

SUBCHAPTER 4.1

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4.1 AESTHETICS

4.1.1 Introduction

This subchapter examines impacts of the proposed control measures in the 2012 AQMP on aesthetic resources. All control measures in the 2012 AQMP were evaluated to determine whether or not they could generate aesthetic impacts based on the anticipated methods of control. Three control measures were determined to result in potential aesthetic impacts.

4.1.2 2012 AQMP Control Measures with Potential Aesthetics Impacts

The aesthetic impact analysis in this [Final](#) Program EIR identifies the net effect on aesthetic resources from implementing the 2012 AQMP. Implementing some of the 2012 AQMP control measures could potentially result in aesthetic impacts. Specifically, several control measures promote the use of zero and near-zero emission trucks and locomotives powered by electricity. In addition to electricity stored in batteries or produced onboard through a fuel cell, these control measures contemplate the use of “wayside” electricity from outside sources such as overhead catenary power lines, as currently used for transit buses, which could impact scenic highways and vistas.

Evaluation of control methods for each control measure indicated that there are three ozone control measures that could have potential aesthetic impacts, as shown below in Table 4.1-1.

TABLE 4.1-1

Control Measures with Potential Aesthetics Impacts

CONTROL MEASURES	CONTROL MEASURE DESCRIPTION (POLLUTANT)	CONTROL METHODOLOGY	AESTHETIC IMPACT
OZONE CONTROL MEASURES			
ONRD-05	Further Emission Reductions from Heavy-Duty Vehicles Serving Near-Dock Railyards	Accelerated use of hybrid electric or fuel cells	Potential increase in amount of overhead power lines.
ADV-01	Actions for the Deployment of Zero and Near-Zero Emission On-Road Heavy-Duty Vehicles	Development and use of “wayside” electric or magnetic infrastructure.	Potential impacts from construction of “wayside” electric or magnetic infrastructure.
ADV-02	Actions for the Deployment of Zero and Near-Zero Emission Locomotives	Development and use of “wayside” electric or magnetic infrastructure.	Potential impacts from construction of “wayside” electric or magnetic infrastructure.

4.1.3 Significance Criteria

Implementation of the 2012 AQMP will be considered to have significant adverse aesthetic impacts if any of the following conditions occur:

- Substantially adversely affect a scenic vista;

- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of a 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.

4.1.4 Potential Aesthetics Impacts and Mitigation Measures

PROJECT SPECIFIC IMPACTS: Control measures ONRD-05, ADV-01 and ADV-02 included in the 2012 AQMP relate primarily to emission reductions through the incorporation of electrically powered trucks and locomotives. To power this equipment, catenary lines (overhead power lines) could be constructed and could potentially result in aesthetic impacts. These lines are similar to “trolley car lines” associated with electrically powered trollies and buses common in metropolitan transportation.

The areas affected by the proposed zero and near-zero emission control measures that could result in the installation of catenary lines are expected to be located in commercial areas, industrial areas, along existing transportation corridors in areas within and adjacent to the Port of Los Angeles (e.g., Navy Way, and Port of Long Beach), around container transfer facilities (truck/train) near the Terminal Island Freeway and East Sepulveda Boulevard intersection, along the Alameda Corridor, as well as the railyards near downtown Los Angeles (East Washington Boulevard in the City of Commerce, which are located within three miles of the northern terminus of the Alameda Corridor and east of I-710). It is not expected that residential areas will be impacted by the installation of catenary lines.

Construction Activities: Construction activities may result in a temporary effect on businesses and residents along transportation corridors. Construction activities in these areas would be conducted with typical roadway construction equipment (bulldozers, graders, backhoes, cranes, etc.), which are not generally considered high profile, thus affecting views or visibility. Potential impacts would be temporary and would cease after completion of construction.

As shown in Table 3.1-2, the nearest officially designated Scenic Highway to either the Ports, the cargo transfer facilities serving the ports, along the Alameda Corridor, or the cargo transfer facilities in the City of Commerce, would be Route 2 (Angeles Crest Scenic Byway) near La Canada/Flintridge, in the northeastern portion of Los Angeles County. It is approximately 14 miles from the northern terminus of the Alameda Corridor and the cargo transfer railyards in the City of Commerce to the most southern portion of Route 2. The port area, Alameda Corridor or downtown railyards are not visible from Route 2 due to the distance, presence of numerous large buildings in downtown Los Angeles, and the intervening topography (hills and mountains) between downtown Los Angeles and the beginning of Route 2 near La Canada/Flintridge.

As shown in Table 3.1-3, the nearest roadway which is eligible for State Scenic Highway Designation, to either the Ports, the cargo transfer facilities serving the ports, along the Alameda Corridor, or the cargo transfer facilities in the City of Commerce, would be Route 1 (Pacific Coast Highway at State Route 19 – Lakewood Boulevard, in Long Beach) in the southernmost portion of Los Angeles County. It is approximately five miles from the cargo transfer facilities serving the Ports to the intersection of State Route 19 and Route 1 where it becomes eligible to become a State Scenic Highway. The potential locations for catenary overhead power lines (near Port facilities, transportation corridors and railyards) would not be visible to Route 1 at State Route 19 due to the numerous structures and topography between the two locations. There are no officially designated Scenic Highways or highways eligible for State Scenic Highway Designation in areas affected by construction of zero or near-zero emission equipment associated with the 2012 AQMP, therefore construction impacts on aesthetic impacts are considered to be less than significant.

Operational Activities: As discussed under construction activities, control measures associated with potential aesthetics impacts in the 2012 AQMP relate primarily to the potential installation of catenary lines (overhead power lines) to power zero and near-zero emission trucks and locomotives.

Aesthetic impacts from zero or near-zero emission equipment are primarily associated with the installation of catenary poles and overhead wires. The areas within the district where such equipment is being considered are primarily heavily industrialized areas and major transportation corridors. As noted in the previous section (Construction Activities), the heavily industrialized areas around the Ports, near the cargo transfer facilities serving the Ports, along existing transportation corridors such as the Alameda Corridor, and the cargo transfer railyards in the City of Commerce, are not near an officially designated Scenic Highway or a roadway eligible for State Scenic Highway Designation, i.e., the overhead lines would be at least five miles away. The overhead power lines and catenary system would not be visible from this distance to an officially designated Scenic Highway or to a roadway eligible for designation as a Scenic Highway. As such, implementation of the 2012 AQMP would not result in significant aesthetic impacts to scenic highways. Further, the catenary poles and overhead electric wires would largely be located in industrial areas and would be consistent with the existing industrial and urbanized visual setting. It is expected that electrical substations would also be located in industrial/commercial areas or near transportation corridors and would be appropriately designed (e.g., wood cladding on the exterior of substations, so that the substations would blend in with the existing environment).

Based on the above, implementation of the 2012 AQMP is not expected to result in a substantial adverse effect on scenic vistas, substantially damage any scenic resources, substantially degrade the existing visual character or quality of a 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.

4.1.5 Project-Specific Mitigation Measures

No significant aesthetic impacts were identified for the installation of catenary or overhead power lines associated with the 2012 AQMP so no mitigation measures are required.

REMAINING AESTHETIC IMPACTS: There are no remaining aesthetic impacts since no significant impacts are expected due to the installation of catenary or overhead power lines associated with the 2012 AQMP and, therefore, no mitigation measures are required.

4.1.6 Summary of Aesthetics Impacts

The following is the summary of the conclusions of the analysis of aesthetic impacts associated with implementation of the 2012 AQMP:

- The construction and operation of the catenary or overhead power lines that could be used to power zero and near-zero emission vehicles and locomotives are not expected to be visible to any Scenic Highway or any roadway eligible as a Scenic Highway. Additionally, the construction and operation of catenary or overhead power lines is not expected to result in substantial adverse effects on scenic vistas, substantially damage any scenic resources, substantially degrade the existing visual character or quality of a 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. Therefore, aesthetics impacts associated with the 2012 AQMP are less than significant.

Summary of PM_{2.5} Control Measure Impacts: PM_{2.5} Control Measures were evaluated in the NOP/IS and it was determined that the PM_{2.5} Control Measures would not generate any potentially significant aesthetic impacts.

Summary of Ozone Control Measure Impacts: Three Ozone Control Measures could result in the construction of overhead catenary lines. However, the potential aesthetic impacts associated with the Ozone Control Measures were determined to be less than significant, as no scenic resources, scenic vistas, or scenic highways would be adversely impacted.