

3.1

AESTHETICS/VISUAL RESOURCES

3.1.1 Introduction

3.1.2 Environmental Setting

3.1.3 Applicable Regulations

3.1.4 Impacts and Mitigation Measures

3.1.4.3 Impacts and Mitigation

3.1.4.3.1 Proposed Project

The major elements of the proposed Project are described in Chapter 2 of the Draft EIS/EIR, Project Description. To focus the assessment, proposed Project features are listed below according to whether or not they would be within critical public views.

Project Features within Critical Public Views:

- **Cranes.** During the CEQA Baseline period (December 2003), there were 13 cranes along Berths 136-139 and 144-147. Under the proposed Project, certain of these cranes are to be removed and new A-frame 100-gauge cranes installed. The total number of cranes under the proposed Project would be 12, and they would be variably visible from the Harbor Freeway, “C” Street, Banning’s Landing, Knoll Hill and Shields Drive, as discussed later in this section.

The existing cranes and replacement cranes differ in size as shown in Table 3.1-2. Note that the dimensions listed either were specifically shown on engineering drawings of each of the cranes or were measured from those drawings using known dimensions thereon as a scale. The 18-wide cranes are not shown, as they are nearly identical to 19-wide cranes.

Table 3.1-2. Cranes – Types and Dimensions

<i>Crane Type</i>	<i>Height¹</i>	<i>Dimensions</i>
50-gauge Cranes		
	253 ft.	To top of Boom in the 83-degree stowed position
	105 ft.	To top of equipment platform
	172 ft.	Top of Apex
13-Wide Cranes (“Old” Style 100-gauge cranes)		
	276 ft.	To top of Boom in the 83-degree stowed position
	127 ft.	To top of equipment platform
	194 ft.	Top of Apex
19-Wide Cranes (“New” Style 100-gauge cranes)		
	276 ft.	To top of Boom in the 45-degree stowed position
	141 ft.	To top of equipment platform
	209 ft.	Top of Apex
Proposed Cranes (2007)		
	286 ft.	To top of Boom in the 45-degree stowed position
	152 ft.	To top of equipment platform
	215 ft.	Top of Apex
¹ Measurements were determined from reduced engineering drawings using a single stated dimension thereon as a scale.		

The plans for Berths 136 -139 and 142-147 under the proposed Project are as follows:

- Along Berths 136-139, there are seven 100-gauge cranes. Five of these are newer style “18-wide” cranes, while the two at the western end of the berths are older “13-wide” cranes. The two 13-wide cranes would be removed and replaced with one new 100-gauge crane, leaving six cranes along Berths 136-139. The existing cranes compare to the proposed cranes are as follows:
 - **Existing 13-wide 100-gauge cranes:** their booms at their highest (stowed, 83-degree) position are approximately 276 feet above the wharf; their equipment platform is about 127 feet high; and the top of the Apex (the A-frame structure above the platform) is about 194 feet high.
 - **Existing 19-wide and 18-wide 100-gauge cranes:** their booms at their highest (stowed, 45-degree) position are approximately 276 feet above the wharf; their equipment platform is about 141 feet high; and the top of the Apex is about 209 feet high.
 - **Proposed 100-gauge crane:** compared to the 13-gauge cranes, the boom in its customary 45-degree stowed position would be 10 feet higher; the platform 25 feet higher; and the Apex 37 feet higher. The stowed height for the new, larger cranes’ booms is close to that for the older, smaller 13-wide cranes being replaced, due to larger proposed cranes’ booms being stowed at a 45-

degree angle, while those for the older 13-wide cranes' are stowed at an 83-degree angle.

Compared to the five 18-wide 100-gauge cranes remaining along Berths 136-139, the replacement crane's boom would be approximately 10 feet higher; the platform about 11 feet higher; and the Apex would be 6 feet higher. The booms for the two types of cranes are stowed at same (45-degree) angle; the difference in their heights above the deck is explained by the difference in the height of the equipment platform.

- For Berths 142-147, during the CEQA Baseline period there were six cranes: four 100-gauge cranes and two 50-gauge cranes. However, the two 50-gauge cranes were removed in the Spring of 2007. These would be replaced under the proposed Project. Additionally, the two oldest 100-gauge cranes (13-wides) would be removed and replaced under the proposed Project. Altogether, there would be four new 100-gauge replacement cranes, for a total of six cranes.

The old and new cranes along Berths 142-147 differ as follows (see Table 3.1-2):

- **50-gauge cranes:** their booms at their highest (stowed, 83-degree) position are 253 feet above the wharf; their equipment platform is about 105 feet high; and the top of the Apex (the A-frame structure above the platform) is 172 feet high.
- **Existing 19-wide 100-gauge cranes:** as described above.
- **Proposed 100-gauge cranes:** compared to the 50-gauge cranes, their booms in their customary 45-degree stowed position would be 33 feet higher; the platform 47 feet higher; and the Apex 43 feet higher. Compared to the two 19-wide 100-gauge cranes remaining along Berths 142-147, the replacement crane's boom, platform and Apex would be approximately 10, 11, and 6 feet higher, respectively, as noted above.

Alternative designs for the cranes were considered for the proposed Project. As discussed in Section [2.4.2.3](#) ~~2.5.1.1.1~~ of Chapter 2 (Phase 1 [Projects Completed by 2015]) of the [Draft](#) ~~EIS/~~EIR, the Port of Los Angeles exhaustively investigated the use of low-profile cranes for container terminals to potentially reduce the overall height of container cranes, thereby lessening the potential for adverse aesthetic effects of the taller A-frame cranes. This study occurred over three years and was done to comply with Resolutions No. 6151 and No. 6165, approved by the Board of Harbor Commissioners in January and February of 2003, respectively. However, since that time, the use of low-profile cranes has been determined by the Port's Engineering Department to be infeasible due to economic and productivity considerations. Furthermore, use of such cranes was found not to reduce the potential for overall aesthetic impacts and to be associated with safety issues. As a result, Resolutions No. 6151 and No. 6165 were rescinded on February 8, 2006, and the installation of low-profile cranes is no longer required.

3.1.5 Significant Unavoidable Impacts