

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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2 **3.1.1 Environmental Setting**

3 The majority of Project activities would occur offshore within the San Joaquin River  
 4 aboard the pipeline removal and support vessels. The Project site can be seen from the  
 5 Senator John A. Nejedly Bridge (Antioch Bridge – State Route [SR] 160) within the San  
 6 Joaquin River Delta as well as from passing recreational or commercial vessels using  
 7 the River. SR 160 is a designated State and County scenic highway from the  
 8 Sacramento County- Contra Costa County border (i.e., from the approximate mid-point  
 9 of the Antioch Bridge crossing of the San Joaquin River) to Sacramento (California  
 10 Department of Transportation [Caltrans] 2013).

11 Limited onshore activities would occur within Sacramento County (to the north of the  
 12 San Joaquin River) and the city of Oakley (City) in Contra Costa County (to the south of  
 13 the San Joaquin River). The northern landing of the pipeline terminus is located within  
 14 an onshore valve pit on Sherman Island in Sacramento County within the Delta  
 15 Community Planning Area. According to the Delta Community Area Plan, Sherman  
 16 Island is a significant natural resource area, which offers “scenic views of a natural area  
 17 or an area demonstrating open space qualities” (County of Sacramento 1983).  
 18 According to the Sacramento County General Plan Existing Scenic Highways and  
 19 Scenic Corridors Map (2011), the Sherman Island East Levee Road is also considered  
 20 a “scenic corridor” within the Project area.

21 The southern landing of the pipeline corridor is located adjacent to the Lauritzen Yacht  
 22 Harbor and terminates in a subterranean valve pit. Lauritzen Yacht Harbor is a privately  
 23 owned marina that provides berths for recreational boaters, a gas dock, and boat  
 24 launching facilities. According to the City’s 2020 General Plan (City of Oakley 2010), the  
 25 predominant visual feature of this area is the San Joaquin River Delta. Views of the

1 Delta are only visible from the waterfront marinas and a public park (Big Break Regional  
 2 Shoreline, located within a residential zone 1 mile east of the Project area). The  
 3 proposed contractor’s shore base lies within industrial and unrestricted zoned areas  
 4 away from the Project site.

5 **3.1.2 Regulatory Setting**

6 3.1.2.1 Federal and State

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

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

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.
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9 3.1.2.2 Local

10 **Contra Costa County**

11 The following scenic route policies within Contra Costa County General Plan 2005-2020  
 12 (County of Contra Costa 2010) are applicable to views within the Project area.

- 13 • Policy 5-47: Scenic corridors shall be maintained with the intent of protecting  
 14 attractive natural qualities adjacent to various roads throughout the County.
- 15 • Policy 5-49: Scenic views observable from scenic routes shall be conserved  
 16 enhanced, and protected to the extent feasible.
- 17 • Policy 5-55: Provide special protection for natural topographic features, aesthetic  
 18 views, vistas, hills, and prominent ridgelines at “gateway” sections of scenic  
 19 routes. Such “gateways” are located at unique transition points in topography or  
 20 land use, and serve as entrances to regions of the County.

21 **City of Oakley**

22 Goal No. 6.7 of the City’s 2020 General Plan (City of Oakley 2010) seeks to protect and  
 23 preserve valuable scenic resources and view corridors. Policy No. 6.7.1 encourages the  
 24 preservation of scenic qualities or the Delta Waterway to the extent feasible.

1 **3.1.3 Impact Analysis**

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

3 **Less than Significant Impact.** No permanent above-ground facilities are proposed.  
4 Project activities are limited to temporary construction equipment located within the  
5 pipeline removal corridor, equipment laydown areas onshore, temporary pipeline  
6 removal equipment (Project vessels) offshore, and the offsite secured storage facilities  
7 at the selected contractor's shore base. Although Project equipment and vessels would  
8 be visible from recreational areas used by the public both onshore and offshore, as well  
9 as from Antioch Bridge - SR 160 (a designated scenic highway), Project impacts would  
10 be temporary and localized. The expansive vistas offered along the San Joaquin River  
11 Delta would remain available to viewers throughout Project activities. Temporary  
12 construction impacts to scenic vistas would be less than significant.

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

15 **Less than Significant Impact.** No historic buildings are located within the Project  
16 vicinity (refer to Section 3.5, Cultural Resources for detail). No permanent above-ground  
17 facilities are proposed. Project activities are limited to temporary construction equipment  
18 located onshore within the valve pit and equipment laydown areas at the Lauritzen  
19 Yacht Harbor and Sherman Island, as well as offshore within the confines of Project  
20 vessels and the pipeline corridor. Although Project equipment and vessels would be  
21 visible from the scenic highway Senator John A. Nejedly Bridge (Antioch Bridge - SR  
22 160), impacts would be temporary and localized. Following Project activities within the  
23 southern valve pit, laydown areas would be returned to pre-Project conditions. The  
24 northern valve pit would be decommissioned in accordance with all applicable rules and  
25 regulations including those associated with the Central Valley Flood Protection Board  
26 (CVFPB), which requires the walls of the valve pit to be broken down to 5 feet below the  
27 existing levee contours and backfilled. The marine navigation safety sign located on the  
28 south shoulder of the Sherman Island levee would be removed and the area returned to  
29 pre-Project conditions (as would the navigation safety sign located near the Lauritzen  
30 Yacht Harbor). Site restoration at the north landing would take place after the Project-  
31 related trenches have been backfilled and compacted to grade, and would include  
32 reseeding or re-vegetating the disturbed areas. Temporary construction and restoration  
33 impacts would be less than significant.

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

36 **No Impact.** No permanent above-ground facilities are proposed. Project activities would  
37 be temporary in nature. Following the removal of the majority of the offshore pipelines,  
38 valve pit, and navigation hazard signs, no visible offshore facilities would remain. The

1 pipelines would be cut waterward of the two shorelines and the shore segments  
2 abandoned in-place underneath the riverbed. Onshore conditions would return to pre-  
3 Project conditions. At the northern landing at Sherman Island, the onshore valve pit  
4 would be removed and pipelines removed entirely or cemented in place. At the southern  
5 landing area in the Lauritzen Yacht Harbor, the pipelines would be permanently  
6 abandoned in place, but the subterranean valve pit would remain in use housing other  
7 active pipelines. No change in visual character or aesthetic quality to surrounding land  
8 uses is proposed. No impact would occur.

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

11 **Less than Significant with Mitigation.** In accordance with Mitigation Measure (**MM**)  
12 **N-1: Construction Timing**, onshore decommissioning work would be conducted during  
13 daylight hours only (no earlier than 7:30 a.m. and no later than 7:00 p.m.).

14 The offshore work schedule is based on working no more than 6 days per week, one  
15 10-hour shift per day, and no nighttime work is anticipated. With the implementation of  
16 **MM N-1**, impacts due to night glare from vessel lighting and offshore equipment would  
17 be less than significant.

#### 18 **Mitigation Summary**

19 Implementation of the following MMs would reduce the potential for Project-related  
20 impacts to aesthetics to less than significant.

- 21 • MM N-1: Construction Timing.