3.0 AESTHETICS

This chapter describes the existing regional visual character, visual resources of the WesPac Energy–Pittsburg Terminal (Terminal), study area, views of the project area from important vantage points, and the changes in these views that would occur with the implementation of the proposed project. It also discusses impacts of the proposed project on aesthetics, and identifies mitigation measures to reduce impacts to less-than-significant levels.

Guidelines and key sources of data used in the preparation of this chapter include the following:

- Field observations (conducted August 30 and September 14, 2011)
- Photographic documentation of key views of the project site
- Review of the project in regard to compliance with federal, state, and local ordinances and regulations pertaining to visual quality

3.1 ENVIRONMENTAL SETTING

3.1.1 Concepts and Terminology

The evaluation of changes in the visual environment is based on the visual features of the landscape, their quality and character, and their importance to people. These features of the project landscape are described and assessed in Section 3.1.3. Identification of a project area's existing visual resources and conditions involves three steps:

- objective identification of the visual features (resources) of the landscape;
- assessment of the character and quality of those resources relative to the overall regional visual character; and
- determination of the importance to people, or the sensitivity, of views of visual resources in the landscape.

3.1.1.1 Terminology

Descriptions of existing visual resources in this chapter rely on the following standard terms.

- **Aesthetic value:** The overall aesthetic value of an area is a measure of its visual character and visual quality, factored with the viewer response to the area.

- **Viewer exposure:** Viewer exposure is a function of the number of viewers, the number of views seen, the distance of the viewers from the views, and the viewing duration.

- **Viewer response:** Viewer response is the combination of viewer exposure and viewer sensitivity.

- **Viewer sensitivity:** Viewer sensitivity relates to the extent of the public's concern for a particular viewshed and change in the viewshed.

- **Visual character:** Visual character is the combination of the physical components that comprise a particular area or view. Both natural and artificial landscape features contribute to visual character. Character is influenced by geologic, hydrologic, botanical, wildlife, recreational, and urban features. Urban features include those associated with landscape settlements and development, among them roads, utilities, structures, earthworks, and the results of other human activities.

- **Visual quality:** Visual quality is the character and condition of a scenic landscape or other visual resource and how it is perceived, preferred, or otherwise valued by the public. It can best be described as the overall impression that an individual viewer retains after driving through, walking through, or flying over an area.

3.1.1.2 Viewer Exposure and Sensitivity

The measure of the quality of a view must be tempered with the overall sensitivity of the viewer. Viewer sensitivity or concern is based on the visibility of resources in the landscape, the proximity of viewers to the visual resource, the elevation of viewers relative to the visual resource, the frequency and duration of views, the number of viewers, and the type and expectations of individuals and viewer groups.

The importance of a view is related in part to the position of the viewer to the resource; therefore, visibility and visual dominance of landscape elements are dependent on their placement within the viewshed. A viewshed is defined as all of the surface area visible to the human eye from a fixed vantage point. To identify the importance of the views of a resource, a viewshed must be broken into distance zones of foreground, middleground, and background. Generally, the closer a resource is to the viewer, the more dominant it is and the greater its importance to the viewer.

Visual sensitivity is dependent on the number and type of viewers, and the frequency and duration of views. Visual sensitivity is also modified by viewer activity, awareness, and visual expectations in relation to the number of viewers and viewing duration. For example, visual sensitivity is generally higher for views

seen by people who are driving for pleasure; people engaging in recreational activities such as hiking, biking, or camping; and homeowners. Sensitivity tends to be lower for views seen by people driving to and from work or as part of their work (FHWA, 1983). Commuters and non-recreational travelers have generally fleeting views and tend to focus on commute traffic rather than surrounding scenery, and, therefore, are generally considered to have low visual sensitivity. Residential viewers typically have extended viewing periods and are concerned about changes in the views from their homes; therefore, they generally are considered to have high visual sensitivity. Viewers using recreation trails and areas, scenic highways, and scenic overlooks are usually assessed as having high visual sensitivity.

Judgments of visual quality and viewer response are most appropriately based on a regional frame of reference. The same landform or visual resource appearing in different geographic areas could have a different degree of visual quality and sensitivity in each setting. For example, a small hill may be a significant visual element on a flat landscape but have very little significance in mountainous terrain.

3.1.2 Regulatory Context

3.1.2.1 Federal Regulations

The United States Code of Federal Regulations, Title 33, Section 154.570 pertains to lighting of facilities in navigable waters transferring oil or hazardous material in bulk. Section 154.570 (d), which would pertain to the proposed project, states:

> (d) Lighting must be located or shielded so as not to mislead or otherwise interfere with navigation on the adjacent waterways.

3.1.2.2 State Regulations

California Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260, *et seq*. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. There are no designated or eligible State scenic highways in the vicinity of the project.

3.1.2.3 Local Regulations

City of Pittsburg General Plan

The proposed project is subject to the City of Pittsburg's (City) land-use jurisdiction. The City's general plan contains goals and policies aimed at guiding development within the City to enhance the visual and aesthetic properties of certain areas. One area mentioned is waterfront access, for which the general plan contains a policy directed toward preservation and enhancement of the visual character of the waterfront.

Policy 8-P-26 of Waterfront Access in the Open Space, Youth, and Recreation Element states, "Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including:

- Waterfront Parks. Pursue and develop small pockets of open space that provide physical and visual access to the waterfront.

- Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront.

- Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline.

- Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities.

Although nearly 3 miles of shoreline lie within the City limits, only two small recreational areas, including Riverview Park adjacent to the proposed project area, provide public access to the waterfront. The proposed project is located in an area zoned General Industrial, and existing trees form a partial barrier to views of the storage terminal from Riverview Park. Therefore, this policy as it relates to aesthetics and landscaping is not considered applicable to the proposed project. See Chapter 12.0: Land Use and Recreation for a detailed explanation of recreational impacts related to this policy.

City of Pittsburg Zoning Code

Title 18 of the Pittsburg Municipal Code (PMC) regulates development standards in industrial districts. The project is in an area zoned General Industrial. Section 18.54.100 in Article II Development Standards requires all projects to undergo design review by the City Planning Commission.

Section 18.54.130 in Article II Development Standards states, "Trees shall be planted along each side or rear property line abutting a residential use. Such trees shall be planted within a continuous planting area or, in the case of a side or rear

yard that is occupied by a parking facility or vehicle aisle, within irrigated tree wells. A minimum of five trees shall be planted for each 100 linear feet along the respective property line."

Section 18.54.115 requires all developments on properties within the City's General Industrial zoning classification to incorporate a minimum of approximately 10 percent vegetative landscaping.

Section 18.82.030(B), Glare From Outdoor Lighting states that "security lighting may be indirect or diffused, or be shielded or directed away from an R district within 100 feet."

See Table 3-1 for a list of potentially applicable federal, state, and local laws, ordinances, regulations, and standards.

Table 3-1: Potentially Applicable Laws, Ordinances, Regulations, and Standards

Jurisdiction	Potentially Applicable Laws, Ordinances, Regulations, and Standards Description
United States Code of Federal Regulations	
Code of Federal Regulations, Title 33, Section 154.570 (d)	Pertains to lighting of facilities in navigable waters transferring oil or hazardous material in bulk.
California Scenic Highway Program	
Streets and Highways Code Section 260, *et seq.*	The goal is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways.
City of Pittsburg	
General Plan Open Space, Youth, and Recreation Element (2004)	The provisions of Policy 8-P-26 Waterfront Access provide for preservation and enhancement of the visual character of the waterfront.
General Industrial Zoning District	This district provides development standards within the General Industrial zone, including planting trees along property lines that abut residential use (Pittsburg Zoning Ordinance [Title 18]).

Sources: California Department of Transportation, 2011; City of Pittsburg, 2004 and 2009; Justia.com, 2011

3.1.3 Existing Conditions

3.1.3.1 Regional Character

The City of Pittsburg does not formally identify scenic vistas, although the general plan recognizes the City's location between the hills to the south and the Suisun Bay/Sacramento River Delta to the north as "the most identifying feature lending Pittsburg a sense of character…" (City of Pittsburg, 2004). The relatively flat terrain adjacent to Suisun Bay is often subordinate to the scenic hills and ridgelines of Contra Costa County that rise to the south and are a dominant focal feature in this region. The hillside areas are open grassland interspersed with stands of scrub and trees, creeks, and rock outcroppings. Suisun Bay is a distinctive focal feature within the area and is characterized by open water, islands, extensive tidal salt marshes, and wetlands. Land uses within the surrounding industrial community and the City of Pittsburg range from parks, schools, churches, and residences to commercial and heavy industrial facilities.

The southern shore of Suisun Bay contains ports, marinas, and industry between the shoreline and the two major railroad lines (Union Pacific Railroad [UPRR] and BNSF Railway Company [BNSF]), in addition to a Bay Area Rapid Transit line that generally parallels the shoreline in this vicinity. Pittsburg is known for its steel, petroleum, and chemical industries and industrial uses dominate the waterfront, including such major manufacturing operations as USS-POSCO and the Dow Chemical plant.

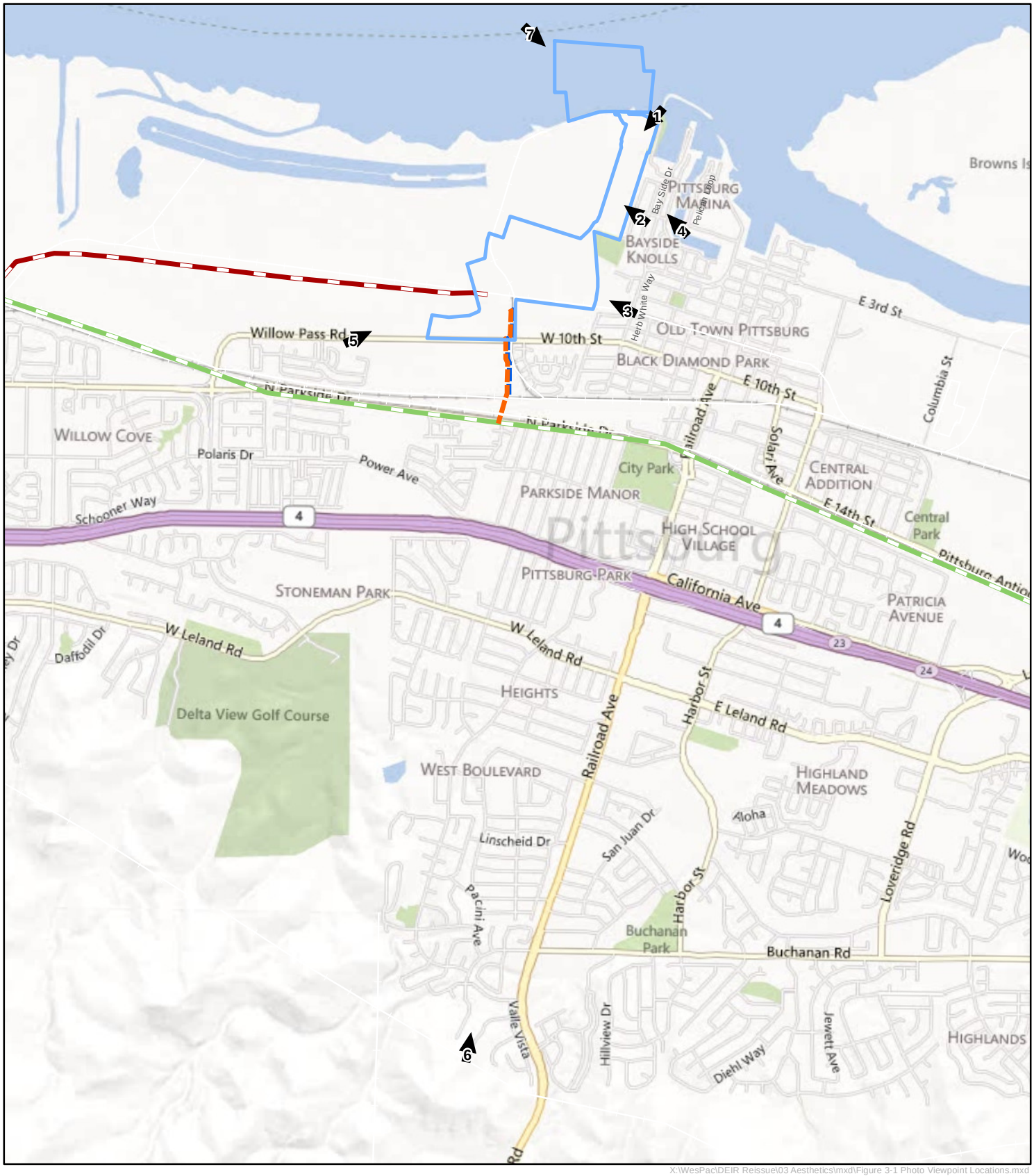
Within the region, the typical views are relatively open and expansive, allowing the identification of distant features within the landscape. This is especially true when viewing from Suisun Bay or from the ridgeline of the southern hills. Occasionally, partial to full screening of views is possible from adjacent hills and development. Prominent features visible throughout the landscape include the hills to the south of Pittsburg, various steel-lattice transmission towers that cross the landscape, a large number of wind-driven turbines across the river to the east, and numerous exhaust stacks along the waterfront.

3.1.3.2 Local Vicinity

Terminal and Wharf

The analysis of visual impacts focuses on the nature and magnitude of changes to the visual character of Suisun Bay and surrounding areas as a result of the proposed project. Two visits to the project site and surrounding areas on August 30 and September 14, 2011 allowed an analysis of existing views of the site.

Figure 3-1: Photo Viewpoint Locations presents the locations of the key photographic viewpoints of the project site used for this analysis, and Photos 3-1 to 3-8 show the project site from each viewpoint. The viewpoints are described below.



X:\WesPac\DEIR Reissue\03 Aesthetics\mxd\Figure 3-1 Photo Viewpoint Locations.mxd

Figure 3-1
Photo Viewpoint Locations
City of Pittsburg
WesPac Pittsburg Energy Infrastructure Project

TRC

4/25/2013

- Viewpoints
- Terminal Boundary
- Existing San Pablo Bay Pipeline
- Existing KLM Pipeline
- Proposed Pipeline from Rail Transload Facility
- Proposed KLM Pipeline Connection

N

1:30,000

1 inch = 2,500 feet

0 1,000 2,000 ft

Photo 3-1: View of marine terminal from Riverview Park looking west

Photo 3-2: View of storage terminal from Riverview Park looking southwest

Photo 3-3: View of Tank 4 from Baptist Church looking northwest

Photo 3-4: View of storage terminal from Mariner Walk Park looking west

Photo 3-5: View toward storage terminal from residential area looking west

Photo 3-6: View of storage terminal from Willow Pass Road looking northeast

Photo 3-7: View of storage terminal from Encinal Place looking north

Photo 3-8: View of Terminal from Suisun Bay looking east

Viewpoint 1—Riverview Park (refer to Photos 3-1 and 3-2). Views to the west and southwest from Viewpoint 1 represent recreational users at the beginning of a trail built on a marina breakwater accessible from Riverview Park. Additionally, this view is representative of water-bound travelers along the river immediately north of the project. This location is in the foreground, 0.1 mile from the project site. Views of the marine terminal from this area to the proposed project site are generally full view with little to no screening (refer to Photo 3-1). While the adjacent NRG Energy, Inc. (NRG) Pittsburg Generating Station is in full view from Riverside Park, views of the onshore portion of the project site are well screened with trees and only portions of Tank 1 are visible (refer to Photo 3-2). The existing tanks and pier facilities, as well as the adjacent NRG Pittsburg Generating Station, contribute to a view of generally low visual quality. Recreational viewers represented by this viewpoint are considered to be of a high sensitivity level.

Viewpoint 2—Local Baptist Church (refer to Photo 3-3). Views looking northwest from Viewpoint 2 represent the views specifically from a local church and more generally a residential area immediately adjacent to the project site. The project is within the foreground at approximately 0.1 mile away. Potential views from the street are generally partially screened by mature vegetation; however, views of the storage tanks from the backs of the residences adjacent to the project site would be more obvious. This view is considered to represent low visual quality because of the dominating presence of the existing storage tanks, as well as the existing electric distribution lines throughout the neighborhood. Viewers are considered to have high sensitivity due to their residential nature and long-term exposure.

Viewpoint 3—Mariner Walk Park Baseball Field (refer to Photo 3-4). Viewpoint 3 looks west toward the project area from approximately 0.2 mile away, a foreground view. The potential view from this viewpoint, just beyond right field at the southeast corner of the Mariner Walk Park baseball field, is partially screened by earthen berms, mature vegetation, and existing transmission lines, as well as the Delta Diablo Sanitation District pump station, which stands between the baseball field and the project site. This location represents high-sensitivity recreational viewers; however, actual view potential is minimal and typical viewers of baseball or softball games would sit in the stands with their backs to the project site. The landscape in the direction of this view is of low visual quality.

Viewpoint 4—Channel in Residential Area (refer to Photo 3-5). Viewpoint 4 is looking west from a channel serving as a boat access to the Sacramento River Delta through the Pittsburg Marina. This channel is used by residents on either side for tying up boats behind their houses. Immediately adjacent to Viewpoint 4 are a small park/open space area and a community hot tub. This view represents potential views from residents and recreational viewers, including water-bound travelers in the channel. The existing tank farm is in the foreground at

approximately 0.25 mile away. Views of the tank farm are fully screened by the existing residential buildings, and in some cases by mature vegetation. The exhaust stacks at the NRG Pittsburg Generating Station are visible above the residences. Overall, this view is of moderate visual quality from high-sensitivity viewers.

Viewpoint 5—Willow Pass Road (refer to Photo 3-6). Views from Viewpoint 5 are representative of moderate-sensitivity viewers traveling east on Willow Pass Road, a road that provides access to several residential areas, local business, and industrial areas. A residential development is on the right side of the road just out of view, and represents high-sensitivity viewers with prolonged exposure. Viewpoint 5 is a middleground view (0.3 mile) near the NuStar facility. This viewpoint provides open views of the existing facilities, including the aboveground storage tanks on the project site, as well as the Pittsburg Generating Station and numerous steel-lattice transmission towers and their associated conductors. The existing project facilities become more visible traveling east, but the view angle from a vehicle becomes more off-angle to the left (looking north) away from the direction of travel. Visual quality in this view is low, considering the viewing distance and the high number of dominant industrial facilities.

Viewpoint 6—Residential Neighborhood in Foothills (refer to Photo 3-7). This viewpoint is at the end of Encinal Place in the foothills to the south of the project. It represents high-sensitivity residential viewers with long-distance views as a result of their elevated location. Views of the existing project facilities are to the north about 2.5 miles in the extreme middleground distance zone. The Sacramento River Delta, hills on the north side, and the low-lying portions of the City of Pittsburg are all visible in this largely open panoramic view. From this viewpoint several of the existing storage tanks are visible. However, the Pittsburg Generating Station is the most prominent vertical element in this view and tends to capture the viewer's focus. Overall, visual quality in this view is moderate to high.

Viewpoint 7—Suisun Bay (refer to Photo 3-8). Viewpoint 7 is representative of moderate- to high-sensitivity viewers traveling east on Suisun Bay. The project site is in the foreground. Here, the existing marine terminal and most of the East Tank Farm are in full view. However, the NRG Pittsburg Generating Station is the most prominent vertical element in this view and tends to capture the viewer's focus within the foreground view. Open views of the hills are visible in the background behind the existing tanks, and these scenic views also capture the viewer's attention. Overall, the visual quality in this view is low to moderate.

Rail Transload Operations Facility

A Rail Transload Operations Facility (Rail Transload Facility) is proposed to be constructed in an existing BNSF rail yard south of the existing NRG Pittsburg facility. The facility would be constructed on approximately 9.8 acres of currently

vacant land within an existing rail yard. The property is surrounded on the north, south, and west by the existing BNSF and UPRR rail lines. To the east is a vacant lot and industrial uses.

Views of the proposed project area looking north from North Parkside Drive represent views primarily from the single-family residences along North Parkside Drive. The project is within the foreground at approximately 0.08 mile from the residences. Potential views from the street are typically blocked by UPRR train cars that are parked along several of the approximately 13 sets of tracks between the street and the project site. Portions of the proposed project site could be seen between the train cars from North Parkside Drive if train cars were only parked along one set of tracks. This view is considered to represent low visual quality because of the dominating presence of the existing railroad tracks and train cars, as well as the existing electric distribution lines along both sides of North Parkside Drive. Viewers in this area are considered to have high sensitivity due to their residential nature and long-term exposure.

Looking south from the residential area located to the north of the site, the views represent primarily single-family residences and a multi-tenant building zoned for Limited Industrial and used for light industry. The proposed project is within the foreground at approximately 0.04 mile from the residences. Approximately five sets of BNSF railroad tracks are located between the proposed project site and the residential area to the north. Potential views from Charleston Street (which is the closest street to the site within the residential area) and the light industrial use are blocked by an approximately 7-foot-high wall. Residences along Scudero Circle also back up to the BNSF railroad tracks and views of the proposed project site are also blocked by the wall. This view is considered to represent low visual quality because of the dominating presence of the existing BNSF and UPRR railroad tracks and UPRR train cars. Viewers in this area are considered to have high sensitivity due to their residential nature and long-term exposure.

3.2 IMPACT ANALYSIS

3.2.1 Methodology for Impact Analysis

The potential visual impacts associated with the proposed project are evaluated through a comparison of the project with the existing baseline conditions. To assess the potential visual impacts from the surrounding area, the project site was observed from various locations and photographically documented in its surrounding context, as shown in Photos 3-1 through 3-8.

Baseline data collection was initiated with a review of the project description as well as other relevant documents from the City of Pittsburg. A field reconnaissance was undertaken to gain familiarity with the existing landscape setting, visual resource issues of concern such as sensitive land uses adjacent to the project, and the characteristics of the proposed project site.

The field reconnaissance was conducted in September 2011 to establish specific viewpoints. Viewpoints are generally selected for one or two reasons: (1) the location provides representative views of the landscape in a general region of interest; and/or (2) the viewpoint effectively captures the presence or absence of a potentially significant project impact at the location. Viewpoints are typically established in locations that provide high visibility to a relatively large number of viewers and/or sensitive viewing locations such as residential areas, recreation areas, and vista points. These viewpoints are identified on Figure 3-1.

Following completion of the baseline data review, field reconnaissance, and verification of locations for specific study, photographic field studies were undertaken. These studies consisted of viewing the project landscapes to the extent feasible from public roads and other vantage points to develop an overall assessment of the landscape characteristics and the potential for project impacts. All photographs were taken with a lens that is the equivalent to the view seen by the human eye (i.e., neither telephoto nor wide angle).

3.2.2 Significance Criteria

For the purposes of this analysis, an impact was considered to be significant and to require mitigation if it would result in any of the following:

- Cause adverse impacts on a scenic vista or scenic highway
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (including views from land and water)
- Routine operations and maintenance visually contrast with or degrade the character of the viewshed (from adjacent roadways, waterways, or other public or private spaces)
- Change the expectations of viewers, resulting in a negative impression of the viewshed

3.2.3 Impacts and Mitigation Measures

3.2.3.1 Proposed Project

Construction-related Impacts

Impact Aesthetics (AE)-1: Cause adverse impacts on a scenic vista or scenic highway. (No impact.) For the purposes of analysis, a scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. A scenic resource may also represent a landmark or area that has been noted for its outstanding scenic qualities and is thereby protected by State or local plans because of those qualities. As described in Section 3.1.3.1, the project area is urban in nature and lacks any outstanding scenic qualities, and

there are no scenic highways in the project vicinity. Therefore, the proposed project would not result in adverse impacts on a scenic vista or scenic highway.

Mitigation Measure: No mitigation required.

Impact AE-2: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. (Less than significant with mitigation.) Construction activities would typically take place between the hours of 7 a.m. and 6 p.m.; however, some work may be completed outside of typical work hours, as necessary. If needed for security and/or night work, approximately two 4,000-watt portable light towers would be used at the Rail Transload Facility, and one portable light tower would be used at each of the bridge crossing construction areas. No night work is anticipated. Construction of the proposed project would not create a new source of substantial light or glare that would affect views in the area with implementation of Mitigation Measure AE-1.

Mitigation Measure AE-1: Direct construction lighting away from sensitive receptors. Any necessary construction lighting shall be directed away from sensitive receptors, including residential areas, habitat, and open space adjacent to the project site.

Impact AE-3: Change the expectations of viewers, resulting in a negative impression of the viewshed. (Less than significant.) Short-term construction impacts on visual resources would result from the temporary presence of vehicles and heavy equipment, facility components, and workers who would be visible during the retrofit of the Terminal and construction of the Rail Transload Facility. Some short-term construction impacts would primarily affect the high-sensitivity viewers with foreground and middleground views that would have high viewer exposure such as those in the residential development adjacent to the East Tank Farm (refer to Photo 3-3), potentially those residents in the development on Willow Pass Road to the southwest of the Terminal portion of the project (refer to Photo 3-6), and residents to the north of the Rail Transload Facility portion of the project. The visual intrusion of construction equipment, materials, and personnel would constitute an adverse but not significant impact, because it would occur for a relatively short time and would not result in a long-term landscape change following site restoration of construction areas. Therefore, the expectations of viewers would not be changed.

Construction activities associated with the proposed KLM Pipeline connection and the pipeline between the Terminal and the Rail Transload Facility (Rail Pipeline), including excavation and the operation of heavy equipment, would represent short-term visual impacts on landscape character. After installation of the pipeline, portions of disturbed roadway would be repaved and any disturbed vegetation restored. These project components would not be visible over the long

term; therefore, construction of the pipeline would not change the expectations of viewers, resulting in a negative impression of the viewshed.

Mitigation Measure: No mitigation required.

Operational Impacts

Impact AE-4: Cause adverse impacts on a scenic vista or scenic highway. (Less than significant.) For the purposes of analysis, a scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. A scenic resource may also represent a landmark or area that has been noted for its outstanding scenic qualities and is thereby protected by State or local plans because of those qualities. As described in Section 3.1.3.1, the project area is urban in nature and lacks any outstanding scenic qualities.

The Pittsburg hills are considered to be scenic resources in the general plan. While they are not in the vicinity of the project, they can be seen in the background when viewing the project from Suisun Bay (refer to Photo 3-8). However, the site is an existing facility and the visual changes to the project area would be minimal, as four tanks would be replaced with smaller tanks and the others would remain the same size. Additionally, the NRG Pittsburg Generating Station to the right of the project in Photo 3-8 dominates the viewshed from this angle. Therefore, the proposed project would not result in significant adverse impacts on a scenic vista or scenic highway.

Mitigation Measure: No mitigation required.

Impact AE-5: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. (Less than significant with mitigation.) During operation of the Terminal, existing lighting would continue to be used at existing locations and levels, and additional lighting would be installed as required for safe operation, in accordance with City of Pittsburg building codes, and would comply with the Occupational Safety and Health Administration and other regulatory requirements. It is anticipated that there would be three 70-watt light fixtures per tank, for a total of approximately 48 lights. In addition, there would be a total of approximately 60 pole-mounted flood lights at 100 watts each. Lighting fixtures would be located and designed to avoid casting light or glare toward off-site locations as required by PMC 18.82.030 (Environmental Commitment AE-1), which states that security lighting may be indirect or diffused, or be shielded or directed away from a residential district within 100 feet. If necessary, lights would be provided with shields to reduce glare. Lights at the facility would be visible from all locations with a view of the Terminal, including offshore locations. Because existing lighting would be used and additional lighting would be directed away from sensitive receptors (refer to Chapter 2.0: Proposed Project and Alternatives, Sections 2.3.2.4, 2.4.2.7, and 2.5.7), and with implementation of Mitigation Measure AE-2 that requires the use

of sodium-vapor lamps, which produce less light pollution (i.e., excessive, obtrusive artificial light) than other types of outdoor lighting, project operations at the storage terminal would not create a new source of substantial light or glare.

If the exterior walls of the tanks within the storage terminal need to be re-painted, there is a potential that new paint could create a new sources of glare as seen from Willow Pass Road, nearby residences, or boaters along the waterfront. With the implementation of Mitigation Measure AE-3, which requires any new paint to be a matte, non-glare type of paint in a color to be determined by the Planning Commission through the design review process, as required by PMC 18.54.100, the potential for glare from the tank walls would be reduced to less than significant.

Lighting at the Rail Transload Facility would be located at the transloading platform, administration/control building, parking area, and rail-switch points (see Figure 3-2: Rail Transload Facility Operational Lighting). Lighting would consist of 1-kilowatt, high-mast lighting poles with high-pressure sodium light fixtures. Cutoff optics would be used on the fixtures to minimize light spill. As with the Terminal area, lighting fixtures would be located and designed to avoid cast light or glare toward off-site locations, consistent with the requirements of PMC 18.82.030 (Environmental Commitment AE-1).

The Terminal and Rail Transload Facility would operate around the clock. Because of the presence of nearby commercial, industrial, and residential development, the existing sources of light and glare in the immediate project areas are primarily from streetlights, signage, security lighting, parking-lot lighting, and traffic signals, thereby creating an artificially bright glow that partially obstructs the view of the nighttime sky. Given the nearby existing commercial and industrial sources of light and the existing lighting within the Terminal project area, the project's additional illumination would not result in significant adverse impact to nighttime views.

Tanker movements throughout Suisun Bay are part of an established pattern of activity in the area. These vessel movements are an acceptable visual action. The docked ships would generate light while at the dock from unloading operations, which would be at any time of day or night. The closest sensitive receptor to the marine terminal is Riverview Park (refer to Photo 3-1); however, the park is closed to the public during the night. In addition, the low-level lighting from ships is typically distant from receptors and does not result in light and glare impacts to nearby land uses; therefore, light and glare impacts from ships and the marine terminal would be less than significant.

The San Pablo Bay Pipeline, proposed KLM Pipeline connection, and proposed Rail Pipeline would not require any nighttime lighting during operations or maintenance. As a result, no impact would result from the operation of this component of the proposed project.

Mitigation Measure AE-2: Terminal lighting. Terminal lighting shall consist of sodium-vapor lamps, and non-glare bulbs shall be used.

Mitigation Measure AE-3: Exterior paint. If the exterior walls of the facilities (e.g., buildings and tanks) are re-painted, the paint shall be a matte, non-glare type of paint in a color to be determined by the Planning Commission through the design review process, as required by PMC 18.54.100.

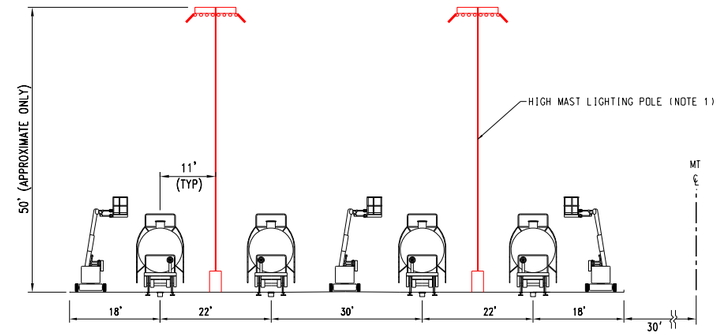
Impact AE-6: Routine operations and maintenance visually contrast with or degrade the character of the viewshed. (Less than significant.) The landscape of the Terminal project area is currently heavy industrial in character, due to the large energy-related structures present. Adjacent areas are a mix of railroad, commercial, light industrial, recreation, and residential. The proposed project would represent a replacement of old facilities with new, similar facilities and construction of an electrical substation, office and control building, and other related facilities that would be smaller than the existing tanks on a site that is currently heavily developed; therefore, the project would represent a minimal to moderate change to the existing conditions.

The proposed Rail Transload Facility portion of the project is in an existing rail yard and is surrounded by railroad tracks on three sides. The landscape is primarily industrial in character, due to the existing railroad. Adjacent areas are a mix of residential and a multi-tenant building zoned for Limited Industrial and used for light industry. While the proposed project would include construction of an administration building and parking lot, a new landing track, and a transloading area, the site is surrounded by industrial use and, therefore, the project would represent a minimal to moderate change to existing conditions. In the context of the surrounding industrial modifications to the landscape, the project would not represent a significant impact on landscape character/scenic quality of the viewshed.

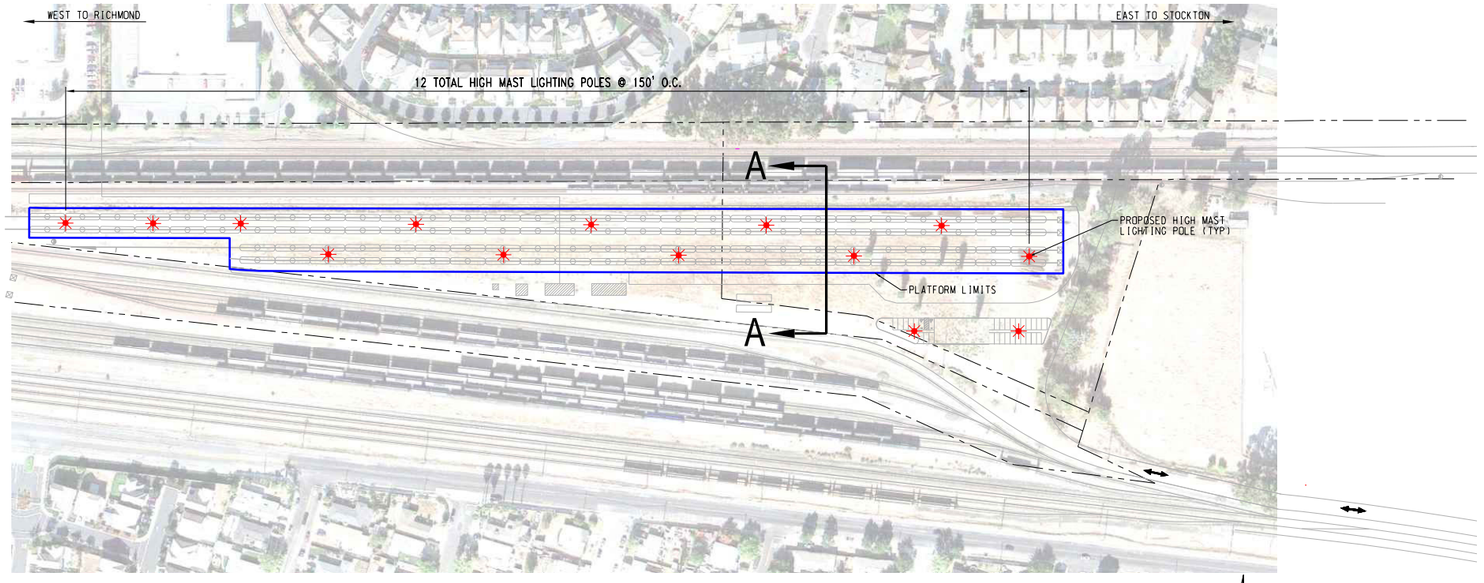
Mitigation Measure: No mitigation required.

Impact AE-7: Visual effects from accidental releases of oil at or near the Terminal or Rail Transload Facility. (Significant and unavoidable.) Tanks located in the East Tank Farm are each surrounded by an approximately 15-foot-tall secondary containment wall consisting of 8-inch-thick reinforced concrete. Tanks 9, 15, and 16 in the South Tank Farm have individual containment structures consisting of sloped grading and earthen berms. The remainder of the tanks in the South Tank Farm would be secondarily contained within the stormwater retention basin. The secondary containment berms and walls and the stormwater retention basin would be capable of containing a volume equal to the contents of at least an entire tank plus precipitation from the 25-Year, 24-Hour storm event. At the proposed Rail Transload Facility, a spill containment

Preliminary and subject to change based on final engineering and other factors.



TYPICAL SECTION A-A
NTS



NOTE
1.HIGH MAST LIGHT FIXTURES (TYP.):
FIXTURES WILL BE HIGH PRESSURE SODIUM. DESIGN ILLUMINATION LEVEL WILL BE 5 FOOTCANDLES. FIXTURE WITH CUTOFF OPTICS WILL BE USED TO MINIMIZE LIGHT SPILL.

LEGEND
- EXISTING TRACK
- PROPOSED TRACK
- PROPERTY LINES (PRELIM.)
- EXISTING TRACK (REMOVE)
- LIGHT POLE

100 50 0 100 200

X:\WesPac\DEIR Reissue\03 Aesthetics\mxd\Figure 3-2 Rail Transload Facility Operational Lighting.mxd

Figure 3-2
Rail Transload Facility Operational Lighting
City of Pittsburg
WesPac Pittsburg Energy Infrastructure Project

TRC

6/12/2013

system in the transloading area capable of holding the full contents of one rail tank car would be installed. Therefore, visual impacts from a spill at the storage terminal and Rail Transload Facility would be less than significant.

The potential impacts resulting from an accidental spill of oil at or near the marine terminal would degrade the visual quality of the water and the shoreline. The degree of impact is influenced by factors such as location, spill size, type of material spilled, prevailing wind and current conditions, the vulnerability and sensitivity of the shoreline, and effectiveness of early containment and cleanup efforts.

The greatest risk of a spill is from small accidents at the Terminal during normal operations. While there is less risk of spill during tankering, the size of a spill that could result is much greater. See Chapter 16.0: Marine Transportation and Marine Terminal Operations for a discussion of spill modeling. The following discusses the visual impacts expected to occur in the event of a spill.

Generally, small leaks and spills (up to 50 barrels) would be easily contained with contingency measures employed at the Terminal. However, if a spill is not detected immediately, or if a moderate- or large-size spill occurred at or near the Terminal and was not quickly contained, then the spill could spread over a large area. Oil spill modeling shows that spills originating in the vicinity of the Terminal have the potential to affect shoreline areas both upstream and downstream, with the areal extent depending on the volume of the spill and the time of year (see Chapter 16.0: Marine Transportation and Marine Terminal Operations).

Visually, oiling conditions could range from light oiling, which appears as a surface sheen, to heavy oiling, which would include floating lumps of tar. Light product spills generally volatize relatively rapidly, and little remains within 24 to 48 hours after a spill. Heavy crude oil may disappear over a period of several days, with remaining heavy fractions lasting from several weeks to several months floating at or near the surface. Therefore, the presence of oil on the water would change the color and, in heavier oiling, textural appearance of the water surface. Oil on shoreline surfaces or nearshore marsh areas would cover these surfaces with a brownish-blackish, gooey substance.

Such oiling would result in a negative impression of the viewshed, particularly at Riverview Park (refer to Photos 3-1 and 3-2) and Browns Island. Although the Terminal is not visible from the Pittsburg Marina, the visual impacts of an oil spill could potentially be seen at the marina and within the channel at the development near the marina (refer to Photo 3-5). The public, becoming aware of a spill, may react negatively to its visual effects. Without rapid containment by immediate booming and cleanup, the visual effects of even a small spill of 50 barrels can leave residual impacts, which can be significant.

The impact of a spill could last for a relatively long period of time, depending on the level of physical impact and cleanup ability. In events where light oiling would disperse rapidly, significant adverse impacts would be expected, but could be mitigated to less than significant. In events where medium to heavy oiling occurs over a widespread area and where first-response cleanup efforts are not effective, leaving residual effects of oiling, significant and unavoidable adverse impacts would be expected. The physical effort involved in cleanup itself, including the equipment used, would contribute to a negative visual impact. In high-use areas such as Riverview Park, the marina, the surrounding residential areas, and on Suisun Bay itself, a high number of viewers would be present. Viewer sensitivity would be high where cleanup efforts and residual effects were occurring and viewer response would be negative.

Visual impacts from spills are considered to be significant and unavoidable if first-response efforts would not contain or clean up the spill, resulting in residual impacts that would be visible to the general public on shoreline or water areas. If a spill occurs that would be contained and cleaned up during the first response, that spill would be considered a less-than-significant-with-mitigation impact to visual resources.

Contingency planning and response measures for oil releases discussed in Chapter 10.0: Hazards and Hazardous Materials (see Impacts HM-4 and HM-5) would be implemented, per regulations, to minimize this impact to the extent feasible and practicable.

Mitigation Measure: No additional mitigation measures available.

Impact AE-8: Change the expectations of viewers, resulting in a negative impression of the viewshed. (Less than significant.) The following description is a summary of those features of the project that are relevant to the visual assessment. Refer to Figure 2-4: Proposed Marine Terminal Layout and Figure 2-5: Proposed Storage Terminal Layout in Chapter 2.0: Proposed Project and Alternatives for schematics depicting the project site layout.

The most visually prominent new features of the proposed Terminal portion of the project would include the following:

- Office and control building (single story, 25 feet by 50 feet by 30 feet high)
- Warehouse building (25 feet by 50 feet by 18 feet high)
- 115- or 66-kilovolt substation (170 feet by 240 feet)
- Substation electrical buildings (three units, 20 feet by 40 feet by 15 feet high)
- Electrical/pump control buildings (motor control centers) (four units, 20 feet by 40 feet by 15 feet high)
- Tank and shipping pumps (approximately 20 units, 10 feet by 20 feet by 8 feet high)
- Hot oil heaters (10 units, 30 feet by 34 feet by 12 feet high)

- Thermal oxidizer (15 feet by 30 feet by 50 feet high)
- Replacement storage tanks (four units, 175 feet diameter by 50 feet high, storage capacity of 200,000 barrels)

Although four new storage tanks would be constructed to replace four existing tanks, the new tanks would be much smaller in size, thereby reducing the existing visual impact. Also, refurbishments to other existing storage tanks associated with this project would not result in any existing tanks becoming larger or taller. The new electrical buildings, pumps, aboveground utility lines, and heaters would be constructed within the facility and would provide a noticeable but not dominant level of change to the existing industrial character of the site. Other new features, including the substation, electrical buildings, and the office and control building, while potentially noticeable, would be subordinate to the existing tanks. The existing tanks and existing adjacent NRG Pittsburg Generating Station facilities would still be larger and appear more dominant.

The proposed substation location is southeast of Tank 15 (refer to Figure 2-2 in Chapter 2.0: Proposed Project and Alternatives for a map showing proposed location). The substation would not be visible as it would be shielded from views from West 10th Street by Tank 16. Visual impacts from the substation would be less than significant.

Several components of the marine terminal would be repaired, retrofitted, or replaced; however, the visual impacts of most of these repairs would be visually insignificant. Anticipated retrofits at the marine terminal that would visually alter the site would include construction of a new, approximately 650-foot-long trestle parallel to the existing trestle; replacement of the existing main unloading platform and the existing hose mast system with two new 16-inch-diameter loading arms; and construction of a new gangway tower. Refer to Figure 2-3: Existing Marine Terminal Aerial in Chapter 2.0: Proposed Project and Alternatives for an aerial view of the dock. While Riverview Park is the closest sensitive receptor to the marine terminal portion of the project, the visual changes associated with these repairs would be minimal and would not change the expectations of viewers, resulting in a negative impression of the viewshed.

Under the proposed project, short- and long-range public views of the storage terminal would not change significantly from baseline conditions. As discussed in Section 3.1.3, the project site is located in an area zoned as industrial, and is an existing facility. Public views of the project site are visible to boaters, drivers on Highway 4, residents to the immediate east and southwest of the project, and from other select locations onshore (refer to Section 3.1.3.2 and Photos 3-1 through 3-8). The viewshed in which the Terminal is located includes several other industrial sites along the shoreline to the west and east of the proposed project area. The viewshed also includes frequent views of marine vessel traffic passing through Suisun Bay. Because the project site is an existing facility to which minimal new construction would occur, and because it is adjacent to the much

more visually dominant NRG Pittsburg Generating Station, operations and maintenance of the project would not significantly change the expectations of viewers, resulting in a negative impression of the viewshed.

Section 18.54.130 in Article II Development Standards of the PMC requires that a minimum of five trees is planted for each 100 linear feet along a side or rear property line abutting a residential use. Existing mature vegetation located along the eastern edge of the project provides a partial barrier between the existing East Tank Farm and the residences to the east. Trees in this area have not been counted; however, field visits to the area paired with an analysis of aerial photos of the site indicate that the PMC requirement has been met in this area. Residential uses also abut the storage terminal property line to the east, just south of the East Tank Farm, and they border the Rail Transload Facility property lines along both the northern and southern boundaries. Tree spacing within these areas does not appear to meet the requirements of PMC 18.54.130; therefore, additional trees would be planted to ensure compliance (Environmental Commitment AE-2).

The City of Pittsburg also requires all developments on properties within the City's General Industrial zoning classification to incorporate a minimum of 10 percent vegetative landscaping (PMC 18.54.115). The existing facility maintains trees and shrubbery across the entire site, which provides coverage of approximately 10 acres. WesPac would include an additional approximately 2.5 acres of vegetative landscaping, at a minimum, to meet the 10 percent requisite of the City (Environmental Commitment AE-3).

The most visually prominent new features of the proposed Rail Transload Facility portion of the project would include the following:

- Administration building (single story, 24 feet by 70 feet by 14 feet high)
- Concrete transloading area (two tracks with 29 rail car transloading stations each, manifold pipe between each pair of tracks)

The new administration building and concrete transloading area would provide a noticeable but not dominant level of change to the existing industrial character of the site. The existing adjacent BNSF and UPRR tracks and train cars would partially block views of the Rail Transload Facility.

Railroad traffic would increase during project operations, as the proposed Rail Transload Facility would allow for the arrival, transloading, and departure of up to one 104-car crude oil unit train per day. However, traffic on the existing BNSF and UPRR tracks is highly variable, and the addition of one train per day would be a negligible impact.

Off-site facilities would include a landing and departure track extending west of the Rail Transload Facility approximately 6,585 feet; a 13.2-mile-long segment of the existing San Pablo Bay Pipeline, which would be reactivated and used to

transport crude oil between the Terminal and nearby San Francisco Bay Area refineries, terminals, and other existing active common-carrier pipelines; a proposed 0.42-mile-long KLM Pipeline connection to run from the project site to the existing KLM common-carrier pipeline located along North Parkside Drive, and a proposed 0.34-mile-long Rail Pipeline connection to run from the Terminal project site south to the BNSF property line. The landing and departure track would be located parallel to and south of an existing BNSF main track north of the Rail Transload Facility. Because the proposed tracks would be located parallel to existing tracks, visual impacts would be less than significant. All pipelines would be located underground, and there would be no visual impacts associated with operation and routine maintenance of the pipelines.

Mitigation Measure: No mitigation required.

3.2.3.2 Alternative 1: Reduced Onshore Storage Capacity

Construction-related Impacts

Impact AE-9: Cause adverse impacts on a scenic vista or scenic highway. (No impact.) As described in Section 3.1.3.1, the project area is urban in nature and lacks any outstanding scenic qualities. Therefore, similar to the proposed project, Alternative 1 would not result in adverse impacts on a scenic vista or scenic highway.

Mitigation Measure: No mitigation required.

Impact AE-10: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. (Less than significant with mitigation.) Similar to the proposed project, construction activities would typically take place between the hours of 7 a.m. and 6 p.m.; however, some work may be completed outside of typical work hours, as necessary. Construction of the proposed project would not create a new source of substantial light or glare that would affect views in the area, with implementation of Mitigation Measure AE-3. In addition, Alternative 1 would not include the refurbishment of the tanks in the East Tank Farm, so construction activities would be farther away from the residential area adjacent to the East Tank Farm. As a result, the potential for light or glare from the East Tank Farm would be much less than for the proposed project.

Mitigation Measure AE-4: Direct construction lighting away from sensitive receptors. Refer to AE-1.

Impact AE-11: Change the expectations of viewers, resulting in a negative impression of the viewshed. (Less than significant.) Similar to the proposed project, short-term construction impacts on visual resources would result from the temporary presence of vehicles and heavy equipment, facility components, and workers who would be visible during the retrofit of the Terminal and construction

of the Rail Transload Facility. Some short-term construction impacts would primarily affect the high-sensitivity viewers with foreground and middleground views that would have high viewer exposure such as those residents in the development on Willow Pass Road to the southwest of the Terminal portion of the project (refer to Photo 3-6), and residents to the north of the Rail Transload Facility portion of the project. The visual intrusion of construction equipment, materials, and personnel would constitute an adverse but not significant impact, because it would occur for a relatively short time and would not result in a long-term landscape change following site restoration of construction areas. In addition, because the tanks in the East Tank Farm would not be retrofitted, there would be less visual impact to the residential area adjacent to the East Tank Farm. The expectations of viewers would not be changed.

Construction activities associated with the proposed KLM Pipeline connection and Rail Pipeline connection, including excavation and the operation of heavy equipment, would represent short-term visual impacts on landscape character. After installation of the pipeline, portions of disturbed roadway would be repaved and any disturbed vegetation restored. These project components would not be visible over the long term; therefore, construction of the pipeline would not change the expectations of viewers, resulting in a negative impression of the viewshed.

Mitigation Measure: No mitigation required.

Operational Impacts

Impact AE-12: Cause adverse impacts on a scenic vista or scenic highway. (Less than significant.) As described in Section 3.1.3.1, the project area is urban in nature and lacks any outstanding scenic qualities. The Pittsburg hills are considered to be scenic resources in the general plan. While they are not in the vicinity of the project, they can be seen in the background when viewing the project from Suisun Bay (refer to Photo 3-8). However, the site is an existing facility and the visual changes to the project area would be minimal, as four tanks would be replaced with smaller tanks and the others would remain the same size. In addition, only the marine terminal and the East Tank Farm would be visible from the water, and because under Alternative 1 the tanks in the East Tank Farm would not be retrofitted, visual impacts from this angle would likely be less than for the proposed project. Therefore, Alternative 1 would not result in significant adverse impacts on a scenic vista or scenic highway.

Mitigation Measure: No mitigation required.

Impact AE-13: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. (Less than significant with mitigation.) Similar to the proposed project, during operations of Alternative 1, existing lighting would continue to be used at existing locations and

levels, and additional lighting would be installed as required for safe operation, in accordance with City of Pittsburg building codes. Refer to Impact AE-5 for a description of the existing and proposed Terminal and Rail Transload Facility lighting. Because existing lighting would be used and additional lighting would be directed away from sensitive receptors, and with implementation of Mitigation Measure AE-5, Terminal and Rail Transload Facility operations would not create a new source of substantial light or glare.

If the exterior walls of the tanks within the storage terminal need to be re-painted, there is a potential that new paint could create a new sources of glare as seen from Willow Pass Road, nearby residences, or boaters along the waterfront. With the implementation Mitigation Measure AE-6, which requires any new paint to be a matte, non-glare type of paint in a color to be determined by the Planning Commission through the design review process, as required by PMC 18.54.100, the potential for glare from the tank walls would be reduced to less than significant.

The docked ships would generate light while at the dock from unloading operations, which would be at any time of day or night. Refer to Impact AE-5 for more details regarding lighting at the marine terminal. Light and glare impacts from ships and the marine terminal would be less than significant.

The San Pablo Bay Pipeline, KLM Pipeline connection, and Rail Pipeline connection would not require any nighttime lighting during operations and maintenance. As a result, no impact would result from the operation of this component under Alternative 1.

> **Mitigation Measure AE-5: Terminal lighting.** Refer to Mitigation Measure AE-2.
>
> **Mitigation Measure AE-6: Exterior paint.** Refer to Mitigation Measure AE-3.

Impact AE-14: Routine operations and maintenance visually contrast with or degrade the character of the viewshed. (Less than significant.) The landscape of the Terminal project area is currently heavy industrial in character, due to the large energy-related structures present. Adjacent areas are a mix of railroad, commercial, light industrial, recreation, and residential. Alternative 1 would represent a replacement of old facilities with new, similar facilities and construction of a substation, office and control building, and other related facilities that would be smaller than the existing tanks on a site that is currently heavily developed. This alternative would represent a minimal to moderate change to the existing conditions. While Alternative 1 does not involve operation of the East Tank Farm, the East Tank Farm would be maintained in a condition similar to existing conditions. Therefore, the visual impacts would be essentially the same as for the proposed project. Visual impacts from operations and

maintenance of the Rail Transload Facility would be the same as for the proposed project. Refer to Impact AE-6 for details. In the context of the surrounding industrial modifications to the landscape, Alternative 1 would not represent a significant impact on landscape character/scenic quality of the viewshed.

Mitigation Measure: No mitigation required.

Impact AE-15: Visual effects from accidental releases of oil at or near the Terminal or Rail Transload Facility. (Significant and unavoidable.) Similar to the proposed project, the potential impacts resulting from an accidental spill of oil at or near the marine terminal under Alternative 1 would degrade the visual quality of the water and the shoreline. Under Alternative 1, the Terminal would be able to sustain approximately 82 percent capacity as compared to the proposed project, with a total throughput of approximately 72,406,000 barrels of crude oil or partially refined crude oil per year. Under Alternative 1, the impacts resulting from an accidental oil spill would be less due to a reduced storage capacity at the Terminal. Refer to Impact AE-7 for a discussion of the potential for accidental oil spills and impacts.

Visual impacts from spills are considered to be significant and unavoidable if first-response efforts would not contain or clean up the spill, resulting in residual impacts that would be visible to the general public on shoreline or water areas. If a spill occurs that would be contained and cleaned up during the first response, the visual impact of that spill would be considered less than significant with mitigation.

Contingency planning and response measures for oil releases discussed in Chapter 10.0: Hazards and Hazardous Materials (see Impacts HM-4 and HM-5) would be implemented, per regulations, to minimize this impact to the extent feasible and practicable.

Mitigation Measure: No additional mitigation measures available.

Impact AE-16: Change the expectations of viewers, resulting in a negative impression of the viewshed. (Less than significant.) Similar to the proposed project, the most visually prominent new features of the Terminal under Alternative 1 would include the following:

- Office and control building (single story, 25 feet by 50 feet by 30 feet high)
- Warehouse building (25 feet by 50 feet by 18 feet high)
- 115- or 66-kilovolt substation (170 feet by 240 feet)
- Substation electrical buildings (three units, 20 feet by 40 feet by 15 feet high)
- Electrical/pump control buildings (motor control centers) (four units, 20 feet by 40 feet by 15 feet high)
- Tank and shipping pumps (approximately 20 units, 10 feet by 20 feet by 8 feet high)

- Hot oil heaters (10 units, 30 feet by 34 feet by 12 feet high)
- Thermal oxidizer (15 feet by 30 feet by 50 feet high)
- Replacement storage tanks (four units, 175 feet diameter by 50 feet high, storage capacity of 200,000 barrels)

Although four new storage tanks would be constructed to replace four existing tanks, the new tanks would be much smaller in size, thereby reducing the existing visual impact. Also, refurbishments to other existing storage tanks associated with this project would not result in any existing tanks becoming larger or taller.

The proposed substation location is southeast of Tank 15. The substation would not be visible as it would be shielded from views from West 10th Street by Tank 16. Impacts from the substation would be less than significant.

Section 18.54.130 in Article II Development Standards of the PMC requires that a minimum of five trees is planted for each 100 linear feet along a side or rear property line abutting a residential use. Residential uses abut the storage terminal property line to the east, just south of the East Tank Farm, and they border the Rail Transload Facility property lines along both the northern and southern boundaries. Tree spacing within these areas does not appear to meet the requirements of PMC 18.54.130; therefore, additional trees would be planted to ensure compliance (Environmental Commitment AE-2).

The City of Pittsburg requires all developments on properties within the City's General Industrial zoning classification to incorporate a minimum of 10 percent vegetative landscaping (PMC 18.54.115). The existing facility maintains trees and shrubbery dispersed across the site, which provides coverage of approximately 10 acres. WesPac would include an additional approximately 2.5 acres of vegetative landscaping, at a minimum, to meet the 10 percent requisite of the City (Environmental Commitment AE-3).

The most visually prominent new features of the proposed Rail Transload Facility portion of the project would include the following:

- Administration building (single story, 24 feet by 70 feet by 14 feet high)
- Concrete transloading area (two tracks with 29 rail car transloading stations each, manifold pipe between each pair of tracks)

The new administration building and concrete transloading area would provide a noticeable but not dominant level of change to the existing industrial character of the site. The existing adjacent BNSF and UPRR tracks and train cars would partially block views of the Rail Transload Facility.

Off-site facilities would include a landing and departure track extending west of the Rail Transload Facility approximately 6,585 feet; a 13.2-mile-long segment of

the existing San Pablo Bay Pipeline, which would be reactivated; a proposed 0.42-mile-long KLM Pipeline connection to run from the project site to the existing KLM Pipeline on North Parkside Drive; and a proposed 0.34-mile-long Rail Pipeline connection from the project site south to the BNSF property line. The landing and departure track would be located parallel to and south of an existing BNSF main track north of the Rail Transload Facility. Because the proposed tracks would be located parallel to existing tracks, visual impacts would be less than significant. All pipelines would be located underground, and there would be no visual impacts associated with operation and routine maintenance of the pipelines.

Mitigation Measure: No mitigation required.

3.2.3.3 Alternative 2: No Project

Impact AE-17: Cause adverse impacts on a scenic vista or scenic highway, create a new source of substantial light or glare, or change the expectations of viewers, resulting in a negative impression of the viewshed. (No impact.) Under Alternative 2, the existing facilities would remain at the project site and construction associated with the modernization and reactivation of the Terminal and subsequent operations would not occur. In addition, construction of the Rail Transload Facility and pipeline would not occur. Similar to the existing conditions, the Terminal would remain in caretaker status and would continue to receive regular maintenance. Because no change would occur under Alternative 2, there would be no impacts to a scenic vista or scenic highway, no new source of substantial light or glare would be created, and the expectations of viewers would not change. No impacts would occur.

Mitigation Measure: No mitigation required.

Impact AE-18: Routine operations and maintenance visually contrast with or degrade the character of the viewshed, or cause visual effects from accidental releases of oil at or near the Terminal. (No impact.) Under Alternative 2, the existing facilities would remain at the project site and operations and maintenance activities associated with the modernization and reactivation of the Terminal would not occur. In addition, construction of the Rail Transload Facility and pipeline would not occur. Similar to the existing conditions, the Terminal would remain in caretaker status and would continue to receive regular maintenance. Because no change would occur to the facility from existing conditions and no oil would be transferred or stored at the site under Alternative 2, the routine operations associated with oil transfer and storage would not occur, and no releases of oil would occur at or near the Terminal. No impacts would occur.

Mitigation Measure: No mitigation required.

3.3 REFERENCES

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