

3.6.1 Introduction

This chapter discusses:

- the potential aesthetic and visual resources impacts associated with the proposed project,
- the qualitative aesthetic character of the project site, and
- the visual resources policies relevant to the project.

Photo simulations are provided to help portray the visual effects of the proposed project.

3.6.1.1 Terminology for 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 all of 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.
- *Panoramic views* provide unfocused visual access to a large geographic area for which the field of view can be quite wide and extends into the distance considerably. Panoramic views are usually associated with vantage points located on high ground and provide views of valued resources such as mountains, valleys, cityscapes, or the ocean. They can also provide views of an area not commonly available.
- *Focal points* are areas that draw the viewer's attention, such as prominent structural features and water features.
- Views may be discussed in terms of *foreground*, *middleground*, and *background views*. Foreground views are those immediately presented to the

viewer, and include objects at close range that may 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 eventually fade to obscurity with increasing distance. In the context of the background, the skyline can be an important location because objects above this point are highlighted against the blue background of the sky or ocean.

- *Scenic views* or *vistas* are the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles 2002).

3.6.2 Setting

3.6.2.1 Existing Visual Characteristics

Regional and Local Character

The project site is located along the southern edge of the City of Los Angeles. Topography in the area varies from relatively flat areas with low hills near sea level to steeper topography to the north and west. Much of the southern Los Angeles area is developed with a mix of residential, commercial, industrial, and tourism land uses at an urban scale.

The project site is located along the West Channel, which is one of many channels in the Los Angeles Harbor. The visual character of the area is diverse and comprises both natural features (including the open water and channels of Long Beach and Los Angeles Harbors, surrounding beaches, and bluffs) and urban development (including industrial, commercial, shipping, recreational, and tourist-oriented facilities).

The Port supports a wide range of water-dependent uses including commercial shipping, industrial shipping, sportfishing, and recreational boating (individual watercraft, cruise ships and tour boats). Most of the land area in the Port area is dedicated to industrial uses. Views of the area include

- warehouse, industrial, and commercial buildings;
- bulkheads and revetments;
- berthed ships, tankers and barges;
- cranes;
- stacked cargo containers;
- dry bulk storage;

- railroad spur lines;
- oil pumps and pipelines;
- exposed infrastructure;
- storage tanks and structures; and
- tall exhaust and smoke stacks.

The appearance of most Port industrial facilities is necessarily functional in nature. Structures and ships are painted subdued gray or blue, and boxcars, cranes, and containers are painted with high-visibility colors, such as orange and red. Industrial facilities are not typically considered a visual resource. While commercial shipping and industrial uses are predominant in the Port, there are numerous recreational and tourist-oriented facilities in the project vicinity that may be considered visual resources. The surrounding land uses are shown on Figure 3.1-1 in Chapter 3.1, "Land Use;" a brief description of the surrounding land uses follows.

North

- Crescent Avenue and Miner Street, which are approximately 25 feet above sea level.
- Harbor Boulevard, a low-rise commercial corridor that is heavily landscaped in the vicinity of the Port to encourage pedestrian use.
- Ports O' Call Village commercial shopping and visitor facility, which is along the Main Channel and is intended to be reminiscent of a traditional urban waterfront. It incorporates nautical details including a weathered blue and gray color scheme, pilings, and wooden post and rope enclosures along pedestrian areas.
- Low- to medium-density residential neighborhoods.
- Mixed highway-oriented, neighborhood- and community-serving commercial uses located along the main north-south arterials of Pacific Avenue and Gaffey Street.

South

- Channel entrance and open water of the Outer Harbor.
- Cabrillo Beach Fishing Pier.
- Cabrillo Beach, a popular public recreational park leased and operated by Los Angeles City Department of Parks and Recreation. It contains recreational and visitor facilities, including landscaped open space, a public beach, a fishing pier, boat launch, and the Cabrillo Marine Aquarium. Buildings within the park are California Mission Revival in style.

- The San Pedro Breakwater, which extends east from Cabrillo Beach and separates the Outer Harbor from the open ocean.

East

- Working bulk shipping terminals (Berths 48 through 55) and a supertanker terminal along the East Channel.
- The 75-foot high Warehouse No. 1 and its rooftop water tank, the tallest structure in the project vicinity, which is prominently silhouetted against the skyline. A long, horizontal cold storage warehouse is also a prominent feature.

West

- The San Pedro bluffs, which rise to an elevation of approximately 50 feet above sea level immediately along the coastline and continue to rise steeply to the west. The Fort MacArthur Air Force Reservation, a formally laid out and landscaped residential compound, occupies the majority of the bluff top west of the project area. Along the hills are predominantly low-rise residential neighborhoods of San Pedro.
- Cabrillo Marina Phase I, which is a commercial Port facility located on the west side of the West Channel. This marina was recently redeveloped (1986) as Phase I of the West Channel/Cabrillo Marina Development Project. Cabrillo Marina Phase I comprises the marina basin, private yachts and sailboats, Los Angeles and Cabrillo Beach Yacht Clubs, numerous piers, and related facilities. Most facilities are housed in California Mission Revival-themed village-style architecture, incorporating stucco and terra cotta tile decorative details and ornamental landscaping.

Onsite Visual Elements

The visual character of a site can be defined by the presence and diversity of different visual elements. In a natural setting, the following properties determine the scenic quality of a particular viewshed:

- height, color, and type of vegetation;
- variability of the landform (height and slope);
- presence of exposed rock and water elements;
- scarcity of key visual elements in the region; and
- extent of cultural modifications.

In an urban setting, the following properties contribute to the scenic quality:

- coherence of different structures without monotony;
- visual availability of aesthetic landmarks;
- sense of harmony and of time and place;
- well-defined direction; and
- diversity of architectural features (without being overdone).

As shown in Figures 3.6-1, 3.6-2, and 3.6-3, the project site consists of an eclectic mix of marine-related structures and equipment.

Natural Environment

The proposed project site contains no natural aesthetic resources. The site is located in a highly urban area with no undeveloped natural areas, rock outcroppings, native trees, streams, or topographic features. The entire site has been previously developed, and it currently encompasses marine-related structures and operations. Vegetation on the project site is limited to a few ornamental trees and shrubs along Miner Street and the railroad tracks.

Architecture

Marina boat slips, parking areas, warehouses for storage, cargo handling, and transshipment activities currently occupy the site. The integrity of the site as a whole is generally good; however, the integrity of individual buildings and structures varies. Buildings on the project site include the following.

- Warehouse 6 (southeast of Miner and 22nd Streets) – the warehouse is a long, rectangular one-story wood-framed structure with a concrete foundation, wood drop siding, and a low pitch side-gabled roof covered with built-up tar covering.
- Warehouses 9 and 10 (north of 22nd Street) – the warehouses are rectangular one-story wood-frame structures with wooden drop type and board-and-batten siding and an essentially flat roof with a raised midsection forming a monitor.
- A 1930s two-story wood-frame building with horizontal butt siding and a flat roof is located in the corner inlet of the Berth 41A area.
- The Crescent Warehouse at Berths 54-55 – Although not on the Cabrillo Way Marina site, the warehouse would be removed as part of the realignment of Miner Street. The transit shed is a long, rectangular one-story structure that is composed of tilt-up pre-cast concrete wall panels, and that features a shallow-pitch roof with a raised central section forming a

winged-monitor. The fumigation facility is a steel-framed fumigation storage area located to the north end of the transit shed and is attached via a covered breezeway area.

The site also includes parking, recreational vessel slips, and a number of other parcels that are vacant or used for the dry storage of miscellaneous equipment. Various boat repair and service buildings and slips extend along the Watchorn Basin waterfront. These buildings do not have any features that contribute to or enhance the aesthetic value of the site or the surrounding community. There is little structural coherence, no notable aesthetic landmarks, and no well-defined direction. Additionally, the existing boat docks in the waterside portion of the site are deteriorating and in need of improvement.

Offsite Views

Offsite views of the project site are obtained from surrounding residential, commercial, industrial, marine, and tourism uses.

Close-range views of the project site, which are those views that are from locations directly adjacent to the site, can be obtained from very few vantage points. People (e.g., drivers, pedestrians, bicyclists, and boaters) can view the site while passing by on 22nd Street or within West Channel or Watchorn Basin. Similarly, Miner Street extends along the eastern site boundary and provides visual opportunities for motorists. There is no residential development adjacent to the project site, with the exception of non-permanent boat occupants. In addition, other nearby land uses are located across the marina to the west. As such, most views of the site are from a distance.

Mid-range and distant views are those from more distant roadways and from various land uses that are several blocks or more away from the project area. Because the site is at sea level, different portions of the site are more readily visually accessible from offsite locations than others. As a result of the hilly topography of San Pedro, most of the locations that provide views of the project site are from the west. Viewpoints around the site include public parks, scenic lookouts and street corridors approaching or near the project site; Fort MacArthur atop the San Pedro bluffs; and residential neighborhoods in San Pedro. Figure 3.6-4 shows photograph locations and the generalized locations from which the project site can be seen. The numbers shown at the photograph locations correspond to existing views shown in Figures 3.6-5, 3.6-6, and 3.6-7. Locations within residential neighborhoods have a vast range of views, from views fully obstructed by trees or structures, to full panoramic views. Most views from the east are obstructed by a fence located along the east side of Miner Street and a large building structure. Figures 3.6-5, 3.6-6, and 3.6-7 show panoramic views of the project site from four locations. The following views are depicted in the figures.

- **Figure 3.6-5: Photo A – View from Miner Street.** The location of this view is at mid-block between Crescent Avenue and 22nd Street. Views of the site are partially obstructed by street trees, fencing, and street signs.
- **Figure 3.6-5: Photo B – View from west end of Crescent Avenue.** The project site is closest to the residences along Crescent Avenue. However, most have partially obscured views of the site. The project site is farther from the residences along the west end of Crescent Avenue, but those views have fewer close range visual obstructions (Warehouses 9 and 10) than residences on the east end.
- **Figure 3.6-6: Photo C – View from the vicinity of Quartermaster Court on the Fort MacArthur property.** Fort MacArthur is significantly higher in elevation than the project site, providing panoramic views, though more distant than from Crescent Avenue. It should be noted that this property is currently on heightened alert. Fencing and military security personnel prevent the general public from entering the property. Therefore, only residents, official personnel, and authorized individuals have the opportunity to view the project site from this location.
- **Figure 3.6-6: Photo D – View from Cabrillo Beach.** As shown, views of the project site are distant and nearly indistinguishable from the other marine-related structures and activity in the area. Views of the site are available to recreational boaters entering the harbor from the south and are similar to those of the surrounding facilities.
- **Figure 3.6-7: Photo E – View from Lookout Point on Gaffey Street.** Gaffey Street is approximately 0.5 mile west of the site and is elevated more than 200 feet above sea level. Most views of the project site from Lookout Point are limited by intervening adjacent residential development and associated landscaping. Lookout Point has a few specific locations that provide unobstructed panoramic views encompassing the project site, but the site is at a considerable distance and is low on the horizon.

Views from the North

Miner Street, Crescent Avenue, and Harbor Boulevard are the closest public streets to the project site. Miner Street forms the eastern site boundary and offers views of portions of the project site. Because Crescent Avenue and the southernmost portion of Harbor Boulevard are located approximately 25 feet above the project site, unobstructed panoramic views encompassing the entire West Channel and the ocean are available. From Crescent Avenue and Harbor Boulevard north of the West Channel, the project site appears low on the horizon, limiting its prominence within the larger field of view. Moreover, Warehouses 9 and 10 north of 22nd Street partially obscure portions of the project site at street-level vantage points in just west of Harbor and Crescent.

Views from the West

Views of the project site are available from Pacific Avenue and Gaffey Street, typically at intersections with numbered east-west cross streets that serve as view corridors. Views from Pacific Avenue are available at the intersections of 38th, 39th, and 40th Streets. North of 38th Street, development within Fort MacArthur obscures views, and areas south of 40th Street are too far away to provide views of the project site. Views from Pacific Avenue are partially blocked by intervening development; however, because of the elevation (approximately 50 feet above sea level), several specific locations provide views. As with other bluff-top vantages, the site is low on the horizon and is therefore less prominent. Views of the site are available from specific locations along steep east-west cross streets. Several of these streets dead-end along the bluff tops and serve as informal lookout points. Views from Bluff Place and Stephen M. White Drive are largely blocked by residential development to the east along the bluff top.

Unobstructed, panoramic views encompassing the project site are provided from very limited locations along Gaffey Street, Peck Avenue, and Carolina Street. Gaffey Street is approximately 0.5 mile west of the site. Hills rise steeply west of the harbor, and Gaffey Street is elevated more than 200 feet above sea level at its closest point to the site. As a result, the project site appears very low on the horizon and occupies a small proportion of the available field of view.

Several locations within the residential neighborhoods along the bluffs west of the project site have unobstructed views of the project site. Residential neighborhoods with views of the project site include those along Crescent Avenue and specific locations east and west of Gaffey Street. Port facilities generally occupy up to one-third of the field of view from neighborhoods west of Gaffey Street; however, the distance (more than 1 mile) and elevation reduce the prominence of the project site, and it is not easily distinguished from its surroundings. The project site is clearly visible from Fort MacArthur Air Force Reservation, located immediately west of Cabrillo Marina Phase I. Fort MacArthur ranges from approximately 20 feet above sea level on the north end to 60 or more feet above sea level on the south end. However, a multi-story hotel partially blocks views from the south end. As a result, the project site is most prominent in views from the central and north end, where areas are closer and lower in elevation.

Residences on the eastern slopes of the Palos Verdes Hills above Western Avenue, approximately one mile west of Gaffey Street, have a panoramic view of San Pedro Bay and Port facilities in the distance. However, distinction between the project site and its surroundings is nearly impossible.

Views from the Southwest

Lookout Point Park, located on Gaffey Street southwest of the project site, is a designated public view site, as is the Korean Bell Monument and Pavilion in

Angels Gate Park above Point Fermin. Views of the project site from Lookout Point Park are severely limited by intervening residential development. The distance and elevation between Lookout Point Park and the project site greatly reduce the prominence of the project site from this vantage. The project site is not visible from the Korean Bell or its immediate vicinity because the monument is too far to the south and the bluff topography of Point Fermin obscures views.

Cabrillo Beach, 0.5-mile southwest of the project site, is a public beach and park with partial views of the project site across a broad expanse of the harbor. The project site is relatively distant and set against the backdrop of the other Port facilities. Existing Cabrillo Marina Phase I boat slips and breakwater interrupt project site views. Views of the project site from approaching boats are similar to views from Cabrillo Beach and the San Pedro breakwater.

Existing Viewer Groups

Different types of viewers have varying sensitivity to visual quality and changes in the visible environment depending upon a number of factors, including their familiarity with the view, their sense of ownership of the view (particularly for residential viewers), their activity while viewing, and their expectations. Viewers who are highly familiar with the view are likely to notice changes more than those who are not, so they are more sensitive to visible changes. Viewers who own property with views of a site, especially residents, tend to have a sense of ownership of the view and are also more sensitive to visible changes on the site. Viewers engaging in activities that allow extended viewing, such as passive recreation, may be sensitive to visual quality, although they may not react to visual changes if they are not familiar with or have a sense of ownership of that view. Finally, viewers who have a high expectation of visual quality, such as in tourist areas or in areas with a strong design concept, may be sensitive to visual quality or visible changes that are inconsistent with these expectations.

In the project vicinity, viewers with higher-than-average sensitivity include residents, recreational viewers, and tourists. Other viewers, including local workers and commuters, would be generally characterized as having average sensitivity, although some of these may have higher sensitivity if they have a strong familiarity with or sense of ownership of the view of the project site.

3.6.2.2 Regulatory Setting

Various plans and policy documents set forth regulations and guidelines for visual and aesthetic resources that relate to the development of the Port. Objectives, goals, and policies pertinent to the proposed project are listed below.

City of Los Angeles General Plan

Conservation Element. Section 15: Land Form and Scenic Vistas

- **Objective:** To protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.
 - **Policy:** Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.

San Pedro Community Plan

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

Goal 6

To preserve the scenic and visual quality of coastal areas. The California Coastal Act of 1976 declared the California Coastal Zone a distinct and valuable resource of vital and enduring interest to all people that exists as a delicately balanced ecosystem.

- **Objective 6-2:** To protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and human-made resources.
 - **Policy 6-2.1:** That the scenic and visual qualities of San Pedro be protected as a resource of community as well as regional importance, with permitted development sited and designed to: protect views to and along the ocean, harbor, and scenic coastal areas; minimize the alteration of natural landform; be visually compatible with the character of the surrounding area; and prevent the blockage of existing views for designated public scenic view areas and Scenic Highways.
- **Objective 6-6:** To preserve existing scenic views of the ocean and harbor from designated Scenic Highways, scenic view sites, and existing residential structures.

- **Policy 6-6.1:** That visual access to coastal views be provided by means of appropriately located scenic overlooks, turnouts, view spots, and other areas for limited vehicular parking, especially along designated Scenic Highways and Bikeways. Turnout and view site areas from Paso del Mar shall provide unobstructed views of the ocean. All development seaward of the turnout and view site areas of Paseo del Mar and Shepard Street shall be sited, designed, and constructed so that public views to and along the ocean are protected to the maximum extent feasible. All development in this area, including public recreation and public works, shall be subordinate to their setting and minimize in height and bulk to the maximum extent feasible to accomplish view protection. Until a “Corridor Plan” is prepared for Scenic Highway, any development adjacent to a Scenic Highway shall protect public views to the ocean to the maximum extent feasible, be adequately landscaped to soften the visual impact of the development, and, where appropriate, provide hiking or biking trails, a turnout, vista points, and other complementary facilities.

The San Pedro Community Plan (City of Los Angeles 1999a) also includes Community Design and Landscaping Guidelines that include recommended improvements for entryways, streetscape, street trees, street furniture, street lighting, sidewalks/paving, signage, public open space, and plazas.

Port of Los Angeles Plan

- **Objective 4:** To assure priority for water and coastal dependant development within the Port while maintaining and, where feasible, enhancing the coastal zone environment, and public views of, and access to coastal resources.

3.6.3 Impacts and Mitigation

3.6.3.1 Methodology

Characterizing aesthetics can be highly subjective; therefore, the evaluation of aesthetic resources in the area requires the application of a process that objectively identifies the visual features of the area, their importance, and the sensitivity of receptors that view them. The project-related changes to the aesthetic character of the site and surrounding area are identified and qualitatively evaluated based on the modification of the physical conditions and the viewer sensitivity. The project-related impacts are compared to the context of the existing setting using the threshold criteria discussed in Section 3.6.3.2 below.

To assess the potential visual impacts related to the proposed project, the project site was observed from various locations and photographically documented in its surrounding context. To aid this analysis, computer-generated photo simulations of the project site were prepared.

The final architectural designs for the proposed project have not been completed at this time. The photo simulations show development both with and without the project. Maximum building “envelopes” are shown in the photo simulations to show relative mass and scale; however, the buildings are unarticulated and unadorned. This view allows evaluation of potential worst-case mass and bulk impacts to viewers. These impacts are not intended to represent the actual proposed appearance of the buildings on the project site.

The photo simulations are intended to give the public and decision-makers a simplified illustration of how the proposed project would appear after construction. The simulations are not intended to be exact depictions of the impacts of the project. The text of the impact analysis, in addition to the photo simulations, provides complete information about the visual impact of the project.

Aesthetic impacts from light and glare are discussed in Chapter 3.5, “Light and Glare.”

3.6.3.2 Thresholds of Significance

The criteria used to determine the significance of impacts on aesthetics and visual resources are based on the *Draft Los Angeles CEQA Thresholds Guide* (City of Los Angeles 1998). Although the City of Los Angeles Thresholds Guide does not give specific thresholds to determine the significance of aesthetic impacts, it does give factors to consider when determining impact significance. Project impacts on visual resources and views were based on the following factors:

- the amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;
- the amount of natural open space to be graded or developed;
- the degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site (through appropriate design, etc.);
- the degree of contrast between proposed features and existing features that represent the area’s valued aesthetic image;

- the degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements;
- the degree to which the project would contribute to the area's aesthetic value;
- applicable guidelines and regulations;
- the nature and quality of recognized or valued views (such as natural topography, settings, artificial or natural features of visual interest, and resources such as mountains or the ocean);
- whether the project affects views from a designated scenic highway, corridor, or parkway;
- the extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- the extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

Based on these factors, the following thresholds are used in this Recirculated Draft SEIR to determine whether a project would have a significant impact.

- AES-1:** The project would remove, alter, or demolish existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area.
- AES-2:** The project would grade or develop a substantial amount of natural open space.
- AES-3:** The project would not effectively integrate proposed structures in natural open space areas into the aesthetics of the site.
- AES-4:** The project would substantially contrast with existing features that represent the area's valued aesthetic image.
- AES-5:** The project would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements.
- AES-6:** The project would substantially degrade the area's aesthetic value.
- AES-7:** The project would not be consistent with applicable guidelines and regulations.

- AES-8:** The project would degrade or interfere with recognized or valued views.
- AES-9:** The project would adversely affect views from a designated scenic highway, corridor, or parkway.
- AES-10:** The project would block, interrupt, or substantially diminish important views that are available to the community.
- AES-11:** The project would adversely affect recognized views available from a length of public roadways, bike paths, or trails.

3.6.3.3 Project Impacts

Direct and Indirect Impacts

Impact AES-1: The Project Would Not Remove, Alter, or Demolish Existing Features or Elements that Substantially Contribute to the Valued Visual Character or Image of a Neighborhood, Community, or Localized Area

The project site has no topographic features and possesses no distinguishing natural features other than a small number of ornamental street trees and ruderal vegetation characteristic of vacant lots. Onsite land uses are consistent with those of an ocean marina setting. The site contains boat slips, wharf areas that include docks and berths for diving and fishing vessels, and other businesses related to boating services. None of the structures within the project area meet the requirements for eligibility for listing in the California Register of Historical Resources (CRHR), and no buildings significantly contribute to the aesthetics of the area. Existing buildings, paving, substructure, docks, berths, and piers will be partially or wholly demolished and removed to accommodate the construction of the new facilities. Construction of the proposed project would serve to introduce a designed unifying visual character that will include increased ornamental landscaping, passive and active recreational amenities, modern floating dock systems, retail shops and restaurants, dry stack boat storage building, and other aesthetic improvements. Additionally, in contrast to the present deteriorated buildings and vacant state of the project site, the proposed project would be maintained in a clean attractive state for use by area residents and the community.

The project implementation would result in less-than-significant impacts with respect to the visual character of the project site.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-2: The Project Would Not Grade or Develop a Substantial Amount of Natural Open Space

The 86-acre project site is located in a predominantly industrial urban area, and, with the exception of approximately 7 acres, is completely developed with land uses consistent with those of an ocean marina setting. The site contains boat slips, wharf areas that include docks and berths for diving and fishing vessels, and other businesses related to boating services. Approximately 1 acre of undeveloped land is located on a triangular parcel immediately north of the parking lot, at the northwest corner of Miner and 22nd Streets. An approximately 6-acre undeveloped parcel is located in a long rectangular strip along the western edge of the project site, adjacent to the West Channel. Both areas (approximately 7 acres) of undeveloped land consist of previously graded ruderal (weedy) vegetation that is characteristic of vacant lots. No natural open space is located on the project site. Project implementation would result in no impacts on natural open space.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impacts would occur.

Impact AES-3: The Project Does Not Involve the Integration of Structures in Natural Open Space Areas

As stated in the discussion for Impact AES-2, the project site contains no natural open space. The proposed project would be constructed on previously developed and graded lands. Implementation of the proposed project would result in no impacts related to the integration of structures into existing natural open space areas.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impacts would occur.

Impact AES-4: The Project Would Not Substantially Contrast with Existing Features that Represent the Area's Valued Aesthetic Image

As stated in the discussion for Impact AES-1, the project site has no topographic features and possesses no distinguishing natural features other than a small number of ornamental street trees and some ruderal vegetation characteristic of vacant lots. Onsite land uses are consistent with those of an ocean marina setting. None of the structures within the project site meet the requirements for eligibility for listing in the CRHR, and no buildings significantly contribute to the aesthetics of the area. The existing project site features do not possess any features of aesthetic value, nor do they contribute positively to the area's aesthetic image. Implementation of the proposed project would replace existing older buildings, paving, substructure, docks, berths, and piers with a unified visual character that would include increased ornamental landscaping, passive and active recreational amenities, modern floating dock systems, retail shops and restaurants, dry stack boat storage building, and other aesthetic improvements. Project implementation would result in a less-than-significant impact with respect to the area's aesthetic image.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-5: The Project Would Not Result in Buildings that Would Detract from the Existing Style or Image of the Area Due to Density, Height, Bulk, Setbacks, Signage, or Other Physical Elements

Although the project does not include a zone change, it would result in a change in existing building style and image. The proposed project is consistent with current zoning for the site.

Modifications to landside and waterside facilities in the Watchorn Basin would not constitute removal of significant visual features or elements. The land area of the project site is the product of land filling and does not constitute a significant topographical feature. Most of the project site has not undergone any major improvements since World War II. Onsite landside uses are housed in a mix of aging wood-frame buildings and temporary buildings, none of which constitute historically or aesthetically significant resources. Additionally, the existing dock and marina facilities are deteriorating and in need of upgrades and improvements. Removal of these structures and associated storage yards, parking lots, and onsite infrastructure would not have a significant impact on aesthetic resources.

Height and Bulk

The new retail commercial complex would include an approximately 42,000-square foot anchor tenant, with a village retail component, including small shops and 25,000 square feet of office space clustered around a pedestrian-oriented plaza. The project would also include an enclosed 200,000-square foot dry stack boat storage structure (approximately 65 feet in height). These landside improvements would be clustered in the central and northern part of the project site. The new dry stack storage facility would be larger than the nearby warehouses east of the project site in terms of scale and mass. The mass and scale of the structure are intended to blend with the size and character of the existing East and Main Channel Warehouses. The architectural character, however, will have a nautical festive theme through the use of color, graphics, and form. The overall project scale and mass would be consistent with the Cabrillo Marina Phase I. Aesthetic impacts related to height and bulk are discussed further below. Photo simulations in Figures 3.6-9 through 3.6-13 show the proposed height and bulk of the project buildings from different vantage points surrounding the project site.

Natural Environment

The site is located in a highly urban area, with no undeveloped natural areas, rock outcroppings, native trees, streams, or topographic features. Vegetation on the project site is limited to a few ornamental trees and shrubs along Miner Street and the railroad tracks. Additionally, two areas on the project site consist of previously graded ruderal (weedy) vegetation. The proposed project would include extensive landscaping throughout the site. No aesthetic impacts related to the natural environment would occur.

Architecture

Project implementation would involve the replacement of existing mixed industrial and commercial uses that lack visual unity or a common theme (see Figures 3.6-1 through 3.6-3), with a new, predominantly commercial complex with California Mission Revival-themed village-style architecture and landscaping elements (see Figure 3.6-8). The proposed project would include buildings and architectural elements that would enhance the existing California Mission Revival-style buildings found in Cabrillo Marina Phase I, expand on the lightness of marine architecture, and tie into southern California seaside and maritime themes.

The proposed retail and office buildings along the Cabrillo Way promenade would feature open galleries and colonnades at grade level and a series of canvas and trellis-draped decks and balconies on the second level of the office area. The proposed project would achieve visual consistency with the redeveloped Cabrillo Marina Phase I. Development density on the project site would necessarily increase, resulting in substantial changes in the visual character of the area. However, while the project introduces a range of new uses, the Marina would remain the focus of proposed development, and all proposed uses would remain oriented toward marina and visitor services. Aesthetic impacts to architecture would be less than significant.

Marina

The existing marina facilities would be demolished and replaced with new, modern floating dock systems. The proposed project would revitalize the historic Watchorn Basin into a state-of-the-art marina. Aesthetic effects to the marina would be beneficial and would represent less-than-significant impacts.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-6: The Project Would Not Substantially Degrade the Area's Aesthetic Value

Project implementation would involve the replacement of existing mixed industrial and commercial uses that lack visual unity or a common theme with a new, predominantly commercial complex with California Mission Revival-themed village-style architecture and landscaping elements. The proposed project would include buildings and architectural elements that would enhance the existing California Mission Revival-style buildings found in Cabrillo Marina Phase I. Development density on the project site would necessarily increase, resulting in substantial changes in the visual character of the area. However, while the project introduces a range of new uses, the marina would remain the focus of proposed development, and all proposed uses would remain oriented toward marina and visitor services. The existing marina facilities would be demolished and replaced with new, modern floating dock systems. The proposed project would revitalize the historic Watchorn Basin into a state-of-the-art marina. Project implementation would result in less-than-significant, beneficial impacts related to the project site's aesthetic value to the area.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact AES-7: The Project Would Be Consistent with Applicable Guidelines and Regulations

Table 3.6-1 summarizes the proposed project's consistency with applicable visual resource protection goals, objectives, and policies. The proposed project is located entirely within PA 1 and partially within PA 2 of the PMP, and it conforms to policies and regulations outlined for short-term uses for the site. Short-term uses for PA 1 are predominantly marine-oriented recreational uses, including marina development. Development of the West Channel/Cabrillo

Table 3.6-1. Project Consistency Analysis with Visual Resource Policies

Policy	Consistency
City of Los Angeles. Conservation Element. Section 15: Land Form and Scenic Vistas	
<p>Objective: To protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.</p>	<p>The proposed project would not adversely affect scenic vistas. The project involves upgrades to the existing character of the site with a modern marina facility. As discussed within this Chapter, the project would not be visible from scenic outlooks or view sites, nor would it inhibit views of the harbor, ocean, or other scenic amenities. The project would add a pedestrian promenade that would provide increased public viewing opportunities.</p>
<p>Policy: Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.</p>	<p>The proposed project site does not include significant landforms that would be impacted by the project. Implementation of the project would not require significant alterations to the natural landscape. The design would be visually compatible with existing port and harbor uses of the area, and the project would not preclude views to or along the ocean, or any other scenic coastal areas. The project would add a pedestrian promenade that would provide increased public viewing opportunities.</p>
San Pedro Community Plan	
<p>Objective 1-9: To preserve visual resources in residential areas.</p>	<p>The proposed project would not impact any scenic views of the ocean environment or any significant coastal landscapes from residential areas. See discussion under Impact AES-8. The project would be consistent with the existing fabric of the adjacent maritime facilities and would not preclude views of the harbor or open ocean areas.</p>
<p>Policy 1-9.1: The preservation of existing scenic views from surrounding residential uses, public streets and facilities, or designated scenic view sites should be a major consideration in the approval of zone changes, conditional use permits, variances, divisions of land, and other discretionary permits.</p>	<p>The proposed project design would be visually compatible with existing port and harbor uses of the area, and the project would not preclude views to or along the ocean, or any other scenic coastal areas. See discussion under Impact AES-8. The scenic and visual qualities of the San Pedro community and views of the ocean from that community would be protected. The site would not be visible from scenic outlooks or view sites.</p>

Policy	Consistency
San Pedro Local Coastal Program Specific Plan	
<p>Goal 6: To preserve the scenic and visual quality of coastal areas. The California Coastal Act of 1976 declared the California Coastal Zone a distinct and valuable resource of vital and enduring interest to all people that exists as a delicately balanced ecosystem.</p>	<p>The project would not substantially impact any scenic views of the ocean environment or any significant coastal landscapes. See discussion under Impact AES-8. The project site does not consist of any scenic vistas. Additionally, the project would be constructed consistent with the existing fabric of the adjacent maritime facilities.</p>
<p>Objective 6-2: To protect, maintain and where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and human-made resources.</p>	<p>The proposed project would upgrade the existing character of the site with a modern marina facility. See discussion under Impact AES-5. All structures would be constructed and maintained in a manner that would integrate with the existing environment in accordance with Coastal Zone policies.</p>
<p>Policy 6-2.1: That the scenic and visual qualities of San Pedro be protected as a resource of community as well as regional importance, with permitted development sited and designed to: protect views to and along the ocean, harbor, and scenic coastal areas; minimize the alteration of natural landform; be visually compatible with the character of the surrounding area; and prevent the blockage of existing views for designated public scenic view areas and Scenic Highways.</p>	<p>The proposed project design would be visually compatible with existing port and harbor uses of the area and the project would not impede views to or along the ocean, or any other scenic coastal areas. Implementation of the project would not require significant alterations to the natural landscape. Additionally, the pedestrian promenade would provide the public additional opportunities for ocean views. The site would be visible from Lookout Point. The view from Lookout Point to the completed project would be improved compared to the existing conditions on site.</p>
<p>Objective 6-6: To preserve existing scenic views of the ocean and harbor from designated Scenic Highways, scenic view sites, and existing residential structures.</p>	<p>The proposed project would not be located adjacent to any scenic highways or scenic vistas. See discussion under Impact AES-9. Additionally, views of open ocean areas from residential areas located on the bluffs near to the project would be preserved. The proposed development would be visually compatible with the existing character of the marina.</p>

Policy	Consistency
<p>Policy 6-6.1: That visual access to coastal views be provided by means of appropriately located scenic overlooks, turnouts, view spots, and other areas for limited vehicular parking, especially along designated Scenic Highways and Bikeways. Turnout and view site areas from Paseo del Mar shall provide unobstructed views of the ocean. All development seaward of the turnout and view site areas of Paseo del Mar and Shepard Street shall be sited, designed, and constructed so that public views to and along the ocean are protected to the maximum extent feasible. All development in this area, including public recreation and public works, shall be subordinate to their setting and minimize in height and bulk to the maximum extent feasible to accomplish view protection. Until a “Corridor Plan” is prepared for Scenic Highway, any development adjacent to a Scenic Highway shall protect public views to the ocean to the maximum extent feasible, be adequately landscaped to soften the visual impact of the development, and, where appropriate, provide hiking or biking trails, a turnout, vista points, and other complementary facilities.</p>	<p>The proposed project would not be visible from scenic highways or outlooks along scenic highways due to the topography of the area and intervening development. See discussion under Impact AES-8 and AES-9. Design would be visually compatible with existing port and harbor uses of the area, and the project would not preclude views to or along the ocean, or any other scenic coastal areas.</p>
<p>Port of Los Angeles Plan</p>	
<p>Objective 4: To assure priority for water and coastal dependant development within the Port while maintaining and, where feasible, enhancing the coastal zone environment, and public views of, and access to coastal resources.</p>	<p>The majority of the land uses associated with the proposed project are completely reliant on the harbor waters within the Port of Los Angeles. The project would consist of enhanced and revitalized boat slips, boat storage, commercial and sport fishing uses, as well as a large structure designated for dry storage of boats. The project would also add a pedestrian promenade that would provide increased coastal resource viewing opportunities.</p>

Beach Recreational Complex is identified in the plan as an anticipated project for PA 1. No long-term land use changes are identified. Short-term uses for PA 2 include commercial, recreational, restaurant, and tourist-oriented uses, as well as commercial fishing, general cargo, and dry and liquid bulk terminals. Proposed introduction of dry stack boat storage and boat maintenance operations away from commercial, retail, and tourist uses are consistent with PMP policies for PA 2. Proposed improvements to internal circulation are also consistent with these policies. Project implementation is consistent with the long-term planned trend toward the concentration of recreational and visitor-serving uses, which include the existing Cabrillo Marina Phase I, Ports O' Call, Cabrillo Beach and Marine Aquarium, and other facilities accessed via Harbor Boulevard, west of the Main Channel.

The proposed project would also be consistent with San Pedro Community Plan policy (City of Los Angeles 1999a) and San Pedro Specific Plan regulations (City of Los Angeles 2000b) regarding protection of scenic resources. Project implementation would replace existing aging industrial and commercial uses and vacant land with a landscaped, architecturally unified complex that is visually consistent with the existing Cabrillo Marina Phase I. The project would also serve to implement General Plan Urban Form and Neighborhood Design Element policy regarding reuse of industrial land for commercial and other activity, in keeping with the land use and aesthetic character precedent set by the existing Cabrillo Marina Phase I, Ports O' Call, and other recreational and commercial uses along the west bank of the Main Channel. Additionally, the project would add a pedestrian promenade that would provide increased access to ocean views. The project would include comprehensive lighting and signage programs, and would comply with applicable General Plan Infrastructure and Public Services Element policies. Project provision of increased public access to the harbor would implement General Plan Conservation Element policy calling for increased recreational opportunities in the project area. The marina would be designed and constructed to conform with applicable local, state, federal, and acceptable industry standards and regulations. The proposed project would revitalize the historic Watchorn Basin into a state-of-the-art marina. The proposed project would be consistent with plans and policies associated with the existing Cabrillo Marina Phase I, the Port, and coastal areas.

Mitigation Measures

No mitigation is required.

Residual Impacts

This impact would be less than significant.

Impact AES-8: The Project Would Not Degrade or Interfere with Recognized or Valued Views

The proposed project would not result in adverse impacts on scenic vistas. Four scenic vistas/public view sites that are recognized and designated by the City of

Los Angeles are located in the areas surrounding the project site: Lookout Point, the Korean Bell Monument, the Osgood-Farley Battery site, and White Point Reservation. Several designated turnout and view site areas are also located along Paseo del Mar. All of these view sites are located in San Pedro to the west. The designated visual corridors are protected by local policies, with the approvals for new construction or remodeling strictly regulated. Views of the project site from Lookout Point are limited by intervening adjacent residential development. A residence and associated landscape plantings in the immediate vicinity frame narrow views of the project site. The distance and elevation between Lookout Point and the West Channel greatly reduce the prominence of the project site from this vantage. The project site is not visible from the Korean Bell or its immediate vicinity because the monument is too far to the south and the bluff topography of Point Fermin prevents views to the northeast. The project area is not visible from the Osgood-Farley Battery site or White Point Reservation.

The project site is not a prominent feature within any scenic vistas, nor would it obstruct any scenic views. The site is located on flat terrain within an existing developed marina that is surrounding by industrial Port uses, and is only visible from distant areas to the north and west of the site. The project site appears very low on the horizon and occupies a small proportion of the available field of view. Because the proposed project would not significantly affect views from any scenic vistas and would not obstruct any views of scenic vistas, impacts would be less than significant.

Views of the developed project site are shown from Miner Street south of Crescent Avenue in Figure 3.6-9; west end of Crescent Avenue in Figure 3.6-10; Quartermaster Court on the Fort MacArthur property in Figure 3-6.11; Cabrillo Beach in Figure 3.6-12; and Lookout Point on Gaffey Street in Figure 3.6-13. The final architectural designs for the proposed project have not been completed at this time. Computer-generated photo simulations have been prepared to show development both with and without the project. Approximate building “envelopes” are shown in the photo simulations; however, the buildings are unarticulated and unadorned. This approach allows evaluation of potential worst-case mass and bulk impacts on viewers. These impacts are not intended to represent the proposed, actual appearance of the buildings on the project site.

Miner Street

There are no residences along Miner Street. Commuters and pedestrians would have views of the project from this location. Unobstructed views from Miner Street include a narrow corridor directly in front of the viewer along the roadway. Because Miner Street is elevated at the north end with a gradual downward slope toward 22nd Street, much of the project would be obscured by intervening foreground buildings and a fence until the viewer was closer. With the exception of a few street trees and light poles, unobstructed views of the project would occur at approximately the halfway point between Crescent Avenue and 22nd Street. Views would include the north end of the 65-foot-high dry stack building. This building would block views of most of the remaining

project. Although the project would occupy a large portion of the field of view, background and panoramic views are not available from this location; therefore the project would not block scenic views of the ocean or other scenic resources. Aesthetic impacts would be less than significant.

Crescent Avenue

Portions of prominent project features, such as the dry stack storage building and commercial and retail buildings, would be visible from Crescent Avenue and Miner Street. Views from the west end of Crescent Avenue show an undeveloped open parcel in the foreground. The proposed project would be partially obscured by existing buildings and street trees. Views from the east end of Crescent Avenue, while partially obstructed by existing Warehouses 9 and 10, would include views of most of the project site including the dry stack building. The project site is seen relatively low in the horizon, and project implementation would not substantially block or diminish ocean views. Following project implementation, the project site would resemble the aesthetic character of Cabrillo Marina Phase I development. Impacts on views from Crescent Avenue are considered to be less than significant.

Fort MacArthur

Residences along the bluffs south of Fort MacArthur, including those on the east side of Bluff Place and Stephen M. White Drive, and residences along east-west cross streets east of Gaffey Street would not notice significant visual changes in existing panoramic views. Views from these areas include the entire harbor and the open ocean as well as broad areas of the Port and the distant Port of Long Beach. The project site occupies a relatively small portion of the available field of view. Similarly, residences east of Gaffey Street are too distant and elevated above the project site to be impacted by the project development. Only the largest structures (e.g., the dry stack storage facility) would be visible. Because the project site sits low on the horizon, project development would not obstruct or diminish views beyond the project site. The developed project site would appear visually integrated with the existing Cabrillo Marina Phase I, resulting in a consistent development design encompassing the entire West Channel. No significant impacts on views from Fort MacArthur would occur.

Lookout Point

The project site is distant from this location and very low on the horizon. The proposed project, while visible, would not obstruct, interrupt, or diminish panoramic views of the Main Channel, harbor, or Port. Impacts on views from this location are considered to be less than significant.

Cabrillo Beach

The proposed project would not be readily apparent from this vantage point, due to the distance from the site, the oblique angle of view, and the intervening West Channel breakwater and boat slips. The dry stack storage facility would appear silhouetted against the skyline. Boaters entering the harbor from the south have a similar vantage point as viewers at Cabrillo Beach. Project implementation

would not obstruct or diminish existing panoramic views. Impacts would be less than significant.

Increased marina and visitor activity would only be visible from close vantage points. The proposed project would not be significantly apparent from distant views. It would not block or diminish existing panoramic views and would enhance views from close and midrange locations.

The project site currently does not have resources of architectural or aesthetic distinction and relies on the dramatic coastal setting as its primary aesthetic asset. No landmarks or architecturally significant historic resources are present. The proposed project would replace underutilized, vacant land as well as an unrelated mix of aging and temporary buildings and unscreened storage yards associated with industrial and commercial uses. These areas would be replaced with architecturally complementary buildings, enlivened public spaces and scenic viewing opportunities and upgraded landscaping and streetscape treatments. The proposed project would result in a beneficial impact on the aesthetic character of the project site; therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

This impact would be less than significant.

Impact AES-9: The Project Would Not Adversely Affect Views from a Designated Scenic Highway, Corridor, or Parkway

According to the Caltrans criteria, to be designated as a scenic highway a road must adhere to certain criteria that correspond to one of the following basic types: an arterial street or state highway that traverses areas of natural scenic quality in undeveloped or sparsely developed areas of the city; or an arterial street that traverses urban areas of cultural, historical, or aesthetic value which merit protection and enhancement. Specific criteria to be considered for scenic highways include: visual impact of scenic features or area; type/angle/duration of view and the location of the viewer; vegetation (type and extent); and scenic characteristics.

The proposed project would not have the potential to damage scenic resources because it would not be located within or directly adjacent to a state scenic highway, and it is not clearly visible from any state or city scenic highway.

The closest state scenic highway is located approximately 8 miles northeast of the project site, at Pacific Coast Highway (SR-1) and Lakewood Boulevard

(SR-19), near Long Beach (California Department of Transportation 2002). The project site is not visible from this location.

In addition to Caltrans' officially designated and eligible state scenic highways, the City of Los Angeles has designated scenic highways that should be considered for local planning and development decisions. These include several streets in the community of San Pedro that are in the vicinity of the project site, including:

- 25th Street from the City of Rancho Palos Verdes boundary east to Western Avenue,
- Western Avenue from 25th Street south to Paseo del Mar,
- Paseo del Mar from Western Avenue east to Pacific Avenue,
- Harbor Boulevard from Crescent Avenue north to Vincent Thomas Bridge, and
- Front Street (Harbor Boulevard) from the Vincent Thomas Bridge to Pacific Avenue (Jones pers. comm.).

The project site is only visible from the southernmost end of Harbor Boulevard near Crescent Avenue. However, at this location only portions of the site can be viewed. The project area is not located adjacent to any designated scenic highways. Additionally, the project site would not be clearly visible from any designated scenic highways. Therefore, the proposed project would not have the potential to affect scenic resources along any state or city scenic highways, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant

Impact AES-10: The Project Would Not Block, Interrupt, or Substantially Diminish Important Views that are Available to the Community

Implementation of the proposed project would block views from some locations surrounding the project site. As discussed in Impact AES-8 and as shown in Figures 3.6-9 through 3.6-13, because the distance and height above the project site most views of the project site are seen relatively low in the horizon, and project implementation would not significantly block or diminish ocean views. Crescent Avenue would provide the closest panoramic views of the project; however, because of Crescent Avenue's distance from and height above the project site, the project site is seen relatively low in the horizon, and project implementation would not significantly block or diminish ocean views.

Although the project would occupy a large portion of the field of view from Miner Street, background and panoramic views are not available from this location; therefore, the project would not block scenic views of the ocean or other scenic resources. Implementation of the project would result in less-than-significant impacts related to obstruction of views.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant

Impact AES-11: The Project Would Not Adversely Affect Recognized Views Available from a Length of Public Roadways, Bike Paths, or Trails

No trails are location in the project vicinity. However, as shown in Figure 3.6-4, a bike path is located along several roadways near the project site. At the east end of Crescent Avenue the bike path separates from the roadway and traverses the bottom of the slope, joining the roadway at the west end. This is the closest bike path location with views of the project site; however, views from the east end of Crescent Avenue are partially blocked by two warehouses. Several roadways in the project vicinity have views of the project site, including nearby roads such as 22nd Street and hillside roads to the west such as 37th Street. No through streets traverse the length of the project site; Miner Street is a dead-end street. Implementation of the proposed project would change recognized views of the existing site. Development density on the project site would necessarily increase, resulting in substantial changes in the visual character of the area. However, while the project introduces a range of new uses, the marina would remain the focus of proposed development, and all proposed uses would remain oriented toward marina and visitor services. Additionally, the project would add a pedestrian promenade that would provide increased public viewing opportunities. Project implementation would result in less-than-significant impacts related to views from public roadways, bike paths, or trails.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant

Cumulative Impacts

Aesthetic resources are typically site-specific and do not have offsite effects, nor do aesthetic impacts of other projects necessarily contribute to cumulative

impacts on aesthetic resources. However, the project site's sensitive coastal location magnifies the potential impacts of project implementation with respect to popular perception of the area's aesthetic appeal as well as actual views encompassing the project site.

Within the project vicinity, the general land use trends are toward recreational and visitor-serving uses. Project implementation would implement PMP policy regarding emphasis on commercial, retail, restaurant, and recreational uses in the West Channel area. Accordingly, it would continue the trend in the project area of visitor-serving uses throughout the west bank of the Main Channel related to marina or other coastal-dependent activities. Other projects in the vicinity include the Cabrillo Marine Aquarium expansion, Fisherman's Village & Day Cruises relocation, the planned pedestrian promenade, and the recently completed Red Car Line. The majority of related projects in the Port vicinity represent improvements to industrial or shipping facilities and are sufficiently distant from the project site to preclude cumulative aesthetic impacts; however, these projects are expected to improve and benefit the aesthetic character of the area.

Project implementation would not obstruct or diminish any protected privately or publicly enjoyed scenic vistas. The proposed Cabrillo Way Marina project implementation is expected to result in beneficial impacts associated with the aesthetic character of the project site and the West Channel project area.

No other related projects that would affect the area's aesthetic character or contribute to diminishment of scenic vistas are proposed in the project area. Therefore, the project would not make a considerable contribution to cumulative aesthetic impacts.

3.6.3.4 Mitigation Monitoring Plan Summary

No significant impacts would occur; therefore, no mitigation is required.