

1 **3.1 AESTHETICS**

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

2 **3.1.1 Environmental Setting**

3 The Project area is located along the southern shore of the Suisun Bay near Bay Point,
 4 Contra Costa County. Two active railway lines, Burlington Northern Santa Fe (BNSF)
 5 and Union Pacific Railroad (UPRR), and a historically Heavy Industry land use area lie
 6 south of the Project area, immediately upland. The Project area is located within open
 7 space areas designated by Contra Costa County. The Suisun Bay waterway and
 8 shoreline are part of the ‘Scenic Waterways’ system, as designated in the Open Space
 9 Element of the Contra Costa County General Plan 2005-2020. The designation
 10 identifies the major scenic resources in the County.

11 The federal ship channel passes the site, parallel to the shoreline, approximately
 12 1,200 feet north of the outfall/diffuser pipe. Other public uses of Suisun Bay are
 13 recreational boating and fishing, none of it accessible at the Project site. The adjacent
 14 uplands are privately owned and in industrial use, on a secured, gated site, with no
 15 public access, and with active rail lines adjacent to the Project site, there would be no
 16 safe access to the water body from upland locations.

17 The outfall is situated approximately 0.6 mile to the east of the Concord Naval Weapons
 18 Station, Military Ocean Terminal; 0.8 mile to the south of Middle Ground Island in
 19 Suisun Bay; approximately 1.9 miles to the west of McAvoy Yacht Harbor in Bay Point
 20 and further (about 3 miles total along the shoreline) to the west of the mouth of the
 21 Sacramento River; and 0.9 mile to the north of Port Chicago Highway.

1 **3.1.2 Regulatory Setting**

2 **Federal and State**

3 Federal and State laws and regulations pertaining to this issue area and relevant to the
 4 Project are identified in Table 3.1-1.

Table 3.1-1 Laws, Regulations, and Policies (Aesthetics)

U.S.	CZMA (see Table 1-2).	
CA	California Scenic Highway Program	The California Scenic Highway Program, managed by the California Department of Transportation, was created to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. State highways identified as scenic, or eligible for designation, are listed in California Streets and Highways Code section 260 et seq.
CA	San Francisco Bay Plan (see also Table 1-2)	The Bay Plan provides the San Francisco Bay Conservation and Development Commission (BCDC) policies on Appearance, Design, and Scenic Views around the Bay. Several of these policies are to ensure and maintain the visual quality around the Bay.

5 **Local**

6 The Contra Costa County General Plan 1995-2020 outlines development goals and
 7 policies that promote protection of the scenic qualities of the County. Specifically, the
 8 General Plan identifies the following scenic resource goals and policies that are
 9 applicable to the Project site:

- 10 • Goal 9-12 To preserve the scenic qualities of the San Francisco Bay/Delta
 11 estuary system and the Sacramento–San Joaquin River/Delta shoreline.
- 12 • Policy 9-27 The appearance of the County shall be improved by eliminating
 13 negative features such as non-conforming signs and overhead utility lines, and
 14 by encouraging aesthetically designed facilities with adequate setbacks and
 15 landscaping.
- 16 • Policy 9-28 Maintenance of the scenic waterways of the County shall be
 17 ensured through public protection of the marshes and riparian vegetation along
 18 the shorelines and delta levees, as otherwise specified in the General Plan.

19 **3.1.3 Impact Analysis**

20 ***a) Have a substantial adverse effect on a scenic vista?***

21 **Less than Significant Impact.** The Project site is located in unincorporated Contra
 22 Costa County designated waterways. During removal activities, there would be several
 23 short-term, temporary impacts to views of the scenic waterway. Temporary impacts
 24 include the anchoring of a barge offshore as well as smaller vessels needed to transport
 25 workers or other equipment. The presence of marine vessels would be consistent with

1 views of Suisun Bay, and all removal vessels, equipment and other materials would be
2 removed at the Project completion. Scenic impacts would be short-term, occurring over
3 the approximate 2-week period. The removal of the outfall pipe would ultimately result in
4 improved aesthetic benefits to the area. Therefore, the Project would not have a
5 substantial adverse effect on a scenic vista.

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

8 **No Impact.** No Federal, State or locally designated scenic highway corridors are
9 located in, or are visible from, the Project site. Therefore, the Project would have no
10 impact on scenic resources including, but not limited to, trees, rock outcroppings, and
11 historic buildings within a State scenic highway corridor.

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

14 **No Impact.** The Project would remove the high density polyethylene (HDPE) pipe and
15 HDPE diffuser risers from the scenic waterway. All removal would occur from in water
16 and the pipe is currently underwater. Two 16-foot-high by 1-foot-wide wood piles on the
17 shoreline would also be removed. The removal of the pipe and associated wood piles
18 would improve views of the Suisun Bay. The Project is consistent with the Contra Costa
19 County's General Plan, Scenic Resource Policy 9-27, which promotes the removal of
20 negative features from scenic areas. Removal of the HDPE pipe and associated
21 structures would ultimately increase the aesthetic quality of the Project site. Therefore,
22 the Project would not degrade the existing visual character or quality of the Project site
23 and its surroundings.

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

26 **No Impact.** No new source of visual glare or substantial light is expected to occur due
27 to the Project. Removal activities would be performed typically between 7 a.m. and 5
28 p.m., except for periods when required by tide conditions. Because removal activities
29 would occur during daylight hours, the U.S. Coast Guard (USCG) does not require any
30 additional substantial lighting. Since the barge will be moored overnight during the
31 removal activities, the Project will use USCG compliant stationary barge mooring
32 equipment requirements, including marker flags and nighttime illumination and flashers.
33 The nighttime illumination and flashers, identifying the location of the moored vessel to
34 potential nearby water craft, will not have an adverse effect on nighttime views in the
35 area. Presence of marine vessels, temporary facilities, and equipment would be short-
36 term and completely removed at the Project completion. Therefore, there would be no
37 new impact on visual glare or light.

1 **3.1.4 Mitigation Summary**

- 2 The Project would not result in significant impacts to Aesthetics; therefore, no mitigation
3 is required.