

## 2.1 AESTHETICS

| <u>Issues (and Supporting Information Sources):</u>  | <u>Potentially Significant Impact</u> | <u>Less Than Significant with Mitigation Incorporation</u> | <u>Less Than Significant Impact</u> | <u>No Impact</u>                    |
|--|---------------------------------------|--|-------------------------------------|-------------------------------------|
| <b>AESTHETICS—Would the proposed project:</b>  |                                       |  |                                     |                                     |
| a) Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/>              | <input type="checkbox"/>                                   | <input type="checkbox"/>            | <input checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |

## SETTING

Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public’s experience and appreciation of the environment. Depending on the extent to which a project’s presence will alter the perceived visual character and quality of the environment, visual or aesthetic impacts may occur. The analysis of potential visual effects is based on review of a variety of data, including project maps and drawings; aerial and ground level photographs of the project area; planning documents; and computer modeling of existing conditions and of proposed aboveground project elements.

### ***PROPOSED PROJECT***

The proposed project lies on relatively flat terrain in an urbanized area in southeast San Francisco, devoted primarily to industrial and commercial uses. There are no designated scenic vistas in the proposed project area; an industrial and warehouse character dominates the Southern Waterfront area. Urban design elements that give the area a working industrial waterfront character include large maintenance and storage yards, warehouses, container cranes, railroad tracks, grain silos, and smoke stacks. The character of most open spaces in the area is one of industrial storage yards with maritime and cargo-related equipment and materials. Large-scale industrial facilities located near the project include container terminals, in addition to the Potrero and Hunters Point power plants, which are situated at the northern and southern ends of the project route, respectively. A summary of the visual character of project components is provided below:

## Potrero Switchyard

The proposed project begins at the PG&E Potrero Switchyard, located on the east side of Illinois Street between 22nd Street and 23rd Street. A photograph of the switchyard taken from a representative public viewpoint is provided in **Figure 2.1-1a**. As shown in the photograph, the switchyard and the vicinity encompass an industrial setting. A chain link fence borders the western side of the power plant site, separating the switchyard from the adjacent sidewalk and street. Opposite the switchyard are two multi-story office/warehouse buildings with loading docks that front Illinois Street. The switchyard occupies an approximately 6-acre site that includes frontage along Illinois Street and 22nd Street. Unobstructed views of the switchyard can also be seen from the adjacent short block of 22nd Street; however, in this location, the street is unpaved and does not include sidewalks. Adjacent to the east is the Potrero Switchyard and Power Plant facility that includes a variety of industrial structures, which are not accessible to the public.

## Proposed Underground Cable Line Area

The proposed cable line will generally be installed underneath streets in an area devoted primarily to industrial and commercial uses. Representative photos of the cable installation areas are presented as **Figure 2.1-1b** and **2.1-1c**. From the Potrero Switchyard, the route goes along Illinois Street passing warehouse/office and industrial sites, then turns west and follows 23<sup>rd</sup> Street for one block prior turning south at Tennessee Street. This area is relatively flat terrain and used primarily for industrial and commercial uses. Public views from land surrounding the area are limited due to urban development. The route continues along Tennessee Street and then goes west again on 25<sup>th</sup> Street, then turns south and continues on Minnesota Street until reaching Cesar Chavez Street, where it again turns west. The route continues west for several blocks, passing an apartment building at Indiana Street.

Caltrain and the Southern Pacific rail corridors traverse the area and two elevated regional freeways, Interstate 280 (I-280) and Highway 101, run roughly parallel to the shoreline. The proposed cable line does not include transportation corridors designated as a state scenic highway. Third Street, which is a major arterial and heavily used truck and transit route, runs north-south through the project vicinity. Further east, Potrero Hill rises to an elevation of more than 300 feet above sea level. The route crosses property owned by the City and County of San Francisco which has sparse ground cover of shrubs and grass and a paved parking lot owned by the San Francisco Chronicle. The route continues south-southeast along Evans Avenue (see **Figure 2.1-d**) for about 1.3 miles, passing through an area occupied by the San Francisco Southeast Water Pollution Control Plant, office parks, and other commercial and industrial uses, and crossing under I-280 and the Caltrain railway until reaching the Hunters Point Switchyard.

## Hunters Point Switchyard

The proposed cable line enters the Hunters Point Switchyard from Evans Avenue and terminates. Hunters Point Switchyard occupies a portion of the Hunters Point Power Plant site. As shown in the photos presented as **Figure 2.1-1h through 2.1-1l**, the Hunters Power Plant switchyard and



**Figure 2.1-1a:** Potrero Switchyard from Illinois Street facing East



**Figure 2.1-1b:** Corner of 23rd Street and Tennessee facing South



**Figure 2.1-1c:** Tennessee Street and 25th facing West



**Figure 2.1-1d:** Evans Avenue facing South



**Figure 2.1-1e:** Illinois Street facing South



**Figure 2.1-1f:** Islais Creek facing South



**Figure 2.1-1g:** Northside of Islais Creek Bank



**Figure 2.1-1h:** Evans Avenue at Jennings Street looking Southeast



**Figure 2.1-1i:** Hunters Power Point Plant and Switchyard facing Southeast



**Figure 2.1-1j:** West Point Road looking East



**Figure 2.1-1k:** West Point Road at Middle Point Road looking East



**Figure 2.1-1l:** Heron's Head Park Trail

vicinity is an industrial setting. The area in immediate proximity includes grassy vegetation and shrubs. A chain link fence borders the northern and western side of the power plant site, separating the switchyard from adjacent businesses and street traffic. The facility includes a variety of industrial structures, which are not accessible to the public.

### ***ALTERNATIVE 1***

The existing visual character of Alternative 1 is typical of an urban setting and is similar to the proposed project with the exception of the Islais Creek area (see **Figures 2.1-1f** and **2.1-1g**). Along Illinois Street, the Alternative 1 route passes light and heavy industrial uses, including the site of Muni's planned light rail storage and maintenance yard (the Metro East Light Rail Maintenance and Operations Facility) on the east side of Illinois Street between 25th and Cesar Chavez Streets. On the west side of Illinois Street between Cesar Chavez Street and Islais Creek is a large warehouse-style building that houses numerous workshops (and residences) of artisans and craftspeople. Islais Creek, a working industrial waterfront, encompasses the Islais Creek and shoreline, large maintenance and storage yards, and warehouses. At the creek's edge west of Illinois Street is Tulare Park, a small landscaped area created by the Port of San Francisco adjacent to the Levon H. Nishkian (Third Street) Bridge over Islais Creek. East of Illinois Street, members of the community had created another small open space, Muwekma Ohlone Pocket Park, on Port land that was severely damaged during a 2001 construction accident.

There are no designated scenic vistas in the area. Large maintenance and storage yards backdrop this area, but active maritime uses and boat docks make up the elements that define the character in that area. There are occasional views of the Bay, which are prominent in some areas.

### ***ALTERNATIVE 2***

Alternative 2 is a combination of the proposed project route and the Alternative 1 route. It is similar in visual character to proposed project from the point of origin along Illinois, 23rd, Tennessee, 25th, Minnesota, and Cesar Chavez Streets, across private and City properties, and along Marin Street and Evans Avenue to just past the elevated Caltrain tracks and I-280 freeway, approximately MP 1.6, where the Alternative 2 route turns northeast on Quint Street, just past the scrap yard on Evans Avenue. The Alternative 2 route proceeds four blocks on Quint Street, paralleling the Union Pacific rail spur, to Arthur Avenue, near the southern bank of Islais Creek just west of Third Street. The visual character along Quint Street is similar to the proposed project, i.e. and industrial setting. The route includes auto dismantling yards and the City's wastewater pumping station, along with other light industrial uses.

At Quint Street and Arthur Avenue, the Alternative 2 route turns southeast on Arthur, crossing Third Street onto Cargo Way and joining the Alternative 1 route at Cargo Way and Amador Street. From here, the Alternative 2 route passes between the India Basin Industrial Park and the Intermodal Container Transfer Facility to Jennings Street and the Hunters Point Switchyard. Alternative 2, the longest of the proposed project and the three alternatives evaluated, is within City streets for approximately 2.8 miles of its 2.9-mile length.

### ***ALTERNATIVE 3***

The existing visual character of Alternative 3 is the same as Alternative 1. Alternative 3 includes the Islais Creek area, which is a working industrial waterfront, encompassing Islais Creek and shoreline, large maintenance and storage yards, and warehouses.

### ***NO PROJECT ALTERNATIVE***

The setting for the No Project Alternative is the same as the current conditions as construction of the 2.5 mile cable project and associated upgrades would not occur.

### ***REGULATORY CONTEXT***

#### **Summary of Adopted Plans and Policies**

The Recreation and Open Space and the Urban Design Elements of the San Francisco General Plan, as well as the Central Waterfront Area Plan, the South Bayshore Area Plan, and the Port of San Francisco Waterfront Land Use Plan, *and* the US Coast Guard contain relevant visual and design policies. In addition, the City has approved improvement plans for Illinois Street.

#### **San Francisco General plan Recreation and Open Space Element**

**Policy 3.1:** Assure that new development adjacent to the shoreline capitalizes on its unique waterfront location, considers shoreline land use provisions, improves visual and physical access to the water, and conforms to urban design policies. Objectives include:

- preserving and enhancing the natural shoreline where it exists;
- maintaining visual access to the water from more distant inland areas; and
- screening development from view from the shoreline if it will detract from the natural setting of the shoreline.

#### **San Francisco General Plan Urban Design Element**

**Policy 1.1:** Recognize and protect major views in the City, with particular attention to those of open space and water.

#### **Central Waterfront Area Plan**

##### ***Urban Design***

**Policy 10.1:** Reinforce the visual contrast between the waterfront and hills by limiting the height of structures near the shoreline. Relate the height and bulk of new structures away from the shoreline to the character of the topography and existing development.

**Policy 10.2:** Protect and create views of the downtown skyline and the bay. Design and locate new development to minimize obstruction of existing views.

### *Central Basin Subarea*

**Policy 18.1:** Minimize blockage of private and public views and maintain, to the extent feasible, sightlines from Potrero Hill to the waterfront and downtown.

### **South Bayshore Area Plan**

#### *Recreation and Open Space*

**Policy 13.1:** Assure that new development adjacent to the shoreline capitalizes on the unique waterfront location by improving visual and psychological access to the water in conformance with urban design policies.

### **Port of San Francisco Land Use Plan**

The project lies within the Southern Waterfront, an area extending south from 18<sup>th</sup> Street to India Basin. The Port of San Francisco's Port Land Use Plan envisions continued use of the Southern Waterfront as home to the Port's major cargo and ship repair operations. The plan promotes both maximizing use of existing cargo facilities and expanding cargo and maritime support uses on underutilized land within the area. The Port also recognizes that "the Southern Waterfront's industrial areas are interspersed with natural habitat, habitat restoration, public access, and recreation sites that are identified and preserved." Warm Water Cove, located at the Bayside terminus of 24th Street, and the India Basin Shoreline Park, located south of the Hunters Point Switchyard, are among the identified public access sites. Objectives for the Southern Waterfront include:

- reserving or improving areas that will provide opportunities for the protection of wildlife habitat and for passive and active recreational uses, and
- enhancing the public's appreciation for the waterfront by providing greater opportunities for access in a manner that does not compromise the efficiency of maritime operations.

### **US Coast Guard jurisdictional provisions**

Consultation with the US Coast Guard 11<sup>th</sup> District Bridge Section would be required as this agency has jurisdiction on any structures crossing Islais Creek.

## IMPACTS DISCUSSION OF AESTHETICS

### ***METHODOLOGY AND SIGNIFICANCE CRITERIA***

Analyses of the potential intensity of impacts to visual resources were derived from staff observations in the field and from within each of the alternative locations. Visual simulations provided in the Preliminary Environmental Assessment (Essex Environmental 2003) were also used to determine project impacts to visual resources. Compatibility with the design character of the project area is the main consideration during analysis of visual impacts.

CEQA guidelines were used to determine the significance of the anticipated visual changes.

Appendix G of the CEQA Guidelines indicates that a project will have a significant effect on the environment if it will:

- have a substantial, adverse effect on a scenic vista;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- substantially degrade the existing visual character or quality of the site and its surroundings; or
- create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area.

In applying these criteria to determine significance, a variety of factors were considered, including:

- the extent of project visibility from residential areas and public open space;
- the degree to which the various project elements will contrast with or be integrated into the existing landscape;
- the extent of change in the landscape's composition and character; and
- the number and sensitivity of viewers.

Project conformance with public policies regarding visual quality was also taken into account.

### ***PROPOSED PROJECT***

#### **Conflicts with Adopted Plans and Policies**

The proposed project will not conflict with the City of San Francisco General Plan and Central Waterfront Area Plan policies on visual quality because it will not affect views of the water or shoreline. Similarly, since the project is compatible with cargo and maritime support uses in the area and will not affect available public shoreline access, it will not conflict with the Port's Land Use Plan policies.

#### **Construction**

As discussed below, construction impacts will be less than significant and will not affect a scenic vista, damage scenic resources, nor substantially degrade the visual character or quality of the project area.

#### ***Potrero Switchyard***

Construction-related impacts to visual quality will result from the presence of construction equipment, materials, and work crews at the switchyard. Although these effects are relatively short term (approximately 9 months), they will be most noticeable to motorists traveling along the

route on public streets. It is anticipated that switchyard-related construction effects will be somewhat less noticeable as compared to the cable line, discussed below. This is primarily because the switchyard modifications will occur within an area currently occupied by existing facilities, and where maintenance and repair equipment routinely operates.

### ***Underground Cable Line Area***

The areas of cable line construction are shown in **Figure 1-2** of the *Project Description*. Public views from land surrounding the area are limited due to urban development. Construction-related impacts to visual quality will result from the presence of construction equipment, materials, and work crews at the along the route on public streets. Although these effects are relatively short term, they will be most noticeable to motorists traveling within the proposed project area.

### ***Hunters Point Switchyard***

Construction-related impacts to the Hunters Point Switchyard are the same as those discussed above for the switchyard at the Potrero Power Plant location.

### **Operation**

As discussed below, the public will not see the underground cable line portion of the proposed project and it will not result in any permanent effects on existing visual resources. The project proposes aboveground changes at the Potrero and Hunters Point switchyards. As described below, these project components will be slightly visible and marginally noticeable to the public.

### ***Potrero Switchyard***

The aboveground components of the project include areas within the existing Potrero switchyard, which is fenced and will result in minor effects on views as discussed below. The proposed modifications include a termination structure approximately 16 feet tall; a transition structure (dead-end or H-frame) that is approximately 45 feet tall and 40 feet wide; a breaker (bypass switch structure) that is 40 feet wide, 50 feet tall, and 40 feet long; a coupling capacitive voltage transformer (CCVT) structure; and bus connections from the new cable line to the existing structures in the switchyard. All of these proposed modifications will occur within the existing footprint of the switchyard. Typical drawings of the structures to be added to the Hunters Point Switchyard are presented in **Figures 1-3, 1-4, 1-5, 1-6, and 1-7** in Chapter 1—*Project Description*.

**Figures 2-1.2a and 2.1-2b** presents annotated versions of the simulation images to clearly identify the location of visible project components at the Potrero Switchyard, seen from two Illinois Street vantage points (Essex Environmental, 2003). As shown, project components will be seen behind the existing switchyard structures, chain link fence, and vegetation along the sidewalk.



Existing southerly view from Illinois Street near 22nd Street



Visual simulation of proposed project



Existing northerly view from Illinois Street between 22nd and 23rd Streets



Visual simulation of proposed project

SOURCE: Exxex Environmental (2003)

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**Figure 2.1-2b**  
Existing and Simulated View of Potrero Switchyard  
(Northerly View)

From Illinois Street near 22nd Street looking south (**Figure 2.1-2a**), the visual simulation demonstrates that portions of the new termination, switch, and bus structures will be visible. The new facility components will appear within the context of an urban industrial setting, which includes the existing switchyard structures. As shown in **Figure 2.1b**, looking north, the simulation of the new switchyard elements will appear against the backdrop of the existing facility. In terms of scale and appearance, the new structures will be similar in aesthetic appearance to the existing switchyard facilities and will not be particularly noticeable.

It is anticipated that the proposed additional lighting at the site will represent a minor, incremental change in existing nighttime visual conditions in the project area that will not be noticeable to the public. Views of the project from more distant locations, including from the Potrero Hill residential area, will be screened by existing, intervening buildings and vegetation. These impacts on visual resources will be less than significant and will not affect a scenic vista, damage scenic resources, nor substantially degrade the visual character or quality of the area.

### ***Underground Cable Line Area***

The cable line will be placed underground in conduit and transmission line operations will not result in any impacts to visual quality of the proposed project area.

### ***Hunters Point Switchyard***

Similar to the Potrero Switchyard, all proposed modifications at the Hunters Point Switchyard will be within the existing fenced switchyard and will occur within the existing footprint of the switchyard. Proposed modifications include an aboveground termination structure approximately 16 feet tall; a transition structure (dead-end or H-frame) that is approximately 45 feet tall and 40 feet wide (refer to **Figure 1-10** in the *Project Description*); a breaker (bypass switch structure) that is 40 feet wide, 50 feet tall, and 40 feet long; a CCVT structure; bus connections from the new powerline to the existing structures in the switchyard; and a new control building approximately 16 feet wide by 48 feet long by 10 feet tall, that will be painted metal with a metal roof. The control building will be north of Evans Avenue and immediately south of an existing 40-foot-tall water tank, some smaller tanks, and aboveground piping. New lighting proposed at the Hunters Point Switchyard includes two fixtures mounted on the breaker switch and bus structure, and a fixture on the control building. The fixtures will be mounted approximately 9 feet from the ground.

When seen from many of the potentially affected locations, including Evans Avenue, the India Basin Shoreline Park, and the Fitch Street public open space, views of the proposed structures will generally be screened by existing power plant and switchyard facilities. Views of the project from the hillside residential area near West Point Road will largely be screened by a combination of intervening vegetation and existing power plant and switchyard facilities. Even though a small portion of the project may be visible from limited areas of the Bayview residential area, the new structures will blend with the character of the existing facility. Views of the project from the Heron's Head Park trail will generally be screened by the power plant.

A small portion of the control building may be visible from a limited area along the Heron's Head

Park trail. From here, the existing water tank will partially obstruct views of the new building. Where visible, the new structures seen from the Bayview residential area and from the Heron's Head Park trail will appear within the context of an industrial setting. Given the amount of intervening screening and because the new structures will be comparable in scale and aesthetic appearance to the existing switchyard facilities, the proposed Hunters Point Switchyard modifications will barely be noticeable. Similarly, it is anticipated that the additional lighting at the site will represent a minor, incremental change in nighttime visual conditions that will not be noticeable to the public and will not affect day or nighttime views. These visual impacts will be less than significant and will not affect a scenic vista, damage scenic resources, nor substantially degrade the visual character or quality of the area.

### ***ALTERNATIVE 1***

Construction activities required for implementation of Alternative 1 could result in short-term temporary water and shoreline views for the Islais Creek area. The operational impacts of this alternative are the same as the proposed project. The public will not see the underground cable line portion of the project so it will not result in any permanent effects on existing visual resources. Alternative 1 proposes the same aboveground changes at the Potrero and Hunters Point switchyards as the proposed project. As discussed in the proposed projects impacts, these components will be marginally visible and only somewhat noticeable to the public

### ***ALTERNATIVE 2***

The construction and operational impacts to visual quality for Alternative 2 are the similar to the proposed project. Alternative 2 is similar in visual character to proposed project, even though the route is no the same, as provided in **Figure 1-2** of the *Project Description*.

### ***ALTERNATIVE 3***

The construction impacts of Alternative 3 could result in short-term impacts to the existing visual character of the Islais Creek waterfront and surrounding area. The route begins an overhead configuration at the north duct bank of Islais Creek and remains overhead until it reaches the south duct bank of the Creek, where it would transition underground. A parcel of land on each side of the creek would need to be established and prepared for the transition towers. Prior to installing the conductors, temporary protection devices would be installed across Islais Creek to prevent the conductor from falling into the creek. This crossing guard could consist of a net or other device spanning across the creek and secured to each tower. Once the towers, cable, and other components are in place, the conductor sag would need to be adjusted to a calculated elevation. Cable risers, with insulating potheads, will be needed up the sides of the towers, at each side, to make connection with the overhead conductors, completing the circuit back to the underground construction.

The operation of Alternative 3 could have long-term impacts to the area as this alternative includes construction of two permanent transition towers and an overhead cable line. As shown on Figure 1-10 of the *Project Description*, the transition structure has the appearance of a tubular

steel pole. An example of a transmission tower is provided in **Figure 2.1-3**. The transmission structure shown on Figure 2.1-3 does not represent the final architectural, landscaping, or grading detail of the towers or cable line proposed for construction under Alternative 3 but instead provides an example of transmission tower design. The actual design of this alternative would be determined in subsequent build phases with final maps, development plans, landscape plans, and grading plans.

Pursuant to Title 33 Code of Federal Regulations, Part 322.5, the present vertical clearance requirement across Islais Creek is 135 feet above mean high water. This clearance is based upon the largest existing or prospective future vessels operating upon this waterway. This height requirement would be imposed to assure avoidance of impacts to navigation to provide the necessary clearances above the water. The transmission towers which are required for the overhead alternative will be specially designed for strength in the short span, and must additionally provide the required clearance above ships in this channel, a clearance to avoid sagging conductors and the water. While transition towers are often tubular steel poles, it is likely that in this case a steel lattice structure would be necessary due to the height requirements.

The visual impacts from constructing the transition towers and associated cable line are significant and unavoidable. The implementation of Mitigation Measure AES-1 will ensure the design is proportional with the visual character of the area.

**Mitigation Measure AES-1: To ensure that the impacts on visual resources would be reduced to the maximum extent, measures to assure the height of the proposed tower and associated structures is minimized to the extent possible and that the tower design includes specifications and dimensions proportional and in scale with existing structures shall be implemented. The City and County Planning Department shall review preliminary and final development plans and construction plans, tentative maps, and final improvement plans to ensure the overhead tower and associated structures exhibit a design that is consistent with existing structures as much as possible.**

Other visual considerations for these high structures may include marking/lighting for aviation compliance/regulations and, while this is an urban landscape, it would impose another intrusive element into the visual context. If Alternative 3 were built, the transmission structures or towers would be visible for great distances throughout the Hunters Point, Bayview, and Potrero Hill neighborhoods. Comparatively, the proposed project being entirely underground would require no transition stations to overhead transmission construction and would avoid all of the attendant construction and reliability issues and would by definition eliminate any visual impacts. The visual impacts from associated lighting will be less than significant with the implementation of Mitigation Measure AES-2.

**Mitigation Measure AES-2: Measures to assure lighting meets the Federal Aviation Administration (FAA) guidelines as well as avoids significant impacts, where possible, to the surrounding community shall be implemented to the extent possible. If Alternative 3 is adopted, the pertinent regulatory agencies, including the FAA and the City and County Planning Department shall review preliminary and final**



SOURCE: ATI (2004)

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**Figure 2.1-3**  
Visual Example of Overhead Transmission Project  
(San Mateo Bridge, California)

**development plans and construction plans, tentative maps, and Final Improvement Plans to ensure the overhead tower and associated structures exhibit a design that is consistent with existing structures as much as possible.**

### ***NO PROJECT ALTERNATIVE***

This alternative would avoid all impacts associated with the proposed project. No aesthetic impacts to surrounding land uses would occur with the No Project/No Development alternative. Potential aesthetic/light and glare impacts resulting from the proposed project would be avoided with this alternative.

### **CHECKLIST IMPACT CONCLUSIONS**

- a) The proposed project and alternatives does not have an adverse effect on scenic vistas.
- b) The proposed project does not substantially cause significant and unavoidable impacts to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The implementation of Alternative 3 does have the potential to result in significant and unavoidable impacts to scenic resources as this alternative includes the transition towers and associated structures to allow for the cable to extend across Islais Creek. Implementation of Mitigation Measure AES-1 would avoid such impacts as much as possible but not mitigate to less than significant.
- c) The proposed project does not substantially degrade the existing visual character or quality of the site and its surroundings. The implementation of Alternative 3 does have the potential to result in significant and unavoidable impacts to area scenic resources as this alternative includes the transition towers and associated structures to allow for the cable to extend across Islais Creek. Implementation of Mitigation Measure AES-1 would avoid such impacts as much as possible but not mitigate to less than significant.
- d) The proposed project does create new light sources in the switchyards but the additional lighting does not adversely affect day or nighttime views in the area. The implementation of Alternative 3 does will result in additional lighting on the transition towers to meet FAA standards. Implementation of Mitigation Measure AES-2 would avoid such impacts as much as possible.

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### **REFERENCES – Aesthetics**

Essex Environmental. December 2003. PG&E Potrero to Hunters Point 115 kV Cable Project Proponent's Environmental Assessment.

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