.1.4.3  
21 regarding the Harry Bridges Buffer Area).

- 22 • **Removal of Existing Administration Building.** The construction of a new  
23 administration building entails the removal of the existing administration  
24 building along with its entrance gate. The existing structure is within view from  
25 “C” Street from Mar Vista Avenue to Lagoon Avenue.

- 26 • **Harry Bridges Buffer Area.** A 30-acre landscaped area is being planned  
27 between “C” Street and Harry Bridges Boulevard that would extend from  
28 Figueroa Street to Lagoon Avenue. This would occur on Port-owned land. The  
29 existing State Fish Company and Harpur’s Marine buildings would remain, the  
30 former being within the perimeter of the Harry Bridges Buffer Area and the  
31 latter at its east edge. However, the State Fish Company would be at least  
32 partially screened from public use areas with plantings. Figure 3.1-15 is a  
33 composite of oblique photographs of a model depicting the buffer area, from  
34 Figueroa Street to Lagoon Avenue, looking from the south. Refer to Figures 2-  
35 3, 2-4, 2-5, 2-6 , and 3.1-19 regarding the conceptual layout of the buffer area  
36 and various aspects of the final design concept.

37 All north-south streets crossing the buffer area, except King Avenue, would be  
38 vacated, leaving a substantial, continuous open space between Figueroa Street  
39 and Lagoon Street (apart from the State Fish Company property). The open  
40 space would serve public gatherings, community events, informal play, sitting,  
41 and promenading. Along the north side of the east end of the buffer area there  
42 would be open fields for informal recreation, pick-up games, and family events.

43 The southern side of the buffer area is designed as a barrier to involuntary views  
44 from “C” Street and the adjacent residences of Port facilities and truck traffic  
45 along Harry Bridges Boulevard through the use of raised land forms and a dense



Source: Model and Photographs: Sasaki Associates  
Composite of Oblique Photographs: Lawrence Headley & Associates

**Figure 3.1-19. Composite of Oblique Photographs of a Model of the Harry Bridges Boulevard Landscaped Buffer Area, Looking North**

1 canopy of trees. However, this elevated area would be accessible via trails and  
 2 paths to those wishing to view the Port context.

3 The three features of the buffer area most important to this assessment are the  
 4 following:

- 5 ○ **Elevated Grade.** Grading and earthwork within the site would  
 6 include an elevated topography along the south side of the buffer area  
 7 with a height of 16 feet above grade, and additional elevated interior  
 8 slopes. This elevated grade is referred to as “El Paseo.”
- 9 ○ **Canopy and Screen Plantings.** There would be substantial tree cover  
 10 along the elevated south side of the buffer, as well as interior to the site  
 11 and along its north side. Approximately 500 trees are to be planted;  
 12 most would be spreading canopy trees, while some would be  
 13 columnar. All trees are proposed to be planted at a 48-inch box size,  
 14 and the trees will average 15 feet in height. Along the south side of the  
 15 buffer area, the topography would be elevated 16 feet above grade and  
 16 substantially planted with trees ranging from 14 to 16 feet in height at  
 17 the time of installation, and reaching 40 to over 60 feet in 20 years.  
 18 Additionally, along “C” Street trees would be planted that initially  
 19 would be 12 to 16 feet high, while trees interior to the site would be  
 20 installed at heights ranging from 10 to 20 feet. At 20 years, all of the  
 21 buffer area trees would range in height from 30 to 64 feet, with most  
 22 exceeding 45 to 50 feet. At maturity, some would be 70 to 90 feet tall.

23 In addition to trees, several species of shrubs would be planted in the  
 24 buffer area. These shrubs would be very low and have no potential to  
 25 screen pedestrian-level views of the Port from sight, as views into and  
 26 out of the buffer area are to remain open to ensure public safety. Of  
 27 the species of trees on the preliminary plant palette, 14 are deciduous  
 28 (seasonal loss of foliage) and 17 are evergreen (no seasonal loss of  
 29 foliage). The final design would use a subset of the total. Deciduous  
 30 trees are visually porous, seasonally, while evergreen trees provide  
 31 continuous screening. Depending on their height, spread, and location  
 32 within the buffer, shrubs would have variable potential for screening.  
 33 At the time of the DEIS/DEIR, the final planting plan had not been  
 34 completed, so a more precise assessment was not possible. However,  
 35 since one stated design objective for the buffer area is to block from  
 36 residence- and “C” Street-based views sight of the Port, it is assumed  
 37 that the final planting design would take into consideration the  
 38 placement of deciduous and evergreen trees, as well as shrubs, to  
 39 assure that this objective is met.

- 40 ○ **Construction Fencing.** As part of the proposed Project, prior to  
 41 commencing construction, an 8-foot-tall chain link fence woven with  
 42 green plastic screening would be installed along the south side of “C”  
 43 Street to shield construction activities from residential views. This  
 44 fence would be removed when construction is complete.

45 For the following visual assessment of the impact of proposed Project features on  
 46 critical public views, visual simulations have been prepared. These are shown in  
 47 Figures 3.1-20 through 3.1-23.

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

The issue addressed by **Impact AES-1** is specifically a CEQA-stated concern over the degree to which proposed Project-related features would interfere with a scenic vista, either by obstructing it or interfering with public access to it. Included is the impact on focal or panoramic views from mobile or stationary viewing positions. The *Los Angeles City CEQA Thresholds* Guide lists the following factors as relevant to this CEQA issue.

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

As explained below, of the several critical public views analyzed, only those from Banning's Landing are recognized and valued for representing scenic vistas. More specifically regarding the others, the quality of the potentially affected Harbor Freeway-based views is moderately low, many features being incongruent and not coherently arrayed, and the existing visual condition is rated as Visual Modification Class 3. For "C" Street, the affected views are dominated by visually incongruent and incoherent land uses to the south, west and east, and the existing visual condition is rated as being Visual Modification Class 4. For the view from Shields Drive, relative to its residential context the Port's features are incongruous, dominate attention, and visual quality is low (Visual Modification Class 4). Apart from these three sets of views being low in quality, there are no City of Los Angeles General Plan laws, ordinances, regulations, standards (LORS), policies or objectives which identify or designate as scenic, or otherwise valued, the views these locations.

With respect to Knoll Hill, the City of Los Angeles General Plan LORS, policies and objectives do not recognize views from there as scenic. Although serving as an off-leash dog park, this is a temporary public use, and the City of Los Angeles does not recognize it as being within its system of parks. Moreover, while the City in general recognizes the scenic value of Port views (Section 3.1.3.2.2, Scenic Highways), there is no designated and mapped scenic turnout on Knoll Hill encouraging public appreciation of the view. Finally, no anecdotal evidence of informal public use of Knoll Hill for Port viewing has been identified. Therefore, views from Knoll Hill are not considered scenic vistas for purposes of this analysis but are acknowledged as being highly scenic within the Port context and rated a Visual Modification Class 1, and are therefore analyzed in the context of AES-3, below.

#### ***Banning's Landing***

**The nature and quality of recognized or valued views.** In the mid-1980's, Wilmington residents asked the Port of Los Angeles to provide a "window on the water" for the community. The Port's response was to facilitate the design and construction of Banning's Landing, a community center which offers a wall of windows facing south to capture views of the Port. The construction of this facility is recognition of the value to the Wilmington community of the Port views. Figures 3.1-9, -10, and -11 show the





Source: Simulation by Environmental Vision

**Figure 3.1-20. (Top): Existing Visual Condition for View from the Southbound Lanes of the Harbor Freeway near “C” Street Offramp (VP 1); (Bottom): Simulation of the Post-Project Visual Condition**



Source: Photography by Lawrence Headley & Associates and Simulation by Environmental Vision

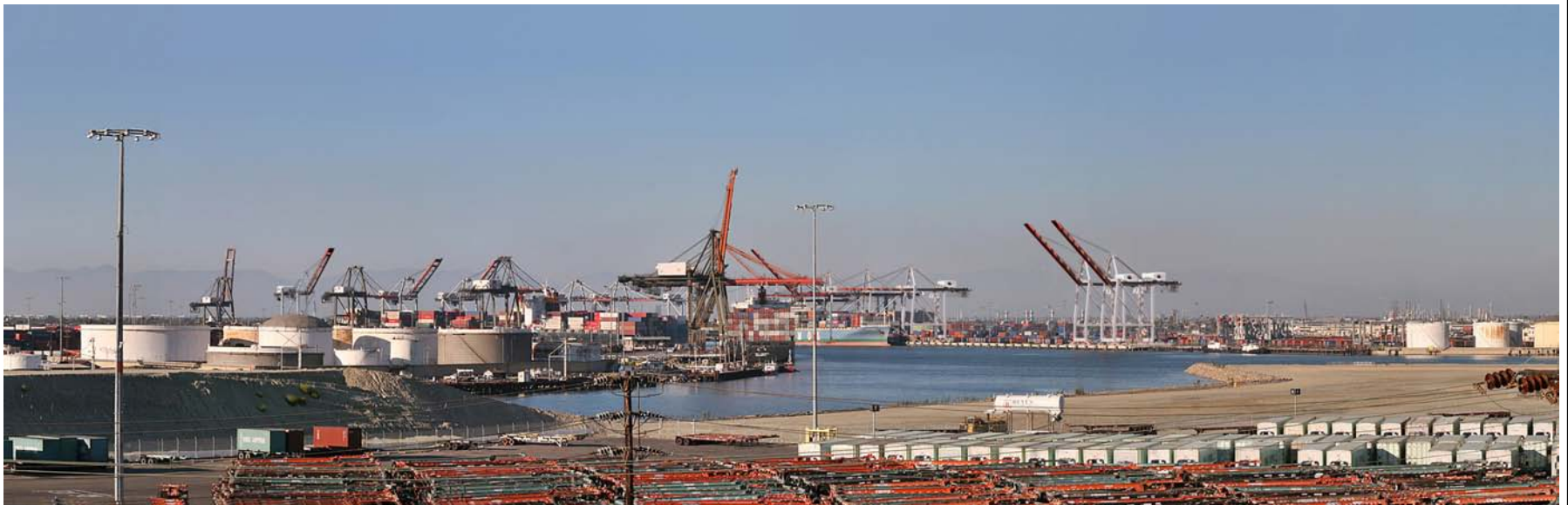
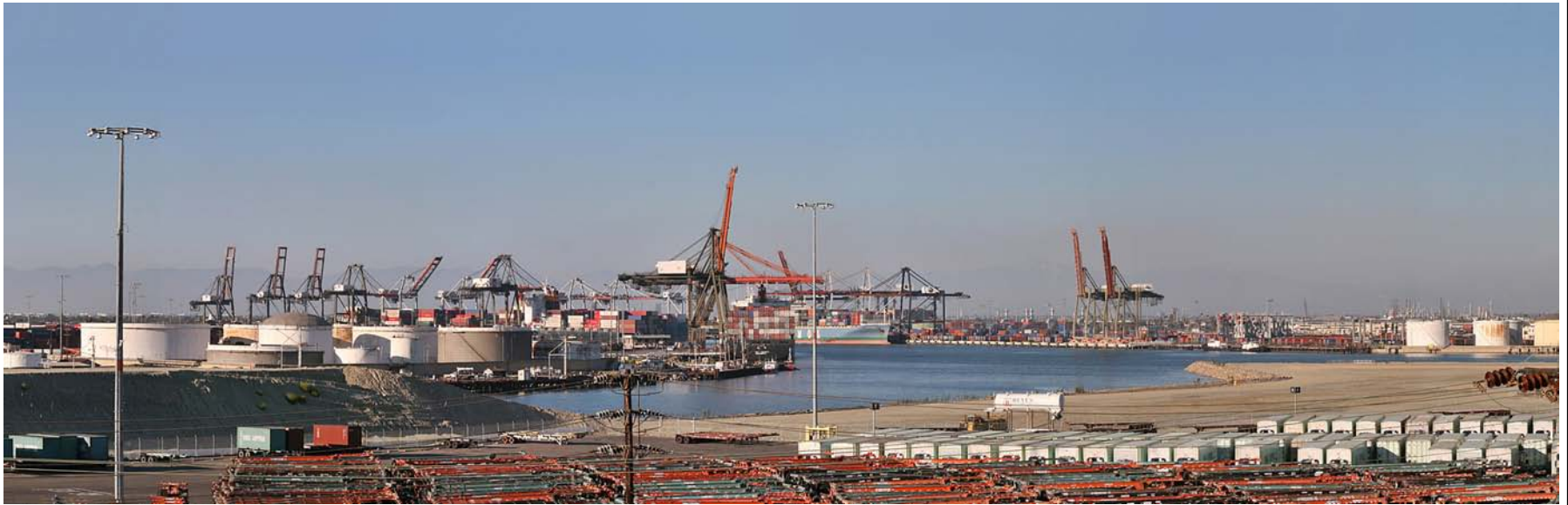
**Figure 3.1-21. (Top Left to Bottom Right): Simulation of Project Features, Seen in Panorama (Top Left Continuing to Bottom Right) From VP 4, on “C” Street between Wilmington Blvd. and King Ave., Looking Southeast to Southwest. See Figure 3.1-4 to Compare with the Existing Condition.**





Source: Simulation by Environmental Vision

**Figure 3.1-22. (Top): Existing Visual Condition for View From the Patio on the South Side of Banning's Landing, Near VP 6; (Bottom): Simulation of Project Features and Fries Avenue Grade Separation (Not Part of the Project)**



Source: Photography by Lawrence Headley & Associates and Simulation by Environmental Vision

**Figure 3.1-23. (Top): Existing Visual Condition for View from Knoll Hill, Looking North to Southeast (VP10); and (Bottom): Simulation of the Post-Project Visual Condition**

1 quality of panoramic views from Banning's Landing that include the proposed Project  
2 site and its Port context. Figure 3.1-22 is a simulation of the proposed Project features  
3 seen in a view focused to the southwest. Also shown in this simulation is the Fries  
4 Avenue Grade Separation, a separate project not part of the proposed Project. The views  
5 from Banning's Landing are part of a panorama that is highly scenic within the context of  
6 the Port environment. No incongruous features detract from this "working port" view,  
7 and the features in view are highly coherent, presenting a readily apprehended  
8 composition of geometric forms, focal point, and water surface. Visual quality is high,  
9 the existing conditions being rated a Visual Modification Class 1.

10 **The extent of the obstruction.** The only features of the proposed Project visible  
11 from Banning's Landing would be the cranes along Berths 142-147 and the container  
12 ships docking there. The architecture of Banning's Landing and Port facilities to the  
13 west block views of Berths 136-139 and other features of the proposed Project,  
14 including construction activities. The booms for the new cranes along Berths 142-  
15 147 would project into the skyline when in their stowed position, as the existing  
16 cranes do. The extent of their projection would differ from the baseline condition as  
17 follows: the new 100-gauge crane booms would extend 33 feet higher than those for  
18 the 50-gauge cranes they would replace and 10 feet higher than those for the replaced  
19 13-wide 100-gauge cranes. Also, the equipment platforms would be 47 feet and 11  
20 feet higher, respectively. However, in considering the simulation in Figure 3.1-22,  
21 the only noticeable difference is the angle at which the two left-most (50-gauge)  
22 cranes are stowed. The booms for the 50-gauge cranes are stowed at an 83-degree  
23 angle, while those for the new 100-gauge cranes are stowed at a 45-degree angle.

24 In considering the extent to which the new cranes would obstruct recognized or  
25 valued views, view orientation is the most important factor. At Banning's Landing,  
26 the observation deck on the second floor of the community center, as well as the  
27 patio at ground level, are both on the south side of the building and are configured to  
28 direct views to the south. Figures 3.1-9 (lower image) -10 and -11 show that the  
29 proposed Project site would only be peripherally visible from these locations. The  
30 existing cranes there do not now block the valued views, which are 60 degrees to the  
31 south. Accordingly, the proposed cranes replacing them in the future would not do  
32 so either. Apart from the orientation of the valued view, the other factor to consider  
33 is that the increased size of the new cranes is not readily apparent. Even for  
34 peripheral views centered on the new cranes, the projection of their booms into the  
35 skyline would not perceptibly differ from that occurring during the Baseline period.

36 Regarding container ships docked at Berths 142-147 of the terminal, cargo stacked on  
37 the decks of the ships would be partially visible over the proposed Project backlands.  
38 A warehouse and office buildings at the Rio Doce Pasha Omni Terminal, together  
39 with the Fries Avenue Grade Separation (not part of the proposed Project), would  
40 conceal almost all evidence of the container ships. Even if the Fries Avenue Grade  
41 Separation were not constructed, only part of the cargo stacked on the deck of ships  
42 at Berths 142-144 would be visible. The stacks of cargo on the largest ships docking  
43 at the Berths 136-147 Terminal in 2038 are expected to present a profile similar in  
44 height to those for the largest container ships using the terminal during the Baseline  
45 period (as discussed in Section 3.1.4.3.1). They would not block scenic or  
46 recognized views from Banning's Landing, as the cargo stacks would be peripheral to



1 the scenic view to the south and would present a low-profile relative to existing Port  
2 and proposed Project features.

3 **The extent of the effect on recognized views from public roadways, bike paths,  
4 and trails.** There are neither bike paths nor trails in the vicinity of Banning's  
5 Landing, nor are there recognized road-based views in the vicinity.

6 **Summary.** The affected views are part of a panoramic sequence of views available  
7 from Banning's Landing, but it is the view to the south which is primary, recognized  
8 and valued for its high scenic quality within the Port context by the community of  
9 Wilmington. The proposed Project features would be peripherally to the southwest  
10 and west of this primary viewing direction, and there would be no potential for the  
11 proposed Project to intercede in these primary and scenic views. Consequently, there  
12 would be less than significant impacts relative to **AES-1**.

### 13 **CEQA Impact Determination**

14 Of the critical views under consideration, for only one are there indications that the  
15 views are recognized and valued for their representing scenic vistas. This is the  
16 panoramic view centered to the south from Banning's Landing. For this view there  
17 could be no obstruction by features of the proposed Project, which would be 60  
18 degrees or more toward the west and too peripheral to interfere. In conclusion,  
19 impacts relative to **Impact AES-1** would be less than significant under CEQA.

### 20 *Mitigation Measures*

21 No mitigation is required.

### 22 *Residual Impacts*

23 Less than significant.

### 24 **NEPA Impact Determination**

25 **Impact AES-1** does not relate to a NEPA threshold of significance.

### 26 *Mitigation Measures*

27 Not applicable.

### 28 *Residual Impacts*

29 Not applicable.

30 **3.1.4.3.1.2 Impact AES-2: The proposed Project would not adversely affect scenic  
31 resources, including, but not limited to, trees, rock outcroppings, and  
32 historic buildings, within [view from] a state scenic highway.**

33 The issue addressed by **Impact AES-2**, as is the case for **AES-1**, is specifically a CEQA-  
34 stated concern over the degree to which proposed Project-related features would

adversely affect scenic resources within view from designated scenic highways, corridors, or parkways. While views from the Harbor Freeway are important, this highway is not designated as a scenic highway, route, or corridor. Such views have been addressed relative to Impact **AES-3**. Views from the designated local scenic routes described in Section 3.1.2.1.2.3 are not critical to the analyses in this assessment for the following reasons:

- Views toward the proposed Project are substantially blocked by backland storage of stacked cargo containers, permitting sight only of the upper part of the Berths 136-147 Terminal cranes;
- The effect of proposed Project features would be attenuated by viewing distances that are not less than about 1,600 feet and range upward to about 5,700 feet; and
- The proposed Project site is not within the normal field of view of motorists, being about 90 degrees or more away from the direction of travel, whether heading north or south.

#### **CEQA Impact Determination**

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

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

No mitigation is required.

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

No residual impact.

#### **NEPA Impact Determination**

**Impact AES-2** does not relate to a NEPA threshold of significance.

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

Not applicable.

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

Not applicable.

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

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

1 Not Relevant:

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

6 The only features to be noticeably removed from critical public views would be  
7 a number of existing cranes and the existing administration building. All but one  
8 crane would be replaced, and a new administration building would be built in the  
9 northeast corner of the site. The crane to be removed and not replaced, along  
10 Berths 136-139, and the existing Administration Building nearby, are in view  
11 from the Harbor Freeway, “C” Street, and the adjacent residences, but are not  
12 visible from Banning’s Landing, Knoll Hill or Shields Drive. In neither the  
13 Harbor Freeway nor the “C” Street views do these features contribute to a valued  
14 character or image.

- 15 • The amount of natural open space to be graded or developed.  
16 No natural open space is to be found within the Port environment or its vicinity.  
17 The open space that would be developed as the Harry Bridges Buffer Area  
18 between Wilmington and the Port is the formerly industrial area between Harry  
19 Bridges Boulevard and “C” Street that has been razed by the Port. This area,  
20 while open, is not a natural open space.

- 21 • The degree to which proposed structures in natural open space areas would be  
22 effectively integrated into the aesthetics of the site, through appropriate design,  
23 etc.  
24 As noted above, no natural open space would be affected by the proposed  
25 Project.

- 26 • The degree to which a proposed zone change would result in buildings that  
27 would detract from the existing style or image of the area due to density, height,  
28 bulk, setbacks, signage, or other physical elements.  
29 The site for the Harry Bridges Buffer Area is currently zoned QM-2, allowing  
30 for most industrial uses. Under the proposed Project, a Q- condition to the  
31 zoning would be added which would restrict use within the Buffer Area to open  
32 space. However, a variance to the existing height limitations is being sought for  
33 the approximately 90-foot-high tower of the signature pedestrian bridge. This  
34 tower would have a relatively small visual mass, would not appreciably block  
35 existing views, and would be an aesthetic enhancement to the site. The proposed  
36 zone change and variance, therefore, are associated with a beneficial effect rather  
37 than an adverse visual impact and are not considered further in this assessment.

38 Relevant:

- 39 • The degree of contrast between proposed features and those existing features that  
40 represent the valued aesthetic image of an area.  
41 • The degree to which the project would contribute to the aesthetic value of an  
42 area.

### **Harbor Freeway**

**The degree of contrast between proposed features and existing features that represent the valued aesthetic image of an area.** By the criteria in Table F-1, Appendix F, sensitivity for views from the freeway is low (Section 3.1.2.1.2.1). However, because the freeway carries high volumes of traffic, is the major entry to the Port and the San Pedro area, and offers a first impression of the Port to those visiting the tourist and recreation oriented Port amenities, views from this highway are given consideration. The nature and quality of the affected views from the Harbor Freeway are discussed in detail in Section 3.1.2.2.3.1. Many features in the affected views are incongruent with one another and are not coherently arrayed and the existing visual condition is rated as Visual Modification Class 3. The quality of the views accordingly is considered to be moderately low.

Within an industrial character type rated Visual Modification Class 3, further unfavorable contrast is possible which could result in an adverse impact. However, the proposed Project-caused changes visible from the freeway would not meaningfully contrast with the established setting characterizing the subject freeway-based views, as discussed in this section. Figure 3.1-20 shows a simulation (lower image) of the proposed Project features, as seen from the southbound lanes of the Harbor Freeway.

Regarding construction activities, none close to the ground plane would be readily discerned, primarily due to west-facing sides of buildings adjacent to the east side of the highway. The extent of the screening afforded by the buildings is apparent in Figure 3.1-20, which shows that the lower part of the Berths 136-147 Terminal cranes and first floor of the existing Administration Building are blocked from view. Demolition of the upper stories of the Administration Building would be within the field of view, but associated equipment and activity would not occur within the skyline, being much lower than the nearby cranes. Such activities would clearly be subordinate to the dominant features in view, primarily the cranes, but also the Vincent Thomas Bridge in the distance. Moreover, they would not contrast in scale and nature with activities associated with an industrial setting and would be within view briefly of motorists approaching the Port.

Construction activities for the new 75-foot-tall Administration Building, the North Main Gate Complex, and other proposed facilities in that vicinity would be extremely distant and peripheral to the direction of travel. They would be over 3,800 feet from the viewer to the southeast and about 67 degrees oblique to the direction of travel south. Being so peripheral to the attention of motorists and distant, this area of construction would not be functionally within the field of view. Regardless, construction activities would be seen, if at all, solely in the context of Port terminal warehouses and backlands, and there would be no opportunity for unfavorable contrast.

Operational aspects of the proposed Project effectively in view would solely be the new 100-gauge cranes that would be installed along Berths 136-139 and 142-147. The existing Administration Building would be removed and the new Administration Building and facilities in its vicinity would be too oblique to highway-based views (southbound lanes) to be noticed, as discussed. Regarding the cranes along Berths 136-139, and there would be one fewer crane in the future in this location with implementation of the proposed Project. The crane that would be removed and not

1 replaced is the westernmost crane. Its removal would, to a slight degree, improve the  
2 view of a small part of the Vincent Thomas Bridge, as is apparent in comparing the  
3 Baseline conditions with the simulated future condition of the view (Figure 3.1-20).  
4 (Note that cranes are on rails and are moved along the berths as needed to load and off-  
5 load container ships, and their booms may be either in the stowed, upright position, or  
6 the horizontal, operating position. For appropriate comparisons, the simulations show  
7 the replacement cranes and their booms to be in the same positions as those they  
8 would replace.)

9 The number of cranes along Berths 142-147, would remain the same—six—as during  
10 the Baseline period (December, 2003) with the implementation of the proposed Project.  
11 As discussed previously, the two 50-gauge cranes at the south end of these berths were  
12 removed in the Spring of 2007. One of these is within the view shown in the upper  
13 image of Figure 3.1-20, which shows the Baseline 2003 visual condition. The other is  
14 behind one of the Terminal cranes along Berths 136-139. In the view shown in Figure  
15 3.1-20, the 50-gauge cranes are inconspicuous due to the angle of view and the cranes'  
16 specific location along the berths. As the simulation shows in the lower image of the  
17 Figure, the two 100-gauge cranes that would replace the 50-gauge cranes would be  
18 similarly inconspicuous, due to the viewing angle and the crane's positions. In  
19 summary, the replacement cranes would introduce no noticeably unfavorable contrast  
20 with existing features.

21 Regarding the larger container ships expected to dock at the Berths 136-147 Terminal  
22 in the future, their length and beam would be larger than the largest of the container  
23 ships which served the terminal during the Baseline period. However, the increased  
24 width cannot be perceived from the side, and the increased length would not be noticed  
25 because the entirety of the ships would not be in view. Buildings lining the far (east)  
26 side of the freeway largely block the hulls and decks of container ships at Berths 136-  
27 139 from view. In Section 3.1.4.3.1 it was noted that the height above the water for the  
28 largest ships expected in 2038 would be similar to that for ships that docked at the  
29 terminal during the Baseline period. Consequently, there would be no material change  
30 in the profile of the cargo in the subject view. Regardless of the scale of the ships, the  
31 presence of ships in a working harbor is in character with other features of the harbor.  
32 They would appear to be entirely in character with other Port features in view.

33 **The degree to which the project would contribute to the aesthetic value of an**  
34 **area.** The proposed Harry Bridges Buffer Area would substantially improve the  
35 aesthetic value of the area relative to views from "C" Street, as described later in this  
36 section. However, the landscaped area would not be visible from the freeway. To a  
37 very small degree, the reduction to six in the number of cranes along Berths 136 –  
38 139 would increase the visibility of a limited part of the Vincent Thomas Bridge.  
39 Only the narrow "legs" of the existing crane to be removed obstruct sight of the  
40 bridge, and their removal from view would open the view of the bridge, a feature  
41 widely regarded as scenic. For the mobile view from the freeway, though, it is  
42 probable that the slight improvement would go unnoticed by motorists.

43 **Summary.** In views from the Harbor Freeway, construction activities and operational  
44 aspects of the proposed Project would not contrast unfavorably with the Port setting,  
45 which is the context for views from points along the Harbor Freeway near the Port.  
46 This is due either to their unobtrusive position within the visual field, being outside of a



1 normal range of vision, or their congruent nature and scale relative to features  
2 characterizing their context. The primary feature of the proposed Project contributing  
3 to the aesthetic value of the affected area—the Harry Bridges Buffer Area —would not  
4 be visible from the Harbor Freeway, and the improved visual access to the Vincent  
5 Thomas Bridge would be too slight to be noticed by motorists on the freeway.

### 6 ***“C” Street Residential Area***

7 **The degree of contrast between proposed features and existing features that**  
8 **represent the valued aesthetic image of an area.** Figure 3.1-21 shows a simulation  
9 of proposed Project features that would be visible from “C” Street from Viewing  
10 Position 4 in the absence of the development of the Harry Bridges Buffer Area. The  
11 proposed Project features shown are the replacement cranes along Berths 136-139  
12 and 142-147, the net reduction by one in the number of cranes in view, and the  
13 removal of the existing Administration Building.

14 The view represented by the simulation is part of the interrelated sequence of views  
15 that also includes the residential area to the north, and the commercial and residential  
16 land uses along “C” Street. The San Pedro Hills in the far distance to the southwest are  
17 too peripheral to meaningfully contribute to the quality of the affected view. As noted  
18 in Section 3.1.2.2.3.2, the affected views are dominated by visually incongruent and  
19 incoherent land uses to the south, west and east, and the existing visual condition for  
20 “C” Street views is rated a Visual Modification Class 4. That is, visual quality is  
21 accorded the lowest rating for views to the south and along “C” Street.

22 The only visible construction activities for the proposed Project would be associated with  
23 the new Administration Building and Maintenance and Repair Facility. From the  
24 commencement of construction, and for several months after that, construction activities  
25 would be within the field of view along three blocks of “C” Street, between MacDonald  
26 Avenue and Lagoon Avenue. However, once construction of the Harry Bridges Buffer  
27 Area commences, no Project construction activities for the proposed Project would be  
28 visible in the public views from “C” Street and the few single-story homes along its north  
29 side due to an eight-foot construction fence to be installed along the south side of the  
30 street. Such activities, as well as those within the buffer area would be visible only from  
31 the upper stories of apartments along this street over the top of the screen fencing. The  
32 limited construction activities associated with the Administration Building and  
33 Maintenance and Repair Facility would be seen at distances ranging from 1,200 feet to  
34 1,800 feet. They and the closer buffer area construction activities would occur in  
35 conjunction with the Port environment, and the presence and movement of heavy  
36 equipment and a workforce would be seen in the context of the large cranes, container  
37 ships, stacked backland cargo and terminal activity in the vicinity, including truck traffic  
38 along Harry Bridges Boulevard and rail traffic next to this road.

39 Although compatible with Port context, the subject construction activities by definition  
40 would not be compatible with the residential context of the viewing positions along  
41 “C” Street. However, these activities would be subordinate features within the wide  
42 Port panorama available and would not noticeably increase the degree of contrast  
43 between the Port and the context for the subject views. Currently, the degree of  
44 contrast is at a maximum, visual conditions being rated Visual Modification Class 4.

1           Additionally, the public’s sensitivity to the visibility of construction activities with the  
2           Buffer Area is assumed to be low to none, as the construction of the buffer area and its  
3           associated amenities would fulfill public goals for this area and greatly improve its  
4           aesthetic appeal, as described below.

5           Concerning the operational stage of the proposed Project, the absence of the existing  
6           Administration Building, replacement of existing cranes, and reduction by one in the  
7           number of cranes along Berths 136-139 is shown in the simulation in Figure 3.1-21.  
8           As noted, this is the view without the Harry Bridges Buffer Area being considered.  
9           The proposed Project changes shown would reduce the obstruction of views to the  
10          south and southwest, as demonstrated. However, the change in the view would not be  
11          perceived with the construction of the buffer area, as described below.

12          Other features of the proposed Project, which would be within view were it not for the  
13          buffer area, would be the new Administration Building, the North Main Gate Complex,  
14          the Maintenance and Repair building, and new facilities in their vicinity. These  
15          facilities would otherwise be within lines of sight along three blocks of “C” Street.

16          Section 3.1.4.3.1 describes the most important features of the buffer area. To  
17          summarize, along the south side of the buffer area, the topography would be elevated  
18          16 feet above grade and landscaped. The views of the Port from “C” Street and its  
19          adjacent residences would be partly blocked by the elevated grade and substantially  
20          screened, over time, by the landscaping along and near the top of grade. Figure 3.1-15  
21          shows this elevated and landscaped grade in a model of the buffer area, as one would  
22          see it looking north from above Harry Bridges Boulevard. (Note that since the model  
23          was constructed, the design has changed such that only one north-south street—King  
24          Avenue—would remain open.)

25          The 16-foot-high grade, by itself, immediately upon completion would block from  
26          view all truck traffic along Harry Bridges Boulevard and more than half of the tallest  
27          and closest stacks of cargo containers in the backlands while entirely blocking from  
28          view those that are further to the south. Additionally, the new employee parking lot,  
29          entrance gate complex and any other facilities lower than three stories high in the  
30          northeast part of the terminal would not be visible beyond this landform. Based on a  
31          line-of-sight calculation, the new Administration Building, though 75 feet high, would  
32          be half concealed. Likewise, from 50% to 60% of the container ships at Berths 136-  
33          139 would be blocked from view immediately by the elevated grade within the buffer  
34          area. Regarding the latter, the net part of future container ships that would be within  
35          view, compared to the part visible today (see Figure 3.1-21), would be less.

36          Some screening additional to that afforded by the elevated landform would occur  
37          immediately. The 500 trees to be planted within the buffer area would average 15 feet  
38          in height at the time they are planted. Therefore, the tops of the trees planted on the  
39          elevated grade would be about 31 feet above Harry Bridges Boulevard. However, the  
40          canopies would be sparse, initially, and screening would be slight. Moderate screening  
41          could occur within three to five years as the canopies mature. In the interim, features  
42          of the proposed Project within the area of the terminal partly visible over the elevated  
43          buffer area landform would not be sufficiently noticeable to increase the degree of  
44          contrast the Port imposes on the residential character of “C” Street-based views.

1           **The degree to which the project would contribute to the aesthetic value of an**  
 2 **area.** The Harry Bridges Buffer Area would occur within the foreground in views to  
 3 the south along “C” Street, from Mar Vista Avenue east to Lagoon Avenue. While it  
 4 would require several years for the canopies of the new trees to develop, within three to  
 5 five years substantial screening of Port facilities additional to that afforded by the 16-  
 6 foot-high landform would become apparent. The trees proposed for the buffer area  
 7 would, in 20 years, range from 30 to nearly 65 feet in height, depending on the species.  
 8 By design, Port features should be substantially blocked from “C” Street views by then.

9           The 30-acre buffer area includes many aesthetic amenities additional to the “urban  
 10 forest” and palette of shrubs planned, as described earlier. These include large,  
 11 continuous open lawn areas, walks, benches, and community facilities. The visual  
 12 effect of the park to be created would be compatible with the residential area nearby  
 13 and aesthetically pleasing. With the Port features being mostly blocked from sight and  
 14 the addition of the park setting, the future visual condition of the affected views would  
 15 improve from Visual Modification Class 4 to Class 1 to 2 relative to views to the  
 16 south. Although some incongruent features along “C” Street would remain, such as  
 17 the State Fish Company and Harpur’s Marine, they would not interfere with most  
 18 views to the south. Other commercial and industrial businesses which remain along  
 19 “C” Street would continue to lessen the visual condition for views in their direction  
 20 (north, east and west). In sum, though, the Harry Bridges Buffer Area would result in  
 21 a substantial, positive impact on the aesthetic value along “C” Street from Bayview  
 22 Avenue to Mar Vista Avenue.

### 23           ***Banning’s Landing***

24           **The degree of contrast between proposed features and existing features that**  
 25 **represent the valued aesthetic image of an area.** The proposed Project would  
 26 introduce no unfavorable contrast to the affected view. The context for the image of  
 27 the area seen from Banning’s Landing is the industrial marine environment of the  
 28 Port. As noted in the description of the existing conditions, all features in view are  
 29 congruent with that context and are coherently composed. The affected view is  
 30 among the most scenic within the harbor.

31           The visible proposed Project features would be the replacement cranes, as demonstrated  
 32 by the simulation in Figure 3.1-22, and a very limited part of container ships docked at  
 33 Berths 142-144. Construction activities west to southwest of this facility would not be  
 34 discerned from there because they would occur almost entirely along the ground plane,  
 35 and Port facilities would intercede. Regarding the replacement cranes, they would not  
 36 contrast with existing features within view for several reasons: 1) gantry cranes are  
 37 commonplace and iconic features of the Port environment; 2) the number in view would  
 38 remain constant; 3) attention is directed 60 degrees or more away to the south from the  
 39 proposed Project due to the design of Banning’s Landing and characteristics of the  
 40 features in view which direct the view to the south; and 4) the replacement cranes are of  
 41 the same A-frame design as the existing cranes, albeit somewhat larger.

42           Similarly, the largest of the future container ships and their stacked cargo would not  
 43 contrast with features of the existing setting as they would be in view to the same degree  
 44 as container ships visible during the Baseline period. Their increased length and width  
 45 would not be observed from Banning’s Landing due to intervening terminal facilities,

1 and the height of the largest ships would be about the same those docking at the terminal  
2 during the Baseline period. Moreover, like the gantry cranes, container ships are  
3 expected and iconic features of a working port, they are peripheral to the primary views  
4 to the south, and their design is equivalent in form to existing container ships, albeit  
5 longer and wider. Consequently, they would not adversely affect the character of the  
6 views of the Port.

7 **The degree to which the project would contribute to the aesthetic value of an area.**

8 The feature of the proposed Project which would contribute to the aesthetic value of the  
9 area is the Harry Bridges Buffer Area. However, this feature would not be visible from  
10 Banning's Landing due to the buffer area's being to the west and north, concealed by a  
11 fin-like architectural feature on the west side of the Landing, as well as structures  
12 within the backlands of the Berths 136-147 Terminal. Relative to views from the  
13 Banning's Landing, the proposed Project would to no degree improve aesthetic quality.

14 ***Knoll Hill***

15 **The degree of contrast between proposed features and existing features that**  
16 **represent the valued aesthetic image of an area.** As would be the case for views  
17 from Banning's Landing, the proposed Project would not introduce unfavorable  
18 contrast to the affected view. The context for Knoll Hill is the Port environment and all  
19 features in view during the Baseline period, as well as during the period of the  
20 assessment, were and are congruent and coherently arrayed. Aspects of the proposed  
21 Project visible from here would be construction activities along Berths 145-147, and,  
22 during operation, the container ships along those berths and the replacement cranes  
23 along Berths 136-147. Construction activities and operational facilities elsewhere  
24 within the site of the proposed Project would not be noticeable due to existing facilities  
25 of this terminal and the Yang Ming Terminal that intervene in the views from Knoll  
26 Hill. Concerning the construction along Berths 145-147 and associated dredging, these  
27 construction activities would visibly occur at or near the water's surface and along the  
28 wharves. In the context in which they would be seen, the associated equipment and  
29 construction activity would appear inconspicuous, not attracting appreciable attention  
30 and appearing consistent with the industrial character of a working port. In summary,  
31 such equipment and activity would not contrast with the features of the Port's setting.

32 The new 100-gauge cranes' booms would be 33 feet higher and 10 feet higher,  
33 respectively, than those for the 50-gauge cranes and 13-wide 100-gauge cranes that  
34 would be replaced. Additionally, the equipment platforms would be 47 and 11 feet  
35 higher than the 50-gauge and 13-wide 100-gauge cranes' platforms, respectively.  
36 Nonetheless, seen at a distance of 4,300 feet and relative to the other Port features in  
37 view, the proposed cranes would be in character and scale with their context and  
38 would be congruent with the setting (refer to Figure 3.1-23). They would not,  
39 therefore, contrast with the existing features characterizing the Port environment.

40 Concerning the largest container ships expected to dock at the Berths 136-147  
41 Terminal, as noted in Section 3.1.4.3.1, facilities at the Yang Ming Terminal and its  
42 docked container ships block sight of Berths 136-139, so container ships docked there  
43 would not be in view. Ships docking at Berths 142-144 would also be blocked from  
44 view by Yang Ming Terminal facilities and ships docked at its berths. However,  
45 container ships at Berths 145-147 would be readily seen from Knoll Hill and they

1 would be appreciably longer, somewhat wider, but not appreciably different in height  
 2 than the largest of those docking there during the Baseline period. The height of the  
 3 largest ships would be comparable to that for the ships they will replace, and the greater  
 4 width would not be discerned in the side view available. Also, the greater length is  
 5 unlikely to be noticed because the frame of reference would have changed. Nearly  
 6 two-thirds of the ships in 2038 will be larger than those during the Baseline period and  
 7 will have become the norm. Moreover, in form and function, the new container ships  
 8 would not contrast with those characteristic of the Baseline period, and, container ships  
 9 are expected and iconic features of a working port.

10 To summarize, construction activities, the new replacement cranes, and the larger  
 11 container ships of the future would appear to be congruent with the Port setting, and  
 12 they would introduce no increased contrast with that setting.

13 **The degree to which the project would contribute to the aesthetic value of an**  
 14 **area.** The replacement cranes and container ships would be neutral, albeit iconic,  
 15 features in the landscape—they would be in keeping with the Port’s existing  
 16 character, neither adding nor detracting from the aesthetics of the view. The Harry  
 17 Bridges Buffer Area, the proposed Project feature which would add aesthetic quality  
 18 to some views, would not be visible from Knoll Hill.

#### 19 ***Shields Drive***

20 **The degree of contrast between proposed features and existing features that**  
 21 **represent the valued aesthetic image of an area.** The proposed Project would not  
 22 add unfavorable contrast within the critical Shields Drive neighborhood view  
 23 evaluated. As has been noted, the Knoll Hill simulation in Figure 3.1-23 is  
 24 representative of the changes which would occur due to the proposed Project, as seen  
 25 from Viewing Position 11 along Shields Drive. The existing Port features in view  
 26 contrast with the character of the Shields Drive residential area, as noted in the  
 27 description of the existing conditions. These industrial features dominate the critical  
 28 public view evaluated, create the maximum of contrast with the residential setting,  
 29 and have led to Visual Modification Class 4 conditions. The replacement cranes and  
 30 container ships would be in keeping with the Port’s existing character and in scale with  
 31 features of the Port environment. Coupled with their distance from the observer, they  
 32 would not increase the Port’s contrast with the Shields Drive neighborhood character.

33 Regarding the visible construction activities along Berths 145-147, they would occur at  
 34 or near the water’s surface and along the wharves. Relative to the character of the view  
 35 and the scale of its features, the construction equipment and activity would appear  
 36 relatively inconspicuous, not attract appreciable attention, appear consistent with the  
 37 industrial character of a working port, and would not noticeably contrast with that setting.

38 **The degree to which the project would contribute to the aesthetic value of an area.**  
 39 The proposed Project would not contribute to the aesthetic value of the Shields Drive  
 40 neighborhood. The Harry Bridges Buffer Area, the proposed Project feature which  
 41 would add aesthetic quality to some views, would not be visible from Shields Drive.



1 ***Views of Offsite Container Storage Areas***

2 Offsite “satellite” container storage areas have the potential to contribute to the  
3 aesthetic value of the local community, especially in the Wilmington area. Although  
4 TraPac does not operate any satellite container storage facilities, some shippers  
5 utilize off-site container storage facilities and warehouses. The Ports of Los Angeles  
6 and Long Beach contribute indirectly to the growth and use of offsite container  
7 storage facilities. These offsite facilities vary in size and are sometimes located in  
8 close proximity to residential areas due to the proximity of industrial and residential  
9 zoning and land uses in Wilmington, leading to potential aesthetic inconsistencies.  
10 The LAHD has no authority to regulate the locations or operations of these facilities.  
11 However, recent controls and limitations implemented by the City of Los Angeles on  
12 container storage in Wilmington apply to these offsite facilities. As stated in Section  
13 3.8.3.8, these regulations place additional controls on existing storage facilities such as  
14 setbacks, landscaped buffers, storage and stacking height, and fencing and screening  
15 requirements, and also prohibit new container storage yards in some areas zoned Light  
16 Industrial or Limited Industrial. These City of Los Angeles controls would ensure that  
17 satellite container storage in Wilmington would not contrast unfavorably or adversely  
18 with the existing visual character.

19 Furthermore, the proposed Project includes adding expanded and reconfigured  
20 backlands to the Berths 136-147 Terminal, which will provide additional on-site  
21 container storage activities, thereby reducing the need for offsite container storage.  
22 As discussed further in the Land Use Chapter (Section 3.8.4.3.1.1.), proposed Project  
23 activities associated offsite container storage activities would not result in significant  
24 secondary impacts on land use, including indirect impacts on residential property  
25 values in surrounding communities, because the satellite container storages facilities  
26 are within the zoning and regulations set by the City of Los Angeles.

27 **CEQA Impact Determination**

28 The proposed Project would cause no unfavorable and additional contrast with  
29 features associated with the valued aesthetic image of the areas seen from critical  
30 public viewing positions. There would be less than significant impacts under CEQA  
31 related to this factor.

32 With one exception, the proposed Project would add no substantial aesthetic value to  
33 affected views. That exception is the proposed Harry Bridges Buffer Area, which  
34 would substantially improve the aesthetic quality of the area adjacent to the south  
35 side of “C” Street. The existing visual conditions for views to the south from this  
36 street would improve from Visual Modification Class 4 to Class 1. This would  
37 represent a substantial beneficial impact.

38 ***Mitigation Measures***

39 No mitigation is required.

40 ***Residual Impacts***

41 Less than significant.

### **NEPA Impact Determination**

Under the No Federal Action/NEPA Baseline, it is assumed that upland elements of the proposed Project have been constructed, mitigated, and are operational. The upland elements that would occur include additional backland container operations on up to 57 acres; new lighting within the backlands; the widening of Harry Bridges Boulevard; the removal of the existing administration building; the construction of a new such building and adjacent facilities; and the development of the Harry Bridges Buffer Area.

The federal actions evaluated under the NEPA impact determination include the construction and seismic improvements of wharves, dredging and filling, removal of certain existing cranes and their replacement with new 100-gauge cranes.

Of the foregoing federal project activities, only construction of the 705-foot wharf at the south end of Berth 147, seismic upgrades to existing wharves, and associated dredging would be visible from any of the critical views evaluated. Specifically, such activities would be within views from Knoll Hill and Shields Drive. Such activities would not be visible from any of the other land-based critical public views due to intervening storage containers and other structures within the backlands. Nor would such construction and operation activities be within view from the surface of the waterways within the Port of Los Angeles due to restrictions imposed by the Port's designation of a Controlled Navigation Area that is off-limits to recreational vessels. Whether the site is viewed by the public or not, the proposed project's aesthetic qualities are in keeping with a working port.

Regarding the operational phase of the proposed Project, the 100-gauge replacement of cranes and the larger container ships to be served by the Berths 136-147 Terminal would be variably within all of the critical public views assessed.

The proposed Project would cause no unfavorable and additional contrast with features associated with the valued aesthetic image of the areas seen from critical public views. Under the No Federal Action/NEPA Baseline, the Harry Bridges Buffer Area would have been constructed and the landscaping would be mature. As a result, the buffer area would substantially block from view any aspects of construction and nearly all operational features of the proposed Project relative to "C" Street views, including the cranes and container ships docked at the Berths 136-147 Terminal.

Relative to the other critical views evaluated, backland construction activities either would be screened from view by Port facilities, would be peripheral to the primary viewing directions, or would be congruent with the features and activities associated with the Port environment. Construction and rehabilitation of wharves along Berths 145-147 and associated dredging would entail activities at or near the water's surface and along the wharves that would be visible from Knoll Hill and Shields Drive. Relative to the scope and character of these views and the scale of the Port features seen, the associated equipment and construction activity would appear inconspicuous, not attract appreciable attention, would appear consistent with the industrial character of a working port, and would not noticeably contrast with that setting.

Regarding the proposed replacement cranes, as demonstrated by photo-simulations (Figures 3.1-20, -22 and -23), the new cranes and their installation would cause no

1 unfavorable and additional contrast with features associated with the context for  
2 those views.

3 The larger container ships expected in the future would be among the features  
4 characteristic of a working port and would not differ unfavorably in scale from ships  
5 that dock at these berths today. In views from the Harbor Freeway and Banning's  
6 Landing, the increased length of the ships would not be noticeable due to intervening  
7 features; the increased width would not be perceived from the side; and the heights  
8 would not differ appreciably from those of the largest ships docking at Berths 136-  
9 147 during the Baseline period. Seen from Banning's Landing, moreover, views to  
10 the southwest toward the container ships would be incidental, being 60 degrees or  
11 more away from the primary direction of viewing, which is to the south. From Knoll  
12 Hill, the ships docking at Berths 145-147 would be fully in view but seen as a  
13 background feature that is a small part of the wide panoramic view available. The  
14 context for views from there is the working port, and the ships, iconic of the Port  
15 environment, would be entirely in character with that context.

16 For views from Shields Drive, the context is the residential area there, not the Port  
17 environment, which strongly contrasts with the features inherent to a residential  
18 context. However, the container ships would be well in the background of a  
19 panorama that is peripheral to this residential area. Moreover, the ships would be  
20 congruent with their immediate Port character, as noted, and would not, relative to  
21 the Baseline period, additionally contrast with the immediate residential setting.

22 To summarize, relative to all critical views there would be no adverse impact under  
23 NEPA related to construction activities, the replacement cranes or the operation of  
24 large container ships expected in the future. Therefore, the proposed Project would  
25 result in less than significant impacts under NEPA.

### 26 *Views of Offsite Container Storage Areas*

27 Offsite "satellite" container storage areas have the potential to contribute to the  
28 aesthetic value of the local community, especially in the Wilmington area. Although  
29 TraPac does not operate any satellite container storage facilities, some shippers  
30 utilize off-site container storage facilities and warehouses. The Ports of Los Angeles  
31 and Long Beach contribute indirectly to the growth and use of offsite container  
32 storage facilities. These offsite facilities vary in size and are sometimes located in  
33 close proximity to residential areas due to the proximity of industrial and residential  
34 zoning and land uses in Wilmington, leading to potential aesthetic inconsistencies.  
35 The LAHD has no authority to regulate the locations or operations of these facilities.  
36 However, recent controls and limitations implemented by the City of Los Angeles on  
37 container storage in Wilmington apply to these offsite facilities. As stated in Section  
38 3.8.3.8, these regulations place additional controls on existing storage facilities such as  
39 setbacks, landscaped buffers, storage and stacking height, and fencing and screening  
40 requirements, and also prohibit new container storage yards in some areas zoned Light  
41 Industrial or Limited Industrial. These City of Los Angeles controls would ensure that  
42 satellite container storage in Wilmington would not contrast unfavorably or adversely  
43 with the existing visual character.

1 Furthermore, the proposed Project includes adding expanded and reconfigured  
2 backlands to the Berths 136-147 Terminal, which will provide additional on-site  
3 container storage activities, thereby reducing the need for offsite container storage.  
4 As discussed further in the Land Use Chapter (Section 3.8.4.3.1.1), proposed Project  
5 activities associated offsite container storage activities would not result in significant  
6 secondary impacts on land use, including indirect impacts on residential property  
7 values in surrounding communities, because the satellite container storages facilities  
8 are within the zoning and regulations set by the City of Los Angeles. There would be  
9 less than significant impact relative to **AES-3** under NEPA.

#### 10 *Mitigation Measures*

11 No mitigation is required.

#### 12 *Residual Impacts*

13 Less than significant.

#### 14 **3.1.4.3.1.4 Impact AES-4: The proposed Project would not result in a new source** 15 **of light or glare that would adversely affect day or nighttime views in** 16 **the area.**

17 There would be no nighttime construction for the proposed Project, so there would be no  
18 construction-related impacts related to light and glare. Under Phase 2 of the proposed  
19 Project, the filling of the Northwest Slip, near the intersection of John S. Gibson  
20 Boulevard and Harry Bridges Boulevard, would result in 10 acres of new container  
21 backlands. A 5-acre fill in the Northwest Slip that is part of the Channel Deepening  
22 Project would also be converted to backlands, as would an additional 52 acres at the  
23 existing Pier A rail yard and other lands that are vacant or underutilized. Part of the new  
24 backlands would occur in the area of the existing administration building, which is to be  
25 removed. The new backlands would be illuminated by 100-foot pole-mounted full cut-  
26 off luminaires, with limited areas along the terminal perimeter being lighted by  
27 directional floodlights aimed toward the interior of the backlands.

28 The new backland area at the northwest corner of the terminal is bounded to the west  
29 by the Conoco Phillips Los Angeles Refinery, John S. Gibson Boulevard and the  
30 Harbor Freeway. To the north is the residential area at the west end of "C" Street. By  
31 design, new lighting at the Berths 136-147 Terminal and the replacement of old  
32 lighting fixtures would result in the reduction of light emissions relative to off-site  
33 positions (see Section 3.1.4.3.1, proposed Project), including those along "C" Street  
34 and Banning's Landing. The nearest high-mast lighting would be 400 feet south of the  
35 north perimeter of the backlands, and the next row of lights would be 800 feet away.  
36 Apart from the reduction in light emissions to occur as part of the proposed Project, the  
37 elevated landform at the south side of the Harry Bridges Buffer Area would shield from  
38 view all lighting within the Berths 136-147 Terminal south of Berth 143, relative to  
39 "C" Street-based views. As the buffer area plantings mature, most of the rest of the  
40 lighting would be concealed from "C" Street-based views within about 20 years.

41 The current administration building, gate, and employee parking and other facilities  
42 nearby are to be removed. Replacement facilities are to be built at the northeast corner

1 of the terminal due south of the southern ends of Bayview and Neptune Avenues. The  
2 buildings would be illuminated at night; they would be fitted with security lighting and  
3 floodlights in the maintenance yard, for instance, while the parking lot would be  
4 illuminated with high-mast, full cut-off lights meeting current Port standards. The rail  
5 yard would also be partially illuminated by railroad cranes. These facilities mentioned  
6 would be greater than 1,200 feet south of the nearest sensitive receptors (residences  
7 along “C” Street), and by design the lighting plan would result in a reduction of light  
8 emissions reaching off-site receptors. As noted above, due to the elevated landform at  
9 the south side of the Harry Bridges Buffer Area, all lighting within the Berths 136-147  
10 Terminal south of Berth 143 would be blocked relative to “C” Street-based views.  
11 Within 20 years, plantings within the buffer area would block all lighting in the vicinity  
12 of the new Administration Building and to the south.

13 The widening and realigning of Harry Bridges Boulevard would move the roadway  
14 slightly closer (20 feet) to the “C” Street residential neighborhood, but associated  
15 light levels related to illumination of the roadway would be comparable to existing  
16 conditions or reduced because of the installation of newer fixtures that reduce light  
17 spill. The 16-foot retaining wall supporting the new elevated landform within the  
18 proposed Harry Bridges Buffer Area would block roadway lighting from sight  
19 relative to “C” Street-based views. Concerning views from Banning’s Landing, the  
20 orientation and configuration of that facility, in addition to the intervening Port  
21 infrastructure, would prevent sight of the roadside lighting.

22 Replacement of existing cranes would have no effect on the existing night lighting  
23 environment. Boom lights would not be on except when the booms are in operation  
24 and in the horizontal position, which directs lighting downward on the working  
25 surfaces. No light would spill off site.

26 **CEQA Impact Determination**

27 The proposed Project would result in a reduction in ambient and off-site lighting, so  
28 there would be no visual impact relative to AES-4 under CEQA. Therefore, the  
29 proposed Project would result in no adverse impacts under CEQA.

30 *Mitigation Measures*

31 No mitigation is required.

32 *Residual Impacts*

33 No residual impact.

34 **NEPA Impact Determination**

35 **Impact AES-4** does not relate to a NEPA threshold of significance.

36 *Mitigation Measures*

37 Not applicable.



*Residual Impacts*

Not applicable.

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

Under the *City of L.A. CEQA Thresholds Guide*, if proposed Project structures would be over 60 feet tall and within a distance of three times their height to shadow-sensitive land uses on the north, northwest, or northeast, the potential for an adverse effect on those land uses must be considered. The *Thresholds Guide* lists hours and times of the year, as well as criteria for the duration of the effect, as criteria for finding such an impact significant (Section 3.1.4.2.1). Specifically, an impact would be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. between October and early April, or for more than four hours between 9:00 A.M. and 5:00 P.M. between early April and late October.

Proposed Project features over 60 feet tall include the proposed cranes, which would extend up to 286 feet high; the container ships expected to dock at the Berths 136-147 ; and the Administration Building, which would be 75 feet high. Because the structure of most of the cranes is not solid, the cranes would not block appreciable light. Moreover, applying the *Thresholds Guide* criteria for **AES-5**, the areas within 858 feet of the cranes (three times 286 feet) to the northwest, north and northeast are not shadow-sensitive: they consist of portions of the Northwest Slip and the existing and proposed Project backlands. The proposed Administration Building would be 75 feet high, but it would be well within the Berths 136-147 Terminal and would not cast a shadow on shade-sensitive land uses. Concerning the largest container ships, they would be docked proximate to, and would be substantially shorter than, the cranes. Their shadow would be cast upon the wharves and backlands proximate to the dock. Given the foregoing, no shadow impacts would occur as a result of the proposed Project.

**CEQA Impact Determination**

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

*Mitigation Measures*

No mitigation is required.

*Residual Impacts*

No residual impact.

**NEPA Impact Determination**

**Impact AES-5** does not relate to a NEPA issue of concern.

1                    *Mitigation Measures*

2                    Not applicable.

3                    *Residual Impacts*

4                    Not applicable.

5                    **3.1.4.3.1.6 Impact AES-6: The proposed Project would result in less than**  
6                    **significant impacts: there would be no inconsistency with applicable**  
7                    **rules and regulations.**

8                    **Impact AES-6** is relevant to CEQA, as extended through the *City of Los Angeles*  
9                    *Thresholds Guide*, and to NEPA, as discussed in Section 3.1.4.2.1 (CEQA Criteria)  
10                    and Section 3.1.4.2.2 (NEPA Criteria). Under **Impact AES-6**, an impact would be  
11                    significant if it is not consistent with laws, ordinances, regulations or standards  
12                    (LORS) supporting policies and objectives applicable to the protection of features  
13                    and views of aesthetic/scenic value. Such regulations have been identified in Section  
14                    3.1.3. As analyzed in this assessment, the proposed Project would cause no adverse  
15                    visual impacts during construction or operation. Therefore, the proposed Project  
16                    would not be inconsistent with the relevant LORS.

17                    Certain types of policies and objectives cited in Section 3.1.3 are not applicable to the  
18                    issue of consistency with regulations but were listed as generally pertaining to  
19                    Aesthetics and Visual Resources. These are of four types, calling for: 1)  
20                    enhancement of visual resources; 2) development of regulations beneficial to visual  
21                    resources; 3) stipulated procedures for project approval and permitting; and 4) design  
22                    standards handled during final engineering. There being no adverse impacts, the  
23                    proposed Project would not be inconsistent with policies supporting the enhancement  
24                    of scenic views and public access to them. The development of regulations  
25                    benefiting visual resources would occur independently of any proposed project.  
26                    Procedural requirements for project approval and permitting would be required of all  
27                    proposed projects, so inconsistency with these requirements could not occur. Finally,  
28                    certain standards of design stipulated in the regulations would be addressed during  
29                    final engineering. In conclusion, there would be less than significant impacts relative  
30                    to **Impact AES-6** under CEQA.

31                    **CEQA Impact Determination**

32                    There would be less than significant impacts relative to **Impact AES-6** under CEQA.

33                    *Mitigation Measures*

34                    No mitigation is required.

35                    *Residual Impacts*

36                    Less than significant.

---

## **NEPA Impact Determination**

There would be less than significant impacts relative to **Impact AES-6** under NEPA.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

Less than significant.

## **3.1.4.3.2 Alternatives**

### **3.1.4.3.2.1 Alternative 1 – No Project Alternative**

Under this alternative, no Port or federal action would occur at Berths 136-147. No wharf construction or improvements would occur; no cranes would be upgraded and none removed; no changes to existing facilities in the upland area of the terminal would occur; Harry Bridges Boulevard would not be widened; no additional backlands would be created; backland lighting would be unchanged; and the Harry Bridges Buffer Area would not be constructed. Forecasted increases in cargo throughput would still occur and recently approved projects would be in place, including certain Channel Deepening Projects. Under this alternative, no federal permits for in-water construction would be required and there would be no federal action to evaluate under NEPA.

### **Impact AES-1: The No Project Alternative would not adversely affect a scenic vista.**

Under the No Project Alternative, the forecasted increases in cargo throughput and the projects noted would not result in physical changes visible to the public from any critical viewing position. Therefore, there would be no adverse impact on a scenic vista under this alternative.

## **CEQA Impact Determination**

This alternative would result in no visible changes to public views, so no views would be obstructed. There would be no adverse visual impact relative to **AES-1** under CEQA.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

No residual impact.

1                                    **NEPA Impact Determination**

2                                    There would be no federal action under this alternative because there would be no in-  
3                                    water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
4                                    construction). Consequently, a NEPA impact determination is not applicable.  
5                                    Moreover, **Impact AES-1** does not relate to a NEPA threshold of significance.

6                                    *Mitigation Measures*

7                                    Not applicable.

8                                    *Residual Impacts*

9                                    Not applicable.

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

13                                   The issue addressed by **Impact AES-2** is specifically a CEQA-stated concern over  
14                                   the degree to which project-related features would adversely affect scenic resources  
15                                   within view from designated scenic highways, corridors, or parkways. Under this  
16                                   alternative, forecasted increases in cargo throughput would not result in any physical  
17                                   changes visible to the public from any critical viewing position. Therefore, views  
18                                   from local scenic routes described in Section 3.1.2.1.2.3 would be unaffected.

19                                   **CEQA Impact Determination**

20                                   This alternative would result in no visible effect on views from designated scenic  
21                                   highways, routes, corridors or parkways, so there would be no adverse visual impact  
22                                   relative to **AES-2** under CEQA.

23                                   *Mitigation Measures*

24                                   No mitigation is required.

25                                   *Residual Impacts*

26                                   No residual impact.

27                                   **NEPA Impact Determination**

28                                   There would be no federal action under this alternative because there would be no in-  
29                                   water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
30                                   construction). Consequently, a NEPA impact determination is not applicable.  
31                                   Moreover, **Impact AES-2** does not relate to a NEPA threshold of significance.

32                                   *Mitigation Measures*

33                                   Not applicable.

1                    *Residual Impacts*

2                    Not applicable.

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

5                    The issue addressed by **Impact AES-3** is both a CEQA-stated and NEPA-related  
6                    concern over the degree to which project-related features would contrast unfavorably  
7                    and noticeably with their environs. This alternative would not result in physical  
8                    changes visible to the public. Therefore, no adverse impact to existing visual character  
9                    or quality would occur.

10                   **CEQA Impact Determination**

11                   This alternative would result in no visible changes to public views so there would be  
12                   no adverse visual impact relative to **AES-3** under CEQA.

13                   *Mitigation Measures*

14                   No mitigation is required.

15                   *Residual Impacts*

16                   No residual impact.

17                   **NEPA Impact Determination**

18                   There would be no federal action under this alternative because there would be no in-  
19                   water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
20                   construction). Consequently, a NEPA impact determination is not applicable.

21                   *Mitigation Measures*

22                   Not applicable.

23                   *Residual Impacts*

24                   Not applicable.

25                   **Impact AES-4: The No Project Alternative would not result in a new**  
26                   **source of light or glare that would adversely affect day or nighttime**  
27                   **views in the area.**

28                   The issue addressed by **Impact AES-4** is a CEQA-stated concern over the degree to  
29                   which project-related features would change ambient illumination levels and the extent  
30                   to which proposed Project lighting would spill off the proposed Project site and affect  
31                   adjacent light-sensitive areas. Forecasted increases in cargo throughput which would  
32                   occur under this alternative entail no changes in lighting.



1                    **CEQA Impact Determination**

2                    The No Project Alternative would result in no changes in lighting and would not,  
3                    therefore, cause an adverse visual impact relative to **AES-4** under CEQA.

4                    *Mitigation Measures*

5                    No mitigation is required.

6                    *Residual Impacts*

7                    No residual impact.

8                    **NEPA Impact Determination**

9                    There would be no federal action under this alternative because there would be no in-  
10                    water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
11                    construction). Consequently, a NEPA impact determination is not applicable.  
12                    Moreover, **Impact AES-4** does not relate to a NEPA issue of concern.

13                    *Mitigation Measures*

14                    Not applicable.

15                    *Residual Impacts*

16                    Not applicable.

17                    **Impact AES-5: The No Project Alternative would result in no shadow**  
18                    **effects on nearby shadow-sensitive land uses.**

19                    The No Project Alternative would result in no new structures and would not,  
20                    therefore, create new areas of shadow on any shadow-sensitive land uses. There  
21                    would be no impact relative to **Impact AES-5**.

22                    **CEQA Impact Determination**

23                    Relative to **Impact AES-5**, the No Project Alternative would cause no impact under  
24                    CEQA.

25                    *Mitigation Measures*

26                    No mitigation is required.

27                    *Residual Impacts*

28                    No residual impact.

29                    **NEPA Impact Determination**

30                    There would be no federal action under this alternative because there would be no in-  
31                    water development (i.e., no dredging, filling of the Northwest Slip or new wharf

1 construction). Consequently, a NEPA impact determination is not applicable.  
2 Moreover, **Impact AES-5** does not relate to a NEPA issue of concern.

3 *Mitigation Measures*

4 Not applicable.

5 *Residual Impacts*

6 Not applicable.

7 **Impact AES-6: The No Project Alternative would result in no visual**  
8 **impacts; there would be no inconsistency with applicable rules and**  
9 **regulations.**

10 **Impact AES-6** is relevant to CEQA, as extended through the *City of Los Angeles*  
11 *Thresholds Guide*, and to NEPA, as discussed in Section 3.1.4.2.1 (CEQA Criteria)  
12 and Section 3.1.4.2.2 (NEPA Criteria), respectively. Under **Impact AES-6**, an  
13 impact would be significant if it were not consistent with laws, ordinances,  
14 regulations or standards (LORS) supporting policies and objectives applicable to the  
15 protection of features and views of aesthetic/scenic value. Such LORS have been  
16 identified in Section 3.1.3. Since there would be no actions taken under the No  
17 Project Alternative, there would be no visual impacts. Therefore, this alternative  
18 would not be inconsistent with the relevant LORS.

19 Certain types of policies and objectives cited in Section 3.1.3 are not applicable to the  
20 issue of consistency with regulations but were listed as pertaining to Aesthetics and  
21 Visual Resources. These are of four types, calling for: 1) enhancement of visual  
22 resources; 2) beneficial regulations; 3) stipulated procedures for project approval and  
23 permitting; and 4) and design standards handled during final engineering. Since no  
24 actions would be taken, the No Project Alternative would not be inconsistent with  
25 policies supporting the enhancement of scenic views and public access to them. The  
26 development of regulations benefiting visual resources would occur independently of  
27 any proposed project. Procedural requirements for project approval and permitting  
28 would be not apply where no actions are proposed. Finally, certain standards of  
29 design stipulated in the regulations also would not be relevant in the absence of any  
30 proposed actions. In conclusion, there would be no impact relative to **Impact AES-6**  
31 under the No Project Alternative.

32 **CEQA Impact Determination**

33 There would be no impact relative to **Impact AES-6** under CEQA.

34 *Mitigation Measures*

35 No mitigation is required.

36 *Residual Impacts*

37 No residual impact.

1                    **NEPA Impact Determination**

2                    There would be no federal action under this alternative because there would be no in-  
3                    water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
4                    construction). Consequently, a NEPA impact determination is not applicable.

5                    *Mitigation Measures*

6                    Not applicable.

7                    *Residual Impacts*

8                    Not applicable.

9                    **3.1.4.3.2.2 Alternative 2 – Reduced Project: Proposed Project without the 10-Acre Fill**

10                    Alternative 2 is the same as the proposed Project except that the 10-acre Northwest Slip  
11                    would not be filled to create an additional area for backland storage, and the 400-foot  
12                    wharf would not be built adjacent to it. Therefore, there would be 10 fewer acres of  
13                    backlands under this alternative and no need for additional night lighting in the area of  
14                    the Northwest Slip. All other components of the proposed Project would occur as  
15                    described in Chapter 2, Section 2.5.1. Project features within critical public views are  
16                    as described in Section 3.1.4.3.1 (proposed Project). They are summarized as follows:

17                    **Project Features within Critical Public Views:**

- 18                    • Construction of the 705-foot wharf at the south end of Berth 147, seismic  
19                    upgrades to existing wharves, and associated dredging.
- 20                    • Cranes. The replacement of certain existing cranes with new 100-gauge cranes,  
21                    with a net reduction to 12 in the total number of cranes relative to the CEQA  
22                    Baseline period of December, 2003.
- 23                    • Container Ships.
- 24                    • Backland Lighting. Additional high-mast lighting within the newly created  
25                    backlands and the replacement of most of the current Berths 136-147 Terminal  
26                    light fixtures.
- 27                    • Removal of the Existing Administration Building.
- 28                    • North Main Gate Complex, Reefer Wash Facility, Maintenance and Repair  
29                    Building, Guard Booths, Labor Check-in Building, and Parking Lot for Union  
30                    Employees.
- 31                    • New Administration Building and Adjacent Facilities.
- 32                    • Removal of Existing Administration Building.
- 33                    • Harry Bridges Buffer Area.

34                    The assessment of effects on Aesthetics and Visual Resources relating to Alternative  
35                    2 is identical to that conducted for the proposed Project. With one exception, the  
36                    reason for the parity in the assessments is that the features of the proposed Project  
37                    that would not occur under Alternative 2 would not be within critical public views.

1 Therefore, whether present under the proposed Project or not present under  
 2 Alternative 2, they would not be material to the assessment of visual impacts for  
 3 either circumstance. These “null” features include the actions associated with filling  
 4 the Northwest Slip and building the 400-foot wharf, as well as the operations of the  
 5 new backlands created on the fill and those at the new wharf. The exception noted  
 6 would be the high-mast light fixtures that would be installed in the new backlands  
 7 constructed in the area of the filled Northwest Slip under the proposed Project. By  
 8 design the new lighting would not increase off-site light spillage or ambient lighting,  
 9 thereby causing no visual impact. Therefore, not installing such lighting under  
 10 Alternative 2 would be a neutral event, as both the proposed Project and this  
 11 alternative would create no impact on night lighting.

12 Given the foregoing, the impact of Alternative 2 is the same as that expected for the  
 13 proposed Project, as identified under Impacts **AES-1** through **AES-6**; see Sections  
 14 3.1.4.3.1.1 through 3.1.4.3.1.6 for the complete impact assessment. The assessment  
 15 is summarized as follows:

16 **Impact AES-1: Alternative 2 would not adversely affect a scenic vista.**

17 Section 3.1.4.3.1.1 includes a detailed assessment of the impact relative to **AES-1**.  
 18 The issue addressed by **Impact AES-1** is specifically a CEQA-stated concern over  
 19 the degree to which project-related features would interfere with a scenic vista, either  
 20 by obstructing it or interfering with public access to it. As explained in Section  
 21 3.1.4.3.1.1, of the several critical public views analyzed, only those from Banning’s  
 22 Landing are recognized and valued for representing scenic vistas.

23 ***Banning’s Landing***

24 **The nature and quality of recognized or valued views.** The Banning’s Landing  
 25 Community Center was constructed for the residents of Wilmington in response to  
 26 their wishes for a waterfront facility that would provide a “window on the water.”  
 27 Accordingly, the design for the Community Center included a wall of windows  
 28 facing south to capture views of the Port. The construction of this facility is, among  
 29 other things, an explicit recognition of the value to the Wilmington community of the  
 30 Port views. Figures 3.1-9, -10, and -11 show the quality of panoramic views from  
 31 Banning’s Landing that include the site for Alternative 2 and its Port context. Figure 3.1-  
 32 22 is a simulation of those proposed Project features that would be within a view focused  
 33 to the southwest. Also shown in this simulation is the Fries Avenue Grade Separation, a  
 34 separate project not part of the proposed Project. The views from Banning’s Landing are  
 35 part of a panorama that is highly scenic within the context of the Port environment. No  
 36 incongruous features detract from this “working port” view, and the features in view are  
 37 highly coherent, presenting a readily apprehended composition of geometric forms, focal  
 38 point, and water surface. Visual quality is high, the existing conditions being rated a  
 39 Visual Modification Class 1.

40 **The extent of the obstruction.** The only features of the Alternative 2 visible from  
 41 Banning’s Landing would be the cranes along Berths 142-147 and the container ships  
 42 docking there. The architecture of Banning’s Landing and Port facilities to the west  
 43 block views of Berths 136-139 and other features of Alternative 2, including  
 44 construction activities. The booms for the new cranes along Berths 142-147 would

1 project into the skyline when in their stowed position, as the existing cranes do. The  
2 extent of their projection would be greater than that which occurred during the Baseline  
3 period, as noted in Section 3.1.4.3.1.1. Also, the equipment platforms for the new  
4 cranes would be higher. However, in considering the simulation in Figure 3.1-22, the  
5 only noticeable difference is the angle at which the two left-most (50-gauge) cranes are  
6 stowed. The booms for the 50-gauge cranes are stowed at an 83-degree angle, while  
7 those for the new 100-gauge cranes are stowed at a 45-degree angle.

8 In considering the extent to which the new cranes would obstruct recognized or  
9 valued views, view orientation is the most important factor. At Banning's Landing,  
10 the observation deck on the second floor of the Community Center, as well as the  
11 patio at ground level, are both on the south side of the building and are configured to  
12 direct views to the south. Figures 3.1-9 (lower image) -10 and -11 show that the site  
13 for Alternative 2 would only be peripherally visible from these locations. The  
14 existing cranes there do not now block the valued views, which are 60 degrees to the  
15 south. Accordingly, the proposed cranes replacing them in the future would not do  
16 so either. Apart from the orientation of the valued view, the other factor to consider  
17 is that the increased size of the new cranes is not readily apparent. Even for  
18 peripheral views centered on the new cranes, the projection of their booms into the  
19 skyline would not perceptibly differ from that occurring during the Baseline period.

20 Regarding container ships docked at Berths 142-147 of the terminal, cargo stacked on  
21 the decks of the ships would be partially visible over the Berths 136-147 Terminal  
22 backlands to the same extent as occurred during the Baseline period. A warehouse and  
23 office buildings at the Rio Doce Pasha Omni Terminal, together with the Fries Avenue  
24 Grade Separation (not part of the proposed Project), would conceal almost all evidence  
25 of the container ships. Even if the Fries Avenue Grade Separation were not  
26 constructed, only part of the cargo stacked on the deck of ships at Berths 142-144  
27 would be visible. The stacks of cargo on the largest ships docking at the Berths 136-  
28 147 Terminal in 2038 are expected to present a profile similar in height to those for the  
29 largest container ships using the terminal during the Baseline period (as discussed in  
30 Section 3.1.4.3.1). They would not block scenic or recognized views from Banning's  
31 Landing, as the cargo stacks would be peripheral to the scenic view to the south and  
32 they would present a low-profile relative to existing Port and features of Alternative 2.

33 **The extent of the effect on recognized views from public roadways, bike paths,**  
34 **and trails.** There are neither bike paths nor trails in the vicinity of Banning's  
35 Landing, nor are there recognized road-based views in the vicinity.

36 **Summary.** The affected views are part of a panoramic sequence of views available  
37 from Banning's Landing, but it is the view to the south which is primary, recognized  
38 and valued for its high scenic quality within the Port context by the Community of  
39 Wilmington. The features of Alternative 2 would be peripherally to the southwest  
40 and west of this primary viewing direction, and there would be no potential for the  
41 proposed Project to intercede in these primary and scenic views. Consequently,  
42 impacts relative to **AES-1** would be less than significant.



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1                    **CEQA Impact Determination**

2                    There would be no obstruction of scenic vistas by features of Alternative 2.  
3                    Therefore, impacts relative to **AES-1** would be less than significant under CEQA.

4                    *Mitigation Measures*

5                    No mitigation is required.

6                    *Residual Impacts*

7                    Less than significant.

8                    **NEPA Impact Determination**

9                    **Impact AES-1** does not relate to a NEPA threshold of significance.

10                  *Mitigation Measures*

11                  Not applicable.

12                  *Residual Impacts*

13                  Not applicable.

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

17                  Refer to Section 3.1.4.3.1.2 for a detailed assessment of the impact relative to **AES-2**.  
18                  The issue addressed by **Impact AES-2** is specifically a CEQA-stated concern over  
19                  the degree to which project-related features would adversely affect scenic resources  
20                  within view from designated scenic highways, corridors, or parkways. No critical  
21                  public views of the site for Alternative 2 are available from designated scenic  
22                  highways, routes, corridors or parkways (Section 3.1.2.1.2.3). Therefore this  
23                  alternative would not adversely affect views from local scenic routes.

24                  **CEQA Impact Determination**

25                  There would be no adverse visual impact relative to **AES-2** under CEQA.

26                  *Mitigation Measures*

27                  No mitigation is required.

28                  *Residual Impacts*

29                  No residual impact.

1                    **NEPA Impact Determination**

2                    **Impact AES-2** does not relate to a NEPA threshold of significance.

3                    *Mitigation Measures*

4                    Not applicable.

5                    *Residual Impacts*

6                    Not applicable.

7                    **Impact AES-3: Alternative 2 would not adversely affect the existing**  
8                    **visual character or quality of a site and its surroundings.**

9                    Refer to Section 3.1.4.3.1.3 for a detailed assessment of the impact relative to **AES-3**.  
10                    The issue addressed by **Impact AES-3** is both a CEQA-stated and NEPA-related  
11                    concern over the degree to which project-related features would contrast unfavorably  
12                    and noticeably with their environs. The *City of Los Angeles CEQA Thresholds Guide*  
13                    lists an additional CEQA-related concern: the degree to which a project would  
14                    contribute to the aesthetic value of an area.

15                    Alternative 2 would not result in physical changes deemed to unfavorably contrast with  
16                    the existing (Baseline) visual character of the setting for the critical public views  
17                    evaluated. The features of Alternative 2 as seen from the Harbor Freeway, Banning’s  
18                    Landing and Knoll Hill, would be seen within the context of a working port  
19                    environment. Factors affecting the degree to which the features would be noticeable  
20                    (distance, angle of view, scale, among others), coupled with the context, indicate that  
21                    the features of Alternative 2 would not appear to be out of character or otherwise  
22                    adversely affect the quality of the project site and its surroundings. Relative to views  
23                    from the “C” Street and Shields Avenue residential areas, the context for the views is  
24                    that of a residential area, not the Port. The existing (Baseline) contrast of the project  
25                    site with the context for the viewing positions is Visual Modification Class 4. Features  
26                    of Alternative 2 would blend with their immediate industrial context and would not  
27                    perceptibly introduce additionally contrast, and visual conditions would not change.

28                    Conversely, the Harry Bridges Buffer Area would substantially improve the quality  
29                    of views to the south from “C” Street, and the reduction by one in the number of  
30                    cranes along Berths 136-139 would slightly improve the view of the Vincent Thomas  
31                    Bridge (a feature of aesthetic value), relative to views from the Harbor Freeway.

32                    To summarize, Alternative 2 would not adversely affect the existing visual character  
33                    or quality of the site for Alternative 2 or its surroundings, and impacts relative to  
34                    **Impact AES-3** would be less than significant.

35                    **CEQA Impact Determination**

36                    There would be less than significant impacts under CEQA related to **Impact AES-3**.

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### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

Less than significant.

### **NEPA Impact Determination**

Under the No Federal Action/NEPA Baseline, it is assumed that upland elements of the proposed Project have been constructed, mitigated, and are operational. The upland elements that would occur include additional backland container operations on up to 57 acres; new lighting within the backlands; the widening of Harry Bridges Boulevard; the removal of the existing administration building; the construction of a new such building and adjacent facilities; and the development of the Harry Bridges Buffer Area.

The federal actions evaluated under the NEPA impact determination include the construction and seismic improvements of wharves, dredging and filling, and the removal of certain existing cranes and their replacement with new 100-gauge cranes.

Of the foregoing federal project activities, only construction of the 705-foot wharf at the south end of Berth 147, seismic upgrades to existing wharves, and associated dredging would be visible from any of the critical views evaluated. Specifically, such activities would be within views from Knoll Hill and Shields Drive. These activities would not be visible from any of the other land-based critical public views due to intervening storage containers and other structures within the backlands. Nor would such construction and operation activities be within view from the surface of the waterways within the Port of Los Angeles due to restrictions imposed by the Port's designation of a Controlled Navigation Area that is off-limits to recreational vessels.

Regarding the operational phase of the Alternative 2, the 100-gauge replacement of cranes and the larger container ships to be served by the Berths 136-147 Terminal would be variably within all of the critical public views assessed.

Alternative 2 would cause no unfavorable and additional contrast with features associated with the valued aesthetic image of the areas seen from critical public views. Under the No Federal Action/NEPA Baseline, the Harry Bridges Buffer Area would have been constructed and the landscaping would be mature. As a result, the Buffer would substantially block from view any aspects of construction and nearly all operational features of the Alternative 2 relative to "C" Street views, including the cranes and container ships docked at the Berths 136-147 Terminal.

Relative to the other critical views evaluated, backland construction activities either would be screened from view by Port facilities, would be peripheral to the primary viewing directions, or would be congruent with the features and activities associated with the Port environment. Construction and rehabilitation of wharves along Berths 145-147 and associated dredging would entail activities at or near the water's surface and along the wharves that would be visible from Knoll Hill and Shields Drive, as noted. Relative

1 to the scope and character of these views and the scale of the Port features seen, the  
2 associated equipment and construction activity would appear inconspicuous, not attract  
3 appreciable attention, would appear consistent with the industrial character of a working  
4 port, and would not noticeably contrast with that setting.

5 Regarding the replacement cranes proposed under Alternative 2, as demonstrated by  
6 photo-simulations (Figures 3.1-20, -22 and -23) the new cranes and their installation  
7 would cause no unfavorable and additional contrast with features associated with the  
8 context for those views.

9 The larger container ships expected in the future would be among the features  
10 characteristic of a working port and would not differ unfavorably in scale from ships  
11 that dock at these berths today. In views from the Harbor Freeway and Banning's  
12 Landing, the increased length of the ships would not be noticeable due to intervening  
13 features; the increased width would not be perceived from the side; and the heights  
14 would be similar to those of the largest ships docking at Berths 136-147 during the  
15 Baseline period. Seen from Banning's Landing, moreover, views to the southwest  
16 toward the container ships would be incidental, being 60 degrees or more away from  
17 the primary direction of viewing, which is to the south. From Knoll Hill, the ships  
18 docking at Berths 145-147 would be fully in view but seen as background features that  
19 would be small parts of the wide panoramic view available. The context for views  
20 from there is the working port, and the ships, iconic of the Port environment, would be  
21 entirely in character with that context.

22 For views from Shields Drive, the context is the residential area there, not the Port  
23 environment, which strongly contrasts with the features inherent to a residential  
24 context. However, the container ships would be well in the background of a panorama  
25 that is peripheral to this residential area. Moreover, the ships would be congruent with  
26 their immediate Port character, as noted, and would not, relative to the Baseline period,  
27 additionally contrast with the immediate residential setting.

28 To summarize, relative to all critical views there would be no adverse impact under  
29 NEPA related to construction activities, the replacement cranes or the operation of  
30 large container ships expected in the future. Therefore, Alternative 2 would result in  
31 less than significant impacts under NEPA.

32 *Mitigation Measures*

33 No mitigation is required.

34 *Residual Impacts*

35 Less than significant.

36 **Impact AES-4: Alternative 2 would not result in a new source of light or**  
37 **glare that would adversely affect day or nighttime views in the area.**

38 Refer to Section 3.1.4.3.1.4 for a more detailed assessment of the impact relative to  
39 **AES-4**. The issue addressed by **Impact AES-4** is a CEQA-stated concern over the  
40 degree to which project-related features would change ambient illumination levels

1 and the extent to which proposed Project lighting would spill off the proposed Project  
2 site and affect adjacent light-sensitive areas.

3 There would be no nighttime construction, so there would be no light and glare  
4 impacts associated with construction activities. Relative to the operation phase, by  
5 design the new Berths 136-147 Terminal lighting and the replacement of old lighting  
6 fixtures would result in the reduction of light emissions relative to off-site positions  
7 (See Section 3.1.4.3.1 proposed Project), including those along “C” Street and  
8 Banning’s Landing. Apart from the reduction in light emissions to occur as part of  
9 the Alternative 2, the elevated landform at the south side of the Harry Bridges Buffer  
10 Area would shield from view all lighting within the Berths 136-147 Terminal south  
11 of Berth 143, relative to “C” Street-based views. As the buffer area plantings mature,  
12 most of the rest of the lighting would be concealed from “C” Street-based views  
13 within about 20 years.

14 Light levels related to illumination of the widened and realigned Harry Bridges  
15 Boulevard would be comparable to existing (Baseline) conditions or reduced because  
16 of the installation of newer fixtures that reduce light spill. However, the 16-foot  
17 elevated landform within the proposed Harry Bridges Buffer Area would block  
18 roadway lighting from sight relative to “C” Street-based views. Concerning views  
19 from Banning’s Landing, the orientation and configuration of that facility, in addition  
20 to the intervening Port infrastructure, would prevent sight of the roadside lighting.

21 Replacement of existing cranes would have no effect on the existing night lighting  
22 environment. Boom lights would not be on except when the booms are in operation  
23 and in the horizontal position, which directs lighting downward on the working  
24 surfaces. No light would spill off-site.

25 To summarize, Alternative 2 would result in a reduction in ambient and off-site light  
26 spill, so there would be no visual impact relative to **Impact AES-4**.

### 27 **CEQA Impact Determination**

28 Alternative 2 would result in no adverse visual impact relative to **Impact AES-4**  
29 under CEQA.

### 30 *Mitigation Measures*

31 No mitigation is required.

### 32 *Residual Impacts*

33 No residual impact.

### 34 **NEPA Impact Determination**

35 **Impact AES-4** does not relate to a NEPA threshold of significance.

### 36 *Mitigation Measures*

37 Not applicable.



1 *Residual Impacts*

2 Not applicable.

3 **Impact AES-5: Alternative 2 would result in no shadow effects on**  
4 **nearby shadow-sensitive uses.**

5 Under the *City of Los Angeles CEQA Thresholds Guide*, if project structures would  
6 be over 60 feet tall and within a distance of three times their height to shadow-  
7 sensitive land uses on the north, northwest, or northeast, the potential for an adverse  
8 effect on those land uses must be considered. The *Thresholds Guide* lists specific  
9 hours and times of the year, as well as criteria for the duration of the effect, as criteria  
10 for finding such an impact significant (Section 3.1.4.2.1).

11 Features of Alternative 2 over 60 feet high would be the new 100-gauge replacement  
12 cranes, which would extend up to 286 feet high; the larger container ships expected  
13 to dock at the Berths 136-147 Terminal in the future; and the Administration  
14 Building, which would be 75 feet high. Because the structure of most of the cranes is  
15 not solid, the cranes would not appreciably block light. Moreover, areas within three  
16 times the height of the cranes to the northwest, north and northeast are not shadow-  
17 sensitive. The new Administration Building would be 75 feet high, but no shadow-  
18 sensitive land uses are within a distance equal to three times its height. Concerning  
19 the largest container ships, given the expanse of the backlands to the northwest, north  
20 and northeast, they would also have no potential for affecting shadow-sensitive land  
21 uses. Moreover, their heights are expected to be comparable to those for ships  
22 docking at the Berths 136-147 Terminal during the Baseline period. The foregoing  
23 factors indicate that no shadow impacts would occur as a result of Alternative 2.

24 **CEQA Impact Determination**

25 Alternative 2 would not create new areas of shadow on any shadow-sensitive land  
26 uses. Relative to **Impact AES-5**, Alternative 2 would cause no impact under CEQA.

27 *Mitigation Measures*

28 No mitigation is required.

29 *Residual Impacts*

30 No residual impact.

31 **NEPA Impact Determination**

32 **Impact AES-5** does not relate to a NEPA issue of concern.

33 *Mitigation Measures*

34 Not applicable.

1                    *Residual Impacts*

2                    Not applicable.

3                    **Impact AES-6: Alternative 2 would result in less than significant impacts:**  
4                    **there would be no inconsistency with applicable rules and regulations.**

5                    **Impact AES-6** is relevant to CEQA, as extended through the *City of Los Angeles*  
6                    *Thresholds Guide*, and to NEPA, as discussed in Section 3.1.4.2.1 (CEQA Criteria)  
7                    and Section 3.1.4.2.2 (NEPA Criteria). Under **Impact AES-6**, an impact would be  
8                    significant if it is not consistent with laws, ordinances, regulations or standards  
9                    (LORS) supporting policies and objectives applicable to the protection of features  
10                    and views of aesthetic/scenic value. Such regulations have been identified in Section  
11                    3.1.3. As analyzed in this assessment, the Alternative 2 would cause no adverse  
12                    visual impacts during construction or operation. Therefore, this alternative would not  
13                    be inconsistent with the relevant LORS.

14                    Certain types of policies and objectives cited in Section 3.1.3 are not applicable to the  
15                    issue of consistency with regulations but were listed as pertaining to Aesthetics and  
16                    Visual Resources. These are of four types, calling for: 1) enhancement of visual  
17                    resources; 2) development of regulations beneficial to visual resources; 3) stipulated  
18                    procedures for project approval and permitting; and 4) design standards handled during  
19                    final engineering. There being no adverse impacts, Alternative 2 would not be  
20                    inconsistent with policies supporting the enhancement of scenic views and public  
21                    access to them. The development of regulations benefiting visual resources would  
22                    occur independently of any proposed project. Procedural requirements for project  
23                    approval and permitting would be required of all proposed projects, so inconsistency  
24                    with these requirements could not occur. Finally, certain standards of design stipulated  
25                    in the regulations would be addressed during final engineering. In conclusion, there  
26                    would be less than significant impacts relative to **Impact AES-6** under CEQA.

27                    **CEQA Impact Determination**

28                    There would be less than significant impacts relative to **Impact AES-6** under CEQA.

29                    *Mitigation Measures*

30                    No mitigation is required.

31                    *Residual Impacts*

32                    Less than significant.

33                    **NEPA Impact Determination**

34                    There would be less than significant impacts relative to **Impact AES-6** under NEPA.

35                    *Mitigation Measures*

36                    No mitigation is required.

1 *Residual Impacts*

2 Less than significant.

3 **3.1.4.3.2.3 Alternative 3 – Reduced Wharf**

4 Alternative 3 is the same as the proposed Project except that the 10-acre Northwest Slip  
5 would not be filled for additional container storage area, the 400-foot wharf would not be  
6 built adjacent to this slip, and the new 705-foot wharf along Berths 145-147 would not be  
7 built. Wharf seismic improvements and all upland components of the proposed Project  
8 would occur as described in Chapter 2, Section 2.5.1. Project features within critical  
9 public views are as described in Section 3.1.4.3.1. They include:

- 10 • Seismic upgrades to existing wharves, and associated dredging.
- 11 • Cranes. The replacement of certain existing cranes with new 100-gauge cranes,  
12 with a net reduction to 12 in the total number of cranes.
- 13 • Container Ships.
- 14 • Backland Lighting. Additional high-mast lighting within the newly created  
15 backlands and the replacement of most of the current Berths 136-147 Terminal  
16 light fixtures.
- 17 • Removal of the Existing Administration Building.
- 18 • North Main Gate Complex, Reefer Wash Facility, Maintenance and Repair  
19 Building, Guard Booths, Labor Check-in Building, and Parking Lot for Union  
20 Employees.
- 21 • New Administration Building and Adjacent Facilities.
- 22 • Removal of Existing Administration Building.
- 23 • Harry Bridges Buffer Area.

24 The assessment of the potential for impacts on Aesthetics and Visual Resources  
25 relating to Alternative 3 is identical to that conducted for Alternative 2. The only  
26 difference between the two alternatives is that the 705-foot wharf at the south end of  
27 Berth 147 would not be built and the associated dredging would not occur. That  
28 feature would not adversely affect the critical views evaluated, so the analyses and  
29 conclusions for the two Alternatives are equivalent. A summary of the assessment of  
30 Alternative 2 is applied to the assessment of Alternative 3, as follows.

31 **Impact AES-1: Alternative 3 would not adversely affect a scenic vista.**

32 Refer to Section 3.1.4.3.2.2 (Alternative 2) for a detailed assessment of the impact  
33 relative to **AES-1**, a CEQA-stated concern over the degree to which project-related  
34 features would interfere with a scenic vista, either by obstructing it or interfering with  
35 public access to it. As explained in Section 3.1.4.3.1.1, of the several critical public  
36 views analyzed, only those from Banning’s Landing are recognized and valued for  
37 representing scenic vistas.

### ***Banning's Landing***

**The nature and quality of recognized or valued views.** The construction of the Banning's Landing Community Center was an explicit recognition of the value of Port views to the community of Wilmington (Section 3.1.4.3.2.2). Figures 3.1-9, -10, and -11 show the quality of panoramic views from Banning's Landing that include the site for Alternative 3 and its Port context. The views from Banning's Landing are part of a panorama that is highly scenic within the context of the Port environment. No incongruous features detract from this "working port" view, and the features in view are highly coherent, presenting a readily apprehended composition of geometric forms, focal point, and water surface. Visual quality is high, the existing conditions being rated a Visual Modification Class 1.

**The extent of the obstruction.** Figure 3.1-22 is a simulation of those features of Alternative 3 that would be within a view focused to the southwest. Such features would be the cranes along Berths 142-147 and the container ships docking there. The architecture of Banning's Landing and Port facilities to the west block views of Berths 136-139 and other features of Alternative 3, including construction activities. The booms for the new cranes along Berths 142-147 would project into the skyline when in their stowed position, as the existing cranes do. The extent of their projection would be greater than that which occurred during the Baseline period, as noted in Section 3.1.4.3.2.2. Also, the equipment platforms for the new cranes would be higher. However, in considering the simulation in Figure 3.1-22, the only noticeable difference is the angle at which the two left-most (50-gauge) cranes are stowed. The booms for the 50-gauge cranes are stowed at an 83-degree angle, while those for the new 100-gauge cranes are stowed at a 45-degree angle.

In considering the extent to which the new cranes would obstruct recognized or valued views, view orientation is the most important factor. The primary view from Banning's Landing is directed to the south, but Figures 3.1-9 (lower image) -10 and -11 show that the site for Alternative 3 would only be peripherally visible well to the southwest and west. The existing cranes there do not now block the valued views, which are 60 degrees away to the south. Accordingly, the proposed cranes replacing them in the future would not do so either. Apart from the orientation of the valued view, the other factor to consider is that the increased size of the new cranes is not readily apparent. Even for peripheral views centered on the new cranes, the projection of their booms into the skyline would not perceptibly differ from that occurring during the Baseline period.

Regarding container ships docked at Berths 142-147 of the terminal, cargo stacked on the decks of the ships would be partially visible over the Berths 136-147 Terminal backlands to the same extent as occurred during the Baseline period. The stacks of cargo on the largest ships docking at the Berths 136-147 Terminal in 2038 are expected to present a profile similar in height to those for the largest container ships using the terminal during the Baseline period (as discussed in Section 3.1.4.3.1). Moreover, they would not block scenic or recognized views from Banning's Landing, as the cargo stacks would be peripheral to the scenic view to the south.

1           **The extent of the effect on recognized views from public roadways, bike paths,**  
2           **and trails.** There are neither bike paths nor trails in the vicinity of Banning’s  
3           Landing, nor are there recognized road-based views in the vicinity.

4           **Summary.** The affected views are part of a panoramic sequence of views available  
5           from Banning’s Landing, but it is the view to the south which is primary, recognized  
6           and valued for its high scenic quality within the Port context by the Community of  
7           Wilmington. The features of Alternative 3 would be peripherally to the southwest  
8           and west of this primary viewing direction, and there would be no potential for the  
9           proposed Project to intercede in these primary and scenic views. Consequently, there  
10          impacts relative to **AES-1** would be less than significant.

11           **CEQA Impact Determination**

12           There would be no obstruction of scenic vistas by features of Alternative 3.  
13           Therefore, impacts relative to **AES-1** would be less than significant.

14           *Mitigation Measures*

15           No mitigation is required.

16           *Residual Impacts*

17           Less than significant.

18           **NEPA Impact Determination**

19           **Impact AES-1** does not relate to a NEPA threshold of significance.

20           *Mitigation Measures*

21           Not applicable.

22           *Residual Impacts*

23           Not applicable.

24           **Impact AES-2: Alternative 3 would not adversely affect scenic**  
25           **resources, including, but not limited to, trees, rock outcroppings, and**  
26           **historic buildings, within [view from] a state scenic highway.**

27           Refer to Section 3.1.4.3.2.2 (Alternative 2) for a detailed assessment of the impact  
28           relative to **AES-2**, a CEQA-stated concern over the degree to which proposed  
29           Project-related features would adversely affect scenic resources within view from  
30           designated scenic highways, corridors, or parkways. No critical public views of the  
31           site for Alternative 3 are available from designated scenic highways, routes, corridors  
32           or parkways (Section 3.1.2.1.2.3). Therefore this alternative would not adversely  
33           affect views from local scenic routes.

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### **CEQA Impact Determination**

There would be no adverse visual impact relative to **AES-3** under CEQA.

#### *Mitigation Measures*

No mitigation is required.

#### *Residual Impacts*

No residual impact.

### **NEPA Impact Determination**

**Impact AES-2** does not relate to a NEPA threshold of significance.

#### *Mitigation Measures*

Not applicable.

#### *Residual Impacts*

Not applicable.

### **Impact AES-3: Alternative 3 would not adversely affect the existing visual character or quality of a site and its surroundings.**

Refer to Section 3.1.4.3.2.2 (Alternative 2) for a detailed assessment of the impact relative to **AES-3**, a CEQA-stated and NEPA-related concern over the degree to which Alternative 3-related features would contrast unfavorably and noticeably with their environs. The *City of Los Angeles CEQA Thresholds Guide* lists an additional concern: the degree to which the project would contribute to the aesthetic value of an area.

Alternative 3 would not result in physical changes deemed to unfavorably contrast with the existing (Baseline) visual character of the setting for the critical public views evaluated. The features of Alternative 3 as seen from the Harbor Freeway, Banning's Landing and Knoll Hill, would be seen within the context of a working port environment. Factors affecting the degree to which the features would be noticeable, coupled with the context, indicate that the features of Alternative 3 would not appear to be out of character or otherwise adversely affect the quality of the project site and its surroundings. Relative to views from the "C" Street and Shields Avenue residential areas, the context for the views is that of a residential area, not the Port. However, features of Alternative 3 would blend with their immediate industrial context, not perceptibly introduce additionally contrast, and visual conditions would not change.

Conversely, the Harry Bridges Buffer Area would substantially improve the quality of views to the south from "C" Street, and the reduction by one in the number of cranes along Berths 136-139 would slightly improve the view of the Vincent Thomas Bridge (a feature of aesthetic value), relative to views from the Harbor Freeway.



1 To summarize, Alternative 3 would not adversely affect the existing visual character  
2 or quality of the site for Alternative 3 or its surroundings, and there would be less  
3 than significant impacts relative to **Impact AES-3**.

4 **CEQA Impact Determination**

5 There would be less than significant impacts under CEQA related to **Impact AES-3**.

6 *Mitigation Measures*

7 No mitigation is required.

8 *Residual Impacts*

9 Less than significant.

10 **NEPA Impact Determination**

11 Under the No Federal Action/NEPA baseline, it is assumed that upland elements of  
12 the proposed Project have been constructed, mitigated, and are operational. Of the  
13 federal project activities occurring for Alternative 3, the seismic upgrades to existing  
14 wharves and associated dredging would be within two of the critical views evaluated,  
15 those from Knoll Hill and Shields Drive. Only the removal and replacement of  
16 cranes would be within all critical public views. Additionally, an increase in the size  
17 of container ships served by the terminal would occur, and these larger container  
18 ships would be variably within several critical public views.

19 Under the No Federal Action/NEPA baseline, the Harry Bridges Buffer Area is  
20 considered to have been constructed and the landscaping to be mature. The buffer area  
21 would almost entirely block from “C” Street views any aspects of removal and  
22 replacement of cranes and the new cranes once installed relative to “C” Street views.  
23 As well, the buffer area would block all or most of the larger container ships docked at  
24 the terminal.

25 Regarding the other critical views, the new cranes would appear closely similar and in  
26 scale with those replaced, thereby causing no unfavorable and additional contrast with  
27 the setting. Activities associated with their installation would not be noticeable due to  
28 screening by Port facilities, to attenuation of the effect by viewing distances, or to the  
29 breadth of the affected view offering features of competing interest. As a result, there  
30 would be no adverse impact on these views under NEPA related to the removal and  
31 replacement of the existing cranes either due to construction or operation.

32 The larger container ships expected in the future, relative to views from the Harbor  
33 Freeway, Banning’s Landing and Knoll Hill, would be expected features of a  
34 working port (the context for these views). They would appear to be in character  
35 with those that dock at these berths today. Seen from Banning’s Landing, moreover,  
36 views to the southwest toward the container ships would be incidental, being sharply  
37 lateral to the primary direction of viewing, which is to the south. From Shields  
38 Drive, the container ships would be well in the background of the panorama, attract  
39 little attention, and not additionally contrast with the immediate residential setting.

1 The rehabilitation of wharves along Berths 145-147 and associated dredging would  
2 draw no appreciable attention. Relative to the scope and character of the view and the  
3 scale of the Port features seen, the associated equipment and construction activity  
4 would not attract appreciable attention, would appear consistent with the industrial  
5 character of a working port, and would not noticeably contrast with that setting.

6 To summarize, for all the critical views evaluated, there would be no adverse impact  
7 under NEPA related to the removal and replacement of the existing cranes either due  
8 to construction or operation, the operation of larger container ships expected in the  
9 future, and the rehabilitation of wharves along Berths 145-147. No other features of  
10 Alternative 3 relative to the No Federal Action/NEPA Baseline would be within  
11 critical public views. Therefore, Alternative 3 would result in less than significant  
12 impacts relative to **Impact AES-3** under NEPA.

### 13 *Mitigation Measures*

14 No mitigation is required.

### 15 *Residual Impacts*

16 Less than significant.

17 **Impact AES-4: Alternative 3 would not result in a new source of**  
18 **substantial light or glare that would adversely affect day or nighttime**  
19 **views in the area.**

20 Refer to Section 3.1.4.3.2.2 (Alternative 2) for a detailed assessment of the impact  
21 relative to **AES-4**, a CEQA-stated concern over the degree to which project-related  
22 features would change ambient illumination levels and the extent to which project  
23 lighting would spill off the project site and affect adjacent light-sensitive areas.

24 There would be no nighttime construction, so there would be no light and glare impacts  
25 associated with construction activities. By design, new Berths 136-147 Terminal  
26 lighting and the replacement of old lighting fixtures would result in the reduction of  
27 light emissions relative to off-site positions. The widening of Harry Bridges Boulevard  
28 would move the roadway lighting closer (20 feet) to the “C” Street residential  
29 neighborhood, but the 16-foot retaining wall supporting the new elevated landform  
30 within the proposed Harry Bridges Buffer Area would block this lighting from sight  
31 relative to “C” Street-based views. Concerning views from Banning’s Landing, the  
32 orientation and configuration of that facility, in addition to the intervening Port  
33 infrastructure, would prevent sight of the roadside lighting.

34 Replacement of existing cranes would have no effect on the existing night lighting  
35 environment. Boom lights would not be on except when the booms are in operation  
36 and in the horizontal position, which directs lighting downward on the working  
37 surfaces. No light would spill off site.

1                    **CEQA Impact Determination**

2                    Alternative 3 would result in no adverse visual impact relative to **Impact AES-4**  
3                    under CEQA.

4                    *Mitigation Measures*

5                    No mitigation is required.

6                    *Residual Impacts*

7                    No residual impact.

8                    **NEPA Impact Determination**

9                    **Impact AES-4** does not relate to a NEPA threshold of significance.

10                  *Mitigation Measures*

11                  Not applicable.

12                  *Residual Impacts*

13                  Not applicable.

14                  **Impact AES-5: Alternative 3 would result in no shadow effects on**  
15                  **nearby shadow-sensitive uses.**

16                  Under the *City of Los Angeles CEQA Thresholds Guide*, the effect of shadows must  
17                  be evaluated for structures over 60 feet tall and within a distance of three times their  
18                  height to shadow-sensitive land uses on the north, northwest, or northeast. Features  
19                  of Alternative 3 over 60 feet high would be the new cranes, the larger container ships  
20                  expected to dock at the Berths 136-147 Terminal in the future, and the  
21                  Administration Building. No shade-sensitive land uses are with a distance equal to  
22                  three times the height of these facilities in any direction. Therefore, they would have  
23                  no potential for affecting shadow-sensitive land uses. Given the foregoing, no  
24                  shadow impacts would occur as a result of the proposed Project.

25                  **CEQA Impact Determination**

26                  Alternative 3 would not create new areas of shadow on any shadow-sensitive land  
27                  uses. Relative to **Impact AES-5**, Alternative 3 would cause no impact under CEQA.

28                  *Mitigation Measures*

29                  No mitigation is required.

30                  *Residual Impacts*

31                  No residual impact.

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### **NEPA Impact Determination**

**Impact AES-5** does not relate to a NEPA issue of concern.

#### *Mitigation Measures*

Not applicable.

#### *Residual Impacts*

Not applicable.

**Impact AES-6: Alternative 3 would result in less than significant impacts: there would be no inconsistency with applicable rules and regulations.**

**Impact AES-6** is relevant to CEQA, as extended through the *City of Los Angeles Thresholds Guide*, and to NEPA, as discussed in Section 3.1.4.2.1 (CEQA Criteria) and Section 3.1.4.2.2 (NEPA Criteria). Under **Impact AES-6**, an impact would be significant if it is not consistent with laws, ordinances, regulations or standards (LORS) supporting policies and objectives applicable to the protection of features and views of aesthetic/scenic value. Such regulations have been identified in Section 3.1.3. As analyzed in this assessment, Alternative 3 would cause no adverse visual impacts during construction or operation. Therefore, this alternative would not be inconsistent with the relevant LORS.

Certain types of policies and objectives cited in Section 3.1.3 are not applicable to the issue of consistency with regulations but were listed as generally pertaining to Aesthetics and Visual Resources. These are of four types, calling for: 1) enhancement of visual resources; 2) development of regulations beneficial to visual resources; 3) stipulated procedures for project approval and permitting; and 4) design standards handled during final engineering. There being no adverse impacts, Alternative 3 would not be inconsistent with policies supporting the enhancement of scenic views and public access to them. The development of regulations benefiting visual resources would occur independently of any proposed project. Procedural requirements for project approval and permitting would be required of all proposed projects, so inconsistency with these requirements could not occur. Finally, certain standards of design stipulated in the regulations would be addressed during final engineering. In conclusion, there would be less than significant impacts relative to **Impact AES-6** under CEQA.

### **CEQA Impact Determination**

There would be less than significant impacts relative to **Impact AES-6** under CEQA.

#### *Mitigation Measures*

No mitigation is required.

1 *Residual Impacts*

2 Less than significant.

3 **NEPA Impact Determination**

4 There would be less than significant impacts relative to **Impact AES-6** under NEPA.

5 *Mitigation Measures*

6 No mitigation is required.

7 *Residual Impacts*

8 Less than significant.

9 **3.1.4.3.2.4 Alternative 4 – Omni Terminal**

10 Under this alternative, the existing Berths 136-147 Terminal would be converted into an  
11 omni cargo handling terminal. No federal permits for in-water construction would be  
12 required and there would be no federal action to evaluate under NEPA. There would be  
13 no seismic upgrades to the existing wharves, no new wharf construction, no change in  
14 existing cranes, and no 10-acre fill of the Northwest Slip. Backlands would be increased  
15 by 57 acres (the 10-acre fill of the Northwest Slip would not occur) and several other  
16 components of the proposed Project would occur. Those that would be within one or  
17 more critical public views are listed below and described in Section 3.1.4.3.1:

- 18 • Backland Lighting. Backlands would be increased by 57 acres, so additional  
19 high-mast lighting would be required within the new backlands. However, there  
20 would be no additional lighting within the area of the Northwest Slip, as this 10-  
21 acre area would not be filled and converted to backlands. As well, most of the  
22 current Berths 136-147 Terminal light fixtures would be replaced.
- 23 • North Main Gate Complex, Reefer Wash Facility, Maintenance and Repair  
24 Building, Guard Booths, Labor Check-in Building, and Parking Lot for Union  
25 Employees.
- 26 • Removal of the Existing Administration Building and entrance gate.
- 27 • New Administration Building.
- 28 • Harry Bridges Buffer Area.

29 **Impact AES-1: Alternative 4 would not adversely affect a scenic vista.**

30 The issue addressed by **Impact AES-1** is specifically a CEQA-stated concern over  
31 the degree to which project-related features would interfere with a scenic vista, either  
32 by obstructing it or interfering with public access to it. Section 3.1.4.3.1.1 (**Impact**  
33 **AES-1**, Proposed Project) explains that only for views from Banning’s Landing are  
34 there indications that the views are recognized and valued for their scenic quality and  
35 thereby considered to be “scenic vistas.” The view from Banning’s Landing is  
36 panoramic and centered due south, 60 degrees or more away from nearest features of  
37 site for Alternative 4, the existing cranes along Berths 142-147 (Figures 3.1-9, 3.1-10

1 and 3.1-11). Of the features listed above, only the backland lighting would be within  
2 view from Banning's Landing, a feature not relevant to **Impact AES-1**. The rest are  
3 to the northwest of Banning's Landing along the north side of the Berths 136-147  
4 Terminal or in its northeast corner, 120 degrees away from the primary viewing  
5 direction. Moreover, Port facilities to the west and northwest and a fin-like  
6 architectural form along the west side of Banning's Landing (Figure 3.1-9, upper  
7 image) would completely block these facilities from view even if attention could be  
8 directed to the northwest, which is not the case.

9 To summarize, no features of Alternative 4 would be visible within a scenic vista, so no  
10 obstruction of these vistas would occur and there would be no impact relative to **AES-1**.

### 11 **CEQA Impact Determination**

12 There would be no obstruction of scenic vistas by features of Alternative 4.  
13 Therefore, there would be less than significant impacts relative to **Impact AES-1**  
14 under CEQA.

### 15 *Mitigation Measures*

16 No mitigation is required.

### 17 *Residual Impacts*

18 Less than significant.

### 19 **NEPA Impact Determination**

20 There would be no federal action under this alternative because there would be no in-  
21 water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
22 construction). Consequently, a NEPA impact determination is not applicable.  
23 Moreover, **Impact AES-1** does not relate to a NEPA issue of concern, and there  
24 would be no federal action under this alternative.

### 25 *Mitigation Measures*

26 Not applicable.

### 27 *Residual Impacts*

28 Not applicable.

29 **Impact AES-2: Alternative 4 would not adversely affect scenic**  
30 **resources, including, but not limited to, trees, rock outcroppings, and**  
31 **historic buildings, within [view from] a state scenic highway.**

32 Refer to Section 3.1.4.3.1.2 for a detailed assessment of the impact relative to **AES-2**.  
33 The issue addressed by **Impact AES-2** is specifically a CEQA-stated concern over  
34 the degree to which project-related features would adversely affect scenic resources  
35 within view from designated scenic highways, corridors, or parkways. Section  
36 3.1.2.1.2.3 explains why no views of the project site for Alternative 4 are available



1 from designated scenic highways, routes, corridors or parkways. Therefore this  
2 alternative would not adversely affect views from the local scenic routes described in  
3 Section 3.1.2.1.2.3. There would be no impact relative to **AES-2**.

4 **CEQA Impact Determination**

5 There would be no adverse visual impact relative to **AES-2** under CEQA.

6 *Mitigation Measures*

7 No mitigation is required.

8 *Residual Impacts*

9 No residual impact.

10 **NEPA Impact Determination**

11 There would be no federal action under this alternative because there would be no in-  
12 water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
13 construction). Consequently, a NEPA impact determination is not applicable.  
14 Moreover, **Impact AES-2** does not relate to a NEPA issue of concern.

15 *Mitigation Measures*

16 Not applicable.

17 *Residual Impacts*

18 Not applicable.

19 **Impact AES-3: Alternative 4 would not adversely affect the existing**  
20 **visual character or quality of a site and its surroundings.**

21 Refer to Section 3.1.4.3.1.3 for a detailed assessment of the impact relative to **AES-3**  
22 of construction and operation of the features of this alternative that would be within  
23 critical public views. The issue addressed by **Impact AES-3** is both a CEQA-stated  
24 and NEPA-related concern over the degree to which project-related features would  
25 contrast unfavorably and noticeably with their environs. The *City of Los Angeles*  
26 *CEQA Thresholds Guide* lists an additional concern: the degree to which the project  
27 would contribute to the aesthetic value of an area. Section 3.1.4.3.1.3 (Impact AES-  
28 3, proposed Project) explains that three of the critical views assessed have as a  
29 context the Port environment (Harbor Freeway, Banning's Landing, and Knoll Hill),  
30 while two have as a context a residential setting ("C" Street in Wilmington and  
31 Shields Drive in San Pedro).

32 **Harbor Freeway.** The nature and quality of the views from the Harbor Freeway are  
33 discussed in detail in Section 3.1.2.2.3.1; their quality is moderately low and rated a  
34 Visual Modification Class 3. As discussed in Section 3.1.4.3.1.3 (Impact AES-3,  
35 proposed Project, Harbor Freeway), project-caused changes under Alternative 4

1 would not meaningfully contrast with the established setting. As explained in that  
2 section, structural screening along the east side of the freeway blocks sight of  
3 construction activities near the ground plane within the Berths 136-147 Terminal.  
4 Demolition of the upper stories of the Administration Building would be within the  
5 field of view, but associated equipment and activity would not occur within the skyline,  
6 being much lower than the nearby cranes. Such activities would clearly be subordinate  
7 to the dominant features in view, primarily the cranes, but also the Vincent Thomas Bridge  
8 in the distance. Moreover, they would not contrast in scale and nature with activities  
9 associated with an industrial setting and would be within view briefly of motorists  
10 approaching the Port.

11 Construction activities for the new 75-foot-tall Administration Building, the North  
12 Main Gate Complex, and other proposed facilities in that vicinity would be over  
13 3,800 feet from the viewer to the southeast and about 67 degrees oblique to the  
14 direction of travel south. Being so peripheral to the attention of motorists and distant,  
15 this area of construction would not be functionally within the field of view.  
16 Regardless, construction activities would be seen, if at all, solely in the context of  
17 Port terminal warehouses and backlands, and there would be no opportunity for  
18 unfavorable contrast. No operational aspects of Alternative 4 would be in view. The  
19 new Administration Building and facilities in its vicinity would be too oblique to  
20 highway-based views (southbound lanes) to be noticed, as discussed.

21 **“C” Street.** The following assessment is closely similar to that in Section 3.1.4.3.1.3  
22 (proposed Project, Impact AES-3, “C” Street) and presents a summary of that  
23 discussion. As noted in Section 3.1.2.2.3.2, the affected views from this street are  
24 dominated by visually incongruent and incoherent land uses to the south, west and east,  
25 and the existing visual condition for “C” Street views is rated a Visual Modification  
26 Class 4. That is, visual quality is accorded the lowest rating for views to the south and  
27 along “C” Street. Figure 3.1-21 shows a simulation of features of the proposed Project  
28 that would be visible from “C” Street from Viewing Position 4 in the absence of the  
29 development of the Harry Bridges Buffer Area. For Alternative 4, there would be no  
30 removal and replacement of the cranes, as simulated, but the existing Administration  
31 Building would be removed as shown.

32 The only visible construction activities for the proposed Project would be associated with  
33 the new Administration Building and Maintenance and Repair Facility. These would be  
34 visible for a few months until the Harry Bridges Buffer Area commences, at which point  
35 no project construction activities for the Alternative 4 would be visible in the public  
36 views from “C” Street and the few single-story homes along its north side due to an  
37 eight-foot construction fence to be installed along the south side of the street. Such  
38 activities, as well as those within the buffer area would be visible only from the upper  
39 stories of apartments along this street over the top of the screen fencing. However, the  
40 limited construction activities associated with the Administration Building and  
41 Maintenance and Repair Facility would occur in conjunction with the Port environment  
42 and seen in the context of the Port’s industrial setting in the vicinity.

43 By definition the construction activities would not be compatible with the residential  
44 context of the viewing positions along “C” Street. However, these activities would be  
45 subordinate features within the wide Port panorama available and would not noticeably  
46 increase the degree of contrast between the Port and the residential context for the

1 subject views. Currently, the degree of contrast between the Port and the “C” Street  
2 residential area is at a maximum, visual conditions being rated a Visual Modification  
3 Class 4, as noted. Furthermore, the public’s response to construction activities within  
4 the Buffer Area is assumed to be favorable, as the construction of the buffer area and its  
5 associated amenities would fulfill the public’s goals for this area and greatly improve  
6 its aesthetic appeal, as described below. Construction activities would not, therefore,  
7 cause an impact relative to AES-3.

8 Concerning the operational stage of the proposed Project, the absence of the existing  
9 Administration Building would reduce the obstruction of views to the south and  
10 southwest. However, the change in the view would not be apprehended with the  
11 construction of the buffer area, as described below. Other features of operation which  
12 would be within view were it not for the buffer area would be the new Administration  
13 Building, the North Main Gate Complex, the Maintenance and Repair building, and  
14 new facilities in their vicinity. These facilities would otherwise be within lines of sight  
15 along three blocks of “C” Street.

16 Section 3.1.4.3.1 describes the most important features of the buffer area. Relative to  
17 Alternative 4, the most important feature would be the elevated grade along the south  
18 side of the buffer area. The 16-foot-high grade, by itself, immediately upon completion  
19 would block from view the new employee parking lot, entrance gate complex and any  
20 other facilities lower than three stories high in the northeast part of the terminal. The  
21 new Administration Building, though 75 feet high, would be half concealed. This  
22 visible part of this building would not be sufficiently noticeable to increase the degree  
23 of contrast the Port imposes on the residential character of “C” Street-based views.

24 **Banning’s Landing.** The proposed Project would introduce no unfavorable contrast to  
25 the affected view. Apart from the new backland lighting to be installed, no aspect of  
26 Alternative 4 would be within view from the community center. The views are directed  
27 to the south, and the facilities listed as being within one or more critical views are 120  
28 degrees to the northwest. The only point from which to direct attention to the northwest  
29 is in the parking lot on the west side of the building. However, there are no indications  
30 that views from here are important. Moreover, a fin-like projection on the west side of  
31 Banning’s Landing (Figure 3.1-9, upper image), together with Port facilities to the west  
32 and northwest, completely block views to the northwest.

33 Regarding project contribution to aesthetic value, there would be none relative to  
34 views from Banning’s Landing. The Harry Bridges Buffer Area would beneficially  
35 affect views from “C” Street, but it would not be visible from the community center.

36 **Knoll Hill and Shields Drive.** As would be the case for views from Banning’s  
37 Landing, the features of Alternative 4 would not introduce unfavorable contrast to the  
38 affected view. No aspect of this alternative would be within views from Knoll Hill or  
39 Shields Drive due to the location of project features in relation to intervening facilities  
40 at the Berths 136-147 Terminal and Yang Ming Terminal.

41 To summarize, Alternative 4 would not result in physical changes deemed to  
42 unfavorably contrast with the existing visual character of the setting. There would be  
43 a substantial beneficial effect on views to the south from “C” Street. The existing  
44 visual conditions would improve from Visual Modification Class 4 to Class 1.

1 **CEQA Impact Determination**

2 There would be less than significant impacts under CEQA related to **Impact AES-3.**

3 *Mitigation Measures*

4 No mitigation is required.

5 *Residual Impacts*

6 Less than significant.

7 **NEPA Impact Determination**

8 There would be no federal action under this alternative because there would be no in-  
9 water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
10 construction). Consequently, a NEPA impact determination is not applicable.

11 *Mitigation Measures*

12 Not applicable.

13 *Residual Impacts*

14 Not applicable.

15 **Impact AES-4: Alternative 4 would not result in a new source of light or**  
16 **glare that would adversely affect day or nighttime views in the area.**

17 Refer to Section 3.1.4.3.1.4 for a detailed assessment of **AES-4**; the impact under  
18 Alternative 4 would be identical to that expected under the proposed Project. The issue  
19 addressed by **Impact AES-4** is a CEQA-stated concern over the degree to which project-  
20 related features would change ambient illumination levels and the extent to which project  
21 lighting would spill off the project site and affect adjacent light-sensitive areas.

22 There would be no nighttime construction, so there would be no light and glare impacts  
23 associated with construction activities. By design, new Berths 136-147 Terminal lighting  
24 and the replacement of old lighting fixtures would result in the reduction of light  
25 emissions relative to off-site positions. The widening of Harry Bridges Boulevard would  
26 move the roadway lighting slightly closer (20 feet) to the “C” Street residential  
27 neighborhood, but the 16-foot elevated landform within the proposed Harry Bridges  
28 Buffer Area would block roadway lighting from sight relative to “C” Street-based views.  
29 Concerning views from Banning’s Landing, the orientation and configuration of that  
30 facility, in addition to the intervening Port infrastructure, would prevent sight of the  
31 roadside lighting.

32 To summarize, by design there would be a reduction in offsite spillage of night  
33 lighting, so there would be no new source of light or glare and there would be no  
34 impact relative to **AES-4.**

1                    **CEQA Impact Determination**

2                    There would be no impact under CEQA relative to **AES-4**.

3                    *Mitigation Measures*

4                    No mitigation is required.

5                    *Residual Impacts*

6                    No residual impact.

7                    **NEPA Impact Determination**

8                    There would be no federal action under this alternative because there would be no in-  
9                    water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
10                    construction). Consequently, a NEPA impact determination is not applicable.  
11                    Moreover, **Impact AES-4** does not relate to a NEPA issue of concern.

12                    *Mitigation Measures*

13                    Not applicable.

14                    *Residual Impacts*

15                    Not applicable.

16                    **Impact AES-5: Alternative 4 would result in no substantial negative**  
17                    **shadow effects on nearby shadow-sensitive uses.**

18                    Under the *City of L.A. CEQA Thresholds Guide*, the effect of shadows must be  
19                    evaluated for structures over 60 feet tall and within a distance of three times their  
20                    height to shadow-sensitive land uses on the north, northwest, or northeast. The only  
21                    features of Alternative 4 over 60 feet high would be the Administration Building, at  
22                    75 Feet. However, no shade-sensitive land uses are within a distance from the site  
23                    for this building equal to three times its height in any direction. Therefore, it would  
24                    have no potential for affecting shadow-sensitive land uses. Given the foregoing, no  
25                    shadow impacts would occur as a result of the proposed Project.

26                    **CEQA Impact Determination**

27                    There would be no impact under CEQA relative to **AES-4**.

28                    *Mitigation Measures*

29                    No mitigation is required.

30                    *Residual Impacts*

31                    No residual impact.

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### **NEPA Impact Determination**

There would be no federal action under this alternative because there would be no in-water development (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Consequently, a NEPA impact determination is not applicable. Moreover, **Impact AES-5** does not relate to a NEPA issue of concern.

### ***Mitigation Measures***

Not applicable.

### ***Residual Impacts***

Not applicable.

### **Impact AES-6: Alternative 4 would result in less than significant impacts: there would be no inconsistency with applicable rules and regulations.**

**Impact AES-6** is relevant to CEQA, as extended through the *City of Los Angeles Thresholds Guide*, and to NEPA, as discussed in Section 3.1.4.2.1 (CEQA Criteria) and Section 3.1.4.2.2 (NEPA Criteria). Under **Impact AES-6**, an impact would be significant if it is not consistent with laws, ordinances, regulations or standards (LORS) supporting policies and objectives applicable to the protection of features and views of aesthetic/scenic value. Such regulations have been identified in Section 3.1.3. As analyzed in this assessment, Alternative 4 would cause no adverse visual impacts during construction or operation. Therefore, this alternative would not be inconsistent with the relevant LORS.

Certain types of policies and objectives cited in Section 3.1.3 are not applicable to the issue of consistency with regulations but were listed as pertaining to Aesthetics and Visual Resources. These are of four types, calling for: 1) enhancement of visual resources; 2) development of regulations beneficial to visual resources; 3) stipulated procedures for project approval and permitting; and 4) design standards handled during final engineering. There being no adverse impacts, Alternative 4 would not be inconsistent with policies supporting the enhancement of scenic views and public access to them. The development of regulations benefiting visual resources would occur independently of any proposed project. Procedural requirements for project approval and permitting would be required of all proposed projects, so inconsistency with these requirements could not occur. Finally, certain standards of design stipulated in the regulations would be addressed during final engineering. In conclusion, there would be less than significant impacts relative to **Impact AES-6** under CEQA.

### **CEQA Impact Determination**

There would be less than significant impacts relative to **Impact AES-6** under CEQA.

### ***Mitigation Measures***

No mitigation is required.



1 *Residual Impacts*

2 Less than significant.

3 **NEPA Impact Determination**

4 There would be no federal action under this alternative because there would be no in-  
5 water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
6 construction). Consequently, a NEPA impact determination is not applicable.

7 *Mitigation Measures*

8 Not applicable.

9 *Residual Impacts*

10 Not applicable.

11 **3.1.4.3.2.4 Alternative 5 – Landside Terminal Improvements**

12 Alternative 5 comprises only the landside elements of the proposed Project and would  
13 entail no in-water work requiring federal permits. Therefore, there would be no  
14 significance determinations under NEPA for this alternative. In this alternative there  
15 would be no wharf upgrades, no new wharves or new 100-gauge cranes, no dredging to  
16 deepen berths, and no 10-acre fill in the Northwest Slip. The Berths 136-147 Terminal  
17 would not be able to serve the larger class of container ships in the future, so the size of  
18 the largest ships under Alternative 5 would not be larger than those that were served by  
19 the terminal in the Baseline period of December, 2003. Forecasted increases in cargo  
20 throughput would be the same as for the No Project Alternative.

21 The alternative includes all of the upland components of the proposed Project. Those  
22 which would be within one or more critical public views include:

- 23 • Backland Lighting. Additional high-mast lighting within the newly created  
24 backlands and the replacement of most of the current Berths 136-147 Terminal  
25 light fixtures.
- 26 • North Main Gate Complex, Reefer Wash Facility, Maintenance and Repair  
27 Building, Guard Booths, Labor Check-in Building, and Parking Lot for Union  
28 Employees.
- 29 • Removal of the Existing Administration Building.
- 30 • New Administration Building and Adjacent Facilities.
- 31 • Harry Bridges Buffer Area.

32 The assessment of the potential for impacts on Aesthetics and Visual Resources  
33 relating to Alternative 5 is identical to that conducted for Alternative 4. The features  
34 of Alternative 5 that would be within critical public views are the ones that would be  
35 within such views for Alternative 4, and the views would be affected identically. A  
36 summary of the assessment of Alternative 4 is applied to the assessment of  
37 Alternative 5 as follows.

**Impact AES-1: Alternative 5 would not adversely affect a scenic vista.**

The issue addressed by **Impact AES-1** is specifically a CEQA-stated concern over the degree to which project-related features would interfere with a scenic vista, either by obstructing it or interfering with public access to it. Only for views from Banning's Landing are there indications that the views are recognized and valued for their scenic quality and thereby considered to be "scenic vistas." None of the Alternative 5 features relevant to **Impact AES-1** (all those listed except backland lighting) are visible from here. No features of Alternative 5, then, would obstruct a scenic vista, and there would be no adverse visual impact relative to **AES-1**.

**CEQA Impact Determination**

There would be less than significant impacts relative to **Impact AES-1** under CEQA.

*Mitigation Measures*

No mitigation is required.

*Residual Impacts*

Less than significant.

**NEPA Impact Determination**

There would be no federal action under this alternative because there would be no in-water development (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Consequently, a NEPA impact determination is not applicable. Moreover, **Impact AES-1** does not relate to a NEPA issue of concern.

*Mitigation Measures*

Not applicable.

*Residual Impacts*

Not applicable.

**Impact AES-2: Alternative 5 would not adversely affect scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.**

**Impact AES-2** is specifically a CEQA-stated concern over the degree to which project-related features would adversely affect scenic resources within view from designated scenic highways, corridors, or parkways. No views of the site for Alternative 5 are available from designated scenic highways, routes, corridors or parkways (Section 3.1.2.1.2.3). There would be no impact relative to **AES-2**.

**CEQA Impact Determination**

There would be no adverse visual impact relative to **AES-2** under CEQA.

1                    *Mitigation Measures*

2                    No mitigation is required.

3                    *Residual Impacts*

4                    No residual impact.

5                    **NEPA Impact Determination**

6                    There would be no federal action under this alternative because there would be no in-  
7                    water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
8                    construction). Consequently, a NEPA impact determination is not applicable.  
9                    Moreover, **Impact AES-2** does not relate to a NEPA issue of concern.

10                   *Mitigation Measures*

11                   Not applicable.

12                   *Residual Impacts*

13                   Not applicable.

14                   **Impact AES-3: Alternative 5 would not adversely affect the existing**  
15                   **visual character or quality of a site and its surroundings.**

16                   The issue addressed by **Impact AES-3** is both a CEQA-stated and NEPA-related  
17                   concern over the degree to which project-related features would contrast unfavorably  
18                   and noticeably with their environs. The *City of Los Angeles CEQA Thresholds Guide*  
19                   lists an additional concern: the degree to which the project would contribute to the  
20                   aesthetic value of an area. Section 3.1.4.3.1.3 (Impact AES-3, Proposed Project)  
21                   explains that three of the critical views assessed have as a context the Port environment  
22                   (Harbor Freeway, Banning’s Landing, and Knoll Hill), while two have as a context a  
23                   residential setting (“C” Street in Wilmington and Shields Drive in San Pedro).

24                   **Harbor Freeway.** Project-caused changes under Alternative 5 would not  
25                   meaningfully contrast with the established setting for the Harbor Freeway near the  
26                   Port of Los Angeles. Structural screening along the east side of the freeway blocks  
27                   sight of construction activities near the ground plane with the Berths 136-147  
28                   Terminal. Demolition of the upper stories of the Administration Building would be  
29                   within the field of view, but associated equipment and activity would not occur within the  
30                   skyline, being much lower than the nearby cranes. Such activities would clearly be  
31                   subordinate to the dominant features in view, primarily the cranes, but also the Vincent  
32                   Thomas Bridge in the distance. Moreover, they would not contrast in scale and nature  
33                   with activities associated with an industrial setting and would be within view briefly for  
34                   motorists approaching the Port.

35                   Construction activities for the new 75-foot-tall Administration Building, the North  
36                   Main Gate Complex, and other proposed facilities in that vicinity would be too  
37                   distant and peripheral to the attention of motorists to be functionally within the field

1 of view. Regardless, construction activities would be seen, if at all, solely in the  
2 context of Port terminal warehouses and backlands, and there would be no  
3 opportunity for unfavorable contrast. No operational aspects of Alternative 5 would  
4 be in view. The new Administration Building and facilities in its vicinity would be too  
5 oblique to highway-based views (southbound lanes) to be noticed, as discussed.

6 **“C” Street.** The affected views from this street are dominated by visually incongruent  
7 and incoherent land uses to the south, west and east, and the existing visual condition  
8 for “C” Street views is rated a Visual Modification Class 4. That is, visual quality is  
9 accorded the lowest rating for views to the south and along “C” Street.

10 The only visible construction activities for the proposed Project would be associated with  
11 the new Administration Building and Maintenance and Repair Facility. These would be  
12 visible from the street for a few months until an eight-foot construction fence is installed  
13 along the south side of the street relative to the construction of the Harry Bridges Buffer  
14 Area. Such activities, as well as those within the buffer area, would be visible thereafter  
15 only from the upper stories of apartments along this street over the top of the screen  
16 fencing. The limited construction activities associated with the Administration Building  
17 and Maintenance and Repair Facility would be within these views until completion but  
18 would occur in conjunction with the Port environment and seen in the context of the  
19 Port’s industrial setting in the vicinity.

20 By definition, the construction activities would not be compatible with the residential  
21 context of the viewing positions along “C” Street. However, these activities would be  
22 subordinate features within the wide Port panorama available and would not noticeably  
23 increase the degree of contrast between the Port and the context for the subject views.  
24 Currently, the degree of contrast between the Port and the “C” Street residential area is  
25 at a maximum, visual conditions being rated a Visual Modification Class 4, as noted.  
26 Furthermore, the public’s sensitivity to the visibility of construction activities within  
27 the Buffer Area is assumed to be low to none and the response neutral, as the  
28 construction of the buffer area and its associated amenities would fulfill the public’s  
29 goals for this area and greatly improve its aesthetic appeal, as described below.  
30 Construction activities would not, therefore, cause an impact relative to AES-3.

31 Concerning the operational stage of the proposed Project, the absence of the existing  
32 Administration Building would reduce the obstruction of views to the south and  
33 southwest. However, the change in the view would not be noticed with the  
34 construction of the buffer area, as described below. Other features of operation which  
35 would be within view were it not for the buffer area would be the new Administration  
36 Building, the North Main Gate Complex, the Maintenance and Repair building, and  
37 new facilities in their vicinity. These facilities would otherwise be within lines of sight  
38 along three blocks of “C” Street.

39 The most important feature of the buffer area as it relates to **Impact AES-3** for  
40 Alternative 5, is the 16-foot-high elevated grade along the south side of the buffer area.  
41 Immediately upon its completion it would block from view the new employee parking  
42 lot, entrance gate complex and any other facilities lower than three stories high in the  
43 northeast part of the terminal. The new Administration Building, though 75 feet high,  
44 would be half concealed. This visible part of this building would not be sufficiently

1 noticeable to increase the degree of contrast the Port imposes on the residential  
2 character of “C” Street-based views.

3 **Banning’s Landing.** The proposed Project would introduce no unfavorable contrast  
4 to the affected view. No aspect of Alternative 5 relevant to **Impact AES-3** would be  
5 within view from the community center. The views from there are directed to the  
6 south, and the facilities listed as being within one or more critical views are 120  
7 degrees to the northwest. The only points from which to direct attention to the  
8 northwest are within the parking lot on the west side of the building. However, the  
9 views from there are not important. Moreover, a fin-like projection on the west side  
10 of Banning’s Landing (Figure 3.1-9, upper image), together with Port facilities to the  
11 west and northwest, completely block views to the northwest.

12 Regarding project contribution to aesthetic value, there would be none relative to  
13 views from Banning’s Landing. The Harry Bridges Buffer Area would beneficially  
14 affect views from “C” Street, but it would not be visible from the community center.

15 **Knoll Hill and Shields Drive.** As would be the case for views from Banning’s  
16 Landing, the proposed Project would not introduce unfavorable contrast to the affected  
17 view. No aspect of Alternative 5 would be within views from Knoll Hill or Shields  
18 Drive due to the location of project features in relation to intervening facilities at the  
19 Berths 136-147 Terminal and Yang Ming Terminal.

20 To summarize, Alternative 5 would not result in physical changes deemed to  
21 unfavorably contrast with the existing visual character of the setting. There would be  
22 a substantial beneficial effect on views to the south from “C” Street. The existing  
23 visual conditions would improve from Visual Modification Class 4 to Class 1.

24 **CEQA Impact Determination**

25 There would be less than significant impacts under CEQA related to **Impact AES-3**.

26 *Mitigation Measures*

27 No mitigation is required.

28 *Residual Impacts*

29 Less than significant.

30 **NEPA Impact Determination**

31 There would be no federal action under this alternative because there would be no in-  
32 water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
33 construction). Consequently, a NEPA impact determination is not applicable.

34 *Mitigation Measures*

35 Not applicable.

1                    *Residual Impacts*

2                    Not applicable.

3                    **Impact AES-4: Alternative 5 would not result in a new source of light or**  
4                    **glare that would adversely affect day or nighttime views in the area.**

5                    The issue addressed by **Impact AES-4** is a CEQA-stated concern over the degree to  
6                    which project-related features would change ambient illumination levels and the extent  
7                    to which project lighting would spill off the project site and affect adjacent light-  
8                    sensitive areas.

9                    There would be no nighttime construction, so there would be no light and glare impacts  
10                    associated with construction activities. By design, new Berths 136-147 Terminal lighting  
11                    and the replacement of old lighting fixtures would result in the reduction of light  
12                    emissions relative to off-site positions. The widening of Harry Bridges Boulevard would  
13                    move the roadway lighting slightly closer (20 feet) to the “C” Street residential  
14                    neighborhood, but the 16-foot elevated landform within the proposed Harry Bridges  
15                    Buffer Area would block roadway lighting from sight relative to “C” Street-based views.  
16                    Concerning views from Banning’s Landing, the orientation and configuration of that  
17                    facility, in addition to the intervening Port infrastructure, would prevent sight of the  
18                    roadside lighting.

19                    To summarize, by design there would be a reduction in offsite spillage of night  
20                    lighting, so there would be no new source of light or glare and there would be no  
21                    impact relative to **AES-4**.

22                    **CEQA Impact Determination**

23                    There would be no impact under CEQA relative to **AES-4**.

24                    *Mitigation Measures*

25                    No mitigation is required.

26                    *Residual Impacts*

27                    No residual impact.

28                    **NEPA Impact Determination**

29                    There would be no federal action under this alternative because there would be no in-  
30                    water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
31                    construction). Consequently, a NEPA impact determination is not applicable.  
32                    Moreover, **Impact AES-4** does not relate to a NEPA issue of concern.

33                    *Mitigation Measures*

34                    Not applicable.



1 *Residual Impacts*

2 Not applicable.

3 **Impact AES-5: Alternative 5 would result in no shadow effects on**  
4 **nearby shadow-sensitive uses.**

5 Under the *City of L.A. CEQA Thresholds Guide*, the effect of shadows must be  
6 evaluated for structures over 60 feet tall and within a distance of three times their  
7 height to shadow-sensitive land uses on the north, northwest, or northeast. The only  
8 features of Alternative 5 over 60 feet high would be the Administration Building, at  
9 75 Feet. However, no shade-sensitive land uses are within a distance from the site  
10 for this building equal to three times its height in any direction. Therefore, it would  
11 have no potential for affecting shadow-sensitive land uses. Given the foregoing, no  
12 shadow impacts would occur as a result of the proposed Project.

13 **CEQA Impact Determination**

14 Alternative 5 would not create new areas of shadow on any shadow-sensitive land  
15 uses. Relative to **Impact AES-5**, Alternative 5 would cause no impact under CEQA.

16 *Mitigation Measures*

17 No mitigation is required.

18 *Residual Impacts*

19 No residual impact.

20 **NEPA Impact Determination**

21 There would be no federal action under this alternative because there would be no in-  
22 water development (i.e., no dredging, filling of the Northwest Slip or new wharf  
23 construction). Consequently, a NEPA impact determination is not applicable.  
24 Moreover, **Impact AES-5** does not relate to a NEPA issue of concern.

25 *Mitigation Measures*

26 Not applicable.

27 *Residual Impacts*

28 Not applicable.

29 **Impact AES-6: Alternative 5 would result in less than significant impacts:**  
30 **there would be no inconsistency with applicable rules and regulations.**

31 **Impact AES-6** is relevant to CEQA, as extended through the *City of Los Angeles*  
32 *Thresholds Guide*, and to NEPA, as discussed in Section 3.1.4.2.1 (CEQA Criteria)  
33 and Section 3.1.4.2.2 (NEPA Criteria). Under **Impact AES-6**, an impact would be  
34 significant if it is not consistent with laws, ordinances, regulations or standards

(LORS) supporting policies and objectives applicable to the protection of features and views of aesthetic/scenic value. Such regulations have been identified in Section 3.1.3. As analyzed in this assessment, Alternative 5 would cause no adverse visual impacts during construction or operation. Therefore, this alternative would not be inconsistent with the relevant LORS.

Certain types of policies and objectives cited in Section 3.1.3 are not applicable to the issue of consistency with regulations but were listed as pertaining to Aesthetics and Visual Resources. These are of four types, calling for: 1) enhancement of visual resources; 2) development of regulations beneficial to visual resources; 3) stipulated procedures for project approval and permitting; and 4) design standards handled during final engineering. There being no adverse impacts, Alternative 5 would not be inconsistent with policies supporting the enhancement of scenic views and public access to them. The development of regulations benefiting visual resources would occur independently of any proposed project. Procedural requirements for project approval and permitting would be required of all proposed projects, so inconsistency with these requirements could not occur. Finally, certain standards of design stipulated in the regulations would be addressed during final engineering. In conclusion, there would be less than significant impacts relative to **Impact AES-6** under CEQA.

#### **CEQA Impact Determination**

There would be less than significant impacts relative to **Impact AES-6** under CEQA.

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

No mitigation is required.

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

Less than significant.

#### **NEPA Impact Determination**

There would be no federal action under this alternative because there would be no in-water development (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Consequently, a NEPA impact determination is not applicable.

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

Not applicable.

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

Not applicable.

### **3.1.4.4 Summary of Impact Determinations**

The following table summarizes the CEQA and NEPA impact determinations of the proposed Project and its Alternatives related to Aesthetics, as described in the

1 detailed discussion in Section 3.1.4.3. This table is meant to allow easy comparison  
2 between the potential impacts of the proposed Project and its alternatives with respect  
3 to this resource. Identified potential impacts may be based on federal, state, or City  
4 of Los Angeles significance criteria, Port criteria, and the scientific judgment of the  
5 report preparers.

6 For each type of potential impact, the table describes the impact, notes the CEQA and  
7 NEPA impact determinations, describes any applicable mitigation measures, and notes  
8 the residual impacts (i.e.: the impact remaining after mitigation). All impacts, whether  
9 significant or not, are included in this table. Note that impact descriptions for each of  
10 the alternatives are the same as for the proposed Project, unless otherwise noted.

11 **3.1.4.5 Mitigation Monitoring**

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

14 **3.1.5 Significant Unavoidable Impacts**

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

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

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

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

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

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

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



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

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

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

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
<b>3.1 Aesthetics and Visual Resources (continued)</b>				
Alternative 5	<b>AES-1:</b> The Project would not adversely affect a scenic vista.	CEQA: Less than significant NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Not applicable
	<b>AES-2:</b> The Project would not adversely affect scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
	<b>AES-3:</b> The Project would not adversely affect the existing visual character or quality of a site and its surroundings.	CEQA: Less than significant NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Not applicable
	<b>AES-4:</b> The Project would not result in a new source of light or glare that would adversely affect day or nighttime views in the area.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
	<b>AES-5:</b> The Project would result in no shadow effects on nearby shadow-sensitive land uses.	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
	<b>AES-6:</b> The Project would result in no visual impacts: there would be no inconsistency with applicable rules and regulations.	CEQA: Less than significant NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Not applicable
<i>Notes:</i>				
† The term “not applicable” is used in cases where a particular impact is not identified as a CEQA- or NEPA-related issue in the threshold of significance criteria, or where there is no federal action requiring a NEPA determination of significance.				

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