

Section 3.1

Aesthetics/Visual Resources**3.1.1 Introduction****3.1.1.1 Aesthetics**

Visual or aesthetic resources generally are defined as the natural and man-made features of the landscape that can be seen and that contribute to appreciative enjoyment of the environment. The City of Los Angeles CEQA Thresholds Guide (“Thresholds Guide”) divides the treatment of aesthetic resources into four topics (City of Los Angeles, 2006):

- Aesthetics – “...the identification of visual resources and the quality of what can be seen, or the overall perception of the environment”
- Views – “...visual access and obstruction or whether it is possible to see a focal point or panoramic view from an area”
- Shading – the “...effects of shadows cast by existing or proposed structures on adjacent land uses”
- Nighttime illumination – “... the effects of a proposed project’s exterior lighting upon adjoining uses,” including light or glare affecting day or nighttime views.

The following analysis characterizes the existing aesthetic conditions in the proposed Project area and 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 follows the Thresholds Guide and the State CEQA Guidelines for determining impact significance. Appendix B of the Draft 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 in the analysis 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, these methodologies and approaches are consistent with CEQA and have been applied to numerous CEQA-compliant visual impact assessments, including, more recently, those prepared for the LAHD (e.g., USACE and LAHD, 2007 and LAHD, 2009).

3.1.1.2 Terminology Used in this Visual Analysis

- A *viewshed* is all of the surface area visible from a particular location or sequence of locations (e.g., roadway or trail).

- 1 • *Focal views* provide focused visual access to a particular object, scene, setting, or
2 feature of visual interest.
- 3 • *Panoramic views* provide unfocused visual access to a large geographic area for
4 which the field of view can be quite wide and extend into the distance. Panoramic
5 views are usually associated with vantage points located on high ground and can
6 provide views of valued resources such as mountains, valleys, cityscapes, or the
7 ocean. They also can provide views of an area not commonly available.
- 8 • *Focal points* are areas that draw the attention of the viewer, such as prominent
9 structural features and water features.
- 10 • Views might be discussed in terms of *foreground*, *middleground*, and *background*
11 *views*. Foreground views are those immediately presented to the viewer, and include
12 objects at close range that could tend to dominate the view. The foreground is
13 generally thought to include the area extending 0.25 to 0.5 mile from the viewer.
14 Middleground views occupy the center of the viewshed and tend to include objects
15 that are the center of attention if they are sufficiently large or visually different from
16 adjacent visual features. The middleground zone is generally considered to consist of
17 the area that lies 0.5 to 3.0 miles from the viewer. Background views include distant
18 objects and other objects that make up the horizon and that lie 3 miles and farther
19 from the viewer. Objects in the background fade to obscurity with increasing
20 distance. In the context of the background, the skyline can be an important location
21 because objects above this point are highlighted against the background of the sky.
- 22 • *Scenic views* or *vistas* are the panoramic public views that provide visual access to
23 natural features, including views of the ocean, striking or unusual natural terrain, or
24 unique urban or historic features (City of Los Angeles, 2006).
- 25 • *Visual Quality*, as defined by the FHWA, has to do with the excellence of the visual
26 experience. The evaluative criteria that the FHWA uses to determine the level of
27 visual quality are *Vividness*, *Intactness*, and *Unity*. FHWA defines *Vividness* as
28 "...the visual power or memorability of landscape components as they combine in
29 striking and distinctive visual patterns." *Intactness* is defined as "...the visual
30 integrity of the natural and man-built landscape and its freedom from encroaching
31 elements; this factor can be present in well-kept urban and rural landscapes as well as
32 in natural settings." *Unity* is defined as "...the visual coherence and compositional
33 harmony of the landscape considered as a whole; it frequently attests to the careful
34 design of individual components in the landscape" (USDOT, 1988).

35 3.1.2 Existing Environmental Setting

36 The environmental setting as it applies to the assessment of visual impacts is the existing
37 visual condition of the landscape, which also includes conditions of lighting and glare.
38 Existing visual condition is assessed in terms of the degree to which features and sources
39 of lighting within public view appear to be consistent with the established character of the
40 physical setting and also is a function of the conditions under which the features are
41 viewed. The existing visual condition is the baseline for assessing the intensity and
42 significance of visual impacts. The environmental setting constitutes the baseline
43 physical conditions by which the Lead Agency will determine whether an aesthetic/visual
44 impact is significant. For this analysis, the baseline date for determining the significance
45 of potential impacts of the Project is 2010. The term "existing visual condition" means
46 the condition of public views as of that date.

3.1.2.1 Existing Visual Characteristics

The Project site (Figure 2-2) consists of the area in which the SCIG railyard would be located, alternate areas for businesses currently occupying the railyard area, and rail line rights of way north and west of the proposed railyard (the north and south lead tracks). The Project area is generally bounded by the Dominguez Channel on the west, Sepulveda Boulevard on the north (which continues as West Willow Street in Long Beach), Terminal Island Freeway on the east, and the Long Beach Lead Track on the south. .

The area of the proposed railyard is currently occupied primarily by port-related businesses involved in the storage, transport, and transloading of cargo to and from the San Pedro Bay ports, and in the support of cargo handling operations. The facilities include several large warehouses, office buildings and maintenance facilities, and areas used for storage of trucks, chassis, shipping containers and cargo-handling equipment. Also within the Project site is a Southern California Edison (SCE) dual-line overhead electrical transmission corridor, with towers reaching over 100 feet. Vacant property owned by Caltrans is situated between the Union Pacific (UP) San Pedro Branch rail line and the Terminal Island Freeway.

The area of the South Lead Track and the alternate sites for existing businesses is occupied by container staging and maintenance facilities, a sulfur processing facility, liquid bulk storage tanks, the Dominguez Channel, and a refinery. The North Lead Track area includes SCE property, Sepulveda Boulevard at an existing railroad bridge overcrossing, and right of way to a rail line jointly owned by the Port of Los Angeles and Port of Long Beach (the former UPRR San Pedro Branch). That area is adjacent to residential and commercial uses in west Long Beach.

The proposed Project site is in a heavy industrial area that currently has existing nighttime external (primarily for security purposes) and internal illumination typical of industrial facilities in the region.

The Project site and surrounding area are not considered a scenic vista for residents in the immediate vicinity, as the site area currently contains primarily industrial warehousing activities as well as container storage, and parking and servicing in support of the Port of Los Angeles. Surrounding land uses to the north, west and south consist of similar rail, container and trailer storage, or other heavy industrial land uses. Land uses to the east include residences, schools, and a park.

The area southwest of the Project site, between Pacific Coast Highway (PCH) and Anaheim Street and west of the proposed South Lead Track Area, is dominated by oil refinery facilities, transport facilities and equipment storage, automobile wrecking yards, and some port- and marine-related commercial uses. This land use pattern continues west to Alameda Street. The area southeast of the Project site, between PCH and Anaheim Street and east to I-710, supports a variety of light to medium industrial buildings, heavy industrial facilities, automobile wrecking yards, and service commercial uses. Nearest the Project site at the southeast corner of PCH and Terminal Island Freeway is a steel fabrication plant. Auto or other repair services are the primary uses in this area, including port-related businesses such as truck repair and transport company facilities.

The area east of Terminal Island Freeway is primarily a single-family residential area with supporting commercial strips. Several public and private schools, a public park, and a Buddhist temple are located in this area, all adjacent to Terminal Island Freeway, between 200 and 750 feet from the eastern edge of the Project site (see Section 3.8, Land Use, for more detail). A former Navy housing site, which was located along the north side of PCH

1 adjacent to Terminal Island Freeway, has been redeveloped as the California State
2 University of Long Beach Technology Park. A police substation has also been constructed
3 at the corner of PCH and Santa Fe Avenue.

4 Approximately 300 feet to the northeast of the Project site is a neighborhood that extends
5 north from West Willow Street adjacent to the UPRR San Pedro Branch rail line (the site of
6 the proposed North Lead Tracks). This neighborhood is primarily single-family residential,
7 with the exception of a warehouse and distribution center on the north side of West Willow
8 Street, adjacent to the northeast corner of the Project site, and neighborhood commercial
9 uses on the south side of the street. Stephens Middle school is adjacent to, and less than 200
10 feet from, the UPRR rail line north of the warehouse/distribution center. Beyond the school,
11 residential uses continue along the east side of the railroad corridor.

12 No scenic resources exist on the Project site, but the Sepulveda Boulevard bridge at the
13 north side of the Project site, is historic (see Section 3.8) and is considered an aesthetic
14 resource, as described below. There are no designated or eligible state scenic highways
15 on or near the Project site. There are no officially designated scenic routes in the City of
16 Carson, and the Ocean Boulevard corridor, a designated scenic route in Long Beach
17 (Ocean Blvd from the Los Angeles River extending east to 2nd Street), does not have a
18 view of the proposed site area. The closest officially designated state scenic highway is
19 approximately 33 miles north of the Project (State Highway 2, from approximately 3
20 miles north of Interstate 210 in La Cañada to the San Bernardino County line). The
21 closest eligible state scenic highway is approximately 7 miles northeast of the Project
22 (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of San
23 Juan Capistrano) (California Department of Transportation, 2005). The Project site is not
24 visible from either of these locations.

25 3.1.2.2 Methodology for Evaluating Existing Aesthetic Conditions

26 Existing aesthetic conditions include both the existing daytime visual conditions of the
27 proposed Project vicinity and the existing night lighting conditions. The existing visual
28 condition of the landscape is assessed in terms of the character of features and sources of
29 lighting within public view, the degree to which such features and light sources are
30 congruent with the established, dominant character of the setting, and the coherence and
31 harmony of the pattern of these features and lighting sources. The methodology used to
32 describe the existing visual condition of the proposed Project vicinity is detailed below.

33 3.1.2.2.1 Evaluating Existing Landscape Features

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

- 37 • **Visual Character: Features and Their Pattern of Distribution.** Visual character
38 is defined in terms of the physical features inherent to the potentially affected area.
39 Features are treated as inherent (e.g., an established part of the setting) if they reflect
40 how the landscape was formed, how it functions, and how it is structured.
- 41 • **Congruence (Intactness).** This attribute is the degree to which past actions have
42 noticeably and unfavorably changed landscape features, or introduced incompatible
43 features, such that the results appear incongruent with the inherent character of the
44 area.
- 45 • **Coherence (Unity).** The third attribute of existing visual condition is the current
46 internal consistency and harmony of landscape features (or the lack thereof) that has

1 resulted from past actions. A landscape may be “intact” relative to the type of
2 features within view, yet past actions may have resulted in there being little to no
3 discernible pattern, composition and/or harmony associated with those features.

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

12 3.1.2.2.2 Evaluating Existing Light and Glare

13 The Initial Study identified potential impacts from the expansion of on-site lighting as a
14 result of the proposed Project but did not identify any potential impacts from daytime
15 light (see Appendix A of the Draft EIR). Existing daytime glare would be minimal
16 because existing structures have few reflective surfaces such as windows and shiny paint,
17 and are in any case not visible from most viewing locations. In addition, the cranes and
18 light poles included with the proposed Project would not produce a substantial amount of
19 daytime glare, if any, due to the low total surface area of reflective surfaces. Accordingly,
20 in this assessment the analysis is focused only on night-time illumination.

21 The term “light” in this analysis refers to artificial light emissions, or the degree of
22 brightness, generated by a given source. The Illuminating Engineering Society of North
23 America (IES) defines glare as “the sensation produced by luminance in the visual field
24 that is sufficiently greater than the luminance to which the eye has adapted to cause
25 annoyance, discomfort, or loss of visual performance and visibility” (IES, 1993).

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

- 28 • **Lighting Character: Light Sources and Their Pattern of Distribution.** The
29 character of lighting is defined in this assessment in terms of the types of lighting
30 present and their pattern of illumination. Illumination may be described in terms of:
31 1) Ambient Lighting, the general overall level of lighting in a given area due to the
32 various light sources present; 2) Corona, which is the diffuse halo of light that exists
33 above a lit area, usually against a dark background and discerned only at substantial
34 distances; and 3) Glare, as defined above: focused, intense, point-source or reflected
35 light. For this assessment, the views analyzed were too close to the Port for the
36 corona of collective lighting to be a factor, as this phenomenon is observed only at a
37 great distance, if at all.
- 38 • **Congruence (Intactness).** As with daytime visual conditions, this attribute is the
39 degree to which past actions have noticeably and unfavorably changed the type
40 and/or intensity of lighting in an area such that the result appears incongruent with
41 the inherent character of lighting in the area.
- 42 • **Coherence (Unity).** This attribute, as it pertains to lighting, is the internal
43 consistency of scale, pattern and organization of the sources and effect of lighting
44 relative to the potentially affected area.

1 3.1.2.2.3 Evaluating Existing Key Views

2 Key views are considered to be those sensitive public views that would be most affected
3 by the subject action (e.g., the greatest intensity of impact due to viewer proximity to the
4 proposed Project, proposed Project visibility, and duration of the affected view).

5 Certain activities tend to heighten viewer awareness of scenic resources, while others
6 tend to focus attention on other aspects of the environment. Viewer awareness may also
7 be heightened where areas are formally classified or otherwise designated as being of
8 special interest, such as national historic monuments or national and state parks and
9 forests.

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

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

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

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

29 **Moderate Sensitivity.** Moderate sensitivity suggests that the public would probably
30 voice concern over substantial visual impacts. Often, the affected views are secondary in
31 importance or are similar to others commonly available to the public.

32 **Low Sensitivity.** Low sensitivity is considered to prevail where the public is expected
33 generally to have little concern about adverse changes in the landscape, or only a small
34 minority may be expected to voice such concern, even where the adverse change is
35 substantial in intensity and duration.

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

38 A review of aerial maps, an inspection of the proposed Project site and the potentially
39 affected environs, and review of public scoping meeting comments served to identify
40 indicators of public sensitivity. The range of sensitive views was then considered and
41 several representative views in which the proposed facilities would be most noticeable
42 were selected for detailed analysis. This decision was based primarily on proximity and
43 degree of proposed Project exposure. Consideration was also given to having the views
44 be representative of the public experience; i.e., that they be from viewing positions
45 accessible by the public and readily located, based on the description and photographs
46 presented in the visual impact assessment.

3.1.2.3 Existing Conditions from Key Viewing Locations

Four key viewpoints were identified for the proposed Project (Figure 3.1-1). Photographs of these four key viewpoints, taken in May 2011, are shown in Figures 3.1-2 through 3.1-5. Views from PCH (Key View Point 1) are not considered highly sensitive by the usual indicators, but have been evaluated because this highway serves as a primary “gateway,” offering the first impression of the Port area. The views from the surrounding land uses on the east side of Terminal Island Freeway (Key View Point 2 and Key View Point 3) are important since they are from points that are the closest to the proposed Project site, have parks and schools as their nearest land uses, and offer a wide panoramic view of the proposed Project area and its Port context. In addition, views looking southwest towards the Project site from the intersection of Sepulveda Boulevard/Willow Street and the Terminal Island Freeway (Key View Point 4) are important due to the location of a Buddhist Temple and schools in the vicinity of the intersection.

No key views of the proposed Project were identified from the west. A triangular-shaped area in the northwest corner of the Project site is in the City of Carson. The adjacent area of the city is separated from the Project site by the Dominguez Channel and is largely occupied by an oil refinery and fuel storage tanks. Located adjacent to the north and south of Sepulveda Boulevard are fuel storage tanks and storage of shipping containers and trailer chassis. Railroad loading and transfer facilities are also located to the north. These types of heavy industrial, storage, and cargo transportation uses occur without exception on adjacent lands and extend over ½-mile to the west, north, and south, including all land between the Project site and the Alameda Corridor. There is no appreciable exposure to the proposed Project site from the Dominguez Channel. No recreational activities are associated with the Dominguez Channel. Views from the Dominguez Channel are not considered to be key in this assessment.

In addition, key views were identified for the alternate business sites (Figure 3.1-5 through Figure 3.1-8). However, no key views were identified for the South Lead Track serving SCIG due to the absence of a publicly accessible viewing location.

3.1.2.3.1 Key View Point 1 – View from Pacific Coast Highway

Sensitivity for views from PCH is low:

- PCH in this location is not designated as a scenic route or highway by any local or state agency; and
- PCH primarily serves heavy container truck routes and commuter traffic. Truck routes carry cargo to and from the San Pedro Bay Ports and deliver cargo for transfer to rail lines in the Project area.

PCH carries high volumes of heavy container truck traffic as well as vehicular traffic and is a key road for the route leading to and from the Port. Motorists are the main viewer group for Key View Point 1. Motorists traveling along adjacent roads typically have a high awareness of the proposed Project; however, the view of the proposed Project site is short in duration. The visual character of this existing view is consistent with the heavy industrial use of the surrounding area to the north, south and west of the proposed Project site. The existing view creates a coherent appearance and constant congruence with these surrounding heavy industrial uses.

Views of the Project site from the segment of PCH immediately adjacent to the Project site are represented by the photograph in Figure 3.1-2. The parking lot and large transmission lines dominate the view. Shipping containers are stored and stacked on-site. Aboveground utility poles and warehouses are also visible. Views from the southwest

1 and southeast of the Project site are not common; given the constrained and brief views
2 of the proposed Project area from these areas, those views are not considered to be
3 critical and are not dealt with further.

4 **3.1.2.3.2 Key View Point 2 – View from Mary Bethune School**

5 Sensitivity for views from the Mary Bethune School along San Gabriel Avenue located
6 on the eastern side of Terminal Island Freeway is low:

- 7 • Terminal Island Freeway is not designated as a scenic route or highway by any local
8 or state agency;
- 9 • Terminal Island Freeway primarily serves heavy container truck routes and
10 commuter traffic. Truck routes carry cargo to and from the San Pedro Bay Ports and
11 deliver cargo for transfer to rail lines in the Project area.
- 12 • Mary Bethune School is located along San Gabriel Avenue to the east of Terminal
13 Island Freeway, comprised of one-story buildings and a playground facing the
14 Project site. Nearby are single-family residences and a multi-family residential
15 building with a height of four stories.
- 16 • California State University of Long Beach Technology Park includes associated
17 parking and two-story buildings.

18 Terminal Island Freeway also carries high volumes of heavy container truck traffic as
19 well as vehicular traffic and is a key road for the route leading to and from the Port.
20 Main viewer groups for Key View Point 2 are motorists along Terminal Island Freeway,
21 students and staff/faculty at the Mary Bethune school, and residents of the adjacent
22 residential buildings. Motorists traveling along adjacent roads typically have a high
23 awareness of the Project site, but it is a short-duration view. Students, staff, and faculty at
24 the surrounding schools as well as the visitor/users at the park have a moderate awareness
25 of the Project site as they are primarily focused on their tasks and activities, which may
26 not allow substantial time to view the Project site. The visual character of this existing
27 view is consistent with the heavy industrial use of the surrounding area, creates a
28 coherent appearance and constant congruence.

29 A typical view of the southern portion of the Project site from the east side of Terminal
30 Island Freeway, along San Gabriel Avenue, is represented in Figure 3.1-3, specifically
31 from the area next to the Mary Bethune School. Playground equipment, the Terminal
32 Island Freeway, palm trees, and railroad tracks are located in the foreground. Large
33 transmission lines dominate the view of the Project site. Shipping containers are stored
34 and stacked on-site. The large transmission lines are located on-site and run parallel to
35 Terminal Island Freeway. Industrial facilities located to the west of the proposed Project
36 site are located in the background. Views of the proposed Project area from the CSULB
37 Technology Park are not common, and because they are constrained and brief, those
38 views are not considered to be critical and are not dealt with further.

1 **Figure 3.1-1. Key Viewpoint Map.**



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1 **Figure 3.1-2. Key View Point 1 – View of the Proposed Railyard Site from Pacific Coast Highway Looking North.**



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1 Figure 3.1-3. Key View Point 2 – View of Proposed Railyard Site from Terminal Island Freeway Looking West/Southwest.



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1 3.1.2.3.3 Key View Point 3 – View from School and Park

2 Sensitivity for views from the schools and park located along Webster Avenue on the
3 eastern side of Terminal Island Freeway is low:

- 4 • Terminal Island Freeway is not designated as a scenic route or highway by any local
5 or state agency;
- 6 • Terminal Island Freeway primarily serves heavy container truck routes and
7 commuter traffic. Truck routes carry cargo to and from the San Pedro Bay Ports and
8 deliver cargo for transfer to rail lines in the Project Area.
- 9 • Schools and a school maintenance facility are located along Webster Avenue to the
10 east of Terminal Island Freeway. These facilities are comprised of one-story
11 buildings and a playground facing the Project site.
- 12 • There are single-family residences with building heights of no more than two stories.
13 These homes are located on the east side of Webster Avenue across from the school.
- 14 • Hudson Park is also located along Webster Avenue to the east of Terminal Island
15 Freeway. This park consists of open space and baseball fields with views looking
16 directly towards the Project site.

17 As discussed under “Key View Point 2”, the Terminal Island Freeway also carries high
18 volumes of heavy container truck traffic as well as vehicular traffic and is a key road for
19 the route leading to and from the Port. There are a few main viewer groups for Key View
20 Point 3 which includes motorists, students, staff, and faculty at the schools, and
21 visitors/users at Hudson Park. Motorists traveling along adjacent roads typically have a
22 high awareness of the proposed Project, but it would be a short-duration view of the
23 proposed Project site. Students, staff, and faculty at the surrounding schools as well as the
24 visitor/users at the park have a moderate awareness of the Project site as they are
25 primarily focused on their tasks and activities, which may not allow a long-duration to
26 view the site. The visual character of this existing view is consistent with the heavy
27 industrial use of the surrounding area, and creates a coherent appearance and constant
28 congruence.

29 A typical view of the northern portion of the Project site from the east side of Terminal
30 Island Freeway, within Hudson Park, is depicted in Figure 3.1-4, specifically from the
31 area next to Hudson Elementary and Cabrillo High School. The soccer field in Hudson
32 Park, the Terminal Island Freeway, palm trees, and railroad tracks are located in the
33 foreground. The warehouses and large transmission lines dominate the view of the
34 Project site. Shipping containers are stored and stacked on-site. The large transmission
35 lines on-site and palm trees adjacent to the railroad tracks slightly obstruct the view.

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1 **Figure 3.1-4. Key View Point 3 – View of Proposed Railyard Site from Terminal Island Freeway Looking West/Northwest.**



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3.1.2.3.4 Key View Point 4 – View from Sepulveda Boulevard/ Willow Street and Terminal Island Freeway

Sensitivity for views from the intersection of Sepulveda Boulevard/Willow Street and Terminal Island Freeway is low:

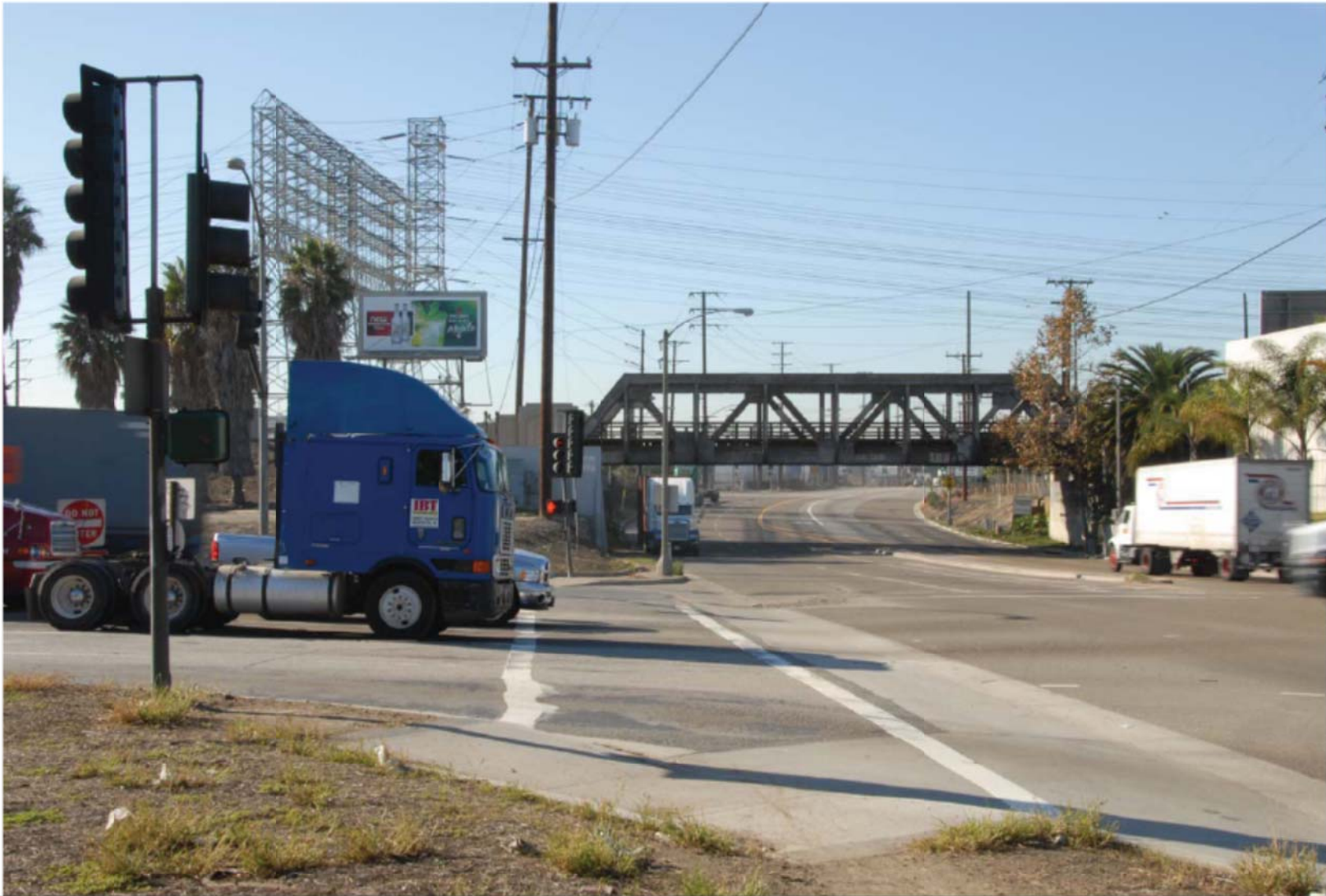
- Terminal Island Freeway and Sepulveda Boulevard/Willow Street in this location are not designated as a scenic route or highway by any local or state agency;
- Terminal Island Freeway and Sepulveda Boulevard in this location primarily serves heavy container truck routes and commuter traffic. Truck routes carry cargo to and from the San Pedro Bay Ports and deliver cargo for transfer to rail lines in the Project Area.
- A Buddhist Temple is located at the southwest corner of Webster Avenue and Willow Street, east of Terminal Island Freeway. This facility consists of a two-story building and parking lot with a wall approximately 12 feet tall along the western perimeter of the property.
- School maintenance facilities are located along Webster Avenue to the east of Terminal Island Freeway. These facilities are comprised of one-story buildings and a playground facing the Project site. Willow Street provides access to these areas.
- There are also single-family residences with building heights of no more than two stories. These homes are located on the east side of Webster Avenue across from the school. Willow Street provides access to these areas.

As discussed under “Key View Point 2”, the Terminal Island Freeway also carries high volumes of heavy container truck traffic as well as vehicular traffic and is a key road for the route leading to and from the Port. The primary viewer group for Key View Point 4 is motorists. Motorists traveling along west on Willow Street and along Terminal Island Freeway approaching the intersection with Sepulveda Boulevard/Willow Street typically have a high awareness of the Project site, including the North Lead Track area, but it is of short duration

The visual character of this existing view is consistent with the heavy industrial use of the surrounding area, creates a coherent appearance, and constant congruence. A typical view of the Sepulveda Boulevard bridge from the east side of Terminal Island Freeway is depicted in Figure 3.1-5, specifically from the area next to the Buddhist Temple located at the southwest corner of Webster Avenue and Willow Street, east of Terminal Island Freeway. Terminal Island Freeway, the palm trees, large utility structures, roads, and the Sepulveda Boulevard Bridge are located in the foreground. The bridge, large transmission lines, and roads dominate the view of the Project site.

Views from the Buddhist Temple are limited and obstructed due to the wall located on the western perimeter of the property; however, portions of the bridge may be visible from the associated parking lot, but these views are not considered to be critical and are not dealt with further.

1 Figure 3.1-5. Key View Point 4 - View of Sepulveda Boulevard Bridge From Intersection of Terminal Island and Sepulveda Boulevard.



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1 **3.1.2.3.5 Key Viewpoint 5 – Alternate Business Sites**

2 Alternate business sites south of Pacific Coast Highway have been identified for
3 businesses that would be required to move in order to construct the proposed Project. For
4 the purposes of this analysis, it is assumed that Fast Lane would move a portion of its
5 operations within the South Lead Track area to a 4.5-acre site just south of its current
6 location and the ACTA maintenance facility would move to a 4-acre site just west of the
7 Dominguez Channel. This analysis also assumes that California Cartage would move a
8 portion of its operations to the 10-acre site in the south portion of the Project area that is
9 currently occupied by the ACTA maintenance facility. Views of the alternate sites are
10 shown in Figure 3.1-6 through Figure 3.1-8. The remaining businesses on the Project site
11 as described in Chapter 2 of the Project Description would move to unknown sites as part
12 of their own business relocation plans, which are not included in this assessment because
13 they are not known at this time.

14 **3.1.2.4 Existing Night Lighting Conditions**

15 A qualitative observation of the existing nighttime lighting conditions at the Project site
16 and its vicinity was conducted in December 2009. In addition, quantitative nighttime light
17 measurements were taken at the Project site, as well as at the Key View locations, in May
18 2011. Table 3.1-1 shows the results of the quantitative nighttime light measurements.
19 Lighting levels in this discussion are represented by footcandles (fc). A footcandle is a
20 unit of illumination or light falling onto a surface.

21 Existing nighttime views at each of the four Key View locations are provided in Figures
22 3.1-9 through 3.1-12. As shown in Table 3.1-1, the Project site itself is not brightly lit
23 under existing conditions. However, higher levels of lighting exist within the surrounding
24 industrial and port-related land uses on the north side of Sepulveda Boulevard/Willow
25 Street, the west side of the Dominguez Channel, and the Southern California Edison
26 right-of-way. For example, existing lighting levels north of the project site, adjacent to
27 ICTF, ranged from 2.895 to 3.002 fc.

1 **Figure 3.1-6. View of the 10-Acre Alternate Site Looking Southwest from Farragut Avenue.**



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1 **Figure 3.1-7. View of the 4.5-Acre Alternate Site Looking West from Farragut Avenue.**



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1 **Figure 3.1-8. View Towards the ACTA Alternate Site Looking East from the Intersection of Grant Street and Goodrich Avenue.**



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Table 3.1-1. Quantitative Nighttime Light Measurements at Project Site and Key View Locations.

Measurement Number	Location	Light Level Range in fc*
1	Along Sepulveda Blvd., adjacent to ICTF	2.895 to 3.002
2	Along Middle Rd., approximately 1,000 feet south of Sepulveda Blvd., within the Project site	0.000 to 0.072
3	At intersection of Middle Rd./3 rd St., within the Project site	0.000 to 0.020
4	At intersection of Middle Rd./1 st St., within the Project site	0.007 to 0.047
5	Key View 1	0.020 to 0.151
6	Key View 4	0.075 to 0.420
7	Key View 3	0.025 to 0.123
8	Key View 2	0.010 to 0.049

*fc Foot candles. Ambient light measurements were taken using a certified Sper Scientific Advanced Light Meter 840022.

A minimal amount of typical security lighting is mounted on the sides of several of the existing buildings on the Project site. This mounted security lighting appears to be at a typical lighting level for an industrial area and does not appear to be a distraction to drivers traveling along PCH, Sepulveda Boulevard/Willow Street, or the Terminal Island Freeway. Figure 3.1-9 includes a nighttime view of Key View 1 looking north toward the Project site from PCH. The lighting on the Southern California Edison right-of-way includes bright lights on approximately 50-foot-tall poles. In addition, there are a few light poles with unshielded light fixtures located within the interior of the Project site with limited visibility from the adjacent roadways. This lighting is approximately 40 feet in height and does not appear to be a nuisance to drivers traveling on adjacent roadways due to its central location within the Project site.

The existing lighting on the Project site does not appear to have adverse effects on the park, school, and residential land uses located along Webster Avenue, east of the Project site and the Terminal Island Freeway. Figure 3.1-10 includes a nighttime view of Key View 2 looking west/southwest from a playground along the west side of San Gabriel Avenue, directly east of the Terminal Island Freeway. Figure 3.1-11 includes a nighttime view of Key View 3 looking west/southwest from Hudson Park, approximately 500 feet east of the Terminal Island Freeway. The existing lighting on the Project site is not clearly visible from these sensitive land uses. However, the existing lighting from the Southern California Edison right-of-way, the industrial land uses on the north side of Sepulveda Boulevard/Willow Street, and the port-related land uses located on the west side of the Dominguez Channel are visible at some locations along Webster Avenue, particularly from the park where there are few buildings to block the views.

Figure 3.1-12 includes a nighttime view of Key View 4 looking west/southwest from Sepulveda Boulevard/Willow Street and Terminal Island Freeway. As shown, lighting from the Project site is not clearly visible or widespread. The primary sources of lighting in this view are from the street lighting, traffic signals, and a billboard that is located adjacent to the railroad bridge.

1 **Figure 3.1-9. Key View Point 1 – Nighttime view of the Proposed Railyard site from Pacific Coast Highway looking north.**



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1 **Figure 3.1-10. Key View Point 2 – Nighttime view of Proposed Railyard site from San Gabriel Avenue looking west/southwest.**



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1 **Figure 3.1-11. Key View Point 3 – Nighttime view of Proposed Railyard site from Hudson Park looking west/northwest.**



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1 Figure 3.1-12. Key View Point 4 - Nighttime view from Sepulveda Boulevard/Willow Street and Terminal Island Freeway looking
2 west/southwest.



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1 The area to the north of the Project site, across Sepulveda Boulevard/Willow Street,
2 consisting of an intermodal rail loading and unloading facility, is the ICTF railyard. The
3 lighting that is currently generated from the ICTF site is very bright and consists of
4 multiple floodlight fixtures on approximately 60 100-foot-tall poles. The existing light
5 generated from the ICTF site likely affects some of the residences located directly to the
6 east, on the east side of the Terminal Island Freeway. In addition, this lighting is highly
7 visible to drivers traveling in both directions along Sepulveda Boulevard/Willow Street.
8 Standard street lighting is provided along the roadways in the Project area. In addition,
9 the park located along Webster Avenue includes several approximately 60-foot-tall
10 athletic field lighting poles. This athletic field lighting was not turned on during the
11 nighttime lighting observation of the Project area. However, the use of this lighting
12 would contribute to an already highly lit urban and industrial environment surrounding
13 the Project site.

14 **3.1.3 Applicable Regulations and Laws**

15 Planning policies that pertain to the proposed Project site and its environs are described in
16 detail in Section 3.8 of the Recirculated Draft EIR (Land Use). Plan provisions that
17 pertain specifically to Aesthetics and Visual Resources are identified below.

18 **3.1.3.1 City of Los Angeles**

19 **3.1.3.1.1 Port Master Plan**

20 The Port Master Plan (LAHD, 1980) provides for the short- and long-term development,
21 expansion, and alteration of the Port. The Port Master Plan has been certified by the
22 California Coastal Commission, and is consistent with the Port of Los Angeles Plan, an
23 Element of the General Plan for the City. The Port Master Plan does not contain any
24 element specific to visual resources. It does present a set of general lighting guidelines
25 for implementation during redevelopment of container terminals, which are set forth
26 below.

27 All new and upgraded lighting proposed within the Port would meet standards of the
28 terminal lighting design guidelines, which are set out in the Portwide Light and Glare
29 Survey Findings (POLA, 2006). Those standards are self-regulating in the sense that no
30 new lighting within the Port may occur that does not meet the standards. In addition, new
31 and upgraded lighting must comply with the lighting requirements of the Port's Facility
32 Lighting Standards. These lighting standards apply to non-terminal Port properties.

33 **Terminal Lighting Design Guidelines**

34 In general, the amount of lighting must be determined by the type of operation at a
35 terminal or location and should consider the acceptable minimum lighting levels required
36 for the safety of personnel. The overall lighting design should consider lighting design
37 guidelines and recommendations established by Illuminating Engineering Society (IES)
38 for each intended area category. Professionals in the lighting industry must perform
39 lighting design and produce an overall "point-by-point" light output study, which must be
40 analyzed to address the lighting issues during the design stage. Wherever applicable,
41 specified light fixtures will be equipped with maximum light control optical
42 characteristics, able to direct produced light to areas intended to be illuminated, and
43 cutting light and glare from areas to remain not illuminated. For example, street light
44 fixtures will be of the maximum cutoff type and area lighting fixtures will be down lights.

1 Use of floodlights shall be held to minimum. In the event of utilizing floodlights, lighting
2 designer shall incorporate the floodlight output in the "Point-by Point" study analysis.
3 Flood lights shall be aimed away from residential areas surrounding the Port and shall
4 incorporate light shields and glare guards. Based upon the lighting system analysis the
5 designer then shall develop an aiming diagram for the installation of the floodlights. Use
6 of floodlights requires the review and approval of POLA's Engineer. Designer shall
7 submit point by point calculations and lighting layout plan to POLA for approval prior to
8 finalization of the design. Utilization of flood lights shall only be permitted if use of
9 down-lighting is proven to be unfeasible.

10 **Light Levels:** Light levels for container yard facilities should conform to the following:
11 Illumination level of a maintained average of 3.5FC horizontal with a minimum
12 illumination of 1/3 of the maintained average and a maintained maximum of 3 times the
13 maintained average. The Coefficient of Utilization shall be no less than 0.90.

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

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

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

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

30 3.1.3.1.2 General Plan

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

37 Conservation Element

38 This element surveys laws, requirements and procedures which have been established for
39 protection of natural resources. Section 15 of the Conservation Element, Land Form and
40 Scenic Vistas, specifically states an objective and policy regarding the preservation of
41 existing natural terrain, scenic features and vistas, and visual and physical access to view
42 corridors, scenic features and areas. The Conservation Element presents a definition of
43 "scenic views or vistas" particularly relevant to the Aesthetics and Visual Resources
44 assessment: "Scenic views or vistas are the panoramic public view access to natural
45 features, including views of the ocean, striking or unusual natural terrain, or unique urban
46 or historic features."

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.

Transportation Element

Transportation 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).

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

Public Facilities and Services Element

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

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

3.1.3.1.3 Port of Los Angeles Plan

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

Objective 4: To assure priority for water and coastal dependent development within the Port while maintaining...the coastal zone environment and public views of, and access to, coastal resources. The Plan also sets forth the following standard/criterion applicable to lighting design within the Port:

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

1 **3.1.3.1.4 Wilmington Harbor Community Plan**

2 Reference in the Wilmington-Harbor City Community Plan to Aesthetics and Visual
3 Resources occurs in policies and standards for industrial projects. However, these are not
4 applicable to the proposed Project as the intent of the Plan is to improve compatibility of
5 new industrial sites within non-industrial areas and encourage the quality of new
6 industrial development. The proposed Project would occur within lands currently zoned
7 industrial where industrial uses already occur.

8 **3.1.3.1.5 Planning and Zoning Code**

9 The Los Angeles Planning and Zoning Code contains two lighting-related requirements
10 applicable to the proposed Project as listed below. However, the POLA Terminal
11 Lighting Design Guidelines fully address these two standards and require compliance
12 before lighting designs may be approved.

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

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

18 Plans for the proposed Project would be submitted for the required approvals and that
19 building permits would of necessity be obtained, so the following two requirements
20 would be satisfied during project planning and permitting.

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

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

27 Design details for signage were not available at the time the Draft EIR, as such would
28 occur during final Engineering design. However, the proposed Project would comply
29 with the following two standards.

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

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

35 **3.1.3.2 City of Long Beach**

36 **3.1.3.2.1 General Plan**

37 The City of Long Beach General Plan Scenic Routes Element establishes protection of
38 scenic resources. The only designated scenic route established is Ocean Boulevard from
39 Interstate -710 on the west to Livingston Drive on the east; the western end of that route
40 is approximately 1.75 miles from the Project site.

1 **3.1.3.2.2 Zoning Ordinance**

2 The City of Long Beach Zoning Ordinance 21.33.090 establishes light and glare
3 standards for industrial districts. Ordinance 21.33.090 states "All lighting, reflective
4 surfaces, or any other source of illumination shall not produce adverse effects on public
5 streets or on any other parcel. Lights shall be shielded at lot lines so as not to be directly
6 visible from any adjoining residential district.

7 **3.1.3.3 City of Carson**

8 **3.1.3.3.1 General Plan**

9 The City of Carson General Plan Safety Element establishes policies for safety from
10 crime. SAF-6.3 of the General Plan requires development of "standards and/or guidelines
11 for new development and redevelopment ... to minimize vulnerability to criminal
12 activity. The standards and/or guidelines ... at a minimum address ... Site security
13 lighting, including exterior lighting that enhances safety and night use (but minimize
14 impacts on surrounding land uses) . . ."

15 **3.1.3.3.2 Municipal Code**

16 The Carson Municipal Code Section 9147.1 requires that all lighting of buildings,
17 landscaping, parking lots and similar facilities be directed away from all adjoining and
18 nearby residential property.

19 **3.1.4 Impacts and Mitigation Measures**

20 **3.1.4.1 Impact Assessment Methodology**

21 The methodology used in this assessment of the impacts of the proposed Project on
22 Aesthetics/Visual Resources was developed by Lawrence Headley & Associates (LH&A)
23 and is presented in Appendix B. The methodology draws upon the principles and
24 procedures common to the major federal systems for visual resource management and
25 analysis (USFS, 1995; BLM, 1978; USDOT, 1981).

26 According to CEQA Guidelines § 15382, a significant impact is "...a substantial, or
27 potentially substantial, adverse change in any of the physical conditions within the area
28 affected by the project, including...objects of...aesthetic significance." For purposes of
29 this analysis an adverse change as it relates to impacts on Aesthetics and Visual
30 Resources occurs when:

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

37 Significant visual impacts are those that:

- 38 • Cause a perceptibly substantial reduction of visual quality. The perception that visual
39 quality has been substantially reduced is a function of public sensitivity to adverse
40 visual impacts, the intensity of the impacts, and their duration, as qualified by the
41 temporal viewing context. One indication of the significance of an impact is its

1 potential for controversy. A highly sensitive public is expected to be more reactive to
2 the potential for impacts of lesser intensity than a less sensitive public. Table 3.1-1
3 summarizes the relationship of impact intensity and sensitivity to the perception that
4 a substantial reduction in visual quality would occur; and/or

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

18 The intensity of an impact is addressed as the degree to which visual conditions change
19 adversely relative to existing conditions. The intensity of a visual impact is a function of
20 how apparent the proposed Project’s features may be within their context (e.g., barely
21 noticeable versus visually dominant). The significance of the impact depends on the
22 degree to which visual conditions change, the duration of the change, and the sensitivity
23 of the view affected.

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

31 Instrumental in determining the significance of a visual impact is the use of visual
32 simulations. As described in Section 3.1.2.2, visual simulations of four Key Viewpoints
33 were created as the basis for determining the significance of the proposed Project’s visual
34 changes.

35 **3.1.4.2 Thresholds of Significance**

36 Appendix G of the CEQA Guidelines (Environmental Checklist) identifies the following
37 thresholds of significance to determine whether a project would have a significant effect
38 on the environment. Non-compliance with the thresholds means the effect will normally
39 be determined to be significant by the agency and compliance means the effect normally
40 will be determined to be less than significant. Significant impacts would be determined if:

- 41 • The proposed Project would have a substantial, adverse effect on a scenic vista. The
42 Initial Study (Appendix A) concluded that because there are no designated scenic
43 vistas in the vicinity of the Project site, the proposed Project would have no impact
44 on scenic vistas. Accordingly, consistent with CEQA Guidelines Section 15063(c),
45 this issue is not addressed further in this EIR.

- 1 • The proposed Project would substantially damage scenic resources, including, but not
2 limited to, trees, rock outcroppings, and historic buildings within [view from] a state
3 scenic highway. The Initial Study (Appendix A) concluded that because there are no
4 designated scenic highways or corridors in the vicinity of the Project site, the
5 proposed Project would have no impact on scenic resources. Accordingly, consistent
6 with CEQA Guidelines Section 15063(c), this issue is not addressed further in this
7 EIR.
- 8 • The proposed Project would substantially degrade the existing visual character or
9 quality of a site and its surroundings.
- 10 • The proposed Project would create a new source of substantial light or glare which
11 would adversely affect day or nighttime views in the area.
- 12 • The proposed Project would result in substantial negative shadow effects on nearby
13 shadow-sensitive uses.

14 The following discussion provides a more detailed description of the methodology used
15 to address the thresholds of significance listed above.

16 **AES-1 Would the proposed Project cause a substantial degradation of the**
17 **existing visual character or quality of a site and its surroundings?**

18 In accordance with the Thresholds Guide, the determination of significance shall be made
19 on a case-by-case basis, considering the following factors:

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

34 **AES-2 Would the proposed Project result in a new source of substantial**
35 **light or glare that would adversely affect day or nighttime views in the**
36 **area?**

37 In accordance with the Thresholds Guide, the determination of significance will be made
38 considering the following factors:

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

1 **AES-3 Would the proposed Project result in substantial negative shadow**
2 **effects on nearby shadow-sensitive uses?**

3 In accordance with the Thresholds Guide, the determination of significance will be made
4 considering the following:

- 5 • “A project impact would normally be considered significant if shadow sensitive uses
6 would be shaded by project-related structures for more than three hours between the
7 hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between late October and
8 early April), or for more than four hours between the hours of 9:00 A.M. and 5:00
9 P.M. Pacific Daylight Time (between early April and late October).”
- 10 • Whether the project would “include light-blocking structures in excess of 60 feet in
11 height above the ground elevation that would be located within a distance of three
12 times the height of the proposed structure to a shadow-sensitive use on the north,
13 northwest, or northeast?”

14 **3.1.4.3 Impacts and Mitigation**

15 The major elements of the proposed Project are described in Chapter 2 of the
16 Recirculated Draft EIR, Project Description.

17 **Impact AES-1: The proposed Project would not cause a substantial**
18 **degradation of the existing visual character or quality of the site and its**
19 **surroundings.**

20 As described in greater detail in Section 3.1.2 above, the visual character of the existing
21 views of the project site are consistent with the heavy industrial use of the surrounding
22 area to the north, south and west of the proposed Project site.

23 The Project area would be cleared of existing structures and miscellaneous site features
24 such as pavement, curbs, signs and above-ground utilities prior to construction. These
25 structures principally consist of: (i) three warehouses; (ii) several small
26 buildings/structures (including those on the alternate business sites); (iii) pavement; and
27 (iv) access roads and railroad tracks. New 98-foot-tall cranes would be introduced, a new
28 administration and a new crane servicing building would be built in the northeast corner
29 of the Project site. The railroad line that traverses the east side of the Project site would
30 be altered and would be situated on a portion of the Southern California Edison right-of-
31 way. On the alternate business sites, the few existing structures (primarily small office
32 and maintenance buildings and fences) would be demolished as necessary and new
33 structures and paving would be installed. The existing structures were not identified as
34 having valuable visual characteristics in the overall industrial context of the Project site
35 (Section 3.1.2.1).

36 The visual simulation of the proposed Project based upon Key View 1, from PCH
37 looking north towards the Project site, is shown in Figure 3.1-13. As shown, the proposed
38 Project would introduce a new visual feature in the view. However, the visual
39 characteristics of the proposed Project would be consistent with the existing industrial
40 character of the Project area. In addition, the proposed Project would interrupt north-
41 facing views of mountains in the distance; however, this view is not protected by
42 applicable planning documents and is currently interrupted by electrical transmission
43 towers and lines in the Project area. The structures to be constructed at the alternate sites
44 and the future uses at those sites would be similar to the structures in the general area

1 (warehouses, office buildings, and maintenance facilities), and would not introduce
2 discordant elements into the scene.

3 As shown in Figure 3.1-14, the proposed Project would introduce a new visual feature in
4 the view. However, the visual characteristics of the proposed Project would be consistent
5 with the existing industrial character of the Project area. The existing SCE electrical
6 transmission line towers and the vertical elements associated with the existing heavy
7 industrial uses to the west of the Project site, both over 100 feet tall, dominate the vertical
8 element of the views from the east. As such, the proposed Project would not create a
9 distinct contrast with the established setting character and quality at Key View 2.

10 The visual simulation of the proposed Project for Key View 2, with incorporation of the
11 12-foot sound wall proposed as mitigation (**MM NOI-1** see Section 3.9 Noise), is shown
12 in Figure 3.1-15. The sound wall would contain landscaping on the freeway side as a
13 design feature for screening. As previously mentioned, the visual characteristics of the
14 proposed Project would be consistent with the existing industrial character of the Project
15 area. The existing SCE electrical transmission line towers and the vertical elements
16 associated with the existing heavy industrial uses to the west of the Project site, both over
17 100 feet tall, would be vertical elements that are visible from the views from the east.
18 However, the proposed sound wall mitigation shown in Figure 3.1-15 would dominate
19 the view from San Gabriel Avenue, east of the Terminal Island Freeway. The sound wall
20 mitigation would represent a new visual feature in this view, but would not block or
21 interrupt any unique or scenic views in the Project area. As such, the proposed Project
22 would not create a distinct contrast with the established setting character and quality at
23 Key View 2.

24 As Key View 3 (Figure 3.1-4) shows, the existing SCE electrical transmission line
25 towers, which are over 100 feet high, dominate the vertical element of the views from the
26 east. As shown in Figure 3.1-16 the addition of 98-foot-high cranes and the high-mast
27 light poles would not introduce a discordant element.

28 The visual simulation of the proposed Project for Key View 3, with the sound wall
29 mitigation, is shown in Figure 3.1-17. As previously mentioned, the visual characteristics
30 of the proposed Project would be consistent with the existing industrial character of the
31 Project area. The sound wall that would be required as mitigation, shown in Figure 3.1-
32 17, would represent a new visual feature, but would not dominate west-facing views from
33 Hudson Park, east of the Terminal Island Freeway. Accordingly, the proposed Project
34 would not create a distinct contrast with the established setting character and quality at
35 Key View 3.

36

1 **Figure 3.1-13. Key Viewpoint 1 – Visual Simulation (View from PCH).**



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1 **Figure 3.1-14. Key Viewpoint 2- Visual Simulation (Looking West/Southwest from San Gabriel Avenue, Adjacent East of the Terminal**
2 **Island Freeway).**



1 **Figure 3.1-15. Key Viewpoint 2 – Visual Simulation with Soundwall (Looking West/Southwest from San Gabriel Avenue, adjacent East of**
2 **the Terminal Island Freeway).**



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1 **Figure 3.1-16. Key Viewpoint 3 – Visual Simulation (Looking West/Northwest from Hudson Park).**



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1 **Figure 3.1-17. Key Viewpoint 3 – Visual Simulation with Soundwall (Looking West/Northwest from Hudson Park).**



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1 The existing rail bridge over Sepulveda Boulevard would need to be replaced to
2 accommodate additional tracks. Existing structures would be demolished, new pilings
3 and concrete abutments would be constructed, and a new steel span and new tracks would
4 be installed. The visual simulation of the proposed Project based upon Key View 4, from
5 the intersection of Sepulveda Boulevard/Willow Street and Terminal Island Freeway
6 looking towards the Sepulveda Boulevard Bridge, is shown in Figure 3.1-18. The
7 proposed bridge would replace the existing bridge, which contains historic elements and
8 conveys the visual sense of a traditional railroad bridge. The new bridge would be
9 modern in design and consistent with current railroad bridge construction practices, and
10 would result in a different view from Key View Point 4. Although the quality of the
11 existing views is considered to be moderately low, the proposed Project would create a
12 distinct contrast with the established setting character and quality at Key View 4.

13 No natural open space would be significantly affected by the proposed Project and
14 alternate sites. The sound wall to be required as mitigation would be located along the
15 east side of the Terminal Island Freeway to shield the residential, school, and park land
16 uses further to the east along Webster Avenue from noise effects. The sound wall
17 mitigation would be designed in conformance with applicable design criteria and building
18 codes. It would be constructed within an area that is relatively open, but it would be
19 visually integrated into the setting through its compliance with the design criteria and
20 codes.

21 As noted above, the Project site currently contains primarily industrial warehousing
22 activities and associated container and trailer parking. Surrounding land uses to the north,
23 west and south consist of similar rail and heavy industrial land uses. The proposed
24 Project would be expected to have similar heavy industrial and/or rail activities and
25 would not be expected to contrast with the existing visual character or quality of the site
26 or its surroundings. The new PCH intersection and the reconstructed Dominguez Channel
27 railroad bridge would closely resemble the existing structures. The developments on the
28 alternate sites would consist of low structures, low-intensity lighting, and fencing and
29 paving. These developments would be consistent with the existing visual character of
30 those sites.

31 The visual environment in the Project area would be temporarily altered during the
32 construction phase of the proposed Project. The construction of the proposed Project
33 would introduce new visual features in each Key View. However, the visual
34 characteristics of the construction of the proposed Project would be consistent with the
35 existing heavy industrial character of the Project area.

36 The proposed Project would introduce no unfavorable contrast to the existing visual
37 character. The proposed Project features would be in keeping with the surrounding
38 character, neither adding nor detracting from the aesthetics of the view.

1 **Figure 3.1-18. Key Viewpoint 4 – Visual Simulation (Looking West/Southwest from Sepulveda Boulevard /Willow Street and Terminal**
2 **Island Freeway Intersection).**



NOT TO SCALE

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Impact Determination

With one exception, the proposed Project would cause no unfavorable and additional contrast with features associated with the aesthetic image of the areas seen from key public viewing positions. Although elements of the existing Project site would be removed and replaced with new elements, most of the changes would not alter the visual character of the area, which is industrial and generally considered to be of low visual quality. The construction of the sound wall as noise mitigation (**MM NOI-1**) would create a change in the visual environment. However, the current visual environment, even from the perspective of the residences, school, and park viewing from the east (Key Views 2 and 3), does not include a unique or valued visual character. Current views from these land uses towards the Project site consist primarily of the very high intensity Port development located west of the Dominguez Channel and the SCE transmission towers on the east side of the Project site. These structures are over 100 feet in height and dominate the west-facing views from these land uses. The buffer wall would be constructed in compliance with applicable regulations and would not substantially degrade the visual character compared to existing conditions. With one exception, therefore (the Sepulveda Boulevard railroad bridge, see below), the proposed Project, including alternate sites, would have less than significant impacts on the visual characteristics of the proposed Project area.

In the case of the Sepulveda Boulevard railroad bridge, the existing visual character of the area is industrial in nature, and the new bridge, which would be built as a modern railroad bridge consistent with current railroad bridge construction practices, would be consistent with the industrial visual characteristics of the area. Nevertheless, the existing bridge is a historically significant structure (see Section 3.4), and its demolition and the construction of the new bridge would result in a substantial change in the visual environment as seen from Key View 4. This change is considered a significant impact.

Mitigation Measures

Mitigation is required for the significant impact associated with the demolition of the Sepulveda Boulevard railroad bridge. Implementation of mitigation measures **MM CR-2** and **MM CR-3** (see section 3.4 Cultural Resources) would ensure that historic elements of the existing railroad bridge would be maintained to the greatest extent feasible, which would reduce the degree to which the view of the bridge would be altered, but because it is not certain how much, if any, of the historic elements of the bridge could be retained, visual impacts would remain significant.

Residual Impacts

Implementation of **MM CR-2** and **MM CR-3** would reduce adverse effects to the historical resource, but the impact would remain significant and unavoidable. No further mitigation is available to reduce this impact to less than significant.

Impact AES-2: The proposed Project would not result in a new source of light or glare that would adversely affect day or nighttime views in the area.

As described in greater detail in Section 3.1.2.4 above, existing conditions consist of a minimal amount of typical security lighting mounted on the sides of several of the existing buildings on the Project site. Figures 3.1-19 through 3.1-22 include nighttime visual simulations for Key Views 2 and 3. There is no area lighting on the Project site, so that at night the light regime consists largely of low-intensity security lighting.

1 No nighttime construction is expected for the proposed Project, with the possible
2 exception of some localized construction on the PCH bridge, so there would be no
3 additional construction-related light or glare. Any nighttime construction that did occur at
4 the PCH bridge site would of very short duration, in order to minimize traffic delays or
5 meet interim construction schedules, and any night lighting would be similar to the bright
6 security lighting that currently exists in that area.

7 The proposed Project site is located in a heavy industrial area that currently has existing
8 sources of nighttime external and internal illumination. Implementation of the proposed
9 Project would add new light sources to the area of the proposed railyard due to the need
10 to meet safety and operational needs of the proposed rail facility. Exterior operational
11 lighting, including security nighttime lighting, would be provided throughout the property
12 and would be present at varying amounts throughout the day and night. The proposed
13 facility would include up to 32 100-foot-tall high-mast light poles, perimeter and security
14 lighting, and roadway lighting. Additional sources of operational light would come from
15 the headlights of trains and trucks entering and leaving the facility.

16 Sensitive receptors located in the residential areas to the east, across the Terminal Island
17 Freeway would not be affected by the lighting installed with the proposed Project.
18 Although the existing Project site is not brightly lit (with the exception of the areas north
19 and west of the Project site) and does not currently include tall light poles visible to the
20 sensitive receptors, the sensitive receptors are not located in close proximity to the
21 proposed Project. The nearest sensitive receptor is located approximately 300 feet
22 northeast of the Project site. The lighting would include automation and efficient
23 directional and shielding features in accordance with Port lighting policy/practice to
24 minimize light spillover into adjacent facilities and residences and minimize energy use.
25 Accordingly, the lighting would be consistent with the requirements of the City of Los
26 Angeles, City of Long Beach, and City of Carson laws and regulations concerning lighting.
27 Any lighting from the headlights of trains and trucks entering and leaving the proposed
28 Project would be only temporarily visible and would be consistent with the heavy industrial
29 uses currently existing in the Project area. In addition, sound wall mitigation on the east
30 side of the Terminal Island Freeway would block these sources of lighting from impacting
31 the residential area on the east side of the Terminal Island Freeway. Also, the residential
32 neighborhood located east of the Terminal Island Freeway currently receives spillover light
33 from the soccer field lighting in the adjacent Hudson Park.

34 Lighting at the alternate sites would be similar to the existing lighting at the proposed
35 Project site and alternate sites: local security and safety lighting rather than large-area flood
36 lighting. To the extent that demolition and new construction result in the removal of old
37 light fixtures and the installation of modern efficient lighting, the proposed Project could
38 reduce the amount of light and glare associated with the facilities at the alternate sites.

39 Overall, the lighting to be installed with the proposed Project and at the alternate sites is not
40 anticipated to have significant adverse effects on light-sensitive land uses and viewers (i.e.,
41 residential and drivers) in the Project area. In addition, the proposed lighting must be in
42 compliance with POLA's Terminal Lighting Design Guidelines, which apply to both
43 terminal and non-terminal Port properties. As discussed above under subsection 3.1.3.1.1,
44 compliance with POLA's Terminal Lighting Design Guidelines requires the completion of
45 lighting compliance monitoring after the installation of the new lighting associated with the
46 proposed Project to ensure that the lighting levels are in compliance with the standards
47 outlined in the guidelines.

1 **Figure 3.1-19. Key Viewpoint 2 – Nighttime Visual Simulation (Looking West/Southwest from San Gabriel Avenue, adjacent East of the**
2 **Terminal Island Freeway).**



NOT TO SCALE

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1 **Figure 3.1-20. Key Viewpoint 2 – Nighttime Visual Simulation with Soundwall (Looking West/Southwest from San Gabriel Avenue,**
2 **adjacent East of the Terminal Island Freeway).**



NOT TO SCALE

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1 **Figure 3.1-21. Key Viewpoint 3 – Nighttime Visual Simulation (Looking West/Northwest from Hudson Park).**



NOT TO SCALE

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3

1 **Figure 3.1-22. Key Viewpoint 3 – Nighttime Visual Simulation with Soundwall (Looking West/Northwest from Hudson Park).**



NOT TO SCALE

2

1 The proposed project would not introduce a new source of daytime glare. Daytime glare
2 would be produced by the reflection of direct sunlight off of surfaces such as glass, shiny
3 paint, and polished metal. The materials that would be used for project construction
4 would be non-reflective. The cranes would be painted with matte finishes, and the cab
5 windows would be near ground level, shielded from direct view by the sound wall
6 mitigation, intervening buildings, and other structures.

7 **Impact Determination**

8 Due to the distance between the proposed Project and the area sensitive receptors, there
9 would be a less-than-significant visual impact relative to **AES-2**.

10 *Mitigation Measures*

11 Mitigation is not required.

12 *Residual Impacts*

13 The impact would remain less than significant.

14 **Impact AES-3: The proposed Project would not result in shadow effects on** 15 **nearby shadow-sensitive land uses.**

16 Under the Thresholds Guide, if proposed Project structures would be over 60 feet tall and
17 within a distance of three times their height to shadow-sensitive land uses, the potential
18 for an adverse effect on those land uses must be considered. The Thresholds Guide lists
19 hours and times of the year, as well as criteria for the duration of the effect, as criteria for
20 finding such an impact significant. Specifically, an impact would be considered
21 significant if shadow-sensitive uses would be shaded by project-related structures for
22 more than three hours between the hours of 9:00 A.M. and 3:00 P.M. between October and
23 early April, or for more than four hours between 9:00 A.M. and 5:00 P.M. between early
24 April and late October.

25 Project features over 60 feet tall would include the proposed cranes and the lighting
26 poles. Specifically, the railyard would have 16 electric-powered, rail-mounted gantry
27 cranes up to 98 feet tall and up to 32 100-foot-tall light poles; the office and servicing
28 building structures would be less than 60 feet high. Because the crane structures and light
29 poles are not solid, they would not block appreciable light. Although the eastern edge of
30 the Project site is less than 300 feet from some sensitive uses (Section 3.1.2), structures
31 on the Project site would be located well within the Project site, more than 300 feet away
32 from any nearby shade-sensitive land uses to the east across the Terminal Island Freeway.
33 Any shadows from the proposed Project would not impact the sensitive receptors in the
34 area because no substantial area of property would be covered in shadow, due to the thin
35 width of the cranes and other proposed Project elements. None of the alternate sites is
36 expected to include structures over 60 feet high.

37 **Impact Determination**

38 The proposed Project would not create new areas of shadow on any shadow-sensitive
39 land uses. Therefore, no impact would occur relative to **Impact AES-3**.

40 *Mitigation Measures*

41 No mitigation is required.

1 *Residual Impacts*

2 No impact would occur.

3 **3.1.4.4 Summary of Impact Determinations**

4 Table 3.1-2 summarizes the impact determinations associated with the proposed Project
5 related to Aesthetics. This table is meant to allow an easy assessment of the potential
6 impacts of the proposed Project with respect to this resource. For each potential impact,
7 the table describes the impact, notes the impact determinations, describes any applicable
8 mitigation measures, and notes the residual impacts (i.e., the impact remaining after
9 mitigation). All impacts, whether significant or not, are included in this table.

10 Significant impacts were identified related to aesthetics. Specifically, under AES-2, the
11 demolition of the Sepulveda Boulevard Bridge would have a significant adverse impact
12 on visual resources as seen from Key View 4.

13 **3.1.4.5 Mitigation Monitoring**

14 No mitigation measures related to aesthetics are required. Mitigation monitoring and
15 reporting for measures **MM CR-2** and **MM CR-3** are described in Section 3.4.

16 **3.1.5 Consideration of Project Conditions Subject** 17 **to Approval**

18 The following project conditions are recommended for inclusion in the lease between the
19 LAHD and BNSF for the SCIG facility. These project conditions are not required as
20 CEQA mitigation measures but are important because they advance important LAHD
21 environmental goals and objectives.

22 **PC AES-1: Intensive Landscaping on West Side of Terminal Island Freeway**

23 PC-AES-1 is a proposal to improve the SCIG facility's visual context in the local
24 community. BNSF shall, by all means feasible and in good faith, work with the City of
25 Long Beach to obtain long-term access to the land required to construct an area of
26 intensive landscaping on the west side of the Terminal Island Freeway between PCH and
27 Sepulveda Boulevard, including removing existing tenant leases and clearing away
28 existing physical barriers on that land. Access may be by easement, lease, or title, but
29 should be secure for a period of at least 50 years (the operations period of the SCIG
30 facility). If successful, BNSF shall construct the intensive landscaping simultaneously, or
31 as nearly so as practicable, with construction of the SCIG facility during the time period
32 of 2013-2015. The intensive landscaping shall contain native plant tree species, with an
33 established irrigation system and a long-term maintenance plan that would be the
34 responsibility of BNSF. The final landscaping design plan shall be reviewed and
35 approved by the LAHD, the City of Long Beach, and other entities if necessary.

36 **PC AES-2: Compliance with Terminal Lighting Design Guidelines**

37 PC AES-2 relates to compliance with lighting and glare guidelines. All proposed lighting
38 installed at the proposed Project and at the alternate sites shall be in compliance with the
39 applicable requirements of POLA's Terminal Lighting Design Guidelines. As part of this
40 compliance, POLA shall ensure that light levels are measured at strategic points prior to
41 the installation of new lighting systems and at the same points after the new lighting
42 system is installed and operational to evaluate offsite light spill. If light and glare exceed

1 POLA's guidelines, the Tenant shall implement those corrective measures deemed
2 necessary by the POLA.

3 **3.1.6 Significant Unavoidable Impacts**

4 Although mitigation measures **MM CR-2** and **MM CR-3** for the demolition of the
5 Sepulveda Boulevard Bridge would reduce impacts to historical resources, visual impacts
6 resulting from the demolition would remain significant and unavoidable. No further
7 mitigation is available to reduce this impact to less than significant.

8 **Table 3.1-2. Summary Matrix of Impacts and Mitigation Measures for Aesthetic Effects Associated**
9 **with the Proposed Project.**

Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
AES-1: The proposed Project would cause a substantial degradation of the existing visual character or quality of the Project site and its surroundings	Significant impact	MM CR-2 and MM CR-3 (see Section 3.4)	Significant and unavoidable
AES-2: The proposed Project would result in a new source of light or glare that would not adversely affect day or nighttime views in the area	Less than significant impact	Mitigation not required.	Less than significant impact.
AES-3: The proposed Project would result in no shadow effects on nearby shadow-sensitive land uses	No impact	Mitigation not required	No impact

10

Table 3.1-3. Mitigation Monitoring and Project Conditions for Aesthetics.

AES-1: The proposed Project would cause a substantial degradation of the existing visual character or quality of the Project site and its surroundings.	
Mitigation Measures	MM CR-2 and MM CR-3: See Section 3.4 for mitigation monitoring
Timing	During Project Construction.
Methodology	MM CR-2 and MM CR-3 will be required in the contract specifications for construction. LAHD will monitor implementation during construction.
Responsible Parties	BNSF construction contractor(s) for SCIG will be responsible for implementing the mitigation measures in the contract specifications reviewed and approved by LAHD Environmental Management Division.
Residual Impacts	Significant and unavoidable impact.
The following measures are Project Conditions that may be included in the lease for the SCIG facility subject to approval by the Board. The conditions are not required as CEQA mitigation measures but are included here for tracking purposes.	
Project Conditions (PC)	
Project Condition	PC AES-1: Intensive Landscaping on West Side of Terminal Island Freeway BNSF shall, by all means feasible and in good faith, work with the City of Long Beach to obtain long-term access to the land required to construct an area of intensive landscaping on the west side of the Terminal Island Freeway between PCH and Sepulveda Boulevard, including removing existing tenant leases and clearing away existing physical barriers on that land. Access may be by easement, lease, or title, but should be secure for a period of at least 50 years (the operations period of the SCIG facility). If successful, BNSF shall construct the intensive landscaping simultaneously, or as nearly so as practicable, with construction of the SCIG facility during the time period of 2013-2015. The intensive landscaping shall contain native plant tree species, with an established irrigation system and a long-term maintenance plan that would be the responsibility of BNSF. The final landscaping design plan shall be reviewed and approved by the LAHD, the City of Long Beach, and other entities if necessary.
Timing	Prior to and during Project Construction.
Methodology	PC AES-1 will be required in the SCIG lease. LAHD will monitor implementation prior to and during construction.
Responsible Parties	BNSF and LAHD.
Project Condition	PC AES-2: All proposed lighting installed with the proposed Project and at the alternate sites shall be in compliance with the applicable requirements of POLA's Terminal Lighting Design Guidelines. As part of this compliance, POLA shall ensure that light levels are measured at strategic points prior to the installation of new lighting systems and at the same points after the new lighting system is installed and operational to evaluate offsite light spill. If light and glare exceed POLA's guidelines, the Tenant shall implement those corrective measures deemed necessary by the POLA.
Timing	During Project Construction and once Project Operation begins.
Methodology	PC AES-2 will be required in the Tenant leases. LAHD will monitor implementation during construction and monitor the lighting measurements submitted to the Port after lighting is installed.
Responsible Parties	Tenant and LAHD.

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