3.1 AESTHETICS

<table>
<thead>
<tr>
<th>AESTHETICS – Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
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<tr>
<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?</td>
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<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
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<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
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3.1.1 Environmental Setting

The Project is located in San Pablo Bay (Bay), in the northwest portion of Contra Costa County (County). Views of the Project area are visible from residences along the shoreline in Rodeo, as well as from the city of Hercules (City) including Victoria by the Bay Subdivision (Subdivision), commercial facilities in the City, public roads, and developed and undeveloped parts of the San Francisco Bay Trail (Bay Trail).

From the shore, the views of the offshore Project area consist primarily of open water; marine traffic including commercial vessels and recreational boats; and two sets of Union Pacific Railroad (UPRR) tracks in the UPRR Right-of-Way (ROW) along the shoreline. Project vessels would be visible when working offshore.

The shoreline area of the Project is covered with riprap. The riprap extends east and west of the pipeline area. Southeast of the pipeline, the upland area is barren to the railroad tracks and then slopes upward to the fenced undeveloped Shoreline Park (Park). The slope of the shoreline blocks most of the views of the area where pipeline cutting and grouting work would occur; however, some residences located higher on the slope may have views of the work area, especially from second and third stories of the residences. While the proposed Project may not be easily visible from the shoreline residences, it would be visible to the individuals in the fenced undeveloped Park) and the Bay Trail with the developed and undeveloped parts (see Figure 2-1). The Project may also be visible from the town of Rodeo residences to the east.
3.1.2 Regulatory Setting

Federal and State laws and regulations pertaining to this issue area and relevant to the Project are identified in Table 3-1. Local goals, policies, and/or regulations applicable to this issue area are described below.

The Project area is located within scenic areas designated by both the City and County. In its General Plan, the City’s Scenic Resources objective is to “Preserve and enhance scenic views within the community” (City of Hercules 1998). The waterway and the shoreline in the Project area are part of County’s ‘Scenic Waterways’ system, as designated in the Open Space Element of its General Plan (Contra Costa County 2005).

3.1.3 Impact Analysis

a) Have a substantial effect on a scenic vista?

Less than Significant Impact. The Project area is located in a County-designated scenic waterway. Pipeline removal activities would result in short-term (approximately 3 weeks) impacts during construction periods to views of the scenic waterway. There would be no permanent impacts to the views of the scenic waterway. During removal of the pipeline submerged in the Bay, several marine vessels would be located offshore. However, the presence of these vessels would be consistent with other views in the Bay, and would be temporary and short-term, occurring only during the construction period. During preparation of the onshore pipeline for abandonment, one to two barges and/or supporting vessels would be anchored close to the shore as the base for removal/abandonment activities. The presence of these vessels would also be short-term and temporary, lasting approximately 1 week. Consequently, the impact from the Project would be less than significant.

The Project would have a positive impact by helping make the subject waterway and the shoreline compliant with the County’s ‘Scenic Waterways’ system, as designated in the Open Space Element of its General Plan (Contra Costa County 2005) as discussed above in Section 3.1.2.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. No Federal, State or locally designated scenic routes are located in, or are visible from, the Project area. The Project would thus have no impact on scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway corridor.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

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Less than Significant Impact. There are no permanent above-ground features associated with the Project. The Project would remove the submerged pipeline and would have limited short-term effect (approximately 3 weeks) on views from the scenic waterway or surrounding land uses. Riprap relocated onsite for the project would be replaced (resulting in shoreline similar to existing conditions) at the onshore pipeline area when the work is finished. Because of the short-term work period for pipeline removal activities, the Project would have a less than significant impact on the existing visual character or quality of the site and its surroundings.

The Project would have a positive impact by contributing to make the subject waterway and shoreline compliant with the County’s ‘Scenic Waterways’ system, as designated in the Open Space Element of its General Plan (Contra Costa County 2005) as discussed above in Section 3.1.2.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. No new source of visual glare or substantial light would occur due to the proposed Project. Work hours would adhere to City’s requirements and would be conducted between approximately 7 AM and 5 PM during weekdays unless specifically approved by the City; no sources of substantial night-time lighting would be anticipated. The Applicant proposes no work at night or any lights or noise from the barge once the work has shut down each day, other than safety-related lighting required to comply with USCG regulations. As a result, there would be no impact with respect to visual glare or lighting in the area.

3.1.4 Mitigation Summary

The Project would not result in significant impacts; therefore, no mitigation is required.