

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 the visual character of the project area.

The Project site is described in Section 2.5 of Chapter 2, Project Description, and presented on Figure 2-3. The primary features of the Proposed Project that could affect aesthetic and visual resources include the installation and operation of up to 10 new, 100-foot-gauge wharf cranes, and installation and operation of up to seven large rail-mounted gantry cranes at the expanded WBICTF rail yard.

Section 3.1, Aesthetic and Visual Resources, covers the following:

- the visual setting of the Proposed Project from key viewpoints, including nighttime conditions;
- applicable local, state, and federal regulations and policies regarding visual resources and scenic highway designations in the project area;
- the methodology used to determine whether the Proposed Project or alternatives would result in an impact on aesthetic and visual resources; and
- an impact analysis of the Proposed Project and two alternatives.

Key Points of Section 3.1:

Neither the Proposed Project nor either of the alternatives would result in a significant impact on aesthetic resources under either CEQA or NEPA. Specifically, the Proposed Project and alternatives would not:

- have adverse effects to a scenic vista or a designated scenic resource due to obstructing views.
- be inconsistent with the visual setting of the Port nor obstruct views from local scenic routes.
- substantially change or degrade the visual character or quality of the area as seen from representative key viewing locations.
- result in blockages of views of visual resources such as the Vincent Thomas Bridge.
- cause negative changes to the visual character and quality of the existing landscape in the project area or surrounding areas.

3.1.1 Introduction

The analysis in this section was prepared using methods based on those used by the U.S. Department of Transportation Federal Highway Administration (FHWA) (FHWA 2015) and the U.S. Department of the Interior Bureau of Land Management (BLM). In addition, the analysis addresses topics related to aesthetics and visual resources that the City of Los Angeles (City) defines as “aesthetics, views, and shading.”

3.1.1.1 Terminology Used in this Visual Analysis

The following list includes definitions of terms used in this section to describe and evaluate the visual resources of the project site (City of Los Angeles, 2001).

- *Viewsheds* are the surface area visible from a particular location or sequence of locations (e.g., roadway or trail).
- *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 generally visible from other locations.
- *Focal points* are areas that draw the attention of the viewer, such as prominent structural features and water features.
- *Foreground* views are views immediately accessible to the viewer and include objects at close range that could tend to dominate the view.
- *Middleground* views occupy the center of the viewshed and tend to include objects that are the center of attention if they are sufficiently large or 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.

3.1.1.2 Describing Existing Conditions

Under FHWA definition, visual experience includes existing visual resources, which are evaluated in terms of the visual character and quality of the visible environment. Viewer response to changes in the visual environment is described in terms of exposure of viewers and viewer awareness of existing visual character and quality.

Visual Character

According to FHWA guidance, visual character is based partially on *pattern elements* of objects, including form, line, color, and texture (FHWA 2015). Viewer awareness of pattern elements varies with distance, and relationships between pattern elements can create differences in the landscape. This is referred to as *pattern character*, including dominance, scale, diversity, and continuity of elements in a landscape.

1 Visual character is considered descriptive and non-evaluative, which means it is based on defined
2 attributes that are neither good nor bad in themselves. A change in visual character cannot be
3 described as having good or bad attributes until it is compared with the viewer response to that
4 change. If there is public preference for the established visual character of a regional landscape
5 and resistance to a project that would contrast that character, then changes in the visual character
6 can be evaluated.

7 **Visual Quality**

8 Visual quality is evaluated by identifying the “vividness,” “intactness,” and “unity” in the Project
9 viewshed, defined as follows:

- 10 • Vividness is the visual power or memorability of landscape components as they combine
11 in striking and distinctive visual patterns.
- 12 • Intactness is the visual integrity of the natural and manmade landscape and its freedom
13 from encroaching elements; this factor can be present in well-kept urban and rural
14 landscapes as well as in natural settings.
- 15 • Unity is the visual coherence and compositional harmony of the landscape considered as
16 a whole; it frequently attests to the careful design of individual components in the
17 landscape.

18 The FHWA states that this method should correlate with public judgments of visual quality well
19 enough to predict those judgments. This approach to evaluating visual quality can also help
20 identify specific methods for mitigating each adverse impact that may result from a project.

21 **Viewing Audience and Sensitivity**

22 Viewer sensitivity, or viewer concern about changing views, was assessed in terms of the existing
23 character and quality of the project site, viewer exposure (distance, elevation, frequency, and
24 duration) and viewer awareness. Generally, visual sensitivity is considered to increase as the total
25 number of viewers, frequency, and duration of viewing activities increase. Using these
26 parameters, viewer sensitivity for key viewer groups has been identified as one of the following
27 levels, based on FHWA definition:

- 28 • **High Sensitivity.** A viewer group is considered to have high sensitivity if they are likely
29 to react strongly to any visual change. High sensitivity may be a result of existing views
30 with high visual quality and that are rare, unique, or in other ways special to the region or
31 locale. High sensitivity may also result from viewers with a high exposure to the existing
32 views. Viewers with high sensitivity are expected to be more aware, and less tolerant, of
33 visual changes. What are considered minor modifications to the existing landscape may
34 be considered a substantial reduction in visual quality to those with high sensitivity.
- 35 • **Moderate Sensitivity.** A viewer group is considered to have moderate sensitivity if they
36 are likely to voice concern over moderate to high levels of change. Moderate sensitivity
37 may be a result of views that are secondary in importance or are similar to others
38 commonly available to viewer groups. Moderate sensitivity may also result from viewers
39 with lower exposure to existing views. Viewers with moderate sensitivity are expected to
40 have an average awareness and tolerance of visual changes. Noticeably adverse changes
41 would probably be tolerated if the essential character of views remains unchanged.
- 42 • **Low Sensitivity.** A viewer group is considered to have low sensitivity if they have a low
43 concern about visual changes in the landscape. Low sensitivity may be a result of views
44 that are lower in quality, or low exposure and awareness. Viewers with low sensitivity

1 would be expected to react only to the highest levels of visual changes.

- 2 • **No Sensitivity.** Areas of “no sensitivity” are those areas where there are no viewer
3 groups (areas not accessible to the public) or where there are no indications that existing
4 views are valued by the public.

5 **3.1.1.3 Evaluating Project Impacts**

6 An assessment of visual and aesthetic impacts resulting from the Proposed Project was conducted
7 using federal, state, and local guidance, as well as visual simulations. FHWA guidance was used
8 to describe the existing character and quality of the existing landscape and sensitivity of key
9 viewer groups, and impacts resulting from the Proposed Project were analyzed based on the
10 requirements of NEPA which are described further below.

11 **NEPA Assessment Methodology**

12 To evaluate impacts of the Proposed Project, including Project alternatives, in the context of
13 NEPA, the visual and aesthetic analysis was conducted based on FHWA (2015) and BLM visual
14 resource management systems. Assessment of the level of visual impacts, and whether impacts
15 are adverse, also has been based on an analytic framework developed by Lawrence Headley of
16 Headley Associates, Santa Barbara, California (Lawrence Headley and Associates 2011). The
17 Headley approach has been applied successfully to analysis of a range of project types over the
18 past 15 years.

19 Under the FHWA methodology, visual impacts are evaluated by considering a combination of
20 changes in visual character and quality and resulting viewer response. Visual compatibility of
21 project features is considered based on compatibility of form, line, color, and texture of the
22 introduced elements with the existing landscape setting, as well as feature dominance, scale
23 diversity, and continuity. To evaluate viewer response to changes in visual character and quality,
24 viewer exposure (the extent to which viewers see the proposed changes); viewer sensitivity (a
25 combination of viewer activities and level of awareness); local values and goals regarding the
26 landscape; and the cultural significance of the landscape features affected by a proposed project
27 are considered.

28 According to the Headley approach, an “adverse change” results when, relative to public view:

- 29 • An action will perceptibly change features of the physical environment so that they no
30 longer appear to be characteristic of those inherent to the region and/or locale (features
31 that are or have become uncharacteristic are those that appear out of place, discordant or
32 distracting);
- 33 • An action will introduce features to the physical environment that are perceptibly
34 uncharacteristic of the region and/or locale; and/or
- 35 • Visual access to the landscape or the visibility of one or more valued features of the
36 landscape will be adversely affected (e.g., partially or totally blocked from view).

37 Under the Headley approach, the level of visual impact is the degree to which existing visual
38 conditions would change as a result of project construction and operation. Visual conditions are
39 expressed in terms of visual modification (VM) classes (Table 3.1-1).

40 When applying this classification system, a number of factors are considered, including
41 viewer activity; primary viewing direction(s), viewing distance, viewer exposure,
42 duration of viewing, relationship of the subject view to the sequence available, existing
43 features of competing visual interest, and existing features that draw attention toward a

1 project site (focal point sensitivity). The level of the impact, also defined as the degree of
 2 change as identified by the visual modification class ratings, is compared to the existing
 3 level of visual quality and the sensitivity of affected viewers to determine whether
 4 adverse visual impacts would result.

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 as part of 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 as part of 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 as part of 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 as part of 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 result in a lasting impression of the affected landscape.

Source: LAHD 2014

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6 **3.1.2 Environmental Setting**

7 **3.1.2.1 Existing Visual Conditions**

8 A field survey of the project site and surrounding areas was conducted on June 9, 2014, to
 9 identify key viewing locations and establish baseline (existing) visual and aesthetic character and
 10 quality at these locations. Photorealistic simulations were then created for each of the key
 11 viewing locations illustrating views following implementation of the Proposed Project. As
 12 illustrated in the photo simulations, the new and relocated cranes would present the primary
 13 visual change resulting from the Proposed Project, including Project alternatives; other proposed
 14 project-related improvements would not likely be visible from the key viewing locations, and are
 15 therefore not illustrated in the visual simulations. Since the 2014 survey, the visual character of
 16 the project area has not materially changed: there have been no major developments in the areas
 17 encompassed by the key viewing locations established in the 2014 survey. Accordingly, the

1 visual conditions described by the 2014 survey and summarized below are considered to
2 represent the 2019 baseline, as well.

3 **Project Landscape Context**

4 The Proposed Project site is the existing Berths 121-131 container terminal located at 2001 John
5 S. Gibson Boulevard in the northwest area of the Port. The topography of the terminal is flat, and
6 the surrounding topography ranges from flat to the northeast, east, and southeast to hilly
7 northwest, west, and southwest of the terminal (San Pedro Hills). The Port landscape itself is
8 highly engineered, reflecting more than a century of construction of breakwaters, dredging of
9 channels, filling for creation of berths and terminals, and infrastructure required to support Port
10 operations. As a result, the Port is now a large and distinctive landscape of its own. The general
11 appearance of operations is characterized by exposed infrastructure, open storage, industrial
12 buildings, and mobile equipment (i.e., cranes, containers, and railcars) with high-visibility colors.

13 Views of the Port from higher elevations are dominated by the shipping channels and container
14 yards and associated operations. These views also include other Port features in the vicinity of the
15 Proposed Project site, including berths, warehouses, tank farms, processing plants, buildings,
16 parking lots, fixed and mobile equipment, and related infrastructure such as bridges, intermodal
17 facilities, rail lines and spurs, oil derricks, pipelines, and gantry cranes. In addition, various
18 watercraft use the Port, including, recreational boats, commercial fishing boats, container ships,
19 crude oil carriers, and cruise ships. In recent years, the development trend throughout the Port has
20 been toward berths and backlands capable of accommodating larger container ships and increased
21 cargo throughout. As a result, longer berths and taller cranes with longer booms have been
22 required. These changes have altered the visual character of the Port by increasing the scale of the
23 facilities visible in the landscape.

24 **Project Site Features**

25 The existing terminal is approximately 186 acres in size and consists of wharves and gantry
26 cranes for loading and unloading cargo ships, a large chassis parking/container storage yard, an
27 on-dock intermodal rail yard (the WBICTF), a container and equipment maintenance and repair
28 facility, an entry/exit gate complex, a marine operations building, and an administration building
29 (see Section 2.5.4 and Figure 2-4). Most of the terminal is paved with asphalt, but some areas in
30 the yard, around buildings, and on the wharf are paved with concrete. Lighting at the terminal is
31 described in Section 3.1.2.5.

32 **3.1.2.2 Local Scenic Routes**

33 Local scenic routes are listed as City-designated scenic highways in Appendix B of Mobility
34 2035 (the City of Los Angeles General Plan transportation element; City of Los Angeles 2016).
35 There are two City-designated scenic highway segments within the vicinity of the Proposed
36 Project site that have views of the Berths 121-131 Terminal: John S. Gibson Boulevard from
37 Harry Bridges Boulevard to Pacific Avenue, and Pacific Avenue/Front Street from John S Gibson
38 Boulevard to Harbor Boulevard. These designated roadway segments, as well as associated views
39 of harbor activities and the Vincent Thomas Bridge, which is visible to northbound and
40 southbound motorists, are considered scenic.

- 41 • **John S. Gibson Boulevard**, between Harry Bridges Boulevard and Pacific Avenue,
42 extends approximately 1.4 miles southbound from Harry Bridges Boulevard to its
43 intersection with Pacific Avenue at Channel Street. Northbound and southbound
44 travellers along this scenic route have intermittent views of the Proposed Project site and

1 container terminal facilities at the Berths 97-106 and TraPac terminals.

- 2 • **Pacific Avenue/Front Street** extends approximately 0.8 mile from Channel
3 Street to Harbor Boulevard. Northbound travelers on Pacific Avenue have
4 peripheral views of the Berths 97-109 container terminal facilities and can see the
5 Proposed Project site in the distance. Southbound travelers also have peripheral
6 views of the Proposed Project site behind the Berths 97-109 terminal, until the
7 roadway curves into Harbor Boulevard.

8 Viewers along John S. Gibson Boulevard would likely include both regular commuters and
9 recreational viewers, and therefore viewer awareness would vary. Viewers would be close to the
10 terminal, and for some viewers familiarity with the views may be high, but duration of exposure
11 would be short; therefore, viewer sensitivity is considered moderate. The existing level of
12 vividness, intactness, and unity viewed from John S. Gibson Boulevard are considered low
13 because of the variety of existing terminal features and changeability of views resulting from
14 ongoing train, container, and crane movement, which impede views of the Proposed Project site.
15 Existing views of the cranes are slightly impeded by the trains that are stationed on or travel
16 along the railroad tracks adjacent to the roadway.

17 Viewers along Pacific Avenue/Front Street would also likely include both regular commuters and
18 recreational viewers, and viewer awareness would vary. From both roadways, views of the
19 Proposed Project site can be seen peripherally in the distance, and freight trains, container stacks,
20 and the Berths 97-109 (China Shipping) container terminal operations can be seen in the
21 foreground. Viewers would be slightly further from the terminal than those on John S. Gibson
22 Boulevard, and views would be partially disrupted by the China Shipping terminal. For some
23 viewers, familiarity with the views may be high, but duration of exposure would be short;
24 therefore, viewer sensitivity is considered low. Similar to views from John S. Gibson, existing
25 levels of vividness, intactness, and unity viewed from Pacific Avenue/ Front Street are considered
26 low because of the variety of existing terminal features and changeability of views.

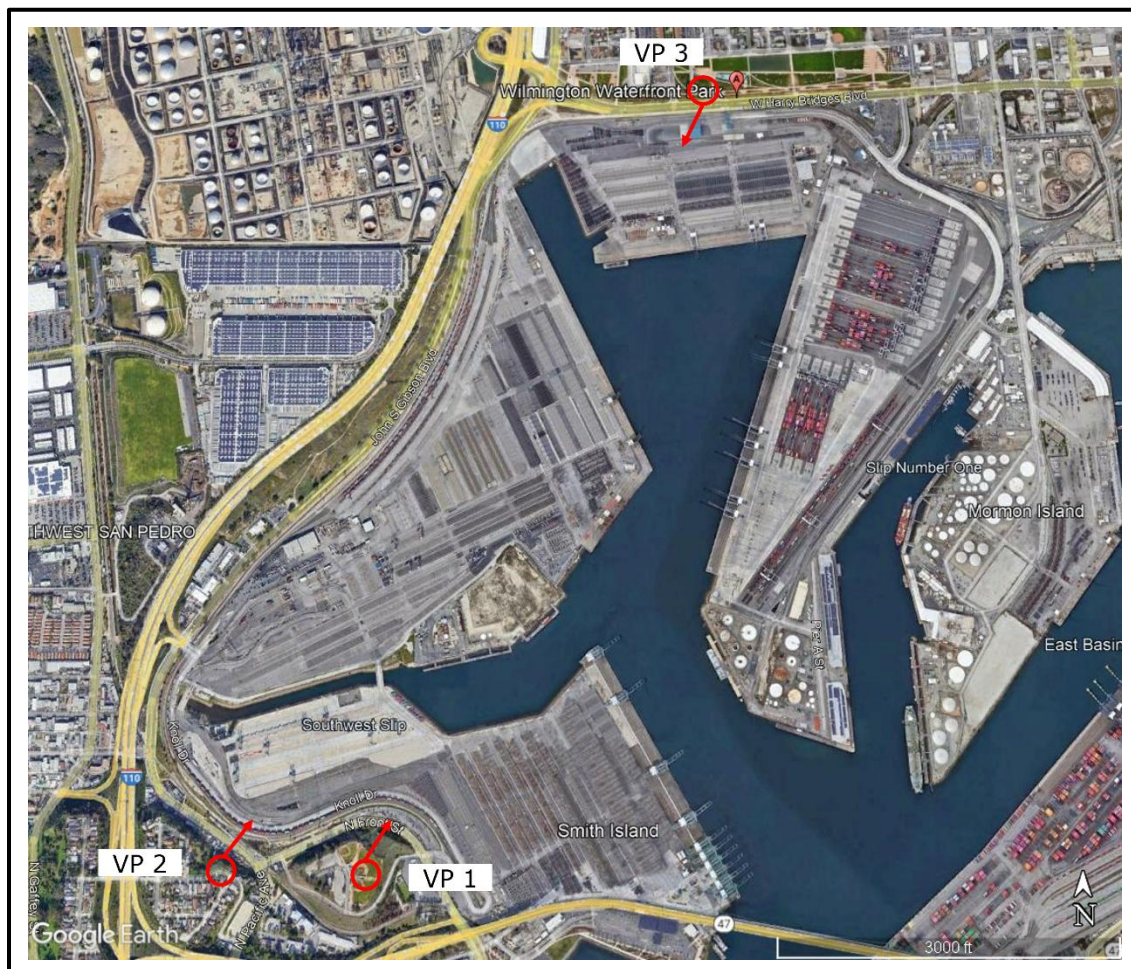
27 The Vincent Thomas Bridge is not a designated scenic route but provides panoramic views of the
28 Main Channel, West Basin, and the Port Complex as a whole. The Berths 121-131 Terminal is
29 visible from the bridge, in particular the westbound side of the bridge. Although the views are
30 vivid and attractive, they are generally fleeting and highly obstructed by bridge features (i.e.,
31 alignment, median, and mesh fencing). Similar to other roadways, viewers on the bridge would
32 likely include both regular commuters and recreational viewers, and viewer awareness would
33 vary. The bridge is accessible to vehicles only, and no provisions are made for pedestrian or
34 bicycle use, so viewers would be limited to those in vehicles. Awareness of views would likely be
35 high for many viewers, but duration of exposure would be short; therefore, viewer sensitivity is
36 considered moderate.

37 **3.1.2.3 Key Viewpoints**

38 An analysis was conducted to identify key viewpoints most visible to viewer groups identified as
39 having high sensitivity to visual change (residents, visitors, and recreational users) and to passing
40 viewers such as motorists, and to determine if the Proposed Project site is visible from these
41 areas. Based on a review of aerial mapping, a windshield survey, and field observations, three
42 representative viewpoints (VP) were selected to represent key viewing areas, including one at
43 Knoll Hill, one in a San Pedro neighborhood overlooking the terminal, and one at Wilmington
44 Waterfront Park (Figure 3.1-1).

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Figure 3.1-1. Locations of Key View Points (VP)



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Knoll Hill: View Point 1 (VP-1)

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Knoll Hill (VP-1) is a low-lying hill to the south of the Proposed Project site with maximum elevations ranging between approximately 75 and 100 feet above mean lower low water (MLLW). Existing structures/facilities on the hill include one single-family home, two baseball fields, and a T-ball field for use by the East View Little League. The fields are located on the eastern side of Knoll Hill, while parking areas and the residence are located along Viewland Place and Center Street on the western side. The fields do not have lighting and are only used during the day.

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Figure 3.1-2 shows a view of the Proposed Project site from VP-1 under existing conditions. In the foreground, the ballpark is the dominant feature in the landscape. Viewers at VP-1 also have panoramic views of the Port, including existing cranes on the Berths 97-109 terminal in the middle ground, and the cranes on the Berths 121-131 Terminal in the background. Other areas of the Port are also visible in the background, including a portion of the channel. Views of container stacks are also partially visible from VP-1 in the middle ground; however, they are not focal points in the viewshed.

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Vividness at VP-1 is considered moderate because the scale of the cranes rising above the horizon is visually impressive. Views of the Proposed Project site are slightly obstructed by intervening development and closer terminal operations (Berths 97-109). Intactness

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1 and unity are considered moderate since these foreground elements do not distract from
2 views of existing cranes, which provide prominent focal points for the viewer in the
3 background. Viewer sensitivity is considered moderate because the primary viewers are
4 either residents or recreational users; therefore, viewer exposure is of longer duration, and
5 viewer awareness of surroundings is higher. For example, residents may be concerned
6 with views and substantial visual changes, particularly involving lighting.

7 **San Pedro Residential Neighborhood: View Point 2 (VP-2)**

8 A residential community west of Pacific Avenue overlooks the Proposed Project area and
9 constitutes VP 2. The maximum elevation on the hill is approximately +100 feet MLLW.
10 Figure 3.1-3 shows the view of the Proposed Project site from VP-2 under existing
11 conditions. In the foreground, the hillside is the dominant feature in the landscape.
12 Viewers at VP-2 also have views of the Port, including shipping containers and cranes on
13 the Berths 97-109 Terminal in the middle ground, and the cranes on the Berths 121-131
14 Terminal in the background. Other areas of the Port are also visible in the background,
15 including a portion of the Main Channel and taller cranes at adjacent terminals. The flat
16 topography in the Port makes it possible to see a great distance from VP-2 even from this
17 low elevation.

18 Vividness at VP-2 is considered moderate, because the scale of the cranes and ships
19 rising above the horizon is visually impressive. Views of the Proposed Project site are
20 slightly obstructed by intervening development and closer terminal operations (Berths 97-
21 109). Intactness and unity are also considered moderate, as these foreground elements do
22 not distract from views of existing cranes, which provide prominent focal points for the
23 viewer in the background. Viewer sensitivity is considered to be moderately high because
24 the primary viewers are residents; therefore, viewer exposure is of longer duration, and
25 viewer awareness of surroundings is higher. In particular, residents may be concerned
26 with views and substantial visual changes, particularly involving lighting.

27 **Wilmington Waterfront Park: View Point 3 (VP-3)**

28 Wilmington Waterfront Park is a 30-acre public park in Wilmington and is bounded by
29 Harry Bridges Boulevard to the south, Lagoon Avenue to the east, C Street to the north,
30 and Figueroa Street to the west. The park includes various recreational amenities,
31 including pedestrian bridges, play equipment, and open grass areas.

32 Figure 3.1-4 provides a view of the Proposed Project site from Wilmington Waterfront
33 Park along Harry Bridges Boulevard. Looking toward the Proposed Project site, views
34 are comprised of Harry Bridges Boulevard in the foreground, and the TraPac cranes,
35 cranes in the Berths 121-131 Terminal, and infrastructure associated with the TraPac
36 terminal in the middle ground. There are no background views available from VP-3. It
37 should be noted that the photographs in Figure 3.1-4 were taken in 2014, during an active
38 construction project at the TraPac terminal that was completed prior to the baseline year
39 of 2019. The viewshed remains similar except that improvements are now fully built out,
40 but the presence of those improvements does not change the analysis contained herein.



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1 Vividness at VP-3 is considered low because although there are large cranes in the
2 viewshed, the variety in scale of buildings and cranes does not leave a distinct visual
3 impression. Intactness and unity are also low because of a variety of encroaching
4 elements into the viewshed. Viewer sensitivity is anticipated to be moderate because the
5 primary viewers are recreational users; therefore, viewer exposure is of moderate
6 duration, and viewer awareness of surroundings is moderate.

7 **3.1.2.4 Other Harbor Views**

8 The Main Channel is the primary route for much of the shipping traffic approaching the Port
9 berths, and it receives a moderate level of use for non-cargo vessel traffic, including cruise ships,
10 passenger ferries, sightseeing boats, and recreational craft. Several harbor cruise lines depart daily
11 from Berths 77, 78, and 79 at West Harbor. For passengers on these cruise lines traveling up the
12 Main Channel, there may be limited views of the Proposed Project site behind the Vincent
13 Thomas Bridge. Limited views of the Berths 121-131 Terminal and the Port complex are also
14 available from the Harbor Freeway; however, views are limited by intervening landscaping and
15 infrastructure. In addition, because of the high speeds traveled on the highway, views of the
16 Proposed Project site are brief.

17 **3.1.2.5 Existing Nighttime Lighting Conditions**

18 Under baseline conditions the level of lighting in the project area is moderate to high (Figures
19 3.1-2 through 3.1-4). The nighttime lighting environment in the vicinity of the Proposed Project
20 consists mainly of ambient light produced by cargo-handling operations and other Port facility
21 lighting, and by roadway lighting. The major source of illumination at the Port is area lighting at
22 the container terminals, consisting of hundreds of down lights and floodlights mounted on 100-
23 foot-high poles. Flood lights are also attached to the booms of shipping cranes along the wharves
24 to illuminate the working areas under the cranes. This lighting is necessary to support safe and
25 efficient operations at night, and because the terminals operate 24 hours per day the lighting is on
26 all night. The crane lights also include marker lights for aircraft warning. Additional sources of
27 nighttime light include streetlights on nearby streets and the headlights of the vehicles traveling
28 on the roads.

29 **3.1.3 Applicable Regulations**

30 **3.1.3.1 Port of Los Angeles Port Master Plan**

31 The Port of Los Angeles Port Master Plan (LAHD 2018) is an overall planning document guiding
32 development of the Port in compliance with the California Coastal Act, but does not contain any
33 element specific to visual resources.

34 **3.1.3.2 City of Los Angeles General Plan**

35 The City of Los Angeles General Plan is an advisory document that consists of 11 citywide
36 elements, including Transportation, Conservation, Open Space, and Historic Preservation and
37 Cultural Resources, and the Land Use Element. The Land Use Element includes 35 local area
38 plans, called community plans, including plans for San Pedro and Wilmington-Harbor City.

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1 **Transportation Element (Scenic Highway Guidelines)**

2 Appendix B of Mobility Plan 2035 (the General Plan transportation element) has established
3 recommended guidelines for scenic highways that do not have adopted corridor plans, and
4 addresses roadway design, earthwork and grading, signage, landscaping, signs/outdoor
5 advertising, and utilities (City of Los Angeles 2016). Although there are no state scenic highways
6 or officially designated scenic lookouts within the Proposed Project site or vicinity, the
7 recommendations of Mobility 2035 are applicable to the Proposed Project.

8 **3.1.4 Impacts and Mitigation Measures**

9 **3.1.4.1 Thresholds of Significance**

10 This analysis uses four criteria established by the City of Los Angeles to evaluate impacts
11 under CEQA and one criterion established by the USACE to evaluate impacts under
12 NEPA.

13 **CEQA Criteria**

14 The following thresholds, based on Appendix G of the CEQA Guidelines (CEQA Handbook,
15 2021), were adopted as the City of Los Angeles CEQA thresholds in 2018. These thresholds have
16 been used to determine whether the Proposed Project or alternatives would result in significant
17 impacts under CEQA. A project or alternative would have a significant impact if it would:

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

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

21 **AES-3: In non-urbanized areas, substantially degrade the existing visual character or
22 quality of public views of the site and its surroundings? (Public views are those
23 that are experienced from publicly accessible vantage point.) If the project is in an
24 urbanized area, would the project conflict with applicable zoning and other
25 regulations governing scenic quality?**

26 Since the Proposed Project site is in an intensely urbanized area, this analysis considers
27 the relationship of the Proposed Project and alternatives to City of Los Angeles zoning
28 and aesthetic regulations and policies, and does not consider quality of public views in
29 non-urbanized areas.

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

32 **NEPA Criterion**

33 The following threshold was used to determine if the Proposed Project, including project
34 alternatives, would result in significant impacts under NEPA:

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

3.1.4.2 Impact Determination

Proposed Project

Various improvements associated with the implementation of the Proposed Project could be visible during construction and operation, notably the new wharf cranes. The Proposed Project would not result in substantial changes to the existing terminal lighting but would include relocating five existing cranes to Berth 121 and installing up to ten 100-foot-foot gauge cranes at Berths 126-129. These changes would result in up to 15 operational cranes, compared with the existing five operating cranes and three non-operating cranes currently on the Proposed Project site. The new cranes would be approximately 270 feet high at the apex and would have a 200-foot boom outreach; when the booms were stored in the raised position, as is usual when vessels are not at berth, the tips of the booms would reach to approximately 350 feet above the wharf deck.

In addition, the WBICTF railyard would be expanded and up to seven rail-mounted gantry cranes (RMGs) would be installed at the railyard. The RMGs would be approximately 75 feet high and 150 feet wide and would include lights to illuminate the working area below them.

CEQA Analysis

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

Construction

The Proposed Project would not include grading or development of any designated open space, would not require any zone changes, and would be consistent with existing guidelines and regulations. No designated scenic vistas are associated with the project site and surrounding areas, but the Proposed Project would include the replacement of existing cranes with new, larger cranes that would alter features that contribute to the visual character of the Port. The new cranes would be taller and more numerous than the existing cranes on the Berths 121-131 Terminal. However, they would be similar in size to other cranes in the Port, including cranes on nearby marine terminals, and would be visually compatible with the existing visual character and valued aesthetic image. The new cranes would be expected to result in slightly higher vividness and unity from key viewpoints (Figures 3.1-5 through 3.1-7) and could therefore be considered to enhance the existing aesthetic value.

Other proposed improvements associated with the Proposed Project, including the new wharf, the expanded WBICTF, and the new RMGs, would not be visible from key viewpoints, would not result in any adverse effects on a scenic vista, and would not introduce new elements into the landscape. The RMG cranes would constitute large visual elements adjacent to John S. Gibson Boulevard. They would be visible to motorists, but views would be fleeting and would remain consistent with the working Port character of the site. Accordingly, these changes would be relatively minor in the overall landscape and would not result in a substantial change to the overall visual character of the Port.

Operation

Operation of the Proposed Project would not introduce substantially different visual elements than during the baseline. The view of the terminal would continue to be dominated by stacks of containers, tall cranes, and oceangoing vessels. The activity that could be visually different from baseline conditions would be the arrival and departure of container vessels that would be substantially larger than the current mix of vessels calling at the Berths 121-131 Terminal. These vessels would not be different in character, only in size. Furthermore, very large container

1 vessels already call at container terminals in the Port, so that the larger vessels would not
2 introduce a new element to the visual environment of the Port.

3 **Impact Determination**

4 Construction and operation of the Proposed Project would not adversely affect a scenic vista. The
5 project elements that would be visible would be consistent with the existing visual character of
6 the area, would cause minor changes to the overall landscape, and would be expected to
7 contribute to the existing image of a working port. Accordingly, impacts would be less than
8 significant.

9 **Mitigation Measures**

10 No mitigation is required.

11 **Residual Impacts**

12 Impacts would be less than significant.

13 **Impact AES-2: Would the Proposed Project substantially damage scenic 14 resources, including, but not limited to, trees, rock outcroppings, and 15 historic buildings within a state scenic highway?**

16 ***Construction***

17 All construction would take place on the Berths 121-131 Terminal. Because there are no scenic
18 resources on the terminal, construction would not damage scenic resources.

19 ***Operation***

20 The nearest officially designated state scenic highway is approximately 31 miles north of the
21 Proposed Project site (State Highway 2, from approximately three miles north of Interstate 210 in
22 La Cañada to the San Bernardino County Line). The nearest eligible state scenic highway is
23 approximately nine miles northeast of the Proposed Project site (State Highway 1, from State
24 Highway 19 near Long Beach to Interstate 5 south of San Juan Capistrano). The Proposed
25 Project site is not visible from either of these locations.

26 Although not state-designated scenic highways, John S. Gibson Boulevard, Pacific Avenue, and
27 Front Street are City-designated scenic routes that have views of the project site. John S. Gibson
28 Boulevard is adjacent to the Berths 121-131 Terminal, and Pacific Avenue and Front Street are
29 approximately 0.2 mile south of the terminal. Views of the Proposed Project site from City-
30 designated scenic routes would not be substantially altered by construction or operation of the
31 Proposed Project because views of the wharf area, including cranes, are impeded by container
32 stacks and infrastructure associated with the Berths 121-131 Terminal and the adjacent terminal
33 at Berths 97-109. The taller cranes could be somewhat more visible to viewers along these
34 roadways, but they would not be expected to cause a substantial change in the landscape, given
35 the large number of container cranes already in the viewshed and particularly the West Basin
36 area. Furthermore, taller cranes would provide a more dominant focal point for viewers along this
37 roadway and would be of more even height; therefore, they would be expected to increase the
38 vividness and unity of the landscape to some extent.

39 The Proposed Project would also install up to seven large RMG cranes at the railyard,
40 immediately adjacent to John S. Gibson Boulevard. As discussed under AES-1, however, these
41 cranes would not be visible from any of the key viewpoints, and motorist views would be fleeting

1 and consistent with the character of surrounding Port facilities. Accordingly, no scenic resources
2 along these routes would be adversely affected by implementation of the Proposed Project.

3 The new wharf cranes would be visible to motorists traveling on the Vincent Thomas Bridge, but
4 the cranes and other improvements would not substantially change the view of the project site or
5 the working Port setting. Views of the Vincent Thomas Bridge from the north along John S.
6 Gibson Boulevard, Pacific Avenue, and Front Street would remain largely unchanged; therefore,
7 the new proposed project features would not detract from views of the bridge.

8 **Impact Determination**

9 Because the project site is not visible from a state-designated scenic highway and the new cranes
10 would not substantially change the existing view from city-designated scenic routes, impacts
11 would be less than significant.

12 **Mitigation Measures**

13 No mitigation is required.

14 **Residual Impacts**

15 Impacts would be less than significant.

16 **Impact AES-3: In an urbanized area, would the Proposed Project conflict** 17 **with applicable zoning and other regulations governing scenic quality?**

18 ***Construction***

19 The Berths 121-131 Terminal and surrounding facilities are comprised of industrial uses, and the
20 Proposed Project elements would be consistent with those uses and the existing zoning ([Q] M3-1
21 [Qualified-Heavy Industrial]). Proposed improvements would consist of the same types of
22 facilities as those existing under baseline conditions (i.e., wharf cranes, a wharf, and rail tracks),
23 and would therefore not introduce elements that would conflict with zoning or other regulations,
24 including the City of Los Angeles General Plan and Port Master Plan.

25 ***Operation***

26 Operation of the Proposed Project would be essentially identical in nature to baseline operations
27 and would therefore not introduce visual or other aesthetic elements that would conflict with the
28 industrial zoning of the project site or with any other regulations governing scenic quality.

29 **Impact Determination**

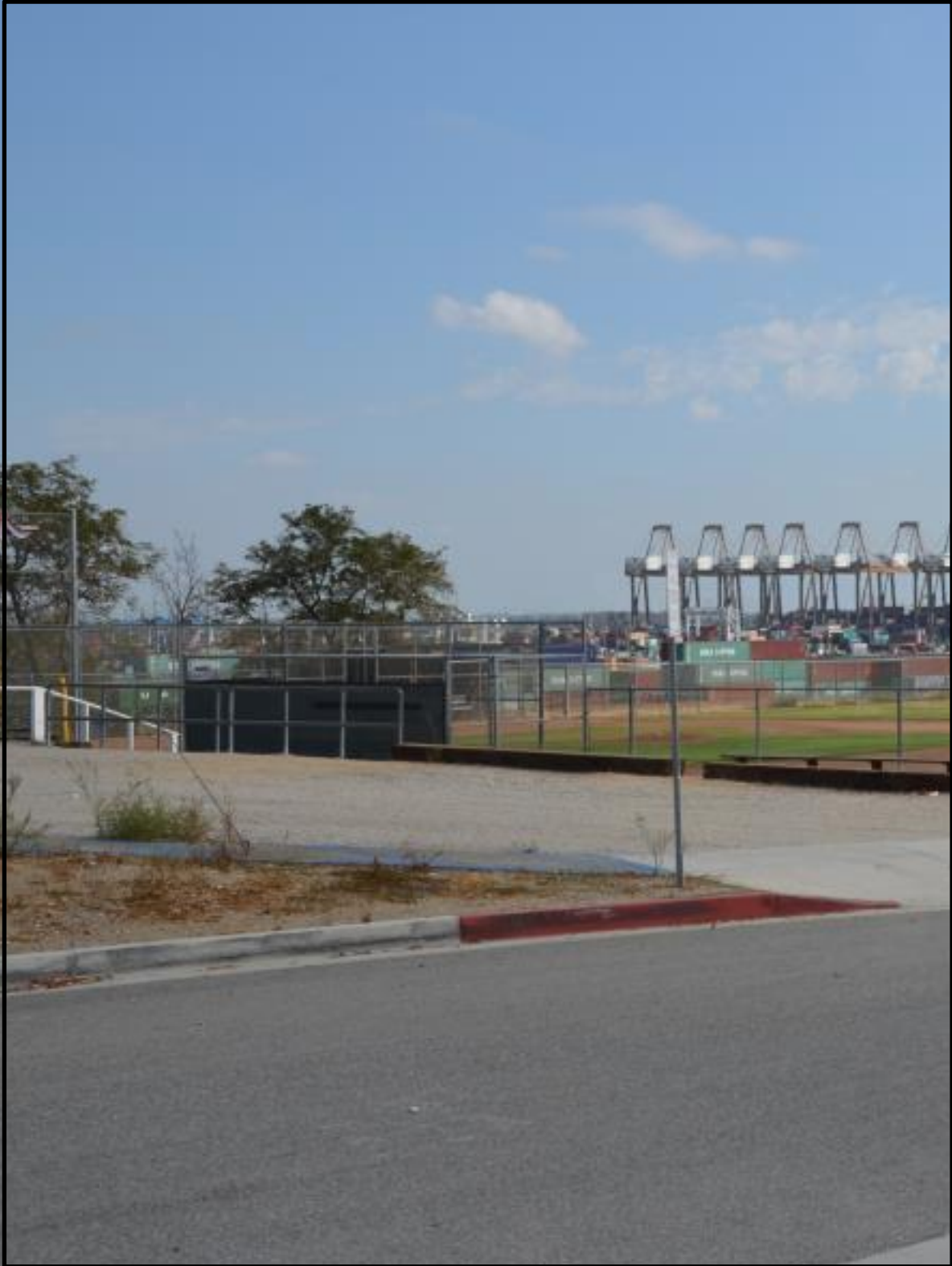
30 Because the Proposed Project's features would not substantially change the character of the
31 project site and surrounding area, there would be no conflict with applicable zoning and general
32 plan regulations, policies, and goals, and impacts would be less than significant.

33 **Mitigation Measures**

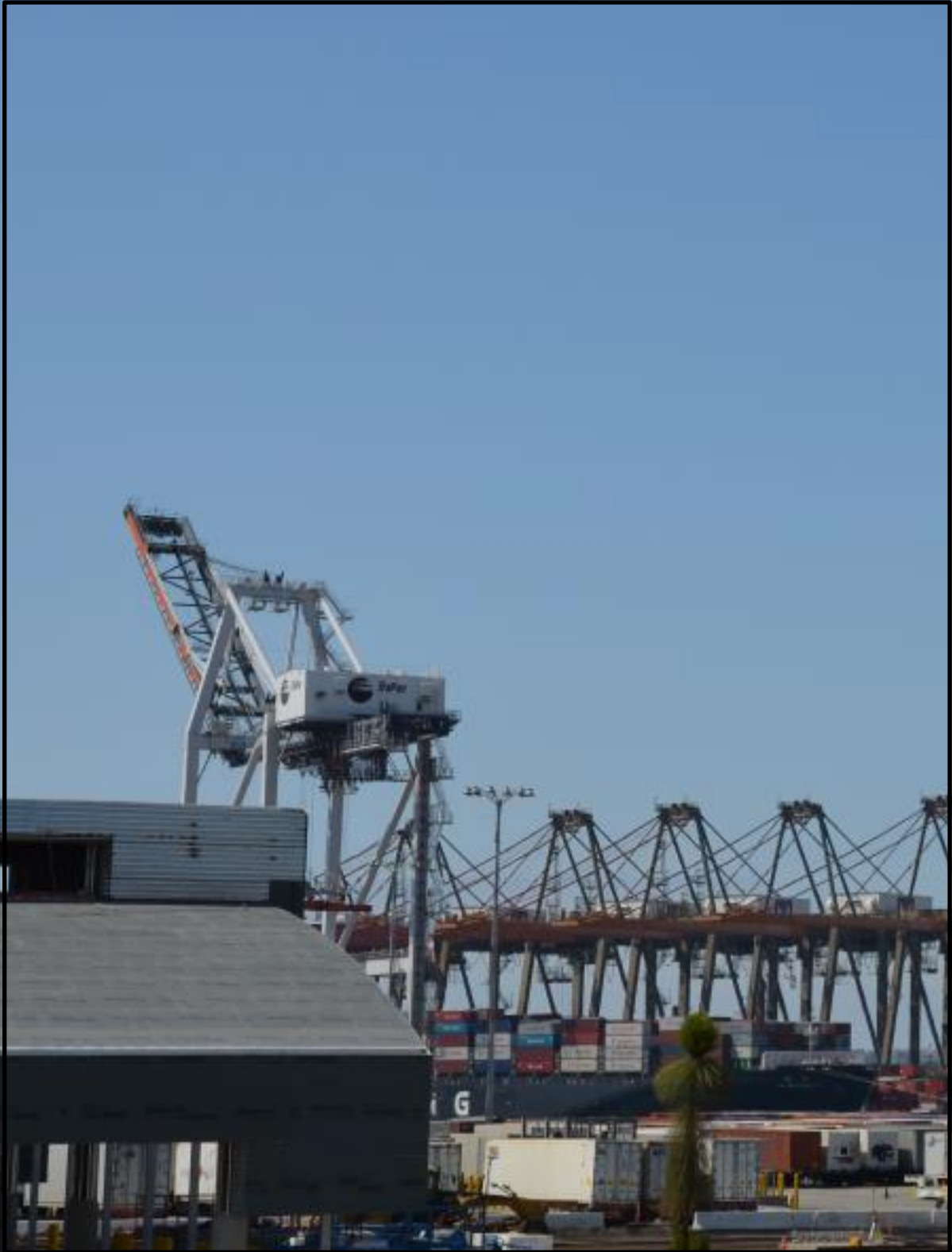
34 No mitigation is required.

35 **Residual Impacts**

36 Impacts would be less than significant.







1 **Impact AES-4: Would the Proposed Project create a new source of**
2 **substantial light or glare that would adversely affect day or nighttime views**
3 **in the area?**

4 ***Construction***

5 In general, construction of the Proposed Project would take place during the daylight
6 hours, although some nighttime construction could occur to meet schedules or comply
7 with traffic control measures. Construction could, therefore, result in increased lighting
8 sources. Such lighting would not represent a source of substantial light or glare because it
9 would occur a considerable distance from public areas and would blend with the overall
10 level of light and glare in the West Basin area. None of the equipment associated with
11 construction would be highly reflective and thus cause glare. Accordingly, construction
12 activities would not create a new source of light or glare.

13 ***Operation***

14 Operation of the Proposed Project would result in increased lighting sources, including
15 some area and vehicle lighting, additional trips by trucks and cargo handling equipment
16 on access roads and in the backland areas, lights and additional trains in the WBICTF. In
17 addition, the new cranes on the wharf and in the WBICTF would have lights that would
18 be both more numerous and at higher elevations than the existing crane lights. However,
19 stationary light sources, including terminal area lighting, would not be substantially
20 changed from baseline conditions, especially since the major source of lights, the high-
21 mast area lighting, was upgraded in 2019, under Harbor Engineer Permit 2019-49, to
22 downward-directed, shielded LED lights on the existing poles. The new lighting complies
23 with the Port's lighting guidelines for design and operation of light fixtures to reduce
24 spillover lighting into neighboring areas. These design guidelines include:

25 ***Light Fixtures***

- 26 1) Distribute fixtures so as to minimize light trespass.
27 2) Use prismatic glass reflectors to control the spread of illumination.
28 3) Use dark-colored shade accessories to prevent light spillover.

29 ***Light Controls***

- 30 1) Design lights for flexibility to accommodate the varying nature of many spaces at one time
31 or for security purposes.
32 2) Use photocells and timers to automatically control lighting where feasible.

33 ***Pole Distribution and Height***

- 34 1) Peripheral lighting adjacent to the residential community should focus lighting away from
35 the residential community.
36 2) Where feasible, equip floodlights with shields to prevent (light) spillover.

37 During operations, the only substantial change in lighting from baseline conditions would be the
38 lights on the new cranes, which would be higher and more numerous than the existing crane
39 lights. However, these lights would still be consistent with the overall background of bright
40 industrial lighting that characterizes the Port's visual environment. As Figures 3.1-8 through 3.1-
41 10 show, the Proposed Project would not substantially increase ambient light and glare in
42 surrounding areas, including adjacent residential and recreational areas, because the additional
43 crane lighting would blend into the overall nighttime view of terminal, vessel, and roadway light.
44 In addition, residential areas in San Pedro are elevated above the Proposed Project site and

1 located about 0.85 mile to the southwest, and are therefore removed further from the lighting.
2 Residences in Wilmington adjacent to Wilmington Waterfront Park are approximately 0.5 mile
3 from the Berths 121-131 Terminal and have immediate views of the TraPac cranes and terminal
4 lighting. Accordingly, they are likely accustomed to the ambient lighting of the Port.
5 Furthermore, as Figure 3.1-10 shows, the nighttime view of the Berths 121-131 Terminal would
6 continue to be largely obscured by the foreground lights and cranes of the TraPac terminal.

7 **Impact Determination**

8 Because construction of the Proposed Project would not involve substantial nighttime lighting
9 and Project operations would not alter the character of the nighttime view or introduce substantial
10 new sources of light or glare into the vicinity, impacts would be less than significant.

11 **Mitigation Measures**

12 No mitigation is required.

13 **Residual Impacts**

14 Impacts would be less than significant.

15 **NEPA Analysis**

16 **Impact AES-5: Would the Proposed Project result in substantial negative** 17 **changes to the overall visual character and quality of a landscape that has** 18 **a significant effect on viewer response?**

19 The Proposed Project would be expected to result in slightly higher vividness and unity from key
20 viewpoints and could therefore be considered to enhance the existing visual character and quality.
21 Overall, the Proposed Project would be expected to contribute to the existing image of a working
22 port. The following discussion evaluates the effects of the Proposed Project on key viewpoints, in
23 relation to visual character and quality and level of visual modification; Table 3.1-2 summarizes
24 the discussion and the impact conclusions related to AES-5.

25 ***Local Scenic Routes***

26 Views of the Proposed Project site from City-designated scenic routes would not be substantially
27 altered, in part because views of the terminal's cranes are impeded by the China Shipping
28 Terminal and associated container stacks and infrastructure, and no scenic resources along these
29 routes would be adversely affected. The new cranes would be visible to motorists traveling on the
30 Vincent Thomas Bridge; however, the cranes and other improvements would not substantially
31 change the visual character or quality of the Proposed Project site or the working Port setting.
32 Views of the Vincent Thomas Bridge from the north along John S. Gibson Boulevard, Pacific
33 Avenue, and Front Street would remain largely unchanged; therefore, the new proposed project
34 features would not detract from views of the bridge.

35 **Key Viewpoints**

36 ***Knoll Hill (VP-1)***

37 From VP-1, the most prominent features of the Proposed Project would be the addition of
38 new cranes (Figure 3.1-5). The longer line of new, larger cranes would present a more
39 dominant feature in the viewshed; however, these cranes would be consistent with pattern
40 elements and character in the existing landscape such as form, line, and scale, and would
41 be consistent with the overall visual context of the Port landscape. Therefore, the

1 Proposed Project would not result in substantial changes to the existing visual quality or
2 character of the viewshed from VP-1 and would not be expected to result in adverse
3 viewer response.

4 ***San Pedro Neighborhood (VP-2)***

5 From VP-2, the most prominent features of the Proposed Project would be the relocation
6 of existing cranes, and the addition of new cranes, visible beyond the container stacks on
7 the China Shipping Terminal (Figure 3.1-6). As with VP-1, the longer line of cranes
8 would present a more dominant feature in the viewshed, but it would also be consistent
9 with pattern elements and pattern character in the existing landscape such as form, line,
10 and scale, and would be consistent with the overall visual context of the Port landscape.
11 Therefore, the Proposed Project would not result in substantial changes to existing visual
12 quality or character of the viewshed from VP-2, and would not be expected to result in
13 adverse viewer response.

14 ***Wilmington Waterfront Park (VP-3)***

15 From VP-3, the most prominent features of the Proposed Project would be the removal of
16 the cranes, relocation of existing cranes, and the addition of new cranes (Figure 3.1-7).
17 The longer line of taller cranes would be more visible, and would extend slightly closer to
18 the viewpoint location, than under baseline conditions. However, because this line of
19 cranes would be behind the TraPac cranes and more distant from the viewer than the
20 TraPac cranes, the Proposed Project would not result in substantial changes to existing
21 visual quality or character of the viewshed from VP-3, and would not be expected to
22 result in adverse viewer response.

23 **Impact Determination**

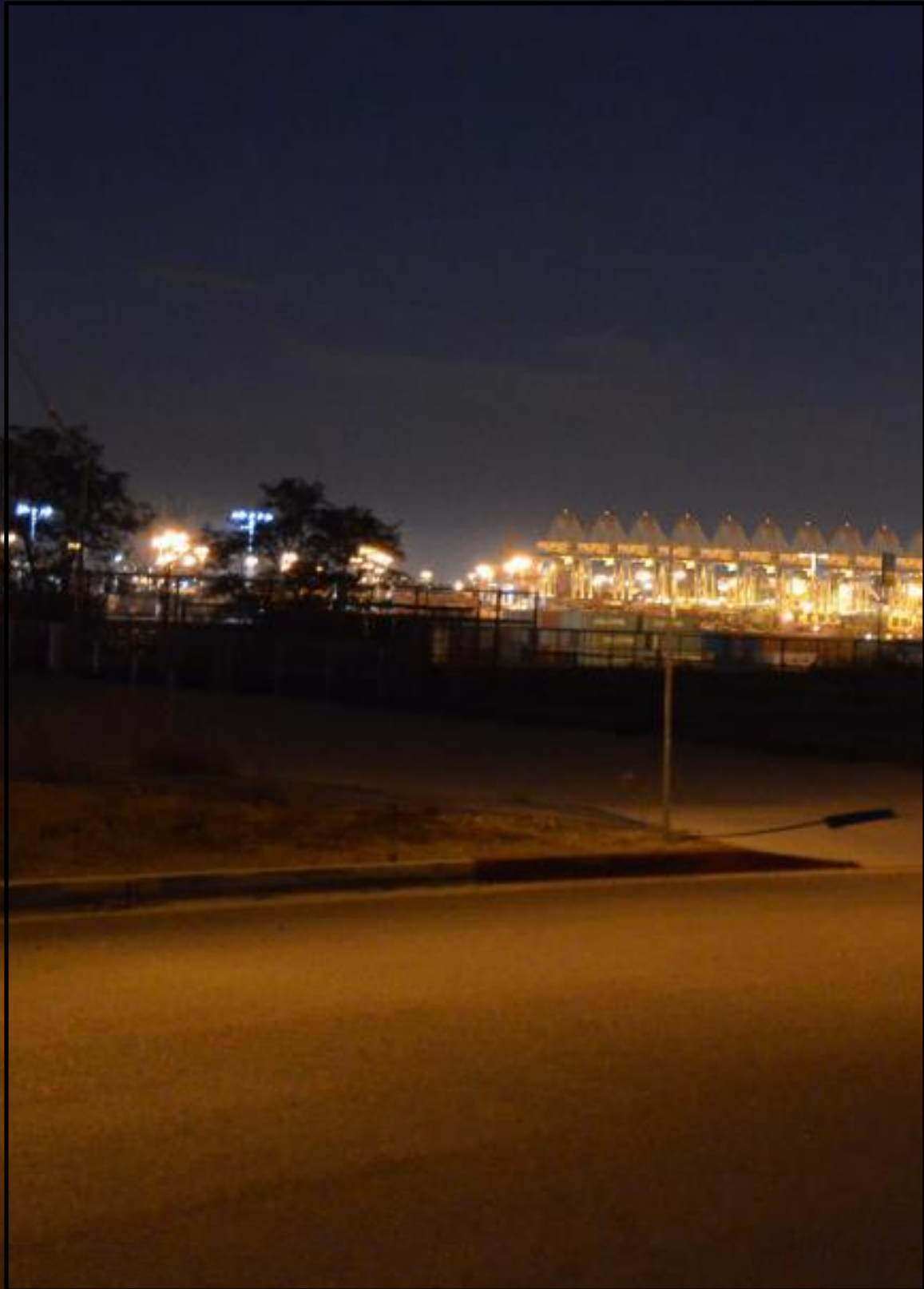
24 Overall, the Proposed Project would not result in changes to the overall character and
25 quality of the landscape or have a significant effect on viewer response, either from area
26 roadways or from established key viewpoints. Therefore, impacts would be less than
27 significant.

28 **Mitigation Measures**

29 No mitigation is required.

30 **Residual Impacts**

31 Impacts would be less than significant.



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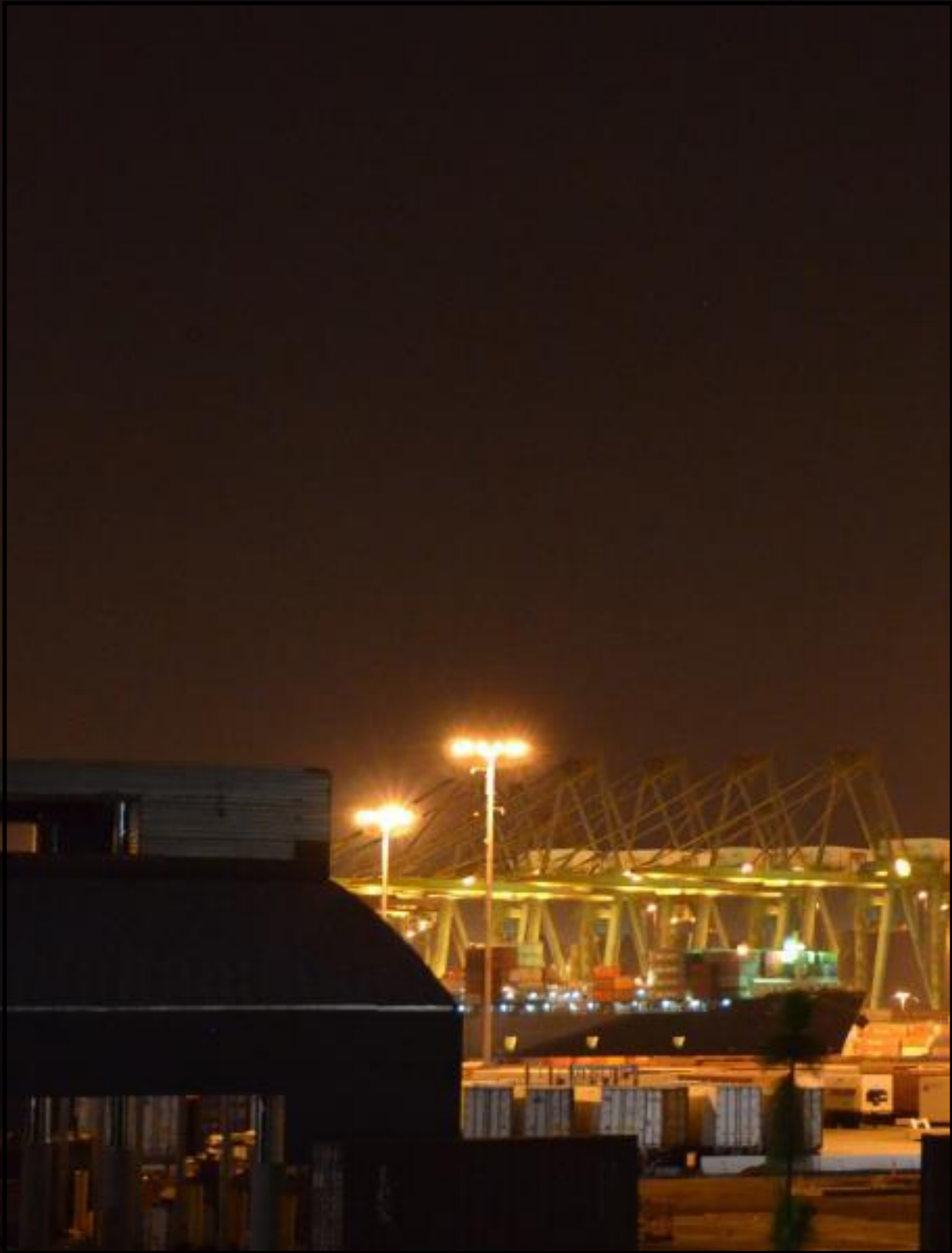


Table 3.1-2: Summary of the NEPA Analysis Under AES-5 for the Proposed Project

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification with Project
Local Scenic Routes		
<p>Visual Character: Local scenic routes are designated because of the views of the working Port. The existing Berths 121-131 cranes can be seen from certain portions of John S. Gibson Boulevard, Pacific Avenue, and Front Street. Associated views of harbor activities and the Vincent Thomas Bridge, which is visible to northbound and southbound motorists, are considered scenic.</p> <p>Visual Quality: Vividness, intactness, and unity are considered low because existing terminal features and changeability of views resulting from train, container, and crane movement, which impede views of the site.</p>	Moderate	<p>VM Class 2 (Noticeable, Visually Subordinate): The primary noticeable project elements would be the cranes seen in the middle ground (John S. Gibson Boulevard) and the background (Pacific Avenue and Front Street). The height and number of cranes would be increased, and the row of cranes would be extended but would not block views of scenic resources or compete with other features in the viewshed.</p> <p>Impacts would be less than significant.</p>
Knoll Hill (VP-1)		
<p>Visual Character: The overall character is that of a working Port. Viewers have panoramic views of the Port, including existing cranes and container stacks at China Shipping in the middle ground and cranes at Berths 121-131 in the background. Other areas of the Port visible in the background include a portion of the Main Channel.</p> <p>Visual Quality: Vividness is considered moderate, because the scale of the cranes rising above the horizon is visually impressive. Views of the Proposed Project site are slightly obstructed by intervening development and the China Shipping terminal. Intactness and unity are considered moderate since these foreground and middle ground elements do not distract from views of existing cranes, which provide the viewer with prominent focal points in the background.</p>	Moderate	<p>VM Class 2 (Noticeable, Visually Subordinate): The new cranes would be visible in the background behind the baseball field. The Proposed Project would increase the height and number 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 viewshed.</p> <p>Impacts would be less than significant.</p>
Residential Neighborhood (VP-2)		
<p>Visual Character: The overall character is that of a working Port. The hillside in the foreground dominates the view. Viewers also have views of the Port, including container stacks at China Shipping in the middle ground and the Berths 121-131 cranes in the background. Other areas of the Port visible in the background include a portion of the Main Channel, and taller cranes at nearby terminals. The Port's flat topography allows long-distance views even from this low elevation.</p> <p>Visual Quality: Vividness is moderate, because the scale of the cranes and ships rising above the horizon is visually impressive. Views of the site are slightly obstructed by intervening development and the China Shipping terminal. Intactness and unity are also considered moderate, as these foreground and middle ground elements do not distract from views of cranes, which provide prominent focal points in the</p>	Moderately High	<p>VM Class 2 (Noticeable, Visually Subordinate): The primary noticeable project features visible as elements in the view would be the new cranes seen in the background. The Proposed Project would increase the height and number 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 viewshed.</p> <p>Impacts would be less than significant.</p>

Table 3.1-2: Summary of the NEPA Analysis Under AES-5 for the Proposed Project

Existing Visual Character and Quality	Sensitivity	Level of Visual Modification with Project
background.		
Wilmington Waterfront Park (VP-3)		
<p>Visual Character: The overall character of VP-3 is that of a working Port. Views at VP-3 are comprised of Harry Bridges Boulevard in the foreground, and the TraPac cranes, Berths 121-131 cranes, and infrastructure associated with the terminal are in the middle ground. There are no background views available from VP-3.</p> <p>Visual Quality: Vividness is low because the variety in the scale of buildings and cranes does not leave a distinct visual impression. Intactness and unity are also low because of the variety of encroaching elements into the viewshed.</p>	Moderate	<p>VM Class 2 (Noticeable, Visually Subordinate): The primary noticeable project features in the view would be the new cranes in the middle ground. The height and number of the cranes would be increased and the row of cranes slightly extended, but that would not block views of scenic resources or compete with other features in the viewshed.</p> <p>Impacts would be less than significant.</p>

1 **Alternative 1 – No Project**

2 Under Alternative 1, the LAHD would not implement any of the improvements described in
 3 Section 2.6. The existing Berths 121-131 Terminal would continue to operate as a container
 4 terminal. Although cargo throughput and cargo-handling activities would increase over time,
 5 visually the terminal would be unchanged from baseline conditions.

6 **CEQA Analysis**

7 **Impact AES-1: Would Alternative 1 have a substantial adverse effect on a**
 8 **scenic vista?**

9 Alternative 1 would not result in any changes to the existing visual character and quality of the
 10 Proposed Project site, or affect any existing scenic vista, because no improvements would be
 11 constructed. Operation would result in increased vessel calls compared to the CEQA baseline;
 12 however, the size of vessels would not substantially increase, and increases in the number of
 13 vessels berthed at the terminal would not adversely affect any existing scenic vista.

14 **Impact Determination**

15 Because Alternative 1 would not change the viewshed of the project site, it would not adversely
 16 affect any scenic vista, and there would be no impact.

17 **Mitigation Measures**

18 No mitigation is required.

19 **Residual Impacts**

20 No impacts would occur

21

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

4 As described for the Proposed Project, the project site is not visible from any of the designated
5 scenic highways in the Los Angeles region. Although not state-designated scenic highways, John
6 S. Gibson Boulevard, Pacific Avenue, and Front Street are City-designated scenic routes that
7 have views of the project site. John S. Gibson Boulevard is adjacent to the Berths 121-131
8 terminal, and Pacific Avenue and Front Street are approximately 0.2 mile south of the terminal.

9 Because no construction would occur under Alternative 1 and no new visual elements would be
10 added, there would be no alteration of scenic resources, including those along designated scenic
11 routes.

12 **Impact Determination**

13 Because Alternative 1 would not adversely affect any scenic resources, there would be no impact.

14 **Mitigation Measures**

15 No mitigation is required.

16 **Residual Impacts**

17 No impacts would occur.

18 **Impact AES-3: In an urbanized area, would Alternative 1 conflict with**
19 **applicable zoning and other regulations governing scenic quality??**

20 Alternative 1 would not degrade the visual character or quality of the project site because no
21 improvements would be constructed. Operation would result in increased vessel calls compared
22 to the CEQA baseline; however, the size of vessels would not substantially increase, and
23 increases in the number of vessels berthed at the terminal would not adversely affect the visual
24 character or quality of the site. Shade and shadow effects would not increase because no elements
25 would be constructed that could cast additional shadows.

26 **Impact Determination**

27 Because Alternative 1 would not adversely affect the visual character or quality of the site, there
28 would be no impact under CEQA.

29 **Mitigation Measures**

30 No mitigation is required.

31 **Residual Impacts**

32 No impacts would occur.

33 **Impact AES-4: Would Alternative 1 create a new source of substantial light**
34 **or glare that would adversely affect day or nighttime views in the area?**

35 Alternative 1 would not create new sources of light or glare because no improvements would be
36 constructed. Operation would result in increased vessel calls compared to the CEQA baseline;
37 however, the size of vessels would not substantially increase, and increases in the number of

1 vessels berthed at the terminal would not affect the light and glare regime of the site.

2 **Impact Determination**

3 Because Alternative 1 would not create new sources of light or glare, there would be no impact
4 under CEQA.

5 **Mitigation Measures**

6 No mitigation is required.

7 **Residual Impacts**

8 No impacts would occur.

9 **NEPA Analysis**

10 **Impact AES-5: Would Alternative 1 result in substantial negative changes** 11 **to the overall visual character and quality of a landscape that has a** 12 **significant effect on viewer response?**

13 NEPA does not require impact analysis of the No Project Alternative. NEPA requires the analysis
14 of a No Federal Action Alternative, which is included below under Alternative 2.

15 **Impact Determination**

16 An impact determination for the No Project Alternative is not applicable under NEPA.

17 **Mitigation Measures**

18 Mitigation measures are not applicable.

19 **Residual Impacts**

20 An impact determination is not applicable.

21 **Alternative 2 – No Federal Action**

22 Alternative 2, the No Federal Action Alternative, would be the same as the NEPA baseline.
23 Alternative 2 would include only the activities and impacts likely to occur without a USACE
24 permit or other federal action. As described in Section 2.9.1.2, if federal permits are not granted,
25 only the landside component of the Proposed Project – the expansion of the WBICTF railyard –
26 would be undertaken. Under Alternative 2, therefore, the existing Berths 121-131 Terminal would
27 continue to operate as an approximately 186-acre container terminal, and visually it would be
28 changed from baseline conditions only by the addition of the RMG cranes in the railyard.
29 Expansion of the railyard would constitute a project under CEQA, which is why the No Federal
30 Action Alternative is analyzed under CEQA.

31 **CEQA Analysis**

32 **Impact AES-1: Would Alternative 2 have a substantial adverse effect on a** 33 **scenic vista?**

34 As discussed in the analysis of the Proposed Project, the RMG cranes would not be visible from
35 any of the key viewpoints, would be visible to motorists only in fleeting views, and would be

1 consistent with the working port character of the overall view.

2 **Impact Determination**

3 Because the RMG cranes would not have an adverse effect on scenic vistas, impacts of
4 Alternative 2 would be less than significant.

5 **Mitigation Measures**

6 No mitigation is required.

7 **Residual Impacts**

8 Impacts would be less than significant.

9 **Impact AES-2: Would Alternative 2 substantially damage scenic resources,** 10 **including, but not limited to, trees, rock outcroppings, and historic** 11 **buildings within a state scenic highway?**

12 Views of the project site from City-designated scenic routes would not be substantially altered by
13 construction or operation of the Proposed Project because the only view of project elements
14 would be a fleeting view of the RMG cranes by motorists.

15 **Impact Determination**

16 Because no views of scenic resources would be substantially altered or damaged by construction
17 or operation of Alternative 2, impacts would be less than significant.

18 **Mitigation Measures**

19 No mitigation is required.

20 **Residual Impacts**

21 Impacts would be less than significant.

22 **Impact AES-3: In an urbanized area, would Alternative 2 conflict with** 23 **applicable zoning and other regulations governing scenic quality?**

24 As discussed under the Proposed Project, the RMG cranes would be consistent with the types of
25 facilities that exist under baseline conditions (i.e., terminal equipment), and would therefore not
26 introduce elements that would substantially degrade the visual character of the site or its vicinity.
27 Any additional shading caused by the cranes would be restricted to the terminal footprint and
28 John S. Gibson Boulevard, and would not result in shading of shadow-sensitive uses.

29 **Impact Determination**

30 Because the addition of RMG cranes would not substantially degrade the quality of the existing
31 industrial site's visual character or the character of the surrounding area, impacts of Alternative 2
32 would be less than significant.

33 **Mitigation Measures**

34 No mitigation is required.

1 **Residual Impacts**

2 Impacts would be less than significant.

3 **Impact AES-4: Would Alternative 2 create a new source of substantial light**
4 **or glare that would adversely affect day or nighttime views in the area?**

5 Under Alternative 2, the new RMG cranes would introduce additional lighting into the area of the
6 WBICTF. However, stationary light sources, including terminal area lighting, would not be
7 changed from baseline conditions. As discussed for the Proposed Project, the RMG lighting
8 would not introduce a substantial new source of light or glare, given the overall light regime of
9 the Port, and would not be visible from key viewpoints. The RMG lighting would be consistent
10 with the character of the Port light regime, which consists of area and point source lighting in
11 support of cargo operations.

12 As discussed for the Proposed Project, the Port has adopted lighting guidelines for design and
13 operation of light fixtures to reduce spillover lighting into neighboring areas. Those guidelines
14 would be applied to construction and operation of the expanded WBICTF and the RMG cranes,
15 which would minimize glare and light spillover.

16 **Impact Determination**

17 Because construction of Alternative 2 would not involve substantial nighttime lighting and
18 operation would not alter the character of the nighttime view or introduce new sources of light or
19 glare into the vicinity, impacts would be less than significant.

20 **Mitigation Measures**

21 No mitigation is required.

22 **Residual Impacts**

23 Impacts would be less than significant.

24 **NEPA Analysis**

25 **Impact AES-5: Would Alternative 2 result in substantial negative changes**
26 **to the overall visual character and quality of a landscape that has a**
27 **significant effect on viewer response?**

28 Alternative 2 would include the same construction elements and terminal activities as the NEPA
29 baseline: an expansion of the WBICTF railyard and the installation of up to seven RMG cranes at
30 the railyard.

31 **Impact Determination**

32 Because Alternative 2 would be identical to the NEPA baseline, there would be no impact under
33 NEPA.

34 **Mitigation Measures**

35 No mitigation is required.

1 **Residual Impacts**

2 No impact would occur.

3 **3.1.4.3 Summary of Impact Determinations**

4 Table 3.1-4 summarizes the CEQA and NEPA impact determinations for Aesthetics and Visual
5 Resources. This table is meant to allow easy comparison between the impacts of the Proposed
6 Project, including Project alternatives, with respect to federal, state, or City significance criteria;
7 LAHD criteria; and the scientific judgment of the report preparers. For each impact threshold, the
8 table describes the impact, notes the CEQA or NEPA impact determinations, describes any
9 applicable mitigation measures, and notes the residual impacts (i.e., the impact remaining after
10 mitigation).

11 **3.1.4.4 Mitigation Monitoring**

12 The Proposed Project, including alternatives, would not result in significant impacts on
13 aesthetics or visual resources. Therefore, neither mitigation measures nor monitoring
14 programs are required.

15 **3.1.5 Significant Unavoidable Impacts**

16 The Proposed Project, including alternatives, would not result in any significant
17 unavoidable impacts on aesthetics or visual resources.

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

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Proposed Project	AES-1: Would the Proposed Project have a substantial adverse effect on a scenic vista?	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-2: Would the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-3: In an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-4: Would the Proposed Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-5: Would the Proposed Project result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response?	NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 1 - No Project	AES-1: Would Alternative 1 have a substantial adverse effect on a scenic vista?	CEQA: No impact	No mitigation is required.	CEQA: No impact
	AES-2: Would Alternative 1 substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	CEQA: No impact	No mitigation is required.	CEQA: No impact
	AES-3: In an urbanized area, would Alternative 1 conflict with applicable zoning and other regulations governing scenic quality?	CEQA: No impact	No mitigation is required.	CEQA: No impact
	AES-4: Would Alternative 1 create a new source of substantial light or glare that would adversely	CEQA: No impact	No mitigation is	CEQA: No impact

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

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	affect day or nighttime views in the area?		required.	
	AES-5: Would Alternative 1 result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response?	NEPA: Not Applicable	Mitigation not applicable.	NEPA: Not Applicable
Alternative 2 - No Federal Action	AES-1: Would Alternative 2 have a substantial adverse effect on a scenic vista?	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-2: Would Alternative 2 substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-3: In an urbanized area, would Alternative 1 conflict with applicable zoning and other regulations governing scenic quality??	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-4: Would Alternative 2 create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
	AES-5: Would Alternative 2 result in substantial negative changes to the overall visual character and quality of a landscape that has a significant effect on viewer response?	NEPA: No impact	No mitigation is required.	NEPA: No impact