Section 3.1
Aesthetics and Visual Resources

SECTION SUMMARY

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

The primary features of the proposed Project and alternatives that could affect aesthetic resources includes the raising of up to five existing cranes and the addition of five new cranes. Additional features and activities of the proposed Project and/or alternatives, such as dredging, pile driving, backlands extension and expansion of the Terminal Island Container Transfer Facility (TICTF) on-dock rail, are also considered in this analysis.

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

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

Key Points of Section 3.1:

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

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

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

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

3.1.1 Introduction

The NOI/NOP for the proposed Project was posted on October 24, 2014 (see Appendix A of this Draft EIS/EIR). The Initial Study (also included in Appendix A) found that Aesthetics (Checklist Item I.a-d) would not have a significant impact on scenic vistas or resources; substantially degrade the existing visual character or quality of the site and its surroundings; or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The conclusion of the Initial Study was that potential impacts to aesthetics would be less than significant and not addressed further in the EIS/EIR. No comments were received during the scoping process on the aesthetics conclusions. Since the NOI/NOP was circulated, refinements have been made to the proposed Project that could affect the aesthetics and visual resources previously analyzed. Project refinements include: increasing the number of new 100-foot gauge gantry cranes from three to five, and raising five of the eight existing cranes to match the new cranes. Although these refinements to the proposed Project do not represent substantial changes from the NOI/NOP, the additional refinements to the cranes are evaluated related to aesthetics and visual resources herein.

This section characterizes the existing aesthetic conditions in the proposed Project area and assesses how the construction and operation of the proposed Project or an alternative would alter them. The analysis addresses the aesthetic topics that the City of Los Angeles defines as aesthetics, views, and shading. The analysis includes a systematic documentation of the visual setting and an evaluation of visual changes associated with the proposed Project and alternatives.

3.1.1.1 Terminology Used in this Visual Analysis

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

- A *viewshed* is the surface area visible from a particular location or sequence of locations (e.g., roadway or trail).
- *Focal views* provide focused visual access to a particular object, scene, setting, or feature of visual interest.
- *Focal points* are areas that draw the attention of the viewer, such as prominent structural features and water features.
- *Panoramic* views provide unfocused visual access to a large geographic area for which the field of view can be quite wide and extend into the distance. Panoramic views are usually associated with vantage points located on high ground and can provide views of valued resources, such as mountains, valleys, cityscapes, or the ocean. They also can provide views of an area not commonly available.
- Views might be discussed in terms of *foreground*, *middle-ground*, and *background views*. Foreground views are those immediately presented to the viewer and include objects at close range that could tend to dominate the view. Middle-ground views occupy the center of the viewshed and tend to include objects that are the center of attention if they are sufficiently large or visually different from adjacent visual features. Background views include distant objects and other objects that make up the horizon. Objects in the background fade to

obscurity with increasing distance. In the context of the background, the skyline can be an important location because highlighted objects above this point are against the background of the sky or ocean.

- *Scenic views* or *vistas* are the panoramic public views that provide visual access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles, 2001).
- *Visual quality*, as defined by Federal Highway Administration (FHWA), has to do with the excellence of the visual experience. The evaluative criteria that FHWA uses to determine the level of visual quality are *vividness*, *intactness*, and *unity*. FHWA defines *vividness* as "…the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns." The definition of *intactness* is "…the visual integrity of the natural and manmade landscape and its freedom from encroaching elements; this factor can be present in well-kept urban and rural landscapes as well as in natural settings." Lastly, FHWA defines *unity* as "…the visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape" (USDOT, 1988).

3.1.2 Environmental Setting

3.1.2.1 Existing Visual Conditions

Project Landscape Context

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

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

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

A large number and variety of watercraft use Port facilities. These range from small recreational and commercial fishing boats to large vessels, such as container ships, crude oil carriers, and cruise ships. In recent years, the development trend throughout the Port has been toward berths and backlands capable of accommodating larger container ships

and increased cargo throughput. As a result, longer wharves, deeper berths and taller cranes with longer booms have been required. These changes have altered the visual character of the Port by increasing the scale of the facilities visible in the landscape.

Project Site Features

The existing Everport Container Terminal occupies approximately 205 acres, of which 180 acres are under lease, and 25 acres are under space assignment. The 180 acres includes approximately 20 acres used as a railyard (the Everport Container Terminal portion of the TICTF). The existing terminal consists of two operating berths, Berths 226-229 and Berths 230-232, with eight operational 100-foot gauge wharf gantry cranes, and cargo-handling equipment (i.e., forklifts, rubber tire gantry cranes [RTGs], top-picks, yard tractors, and other equipment typical of terminal operations); an on-dock railyard and associated equipment; a cargo ship loading/unloading area, a large parking/storage yard, and appurtenant container terminal buildings and areas. For a complete list of existing facilities at the Everport Container Terminal, refer to Section 2.5.4 in Chapter 2, Project Description.

3.1.2.2 Methodology for Evaluating Existing Aesthetic Conditions

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

Visual Character

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

> Descriptions of visual character can distinguish at least two levels of attributes: pattern elements and visual character. Visual *pattern elements* are the primary visual attributes of objects; they include form, line, color, and texture. The *form* of an object is its visual mass, bulk, or shape. *Line* is introduced by the edges of objects or parts of objects. The *color* of an object is both its value or reflective brightness (light, dark) and its hue (red, green). *Texture* is apparent surface coarseness. Our awareness of these pattern elements varies with distance. From afar, only the largest objects are seen as individual forms and we may see a city hillside as textured surface. Distance also attenuates the intensity of color.
>
> The visual relationships between these pattern elements can be important secondary visual attributes of an object or an entire landscape. For example, there is a great difference between the visual character of a two-lane country road and an eight-lane freeway, although both may exhibit similar line, color, and texture. The visual contrast between a highway project and its visual environment can frequently be traced to four aspects of *pattern character*: dominance, scale, diversity, and continuity.
>
> Specific components in a landscape may be visually dominant because of position, extent, or contrast of basic pattern elements. Scale is the apparent

size relationship between a landscape component and its surroundings; an object can be made to look smaller or larger in scale by manipulating its visual pattern elements. Visual diversity is a function of the number, variety, and intermixing of visual pattern elements. Continuity is the uninterrupted flow of pattern elements in a landscape and the maintenance of visual relationships between immediately connected or related landscape components.

Visual Quality

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

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

Viewing Audience and Sensitivity

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

- **High Sensitivity.** High sensitivity suggests that at least some part of the public is likely to react strongly to a threat to visual quality impairment. Concern is expected to be great because the affected views are rare, unique, or in other ways special to the region or locale. A highly-concerned public is assumed to be more aware of any given level of adverse change and less tolerant than a public that has little concern. A small modification of the existing landscape may be visually distracting to a highly sensitive public and represent a substantial reduction in visual quality.
- **Moderate Sensitivity.** Moderate sensitivity suggests that the public would probably voice some concern over visual impacts of moderate to high intensity. Often the affected views are secondary in importance or are similar to others commonly available to the public. Noticeably adverse changes would probably be tolerated if the essential character of the views remains dominant.
- **Low Sensitivity.** Low sensitivity is considered to prevail where the public is expected to have little concern about changes in the landscape. Only a visual impact of the greatest intensity would be perceived as substantial (significant).

- **No Sensitivity.** There is no sensitivity where the potentially affected views are not "public" (not accessible to the general public) or where there are no indications that the affected views are valued by the public.

3.1.2.3 Local Scenic Routes

Local scenic routes are listed as City-designated scenic highways in Appendix E of the City General Plan Transportation Element (City of Los Angeles, 1999a). Within the San Pedro community, the scenic highway designated route begins along John S. Gibson Boulevard adjacent to the I-110 (Harbor Freeway) at Harry Bridges Boulevard, traverses under the Vincent Thomas Bridge, and continues along Harbor Boulevard before wrapping around Lookout Point and ending at the city limit at the western terminus of Paseo del Mar (see Figure 3.1-1). There are four City-designated scenic highway segments within the vicinity of the proposed Project, including: (1) John S. Gibson Boulevard from Harry Bridges Boulevard to Channel Street, (2) Pacific Avenue from Channel Street to Front Street, (3) Front Street from Pacific Avenue to Harbor Boulevard, and (4) Harbor Boulevard south of the Vincent Thomas Bridge.

- **John S. Gibson Boulevard,** between Harry Bridges Boulevard and Channel Street, extends approximately 1.4 miles southbound from Harry Bridges Boulevard before becoming Pacific Avenue near the intersection with Channel Street. Northbound travelers along this scenic route have fleeting views of the Yang Ming and TraPac Container Terminal facilities and parallel rail line, which often has trains of double-stacked containers that block a majority of the views from the scenic highway. Southbound travelers have limited views of the Vincent Thomas Bridge and no distinguishable views of the Project site in either direction because of the angle of the road, terrain, and street-level developments, as well as other container terminal cranes.
- **Pacific Avenue** extends for about 0.3 mile near Channel Street to Front Street. Northbound travelers on Pacific Avenue have peripheral views of China Shipping Container Terminal facilities and no views of the Project site. Views of the Project site for southbound travelers are unavailable due to existing development at Smith's Island.
- **Front Street** extends 0.5 mile along the northern and eastern base of Knoll Hill between Pacific Avenue and Harbor Boulevard. Northbound travelers on Front Street have views that center on the roadway and China Shipping Container Terminal but do not have views of the proposed Project area. For southbound travelers, existing Port development can be seen in the foreground, including cranes at the China Shipping Terminal, idled trucks, and stacks of containers. Views southbound toward the Project site are limited, including partial views of the lower portions of the Everport cranes and ships that can be glimpsed from under the Vincent Thomas Bridges western approach roadway, just past the World Cruise Terminal.
- **Harbor Boulevard** extends 1.2 miles south to its terminus at Crescent Avenue. From the northern section of Harbor Boulevard (in the vicinity of the Vincent Thomas Bridge), primary views include the working Port and transportation infrastructure (such as the western approach of the Vincent Thomas Bridge). Portions of existing Everport cranes are partially visible in the distance.

Base Map Source: USGS, 2017

Figure 3.1-1
Location of Viewpoints and Scenic Routes

Berths 226-236 [Everport] Container Terminal Improvements Project

Depending on whether a cruise ship is berthed at the cruise terminal, the upper portions of the cranes can be seen in the background of the cruise terminal (across the channel) by travelers looking eastward. Harbor Boulevard is lined with widely spaced palm trees, which provide a moderately high level of intactness and unity in the views. Between the cruise terminal and 6th Street, there are various fleeting views of the Everport Container Terminal (cranes, ships and container) between cruise terminal buildings, USS Iowa Battleship, Fireboat #2 Ralph J. Scott temporary restoration facility, Fire Station No. 112, and the Maritime Museum. From the southern section of Harbor Boulevard, views are more panoramic and less obstructed toward the bridge, with Port facilities and container-laden ships in the foreground, including the Project site (Photograph 3.1-1).

Photograph 3.1-1: View from south Harbor Boulevard (looking north) from an area near 12th Street (photo taken February 11, 2017)

As described above, a majority of the views of the Project site from surrounding local scenic routes are available from Harbor Boulevard and are not available from John S. Gibson Boulevard, Pacific Avenue, or a majority of Front Street. Therefore, existing aesthetic conditions in terms of visual quality and sensitivity can only be described from Harbor Boulevard and Front Street at Harbor Boulevard. Sensitivity from Harbor Boulevard is considered high due to its designation as a local scenic route with views of a working port; however, due to the intervening elements between Harbor Boulevard and the Everport Container Terminal described above, the level of vividness and intactness considered to be low to moderate. Sensitivity from Front Street at Harbor Boulevard is also considered high due to its designation as a local scenic route; however, due to the

intervening World Cruise Terminals and western approach of the Vincent Thomas Bridge, the level of vividness and intactness is considered low.

3.1.2.4 Key Viewing Areas

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

Main Channel (VP-1)

The critical views from within and along the Main Channel and outer harbor are those from non-shipping vessel traffic (e.g., recreational watercraft, sightseeing boats, passenger ferries, and cruise ships). These views include Port facilities and operations, including various over water gantry (wharf) cranes, container ships, backlands storage containers, warehouses, and liquid bulk storage facilities which create the visual context of a working port, and as such represent a valued view from this location. The view that represents this critical view from the main channel is adjacent to the City of Los Angeles Fire Station No. 112, on the western side of the Main Channel (Photograph 3.1-2).

San Pedro Waterfront (VP-2)

South of the Vincent Thomas Bridge and along the San Pedro Waterfront are numerous tourist and recreation attractions and amenities, such as the Catalina Express Terminal, Catalina Air and Sea Terminal, SS Lane Victory, World Cruise Center, USS Iowa Battleship, Los Angeles Maritime Museum, Ports O'Call Village, Cabrillo Marina, and Cabrillo Beach. Although the views from the San Pedro Waterfront do not extend to the interior of Terminal Island, views of the working Port from areas serving tourism and recreation are considered highly sensitive. The view that represents this critical view is from the waterfront at a location within the Ports O'Call Village, on the western side of the Main Channel (Photograph 3.1-3). Views from the San Pedro Waterfront primarily consist of the Main Channel with the working Port facilities and operations beyond.

San Pedro Residential Areas (VP-3)

The nearest residential area within San Pedro with a direct view to the Project site is the hill/bluff area that is immediately west of Harbor Boulevard, which is west of Terminal Island and the Main Channel. This elevated area forms the eastern edge of a terrace that slopes from approximately 50 to 100 feet above the Port. The viewing distance and elevation at the nearest residential area (VP-3) allows a direct view of the World Cruise Terminal (foreground) and the cranes at the Project site (background). The view that represents this viewpoint is from O'Farrell Street and Palos Verdes Street (Photograph 3.1-4).

Source: LAHD, 2017 (photos taken January 25, 2017);
CDM Smith, 2017

Photograph 3.1-4: Nearest San Pedro Residential Area, O'Farrell and Palos Verdes Viewpoint (VP-3) (photo taken February 11, 2017)

Other San Pedro residences (further up the bluff) have a view of the backlands, berths, and cranes at Pier 300 and Pier 400, the Main Channel, the Vincent Thomas Bridge, and the Port's liquid bulk facilities (Photograph 3.1-5). The more valued aesthetic image for the San Pedro residential setting is directed to the south toward the outer harbor, open ocean, and Catalina Island.

3.1.2.5 Existing Nighttime Lighting Conditions

The nighttime lighting environment within the proposed Project vicinity consists mainly of ambient light produced from container-handling operations and other facility lighting in the Port. The major sources of illumination at the Port are the hundreds of down lights and floodlights attached to the tops of tall light standards. High intensity lights that are used to illuminate the vessels during container loading and unloading are attached to the booms of the shipping cranes located along the edge of the harbor's channels. Additional nighttime sources of light in the vicinity include the Vincent Thomas Bridge, streetlights on New Dock Street, Pier S Avenue, and other nearby streets, adjacent terminal operations, and the headlights of the vehicles traveling on the roads.

Source: CDM Smith, 2017 (photo taken February 5, 2017)

Photograph 3.1-5
View of Ports of Los Angeles and Long Beach from Deanne Dana Friendship Park (PH-3)

3.1.3 Applicable Regulations

3.1.3.1 Port of Los Angeles Master Plan

An update to the PMP was approved by the Los Angeles Board of Harbor Commissioners in August 2013 to provide for the short- and long-term development, expansion, and alteration of the Port through 2030. The updated PMP includes the previous amendments to the plan that was first adopted in 1980. The PMP is an overall planning document but does not contain any element specific to visual resources.

3.1.3.2 City of Los Angeles General Plan

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

Port of Los Angeles Plan

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

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

Transportation Element (Scenic Highway Guidelines)

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

3.1.4 Impacts and Mitigation Measures

3.1.4.1 Methodology

An assessment of visual and aesthetic changes under the proposed Project was conducted using federal, state, and local guidance, and visual simulations. As noted above, FHWA guidance was used to assess and analyze the character, quality, and sensitivity of views under existing and proposed project conditions in consideration of the CEQA and NEPA requirements and the *L.A. CEQA Thresholds Guide*, which are further described below. A visual survey was conducted of the Port and neighboring areas to establish baseline (existing) visual and aesthetic conditions at three viewpoints. Existing and simulated images of the Project site and surrounding areas from these viewpoints are depicted in

Figures 3.1-2 through 3.1-4. The simulated images illustrate how the Project site would appear after adding and modifying (raising) cranes at the Everport Container Terminal. The simulations involved the creation of crane models, which were based on the existing dimensions and color of the existing cranes at the Everport Container Terminal.

CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a project that exist at the time of the NOP. These environmental conditions normally would constitute the baseline physical conditions by which the CEQA lead agency determines if an impact is significant. The NOP for the proposed Project was published in October 2014. For purposes of this Draft EIS/EIR, the CEQA baseline takes into account the throughput for the 12-month calendar year preceding NOP publication (January through December 2013) in order to provide a representative characterization of terminal activity levels throughout the complete calendar year preceding release of the NOP. The CEQA baseline conditions are also described in Section 2.7.1 and summarized in Table 2-1 in Chapter 2, Project Description.

In 2013, the Everport Container Terminal encompassed approximately 205 acres (180 acres under its long-term lease plus an additional 25 acres on month-to-month space assignment), supported eight cranes, handled approximately 1.24 million TEUs, and had 166 vessel calls.

NEPA Baseline

For purposes of this Draft EIS/EIR, the evaluation of significance under NEPA is defined by comparing the proposed Project or other alternative to the NEPA baseline. The NEPA baseline is described in Section 2.7.2 and summarized in Table 2-1 in Chapter 2, Project Description. The NEPA baseline for determining significance of impacts includes the full range of construction and operational activities the applicant could implement and is likely to implement absent a federal action, in this case the issuance of a Department of the Army (DA) permit.

Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA baseline is not bound by statute to a “flat” or “no-growth” scenario. Instead, the NEPA baseline is dynamic and includes increases in operations for each study year (2017, 2018, 2019, 2026, 2033 and 2038), which are projected to occur absent a federal permit. Federal permit decisions by the USACE focus on direct impacts of the proposed Project to waters of the U.S., as well as indirect and cumulative impacts to waters of the U.S. and the uplands determined to be within the scope of federal control and responsibility. For the purpose of this analysis, uplands determined to be within the USACE scope of federal control and responsibility extend from the water inland a distance of 100 feet. Significance of the proposed Project or the alternatives under NEPA is determined by comparing the proposed Project or the alternatives to the NEPA baseline.

The NEPA baseline, for purposes of this Draft EIS/EIR, is the same as the No Federal Action Alternative (Alternative 1). Under the NEPA baseline, no dredging, dredged material disposal, in-water pile installation, or crane installation/extension would occur, and the existing terminal capacity would not be increased. The NEPA baseline includes installation of AMP and construction of 23.5 acres of additional backlands (e.g., the 1.5-

acre area at the southern end of the terminal and the 22-acre backland expansion area) to improve efficiency, which could occur absent a federal permit.

The NEPA baseline assumes that by 2038 the terminal would handle up to approximately 1,818,000 TEUs annually, accommodate 208 annual ship calls at two existing berths, and utilize eight cranes.

3.1.4.2 Thresholds of Significance

CEQA Criteria

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

AES-1: A project or alternative would have a significant impact if it would result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of view

AES-2: A project or alternative would have a significant impact if it would substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

AES-3: A project or alternative would have a significant impact if it would substantially degrade the existing visual character or quality of the site or its surroundings

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

NEPA Criteria

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

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

To evaluate the proposed Project and alternatives in the context of NEPA, the visual impact analysis was conducted based on the analytic principles of the FHWA's *Visual Impact Assessment for Highway Projects* publication and BLM visual resource management systems. This approach for the evaluation of aesthetic effects draws heavily on an analytic framework developed by Lawrence Headley of Headley Associates, Santa Barbara, California, which defines "visual impact" and "visual impact intensity" as follows (Lawrence Headley and Associates, 2008):

- An "adverse change" in aesthetics/visual resources occurs when, relative to a public view:
  - An action will perceptibly change features of the physical environment so that they no longer appear to be characteristic of those inherent to the region and/or locale;

- An action will introduce features to the physical environment that are perceptibly uncharacteristic of the region and/or locale; and/or
- Visual access to the landscape or the visibility of one or more valued features of the landscape will be adversely affected (e.g., partially or totally blocked from view).

(Features that are or have become uncharacteristic are those that appear out of place, discordant or distracting.)

- The terms "intensity" and "magnitude" are used interchangeably. The magnitude—or intensity—of a visual impact is the degree to which existing visual conditions would change because of features of project construction and operation. Visual conditions are expressed in terms of visual modification (VM) classes (Table 3.1-1).

Table 3.1-1: Visual Modification Class Definitions

VM Class 1
Not noticeable: Changes in the landscape that have occurred in the past, or potentially could occur in the future due to a proposed project, when within public view generally would be overlooked by all but the most concerned and interested viewers. They generally would not be noticed unless pointed out (inconspicuous because of such factors as distance, screening, low contrast with context, or other features in view, including the adverse impacts of past activities).
VM Class 2
Noticeable, visually subordinate: Changes in the landscape that have occurred in the past, or potentially could occur in the future due to a proposed project, when within public view would not be overlooked (noticeable to most without being pointed out). They could attract some attention but do not compete for it with other features in the field of view, including the adverse impacts of past activities. Such changes often are perceived as being in the background.
VM Class 3
Distracting, visually co-dominant: Changes in the landscape that have occurred in the past, or potentially could occur in the future due to a proposed project, when within public view would compete for attention with other features in view. (Attention is drawn to the change about as frequently as to other features in the landscape.)
VM Class 4
Visually dominant, demands attention: Changes in the landscape that have occurred in the past, or potentially could occur in the future due to a proposed project, when within public view would be the focus of attention and tend to become the subject of the view. Such changes often cause a lasting impression of the affected landscape.

Source: LAHD, 2014.

In applying this classification system to evaluation of view changes, a number of factors affecting the context of views are considered: viewer activity; primary viewing direction(s); viewing distance; project exposure; duration of viewing; relationship of the subject view to the sequence available; the presence of existing features of competing visual interest; and established features tending to draw attention toward the project facilities (focal point sensitivity). The intensity of the impact (the degree of change as identified by the visual modification class ratings) is compared to the existing level of

visual quality and the sensitivity of the affected view to determine if a substantial negative reduction in visual character and quality is likely to occur.

3.1.4.3 Impact Determination

Proposed Project

Major elements of the proposed Project are described in Chapter 2, Project Description. Various infrastructure and improvements associated with the implementation of the proposed Project could be visible during construction and operation. Construction of the proposed Project includes installation of piles and dredging along Berths 226-232. Construction equipment (i.e., crane, dredge and barge) would temporarily affect views; however, equipment would not be expected to obscure views and would be used over a short duration. In addition, construction commonly occurs throughout the Port. The implementation of the proposed Project includes: the raising of up to five existing cranes; addition of five new cranes; and the extension of the backlands area for container terminal operations (including a new gate complex). Of all the proposed Project elements, only the proposed crane additions and modifications would be noticeable. The new/raised crane height would be approximately 45 feet taller than the largest existing cranes at the site (currently the tallest crane height is 259 feet tall with a stowed height of 330 feet). See Table 3.1-2 for a summary of the cranes at the Project site with implementation of the proposed Project.

Table 3.1-2: Everport Container Terminal Crane Specifications

	Existing[1]				Proposed			
Crane No.	Crane Height (ft)	Stow Height (ft)	Vessel Size	Containers Across	Crane Height (ft)	Stow Height (ft)	Vessel Size[1]	Containers Across
1	206	262	10,000	19	206	262	10,000	19
2	206	262	10,000	19	206	262	10,000	19
3	206	262	10,000	19	206	262	10,000	19
4	259	330	16,000	22	304	376	18,000	22
5	259	330	16,000	22	304	376	18,000	22
6	259	330	16,000	22	304	376	18,000	22
7	259	330	16,000	22	304	376	18,000	22
8	259	330	16,000	22	304	376	18,000	22
New	n/a	n/a	n/a	n/a	304	376	18,000	22
New	n/a	n/a	n/a	n/a	304	376	18,000	22
New	n/a	n/a	n/a	n/a	304	376	18,000	22
New	n/a	n/a	n/a	n/a	304	376	18,000	22
New	n/a	n/a	n/a	n/a	304	376	18,000	22

Source: CDM Smith, 2017 ft = feet n/a = not applicable

[1] In 2013 (CEQA Baseline), the terminal utilized eight cranes. Three of those cranes were scheduled for replacement under a previously approved project (APP 100908-085. See NOI/NOP in Appendix A for additional information on that project). In 2015, the three replacement cranes were installed; however, the older replaced cranes have not yet been removed and are out of service but still present. Because these three cranes will be removed in the future to complete that replacement project, they are not reflected in this table.

[2] Although some of the cranes can accommodate a fully laden 18,000 TEU vessel, the maximum vessel size that the wharves can accommodate after deepening (to -55 feet at Berths 226-229 and -49 feet at Berths 230-232) is limited to 16,000 TEU vessels.

CEQA Impact Determination

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

The proposed Project would not remove, add, or modify features that substantially contribute to the scenic value or visual character of the area, and it would not require grading or development of designated open space. The raised and additional cranes would be consistent with the relative proportion of other cranes at the Everport Container Terminal as well as cranes at other container terminals throughout the Port and would not contrast with the valued landscape features of the area. Other proposed Project-related improvements, including dredging, installation of sheet and king piles, AMP, extension of backlands, and modifications to the gate complex, would not be visible from surrounding areas and would not result in any effects on a scenic vista.

Similar to today, areas along the northern part of the locally designated scenic route along Harbor Boulevard would provide views of the upper portion of the cranes after implementation of the proposed Project; however, these viewpoints are typical views of the Port from Harbor Boulevard. Also, the proposed crane additions and modifications (raising) would be constructed and painted to match the existing cranes at the Project site and would appear similar to the existing cranes. While the crane height would be increased and additional larger cranes added, the raised/modified and additional cranes would be consistent with the shape, type, and relative proportion of the existing cranes, as well as other added and raised cranes at other container terminals throughout the Port. As such, distant views of the cranes from the southern portion of Harbor Boulevard are not expected to result in substantial changes to views because the dominant visual features would continue to be of adjacent development and intervening landscaping. Views of the proposed Project area from the northern portion of Harbor Boulevard and southbound on Front Street are limited and do not exist from Pacific Avenue, and John S. Gibson Boulevard because views are impeded by adjacent development or topographic features, and no impacts from these scenic routes would occur.

Following is an analysis of the changes to the existing three key viewing area locations that were selected that were representative of the most sensitive views (as described above in Section 3.1.2.4 and identified on Figure 3.1-1).

Main Channel (VP-1)

The five new cranes and up to five raised existing cranes would be located along the northern portion of the wharf adjacent to existing cranes. The height of the five new cranes and five raised cranes would be approximately 304 feet high, 45 feet higher than the largest cranes currently located at the Project site. The three existing small cranes would remain at their current height (206 feet). The new cranes would be adjacent to the existing cranes along the existing wharf and thereby blend visually within the existing cranes along the terminal wharf. Although taller than the existing cranes, the new and raised cranes would not create new view blockages of the Vincent Thomas Bridge such that scenic views of the working port would be significantly and adversely affected. Further, the new and raised cranes are congruent with the existing views associated with the Port and as such would be consistent with the existing facilities and activities occurring on Terminal Island. As such, the proposed Project would not represent a new visual element that could alter or obstruct scenic vistas or recognized and valued views

from the Main Channel and would not have a substantial adverse effect on a scenic vista. Refer to Figure 3.1-2 for the existing and simulated images of the Project site and surrounding areas from VP-1. The existing photos show three small non-operational cranes that are slated for removal based on a previous LAHD and DA permit (for a total of 11 cranes). The simulations were created assuming 13 total cranes on the Project site, which includes three cranes 206 feet high and 10 cranes 304 feet high.

San Pedro Waterfront (VP-2)

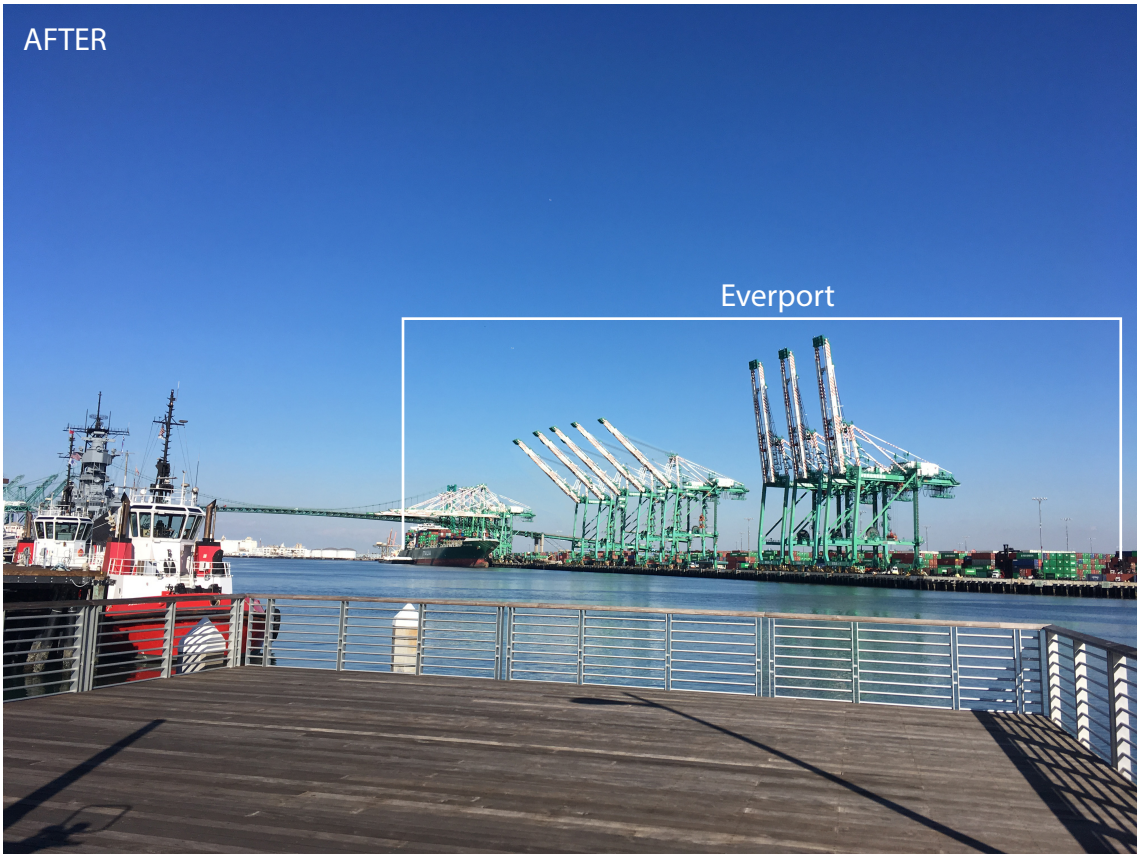
As discussed above, the new visual features of the proposed Project would be congruous with the existing visual context. The new and raised cranes would be located adjacent to the existing cranes along the existing wharf and would present a similar visual profile as the existing cranes located on the Project site and throughout Terminal Island. Views would continue to be representative of a working Port environment, and include the Main Channel and boat slips, wharves, cranes, stacked containers, berthed cargo vessels, and PBF Energy (formerly ExxonMobil) liquid bulk facilities, and other dockside facilities. As such, the proposed Project would not block scenic vistas or recognized and valued views from the San Pedro Waterfront and would not have a substantial adverse effect on a scenic vista. Refer to Figure 3.1-3 for the existing and simulated images of the Project site and surrounding areas from VP-2.

San Pedro Residential Areas (VP-3)

The nearest San Pedro residential area with a direct view to the Project site is represented by the residences on the hill west of Harbor Boulevard in the vicinity of the World Cruise Terminal. As shown on Photograph 3.1-4, this residential area has direct views of the Project site and the World Cruise Terminal. The new and raised cranes would not alter or intercede in any existing valued views of the outer harbor, open ocean, and Catalina Island experienced from this residential area. Also, as discussed above, the new visual features of the proposed Project would be congruous with the existing visual context as they would be located adjacent to the existing cranes along the existing wharf and would present a similar visual profile as the existing cranes located on the Project site and throughout Terminal Island.

Residences further up the bluffs to the west and southwest of the Project site would also not experience blockage of valued views of the outer harbor, open ocean, and Catalina Island as the proposed Project would not occur within lines of sight directed to the south and would not block such views or otherwise affect public access to them. The visual elements of the proposed Project would blend into the existing views of the Port and not be individually distinguishable or disruptive of the existing visual context. This would also apply to more distant hillside views such as those in Rancho Palos Verdes, which would have wider views of the Port. Refer to Photograph 3.1-5 for a panoramic view of the Port from the San Pedro bluff residential area.

Therefore, there would be no adverse impact on scenic vistas from the San Pedro Residential Areas. Refer to Figure 3.1-4 for the existing and simulated images of the Project site and surrounding areas from VP-3.



Source: CDM Smith, 2017

Figure 3.1-2
Simulation of Main Channel Viewpoint (VP-1)

Source: CDM Smith, 2017

Figure 3.1-3
Simulation of San Pedro Waterfront Viewpoint (VP-2)

Source: CDM Smith, 2017

Figure 3.1-4
Simulation of Nearest San Pedro Residential Area
O'Farrell/Palos Verdes Viewpoint (VP-3)

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

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

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

The Project site is an existing container terminal and adjacent vacant and developed areas to the immediate south. The site's existing visual features include over water gantry (wharf) cranes, backlands cranes, containers (stacked and on chassis), and associated terminal equipment and facilities. No scenic trees or rock outcroppings exist in the Project site. The 22-acre area to the south of Terminal Way that would be redeveloped as backlands contains approximately 11 one-story buildings/structures that would be demolished. These buildings are not visible from any state scenic highway or from the City's scenic highways along the west side of the Main Channel (John S. Gibson Boulevard, Pacific Avenue, Front Street, and Harbor Boulevard).

The proposed improvements would not substantially damage or detract from views of the Main Channel and the recreational and commercial areas along its western banks toward the Vincent Thomas Bridge. The proposed modified and new cranes would be visible to motorists traveling on the Vincent Thomas Bridge, but the views would be fleeting and the cranes and other improvements would not substantially change the view of the Project

site or the working Port setting in that view. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

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

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

The Port includes approximately 32 terminals and other facilities, all of which are illuminated at night. The overall lighting environment includes two types of light sources: (1) fixed, or stationary, light sources associated with terminals, which include crane lights, parking lot and backlands light standards, building security lighting, and terminal access road or rail spur lighting; and (2) mobile light sources associated with ship, rail and truck traffic, cargo-moving equipment, and other vehicles on interior Port roadways. The primary source of nighttime lighting is high-mast lights along the Project site and other facilities on the east side of the Main Channel south of the Vincent Thomas Bridge, which is characteristic of the Port environment, and local more focal lighting associated with the tourist attractions at the San Pedro Waterfront. The existing cranes at the Project site are typically illuminated at night between dusk and 10:00 p.m. or later if nighttime stevedoring is occurring (i.e., loading or unloading activities). Crane lights shine downward from the horizontal boom position to illuminate only the working surfaces.

As with the existing cranes, lighting associated with the raised and additional over the water gantry (wharf) cranes would include lighting arrays along the underside of each crane boom to illuminate container handling operations, lighting on the underside of the crane frames, and interior and exterior lighting associated with the housing of the crane.

Lighting would meet the acceptable minimum lighting levels required for the safety of personnel, as required by the Port of Los Angeles Terminal Lighting Design Guidelines (POLA, 2012). Furthermore, lighting fixtures would face east towards the interior of the Project site to light the terminal and would be directed away from sensitive receptors. Thus, the new cranes and the raised cranes would have minimal effect on the existing night lighting environment.

The new 1.5-acre and 22-acre backland areas/gate complex would be illuminated with high-mast lights meeting the standards as stipulated in the Port of Los Angeles Terminal Lighting Design Guidelines (POLA, 2012). The TICTF is already illuminated with high-mast lighting.

Mobile light sources would continue to include trucks, cars, cargo-moving equipment on the access road and in the backland areas and trains along the expanded on-dock rail.

Therefore, given that new lighting sources would be minimal in relation to the existing lighting on-site and harbor area as a whole, the proposed Project would not make a distinguishable contribution to ambient lighting. In addition, based on implementation of LAHD design guidelines, the incremental change in ambient lighting at the Project site is not expected to substantially change existing levels of ambient light at sensitive areas because the immediate area is subject to industrial lighting under existing baseline conditions. The level of sensitivity to changes in nighttime lighting conditions brought about by the proposed Project is low because the residential areas in San Pedro are elevated at and above the Project site and located from approximately 0.34 and 0.50 mile to the west from the terminal wharf. In addition, the overall lighting conditions under the proposed Project would be relatively indistinguishable from existing conditions at the residential areas in San Pedro. The localized nature of new shielded and/or downwardly directed lighting, intervening development, and the distance of the Project site to the San Pedro residential areas would minimize lighting effects of the proposed Project. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

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

Local Scenic Routes

Northbound travelers on Front Street, Pacific Avenue, and John S. Gibson Boulevard would not have views of the cranes and vessels berthed at the Project site. Southbound travelers would also not have clear views of the proposed Project features from the John S. Gibson Boulevard/Pacific Avenue portion of the City's designated scenic highway due to the angle of the roadway and intervening landscaping features and other Port-related

development in the middle-ground. Southbound on Front Street, segments of the bottom portion of the cranes can be seen from under the western approach of the Vincent Thomas Bridge and above/beyond the World Cruise Terminal. In addition, the modified and new cranes would not obstruct or detract from views toward the Vincent Thomas Bridge. For travelers on the southern portions of Harbor Boulevard, the cranes at the Project site would be visible as northeast-facing views (refer to Photograph. 3.1-1). However, the buildings, docked ships, landscape elements, and other features in the foreground and middle-ground would block views of the cranes. The viewshed would continue to comprise a working port, consistent with the City's scenic highways designation. Therefore, the changes in views brought about by the modified and new cranes would be less than significant in relation to the overall character and visual quality of the City-designated scenic highways.

Key Viewpoints

As detailed under Impact AES-1 above, from all key viewpoints (VP-1 to VP-3) the addition and modifications of cranes at the Project site would not degrade views of the Vincent Thomas Bridge. Overall, the cranes would be consistent in scale with other elements of the view, and the modified and added cranes would be visually consistent with the overall view context. Therefore, the proposed Project would not substantially change the existing visual quality or character of this view. Refer to Figures 3.1-2 through 3.1-4 for the existing and simulation photos from the key viewpoints.

Table 3.1-3 is a summary of the AES-5 impacts associated with the proposed project:

Table 3.1-3: Summary of AES-5 Impacts for Proposed Project

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
Local Scenic Routes		
Visual Character: The local scenic routes are designated as such due to the views of the working Port. Although heavily developed, Everport Container Terminal cranes could be seen from selected portions of the route along Harbor Boulevard and a small area associated with Front Street in the vicinity of Harbor Boulevard. **Visual Quality:** Views onto the Project site are limited along local scenic routes; however, portions of cranes can be seen in the background from sections of Harbor Boulevard and Front Street at the vicinity of Harbor Boulevard. Views of the cranes from Harbor Boulevard are partially blocked or mixed with views of the Vincent Thomas Bridge. Also, terminal features are visible in the middle-ground from the southern portions of the Harbor Boulevard, which creates a low level of vividness, intactness, and unity.	Moderate	**VM Class 2 (Noticeable, visually subordinate):** The primary proposed Project features visible as noticeable elements in views from the southern portion of the Harbor Boulevard would be the cranes seen in the middle-ground. The proposed Project would increase the density of the cranes and slightly extend the visual row of cranes but would not block views of scenic resources or compete with other features in the field of view. No significant impact.
Main Channel		
Visual Character: Views of the Port area	Low	**VM Class 2 (Noticeable, visually**

Table 3.1-3: Summary of AES-5 Impacts for Proposed Project

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification
from the City of Los Angeles Fire Station No. 112 are mixed, with the Project site and Vincent Thomas Bridge in the foreground and other terminals, including the wharf cranes, in the middle- and background. **Visual Quality:** The existing Everport Container Terminal cranes can be seen across the Main Channel. The Vincent Thomas Bridge creates a moderately high level of vividness. Levels of intactness and unity are also moderately high as views of the cranes are combined with views of containers at the Project site. Views of the Project site and the terminal cranes are mixed with foreground (Vincent Thomas Bridge and other terminals, including the wharf cranes, in the middle- and background). This view has a moderately high level of vividness and intactness and unity.		**subordinate):** The new cranes would be visible across the Main Channel but would be located next to existing cranes and the modified cranes would be raised to match the new cranes. Views of the proposed cranes would be consistent with those of the existing Everport Container Terminal, and introducing new cranes is not expected to result in noticeable elements within the field of view from the Main Channel viewpoint. No significant impact.
San Pedro Waterfront		
Visual Character: The waterfront affords views of the heavily developed Port, including the existing cranes at the Project site and Vincent Thomas Bridge. **Visual Quality:** The cranes are viewed in the middle-ground amidst heavily developed Port uses, and they create a moderate level of vividness. Levels of intactness and unity are low.	Moderate	**VM Class 2 (Noticeable, visually subordinate):** The primary Project features visible as noticeable elements in the view would be the cranes seen in the middle-ground. The proposed Project would increase the density of cranes and slightly contribute to the visual row of cranes but would not block views of scenic resources or compete with other features in the field of view. No significant impact.
San Pedro Residential Areas		
Visual Character: The view from the nearest residences with a direct line of site is of a highly-developed Port Complex with a World Cruise Terminal (including docked ships) in the middle-ground of the view. The Vincent Thomas Bridge serves as a landmark element in this view. Adjacent to the bridge is a view of the heavily developed Port and cranes at the Project site. **Visual Quality:** The cranes are readily viewed in the background and create a moderate level of vividness. Levels of intactness and unity are also moderate.	Moderate - High	**VM Class 2 (Noticeable, visually subordinate):** The primary Project features visible as noticeable elements in the view would be the cranes seen in the background. The proposed Project would increase the density of cranes and slightly extend the visual row of cranes but would not block views of scenic resources or compete with other features in the field of view. No significant impact.

1

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

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Alternative 1 – No Federal Action

Alternative 1 is a NEPA-required no action alternative for purposes of this Draft EIS/EIR. Alternative 1 includes the activities that would occur absent a DA permit and could include improvements that require a local permit, such as backlands expansion and AMP installation. Absent a DA permit, no dredging, dredged material disposal, in-water pile installation, or raising and new crane installation would occur. The existing terminal's ability to handle larger ships (compared to current terminal constraints) would be facilitated by activities that require a DA permit (dredging, in-water pile driving, raising cranes, and new cranes). Therefore, without the activities that address the constraints of the terminal's berths (the existing berth depths cannot accommodate vessels larger than about 8,000 TEUs, and deeper berths would allow the terminal to service larger ships), the existing terminal berth capacity would not be increased. The No Federal Action Alternative includes 23.5 acres of additional backlands to improve efficiency and installation of AMP to reduce at-berth vessel emissions, which could occur absent a federal permit.

The terminal site under Alternative 1 would continue to operate with expanded backlands (approximately 229 acres) where cargo containers are loaded to/from vessels, temporarily stored on backlands, and transferred to/from trucks or on-dock rail. Based on the throughput projections, the Project site is expected to operate at its capacity of approximately 1,818,000 TEUs by 2038.

CEQA Impact Determination

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

The visual changes resulting from backlands improvements on the Project site would not create significant aesthetic impacts under CEQA because, relative to the CEQA baseline, these improvements under Alternative 1 would be minor and would not substantially change the terminal or backland. The primary terminal features visible from a City-designated scenic highway (i.e., Harbor Boulevard and Front Street at Harbor Boulevard) are the cranes, and this alternative would not increase the number of cranes or raise any of the existing cranes at the terminal. Although this alternative would result in an increase in vessel calls relative to the CEQA baseline, increased moored vessels would not result in changes to terminal operations, and the important views from Harbor Boulevard and Front Street at Harbor Boulevard, that of a working port, would not be adversely affected by increases in moored vessels at the Everport Container Terminal. Consequently, this alternative would not detract from the aesthetic value of the working port area when viewed from the Harbor Boulevard and Front Street at Harbor Boulevard

and would not degrade views of a scenic vista. Similar to the proposed Project, views of the Everport Container Terminal under Alternative 1 from distant higher elevation locations such as VP-3 and the San Pedro bluff area represented by Figure 3.1-4, would not noticeably change. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

The minor terminal changes associated with Alternative 1 would not create significant visual impacts under this CEQA significance criterion. This alternative would not result in obstruction of recognized or valued views. The backlands improvements that would be implemented on the Project site under this alternative would not affect views from Harbor Boulevard and Front Street at Harbor Boulevard, due to the scale and nature of the improvements. Therefore, these changes would be consistent with the intent of this route, which is to provide views of a working port. The visual characteristics of the terminal and the terminal's backlands area would be similar to the CEQA baseline conditions. As a consequence, this alternative would not damage a scenic resource or adversely affect recognized views available from Harbor Boulevard, bike path or trail, or other scenic vantage point. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

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

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

The backlands terminal improvements would require the minimal installation and operation of additional lighting. In addition, although this alternative would result in an increase in vessel calls relative to the CEQA baseline, increased moored vessels at the terminal would not result in substantial increases in light that could affect residential areas; vessel lighting is relatively low intensity, and the nearest residential area in San Pedro is located across the Main Channel approximately 0.34 and 0.50 mile from the terminal. Therefore, this alternative would not create new terminal lighting or result in substantial increases in lighting from increased vessels relative to the CEQA baseline; impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

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

Alternative 1 would include only backlands improvements and addition of AMP. No construction of in-water or over-water features would occur under Alternative 1, and, therefore, no increase in marine vessels or safety impacts associated with construction of Alternative 1 improvements would occur. The No Federal Action Alternative would involve the same construction activities as would occur under the NEPA baseline. Therefore, there would be no incremental difference between Alternative 1 and the NEPA baseline. As a consequence, Alternative 1 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impacts would occur.

Alternative 2 – No Project

Alternative 2 is a CEQA-only alternative. The No Project Alternative is not evaluated under NEPA because NEPA requires an evaluation of the No Federal Action Alternative (see Section 2.9.1.2), which is Alternative 1 and analyzed above.

Under Alternative 2, no construction activities would occur in-water, over-water, or in backland areas. LAHD would not implement any terminal improvements or increases in backland acreage. No new cranes or the raising of existing cranes would be implemented and no dredging would occur.

Under the No Project Alternative, the existing Everport Container Terminal would continue to operate as an approximately 205-acre container terminal. Based on the throughput projections for the Port, the Project site is expected to operate at its capacity of approximately 1,818,000 TEUs with 208 annual ship calls by 2038.

CEQA Impact Determination

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

There would be no changes to the visual landscape within the proposed project area under Alternative 2, as no upland, in-water, or over-water terminal improvements would occur. There would be no change in the proposed project site's aesthetic value under Alternative 2 relative to the CEQA baseline conditions since no improvements would be implemented. Although this alternative would result in increased vessel calls relative to the CEQA baseline, increases in moored vessels at the terminal would not result in obstruction of a scenic vista or recognized or valued views because the wharf is not located along a line of sight to a scenic resource. Therefore, Alternative 2 would have no impacts under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impacts would occur.

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

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

Mitigation Measures

No mitigation is required.

Residual Impacts

No impacts would occur.

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

The Project site's existing visual character would remain unaltered under Alternative 2, as would the site's visual quality and surroundings, because no physical improvements would occur. Although this alternative would result in increased vessel calls relative to the CEQA baseline, increased moored vessels at the terminal would not result in changes to the visual character of the proposed Project area, which is that of a working container terminal. Therefore, no impacts would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impacts would occur.

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

Alternative 2 would not introduce additional sources of light on the proposed project site or within the proposed project area. The Everport Container Terminal's existing light sources would remain unchanged since no crane modifications or new fixed light sources would be added to the terminal under Alternative 2. In addition, although this alternative would result in an increase in vessel calls relative to the CEQA baseline, increased moored vessels and truck and train trips at the terminal would not result in substantial increases in light that could affect residential areas; vessel lighting is relatively low intensity, and the nearest residential area in San Pedro is located across the Main Channel approximately 0.34 and 0.50 mile from the terminal. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

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

The impacts of this No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 1 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

Alternative 3 – Reduced Project: Reduced Wharf Improvements

Under Alternative 3, there would be two operating berths after construction; similar to the proposed Project. However, under Alternative 3, dredging would occur along Berths 226-229, but Berths 230-232 would remain at their existing depth -45 feet MLLW plus 2 feet of overdredge for a total depth of -47 feet MLLW. This alternative would require less dredging (by approximately 8,000 cubic yards) and sheet pile installation than the proposed Project. Based on the throughput projections, this alternative is expected to operate at its capacity of approximately 2,250,000 TEUs by 2038, slightly less than the proposed Project. However, while the terminal could handle similar levels of cargo, the reduced project alternative would not achieve the same level of operational efficiency as achieved by the proposed Project. This alternative would accommodate the largest vessels (16,000 TEUs) at Berths 226-228. The existing design depth that remains at Berths 230-232 would only be capable of handling vessels up to 8,000 TEUs. Under this alternative, 208 vessels would call on the terminal in 2038, for the same as the proposed Project. Alternative 3 would include the raising of up to five of the existing large cranes, and addition of five new large cranes.

CEQA Impact Determination

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

Under Alternative 3, berth dredging and pile driving improvements would occur at Berths 226-229, and no improvements would occur at Berths 230-232. As with the proposed Project, the raising of up to five existing cranes and additional cranes would increase the density of cranes along the berths; however, this would not significantly affect views from the Harbor Scenic Route because the additional cranes would be consistent with the existing views from all vantage points previously listed. Although an increase in vessels moored at the Everport Container Terminal would occur relative to the CEQA baseline, Alternative 3 would not adversely affect a scenic vista or scenic corridor designation because it would be visually consistent with the development in the surrounding areas of the Port and its main effect would be to further contribute to the working Port, consistent

with the Harbor Scenic Route designation or views from a scenic vista. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

As with the proposed Project, Alternative 3 would not affect any state scenic highways, as none are located in the proposed Project area. The proposed crane modifications under Alternative 3 would modify and add to the existing cranes along the berths, similar to the proposed Project. The associated visual effects of Alternative 3 on scenic resources and as viewed from other areas such as from the locally designated scenic highways, the Main Channel, the San Pedro Waterfront, and San Pedro Residential Area would be similar to those described for the proposed Project. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

Alternative 3 would experience a greater number of vessels annually and during the peak day than the number than occurred under the CEQA baseline, as well as the raising of up to five existing cranes and addition of five new cranes. However, similar to the proposed Project, substantial degradation of the visual character of the proposed Project area would not occur under Alternative 3 because these improvements would be consistent with the on-site and adjacent industrial uses on Terminal Island. The projected increase in annual and peak day vessel calls, raising of existing cranes, and addition of new cranes would not result in the blockage of scenic resources, substantial damage to scenic views of scenic resources, or shading of shadow-sensitive uses. These improvements would blend into the existing development at the Everport Container Terminal and adjacent terminal operations. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

The cranes proposed under Alternative 3 would include lights, which would increase lighting along the wharf, similar to the proposed Project. The visibility of this additional source of light and its contribution to ambient lighting conditions in areas around the proposed project site would be attenuated by lighting guidelines, which would include shielding and directing the crane lights downward to reduce off-site light scatter. Similar to the proposed Project, the incremental change in ambient lighting conditions at the site from the crane improvements under Alternative 3 would not create a substantial change in existing levels of ambient light at residential areas because of shielding and from attenuation due to the distance to the residential areas (across the Main Channel approximately 0.34 and 0.50 mile from the terminal). In addition, compared to the CEQA baseline, Alternative 3 would result in increased berthed vessels that would be illuminated at night. However, increased moored vessels and cranes at the terminal would not result in substantial increases in light that could affect residential areas; vessel lighting is of relatively low intensity, crane lighting would be shielded and directed at the vessels, and the nearest residential area in San Pedro is the Main Channel approximately 0.34 and 0.50 mile from the terminal. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

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

Alternative 3 would have similar impacts as the proposed Project from the three representative viewpoints, relative to the NEPA baseline. The visual effects of Alternative 3 would also be similar to those of the proposed Project due to a similar level of aboveground terminal development. The improvements under Alternative 3 would include the all of the elements of the proposed Project, with the exception of the dredging and pile driving activities at Berths 230-232. All other improvements (modification and addition of cranes, dredging and pile driving at Berths 226-229, AMP, and backlands improvements would still occur. Similar to the proposed Project, the improvements under Alternative 3 would not result in substantive changes to the overall character and quality of the visual landscape and are not expected to result in a significant effect on viewer response. Due to the similarity of Alternative 3 to the proposed Project (related to visual resources), refer to Table 3.1-3 above for a summary of AES-5 impacts for the

proposed Project, for a summary of AES-5 impacts for Alternative 3. Impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Alternative 4 – Reduced Project: No Backlands Improvements

Under Alternative 4, there would be two improved operating berths after construction, similar to the proposed Project. This alternative would require the same dredging as the proposed Project. This alternative would not include any backland expansion. Based on the throughput projections, this alternative is expected to operate at its capacity of approximately 2,115,133 TEUs by 2038, somewhat less than the proposed Project. This reduced project alternative would not achieve the same level of efficient operations as achieved by the proposed Project. This alternative would accommodate the largest vessels (16,000 TEUs) at Berths 226-229. The new design depth at Berths 230-232 would be capable of handling vessels up to 10,000 TEUs. Under this alternative, 208 vessels would call on the terminal in 2038, for the same as the proposed Project. Alternative 4 would include the raising of the five existing large cranes, and addition of five new cranes.

CEQA Impact Determination

Impact AES-1: Construction and operation of Alternative 4 would not result in a substantial adverse effect on a scenic vista.

Under Alternative 4, berth dredging and pile driving improvements would occur at Berths 229-232. No backland expansion/improvements would occur. As with the proposed Project, the raising of up to five existing cranes and additional five cranes would increase the density of cranes along the berths; however, this would not significantly affect views from the Harbor Boulevard Scenic Route because the additional cranes would be consistent with the existing views from all vantage points previously listed. Although an increase in vessels moored at the Everport Container Terminal would occur relative to the CEQA baseline, Alternative 4 would not adversely affect a scenic vista or scenic corridor designation because it would be visually consistent with the development in the surrounding areas of the Port and its main effect would be to further contribute to the working Port, consistent with the Harbor Scenic Route designation or views from a scenic vista. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

As with the proposed Project, Alternative 4 would not affect any state scenic highways, as none are located in the proposed Project area. The proposed crane modifications under Alternative 4 would add to the existing cranes along the berths and raise/modify existing cranes, similar to the proposed Project. The associated visual effects of Alternative 4 on scenic resources and as viewed from other areas such as from the locally designated scenic highways, the Main Channel, the San Pedro Waterfront, and San Pedro Residential Area would be similar to those described for the proposed Project. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-3: Construction and operation of Alternative 4 would not substantially degrade the existing visual character or quality of the site and its surroundings.

Alternative 4 would experience a greater number of vessels annually and during the peak day than the number than occurred under the CEQA baseline, as well as the raising of up to five existing cranes and addition of five new cranes. However, similar to the proposed Project, substantial degradation of the visual character of the proposed Project area would not occur under Alternative 4 because these improvements would be consistent with the on-site and adjacent industrial uses on Terminal Island. The projected increase in annual and peak day vessel calls, raising of existing cranes, and addition of new cranes would not result in the blockage of scenic resources, substantial damage to scenic views of scenic resources, or shading of shadow-sensitive uses. These improvements would blend into the existing development at the Everport Container Terminal and adjacent terminal operations. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

The cranes proposed under Alternative 4 would include lights, which would increase lighting along the wharf, similar to the proposed Project. The visibility of this additional source of light and its contribution to ambient lighting conditions in areas around the Project site would be attenuated by lighting guidelines, which would include shielding

and directing the crane lights downward to reduce off-site light scatter. Similar to the proposed Project, the incremental change in ambient lighting conditions at the site from the crane improvements under Alternative 4 would not create a substantial change in existing levels of ambient light at residential areas because of shielding and from attenuation due to the distance to the residential areas (across from the Main Channel approximately 0.34 and 0.50 mile from the terminal). In addition, compared to the CEQA baseline, Alternative 4 would result in increased berthed vessels that would be illuminated at night. However, increased moored vessels and cranes at the terminal would not result in substantial increases in light that could affect residential areas; vessel lighting is of relatively low intensity, crane lighting would be shielded and directed at the vessels. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Impact AES-5: Construction and operation of Alternative 4 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.

Alternative 4 would have similar impacts as the proposed Project from the three representative viewpoints, relative to the NEPA baseline. The visual effects of Alternative 4 would also be similar to those of the proposed Project due to a similar level of aboveground terminal development. The improvements under Alternative 4 would include all of the elements of the proposed Project, with the exception of the backland extension/improvements. All other improvements (new and modified cranes, dredging and pile driving, and AMP) would still occur. Similar to the proposed Project, the improvements under Alternative 4 would not result in substantive changes to the overall character and quality of the visual landscape and are not expected to result in a significant effect on viewer response. Due to the similarity of Alternative 4 to the proposed Project (related to visual resources), refer to Table 3.1-3 above for a summary of AES-5 impacts for the Proposed Project, for a summary of AES-5 impacts for Alternative 4. Impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Alternative 5 – Expanded On-Dock Railyard: Wharf and Backland Improvements with an Expanded TICTF

Alternative 5 would be the same as the proposed Project, but with an additional on-dock rail track at the TICTF. Under Alternative 5, there would be two operating berths after construction and the terminal would add 23.5 acres of backlands, similar to the proposed

Project. This alternative would require the same dredging as the proposed Project. This alternative would accommodate the largest vessels (16,000 TEUs) at Berths 226-229. The new design depth at Berths 230-232 would be capable of handling vessels up to 10,000 TEUs. Based on the throughput projections, this alternative is expected to operate at its capacity of approximately 2,379,525 TEUs by 2038, the same as the proposed Project. Under this project alternative, the terminal would have added capacity at the TICTF and be able to transport a greater number of containers via rail than the proposed Project. Under this alternative, 208 vessels would call on the terminal in 2038, which is the same as the proposed Project. Alternative 5 would include the raising of the five existing large cranes, and addition of five new cranes.

CEQA Impact Determination

Impact AES-1: Construction and operation of Alternative 5 would not result in a substantial adverse effect on a scenic vista.

Under Alternative 5, all the elements of the proposed Project would be implemented, along with an additional on-dock rail track at the TICTF. As with the proposed Project, the raising of up to five existing cranes and addition of five new cranes would increase the density of cranes along the berths; however, this would not significantly affect views from the Harbor Boulevard Scenic Route because the additional cranes would be consistent with the existing views from all vantage points previously listed. Although an increase in vessels moored at the Everport Container Terminal would occur relative to the CEQA baseline, Alternative 5 would not adversely affect a scenic vista or scenic corridor designation because it would be visually consistent with the development in the surrounding areas of the Port and its main effect would be to further contribute to the working Port, consistent with the Harbor Boulevard Scenic Route designation or views from a scenic vista. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-2: Construction and operation of Alternative 5 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a state scenic highway.

As with the proposed Project, Alternative 5 would not affect any state scenic highways, as none are located in the proposed Project area. The proposed new cranes and crane modifications under Alternative 5 would add to the existing cranes along the berths, similar to the proposed Project. The associated visual effects of Alternative 5 on scenic resources and as viewed from other areas such as from the locally designated scenic highways, the Main Channel, the San Pedro Waterfront, and San Pedro Residential Area would be similar to those described for the proposed Project. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-3: Construction and operation of Alternative 5 would not substantially degrade the existing visual character or quality of the site and its surroundings.

Alternative 5 would experience a greater number of vessels annually and during the peak day than the number that occurred under the CEQA baseline, as well as the raising of existing cranes and addition of new cranes. However, similar to the proposed Project, substantial degradation of the visual character of the proposed project area would not occur under Alternative 5 because these improvements would be consistent with the on-site and adjacent industrial uses on Terminal Island. The projected increase in annual and peak day vessel calls, raising of up to five existing cranes, and addition of five new cranes would not result in the blockage of scenic resources, substantial damage to scenic views of scenic resources, or shading of shadow-sensitive uses. These improvements would blend into the existing development at the Everport Container Terminal and adjacent terminal operations. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-4: Construction and operation of Alternative 5 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

The cranes proposed under Alternative 5 would include lights, which would increase lighting along the wharf, similar to the proposed Project. The visibility of this additional source of light and its contribution to ambient lighting conditions in areas around the proposed project site would be attenuated by lighting guidelines, which would include shielding and directing the crane lights downward to reduce off-site light scatter. Similar to the proposed Project, the incremental change in ambient lighting conditions at the site from the crane improvements under Alternative 5 would not create a substantial change in existing levels of ambient light at residential areas because of shielding and from attenuation due to the distance to the residential areas (across the Main Channel approximately 0.34 and 0.50 mile from the terminal).

In addition, compared to the CEQA baseline, Alternative 5 would result in increased berthed vessels that would be illuminated at night. However, increased moored vessels and cranes at the terminal would not result in substantial increases in light that could affect residential areas; vessel lighting is of relatively low intensity, crane lighting would be shielded and directed at the vessels. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

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

Alternative 5 would have similar impacts as the proposed Project from the three representative viewpoints, relative to the NEPA baseline. The visual effects of Alternative 5 would also be similar to those of the proposed Project due to a similar level of aboveground terminal development. The improvements under Alternative 5 would include the all of the elements of the proposed Project with an additional on-dock rail track at the TICTF. Similar to the proposed Project, the improvements under Alternative 5 would not result in substantive changes to the overall character and quality of the visual landscape and are not expected to result in a significant effect on viewer response. Due to the similarity of Alternative 5 to the proposed Project (related to visual resources), refer to Table 3.1-3 above for a summary of AES-5 impacts for the Proposed Project, for a summary of AES-5 impacts for Alternative 5. Impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.1.4.4 Summary of Impact Determinations

Table 3.1-4 summarizes the CEQA and NEPA impact determinations of the proposed Project and alternatives related to Aesthetics and Visual Resources, as described in the detailed discussion above. This table is meant to allow easy comparison between the impacts of the proposed Project and alternatives with respect to this resource. Identified potential impacts may be based on federal, state, or City significance criteria; LAHD criteria; and the scientific judgment of the report preparers. For each impact threshold, the table describes the impact, notes the CEQA and NEPA impact determinations, describes any applicable mitigation measures, and notes the residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in this table.

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

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

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

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

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

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

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

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

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

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

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

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Residual Impacts after Mitigation
	AES-4: Construction and operation of the Alternative 5 would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.	CEQA: Less than significant	CEQA: No mitigation is required.	CEQA: Less than significant
	AES-5: Construction and operation of the Alternative 5 would not result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response.	NEPA: Less than significant	NEPA: No mitigation is required.	NEPA: Less than significant

3.1.4.5 Mitigation Monitoring

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

3.1.5 Significant Unavoidable Impacts

No significant unavoidable impacts related to Aesthetics and Visual Resources would occur as a result of the proposed Project or alternatives.

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