

## 8.11 Visual Resources

### 8.11.1 Introduction

Visual resources are the natural and cultural features of the landscape that can be seen and that contribute to the public's enjoyment of the environment. Visual resources impacts generally are defined in terms of a project's physical characteristics and potential visibility, and the extent to which the project's presence would change the visual character and quality of the environment in which it would be located.

This section inventories the existing visual conditions of the landscape in the vicinity of the proposed project. It then discusses the potential for the construction, operation, maintenance, and long-term presence of the proposed project to adversely affect the existing landscape and to result in significant impacts on the visual quality of the landscape and the views of sensitive receptors. It also addresses the laws, ordinances, regulations, and standards (LORS) that pertain to the management of visual resources.

This subsection was prepared following the California Energy Commission (CEC) guidelines for preparing visual impact assessments for Applications for Certification (AFCs). Subsection 8.11.2 provides a brief project description and a list of the dimensions of the major project structures. Section 8.11.3 documents the visual conditions that now exist in the project area. Subsection 8.11.4 evaluates the effects on the project area's landscape from project implementation and discusses the significance of the potential impacts of the project. Subsection 8.11.5 discusses the potential cumulative impacts of this and other projects on the visual resources in the area. Subsection 8.11.6 summarizes the mitigation measures that reduce the project's potential impacts on visual resources to a level that is less than significant. Subsection 8.11.7 identifies the agency that has jurisdiction over the project site, the agency contact information, the LORS that are applicable to visual resources, and the project's conformity with the LORS. Subsection 8.11.8 discusses permits and approvals of direct relevance to visual resources. Subsection 8.11.9 lists the references used in preparation of this subsection.

All figures referenced in the text are located at the back of this subsection.

### 8.11.2 Project Description Summary

The Eastshore Energy Center (Eastshore) will be a nominal 115.5-megawatt (MW) intermediate/peaking load facility operating up to 4,000 hours per year using natural gas-fired reciprocating engine technology. The Eastshore facility will be located at 25101 Clawiter Road in the City of Hayward, Alameda County, California, on a 6.22 acre parcel owned by Eastshore Energy, LLC, the project owner. Major features of the Eastshore project include the following:

- Demolition of the existing site building, foundations and paved surface,
- Grading of site and installation of new foundations, piping and utility connections,
- Fourteen (14) nominal 8.4 MW (gross) Wartsila model 20V34SG natural gas-fired reciprocating engine – generator sets,

- Fourteen (14) state-of-the-art air pollution control systems representing Best Available Control Technology (BACT), one system per each of the 14 engines, consisting of a selective catalytic reduction (SCR) unit for oxides of nitrogen (NOx) control and an oxidation catalyst unit for carbon monoxide (CO) and precursor organic compounds (POC) control,
- Fourteen (14) approximately 70-foot tall stacks, each with a separate continuous emissions monitoring system (CEMS),
- Acoustically-engineered main building enclosing all 14 engines,
- Closed loop cooling system consisting of multiple fan-cooled radiator assemblies outside of the main engine building,
- Two 10,000 gallon (each) aqueous (19% by weight) ammonia storage tanks and handling system serving the SCR units,
- One raw water storage tank, approximately 35,000 gallons,
- One nominal 225-kW diesel-fired emergency black start generator,
- One (1) either electric or 7.15 MMBtu/hr natural gas-fired heater (BAAQMD exempt), used for heating of the natural gas fuel to the reciprocating engines,
- Miscellaneous ancillary equipment,
- Pre-existing onsite water and wastewater service interconnections,
- Onsite 115 kV switchyard including switchgear and step-up voltage transformers,
- Approximately 1.1-mile 115 kV single-circuit transmission line interconnecting to PG&E's Eastshore Substation,
- Approximately 200-foot offsite natural gas line connection to PG&E Line 153,
- Chain-link security fencing enclosing the facility with a secured entrance on Clawiter Road, and
- 4.65-acre temporary construction laydown and parking area located immediately across Clawiter Road from the Eastshore site.

The dimensions of the major project structures to be installed at the project site are listed in Table 8.11-1.

TABLE 8.11-1  
Approximate Dimensions of Eastshore Energy Center Project Structures

Structure	Number of Structures	Approximate Size		
		Length (ft)	Width (ft)	Height (ft)
Main Engine Building	1	418'	71'-4"	35'11"
Radiator Bank	2	185'-0"	33'-0"	20'-4"

TABLE 8.11-1  
Approximate Dimensions of Eastshore Energy Center Project Structures

Structure	Number of Structures	Approximate Size		
		Length (ft)	Width (ft)	Height (ft)
SCR	14	22'-5"	10'-0" OD	~ 25'
Exhaust Stack	14		48" OD	70' <sup>1</sup>
Exhaust Silencer	14		7'	40'
Step-up Transformer	2	13'-0"	10'-0"	12'-7"
Control Enclosure	1	24'-7"	15'-0"	10'-0"
Guardhouse	1	20'-0"	20'-0"	12'-0"
Fire Fighting Container	1	21'-0"	10'-0"	8'-0"
Raw Water Tank (170)	1		20' OD	14'-0"
Aqueous Ammonia Tank	2		11' OD	15'-0"
Process Water Holding Tank	1		6'-6" OD	20'-0"
Service LO Tank	2		5'-3" OD	20'-0"
Clean LO Tank	1		14' OD	12'-0"

<sup>1</sup> Inclusive of the exhaust silencer

## 8.11.3 Affected Environment

### 8.11.3.1 Regional Setting

The proposed project elements will be developed in the City of Hayward, a community located along the eastern shore of San Francisco Bay in Alameda County. The physical setting in which the project would be located consists of an area designated as an Industrial Corridor by the City of Hayward. The Industrial Corridor lies between the open spaces of the baylands<sup>1</sup> (wetlands) to the west and the commercial, residential, and park areas on the bay plain and hill lands located to the east.

Land in the Industrial Corridor surrounding the proposed project has been developed at varying levels of intensity. Manufacturing facilities, fabrication shops, warehouses, trucking operations, offices, automotive salvage yards, the City of Hayward's Water Pollution Control Facility, and open spaces used as truck storage facilities are all located in this Industrial Corridor. Many of the manufacturing and warehouse facilities are housed in relatively new, one-story, tilt-up structures surrounded by industrial park-type landscaping.

As a result of the City's implementation of its landscaping and street tree requirements over the years, some of the streets in the Industrial Corridor are lined with mature trees and front setback landscaping that create a sense of visual enclosure along the streets and a sense of visual unity in the area.

<sup>1</sup> This area is known as Cogswell Marsh and Hayward Regional Shoreline.

Much of the development in the Industrial Corridor is horizontal in character, i.e., it consists of one- and two-story buildings. There are also several prominent vertical features in the area: the four 228-foot-high KFOX radio broadcasting towers, a 180-foot-high stack at a nearby paint polymer facility, and approximately forty 50-foot-high transmission line poles along the eastern side of Clawiter Road.

Clawiter Road, which passes by the project site's eastern frontage, is a two-lane paved road with no shoulders, with sidewalks in certain places. Development along the eastern portion of this road in the immediate project vicinity consists of the Berkeley Farms central processing facility, comprising manufacturing facilities and previously disturbed, undeveloped open industrial property that is used for semi-truck trailer storage. (The open industrial property would be used for temporary construction laydown and parking.) A multi-story bank office center exists south of and adjacent to the project site. Separating the bank center from the project site is a treed parking lot. Development along Depot Road west of Clawiter Road consists of fabrication shops and warehouses and a gasoline station. Development along Depot Road to the east of Clawiter Road includes a public storage facility, an office/warehouse building, several residences, a park, a school, and a community college. The nearest residence to the proposed power plant site is located approximately 0.2 mile to the northeast. Development along Industrial Boulevard includes a chiropractor college, a business college, and warehouse buildings. South of Depot Road, east of Industrial Boulevard, is a residential subdivision.

State Route (SR) 92 is a southwest-northeast-oriented state highway located approximately 0.6 mile south of the project site. It connects the eastern and western sides of the bay. Eastbound travelers on the eastern portion of the Hayward-San Mateo Bridge and travelers on the portions of SR 92 directly east of the bridge are able to look across the open baylands to see the City of Hayward on the bay plain and in the hills beyond.

South of the project site, Clawiter Road is elevated as it crosses over SR 92; it becomes Eden Landing Road south of the highway. The proposed transmission line would cross SR 92 at an angle on the eastern side of the westbound highway onramp at Clawiter Road (an open space area), then it would turn west on Eden Landing Road, southeast along Production Avenue (a business park area), west along Investment Boulevard, and pass between buildings to connect into the existing PG&E Eastshore substation. The area south of SR 92 consists of light industrial warehouses, business parks, and the PG&E Eastshore substation. No residences exist in this area south of the highway. The nearest residences to the proposed transmission line on the southern side of SR 92 are located east of Industrial Boulevard, approximately 0.6 mile east of the proposed line.

The baylands, located approximately 1 mile to the west of the power plant site, are an open space area, with a large portion managed for wildlife protection and visitor access. It serves as one of the major entrances to Hayward. Visitor facilities in the baylands include the Hayward Shoreline Interpretive Center and a system of walking and biking trails. Portions of the trail system are a part of the Bay Trail, a network of multi-use pathways that, when complete, will circle San Francisco and San Pablo bays. Currently, the segments of the Bay Trail on the southern side of SR 92 are linked to those on the northern side by sidewalks on the Clawiter Road overpass. Caltrans has plans to construct an SR 92 overpass for pedestrian and bicycle use in the future, which will improve the linkage between the trail's

northern and southern segments. In addition to the large open space area, a large portion of the baylands to the west of the project site is used for sewage oxidation ponds.

### 8.11.3.2 Power Plant Site, Linear Corridors, and Construction Laydown Area

Figure 8.11-1 is a map that shows the locations where the photographs that are presented as a part of this analysis were taken. The arrows indicate the directions of the views. Figures 8.11-2a to 8.11-2f are landscape character photos that aid the reader in understanding the existing visual conditions in the area in which the proposed project would be constructed and operated. Descriptions of each of the photos are provided below.

Figure 8.11-2a, Photo 1: View looking southwest toward the power plant site from the mailbox at the nearest residence, 2765 Depot Road. The power plant stacks would be located at the far right side of the photo in this view. The view would be of the top 3 feet of the 70-foot-high stacks. The view from within the house or from the front porch toward the power plant site would be obscured by the large tree near the western edge of the property.

Figure 8.11-2a, Photo 2: View looking northwest toward the existing building at the power plant site from the Fremont Bank Operations Center parking lot adjacent to, and on the southern side of, the power plant site. The light-colored building in the photo would be demolished as part of the project. The Fremont Bank appears to be a two-story building that has few windows. This view is representative of what would be seen from the parking lot and also from first-floor offices that have north-facing windows.

Figure 8.11-2b, Photo 3: View looking south toward the existing building at the power plant site (the building that would be demolished as part of the project), from Depot Road. A gas station is seen toward the left of the photo.

Figure 8.11-2b, Photo 4: View looking west toward the existing building at the power plant site (the building that would be demolished as part of the project), from the eastern side of Clawiter Road.

Figure 8.11-2c, Photo 5: View looking east along Depot Road from the southern side of the road from a location east of Viking Street. This photo shows the gas station (with a police car at the pump) that is located north of and adjacent to the project site and existing onsite building. As shown in the photo, the streetscape exhibits an industrial character.

Figure 8.11-2c, Photo 6: View looking northeast toward the construction laydown area from Diablo Industrial Park at the Clawiter Road and Diablo Avenue intersection. The 12-kV electrical distribution line along Clawiter Road that would be upgraded (replaced) is shown in the photo.

Figure 8.11-2d, Photo 7: View looking west toward the Fremont Bank Operations Center (the building adjacent to, and on the southern side of, the project site), from the proposed project construction laydown area. The eastern portion of the project site is seen through the trees in the right side of the photo. The conductors from the existing 12-kV electrical distribution line are seen in the upper right corner of the photo.

Figure 8.11-2d, Photo 8: View looking north from along the western side of Clawiter Road from Alameda Electrical Distributors, Inc., 25823 Clawiter Road (south of Enterprise Avenue). The 12-kV electrical distribution poles in the photo are estimated to be 50 to 60 feet

tall. They would be upgraded to 80-foot-tall wood poles that would be designed to accommodate both 12-kV and 115-kV lines.

Figure 8.11-2e, Photo 9: View looking south along Clawiter Road from the southwestern corner of the Clawiter Road and Diablo Avenue intersection. The light-colored building in the photo is Berkeley Farms. The 12-kV electrical distribution poles would be upgraded as part of the project.

Figure 8.11-2e, Photo 10: View looking north along Clawiter Road from Galaxy Tire and Wheel, Inc., 25858 Clawiter Road, located on the eastern side of the road. This photo shows the industrial building on the western side of the road, the railroad crossing, and the Berkeley Farms parking lot at the right side of the photo. The electrical distribution line that would be upgraded as part of the proposed project is seen toward the right side of the photo (behind the railroad crossing sign).

Figure 8.11-2f, Photo 11: View looking northwest along Production Avenue from its intersection with Investment Boulevard. This view shows that business park-style buildings and tall mature trees exist on both sides of the street.

Figure 8.11-2f, Photo 12: View looking southeast from between two buildings located on the southern side of Investment Boulevard toward the existing PG&E Eastshore electrical substation that would be the southern terminus of the project.

Figure 8.11-2f, Photo 13: View looking northeast from Arden Road toward the existing PG&E Eastshore electrical substation.

**8.11.3.2.1 Power Plant Site.** The entire 6.22-acre site would be used for the proposed power plant. The site is essentially level, with elevations ranging from approximately 20 to 26 feet above sea level. The majority of the site is currently developed, with an approximately 25-foot-high concrete warehouse-type building. A chain link fence currently surrounds the perimeter of the site. Bushes and low-growing ruderal vegetation exist along the eastern and northeastern ends of the site, and also within the site. This site is located within the Industrial Corridor, an area that is industrial in character and does not contain features that would be considered to be scenic resources.

**8.11.3.2.2 Electric Transmission Line.** The proposed 115-kV electric transmission line would connect to PG&E's electric transmission system at the PG&E Eastshore Substation, located approximately 1 mile to the south of the power plant site. The proposed route runs south along the eastern side of Clawiter Road for approximately 3,400 feet before an approximate 200-foot overcrossing of SR 92 and then continues east along Eden Landing Road, south along Production Avenue, east along Investment Boulevard, and south between existing buildings for approximately an additional 1,900 feet into the Eastshore Substation. Industrial and office land uses are located on both sides of Clawiter Road in the vicinity of the proposed transmission line alignment. The portion of Clawiter Road where the existing transmission line would be upgraded is a two-lane-wide paved road with no shoulders. An electric distribution line currently is located along the eastern side of Clawiter Road. This approximately 40- to 50-foot-tall wood pole distribution line would be removed and replaced with new 90-foot-tall wood or steel pole structures that are designed to accommodate both the existing 12-kV distribution line and the new 115-kV transmission

line. This alignment is within the Industrial Corridor, an area that is industrial in character and does not contain features that would be considered to be scenic resources.

**8.11.3.2.3 Natural Gas Pipeline.** Natural gas would be provided via an approximately 200-foot-long buried gas pipeline that would extend from the power plant site under Clawiter Road and the UPRR tracks to the parking lot of the Life Chiropractic College located on the opposite side of Clawiter Road. This alignment is within the Industrial Corridor, an area that is industrial in character and does not contain features that would be considered to be scenic resources.

**8.11.3.2.4 Water Pipelines.** Potable water would be provided via an existing City of Hayward service connection within the power plant site. The pipeline providing this service already exists and is located underground. See Section 2.0 for project description details.

**8.11.3.2.5 Sanitary Sewer Pipeline.** A sanitary sewer line connection located at the power plant site would be used for the discharge of proposed project process wastewater and sanitary waste. This pipeline already exists and is located underground. See Section 2.0 for project description details.

**8.11.3.2.6 Construction Laydown Area.** Because of the small size of the power plant site, the construction laydown and project parking areas will be located on a vacant parcel of land located across Clawiter Road from the power plant site. The parcel is previously disturbed, undeveloped open industrial property. This land parcel is located along Clawiter Road in an area that is industrial in character, and does not contain features that would be considered to be scenic resources.

### 8.11.3.3 Potential Project Site Visibility

Figure 8.11-3 provides a generalized indication of the project viewshed, i.e., the areas from which the proposed power plant and transmission line are likely to be visible. Because the proposed natural gas and water pipelines would be entirely underground, and thus not visible, these project elements were not considered in creating this viewshed map.

The determination of the project's viewshed was based on a review of project engineering drawings and a visual simulation of the project's appearance, study of the applicable topographic map and aerial photo, and observations while in the field. The boundaries of the viewshed were set at 3 miles from the power plant because elements of a view that are 3 miles or more from the viewpoint are considered part of the background. In the background, little color or texture is apparent in the landscape, colors blur into shades of blue or gray, and individual visual impacts become least apparent (USDA Forest Service, 1973).

The viewshed map indicates two categories of view areas: (1) those in which the proposed project features<sup>2</sup> are likely to be generally visible; and (2) those in which views toward the project are likely to be blocked for the most part, but may be visible from certain specific locations. In areas to the northwest, west, and southwest of the project site, where there is less human-made development, the upper portions of the proposed project's stacks and

<sup>2</sup> The 14 project exhaust stacks are planned to be approximately 4 feet in diameter and 70 feet tall, inclusive of the exhaust silencer measuring ~7feet in diameter and 40 feet tall. All other project features would be less than 35 feet tall, and would likely not be visible due to existing structures and trees in the project vicinity being 25 feet and taller.

possibly the exhaust silencer have the potential to be visible over long distances, although their slim diameter would make them less visible. Views from areas to the north, northeast, and southeast of the project site are largely obscured due to intervening structures and vegetation.

The upper portions of the proposed exhaust silencers and stacks would be most visible from the baylands area and the San Mateo Bridge, and would be much less visible from the industrial areas to the north, south, and east. In some cases, these taller project features would be visible above buildings, fences, and trees. In other cases, views of the project would be completely blocked. Project features would not be substantially visible from the commercial and residential areas to the east of the Industrial Corridor (east of Clawiter Road and Industrial Boulevard). In this area, almost all views toward the power plant site would be blocked by intervening structures and vegetation.

#### 8.11.3.4 Sensitive Viewing Areas and Key Observation Points

In assessing the aesthetic impacts of proposed projects, it is a standard practice to identify viewpoints referred to as key observation points (KOPs) that provide views toward the project that are sensitive and/or representative. Photos taken of the views from these locations provide the basis for documenting and evaluating existing visual conditions, and also serve as a base for the preparation of simulations that depict the completed project as it would appear in the view.

An effort was made to identify the sensitive receptors<sup>3</sup> and the viewing areas that would be the most sensitive to the project's potential visual impacts. Field observations and a review of aerial photos revealed that, because the proposed location of the power plant site is within an area that was created specifically for industrial uses, there are no scenic corridors in the area, the sensitive receptors<sup>4</sup> within the vicinity of the proposed power plant facilities are located in specific residential pockets within the city, and only a subset of those residents would have an unobstructed view of the project.

A residential subdivision exists east of Industrial Boulevard, bounded on the north by Depot Road and on the south by SR 92. A review of aerial photography indicates that there are approximately 350 residences within that area, bounded on the east by Dodge Avenue. Assuming that 3 to 3.6 persons reside in each residence<sup>5</sup> (City of Hayward, 2002), approximately 1,050 to 1,260 people (sensitive receptors) potentially have views of the proposed power plant site. This is considered a conservative estimate because: (1) the majority of the residences are not oriented toward the power plant site, so residents' views toward the site would be from their yards or while driving through the residential area, and not from within their homes; and (2) other buildings and trees would obscure the view from the residential area.

Based on consultation with CEC visual resources staff in the field and subsequent telephone communications, one KOP was selected to represent the view of the power plant site as seen by residents living to the east of the power plant site. This KOP, designated KOP 1, is

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<sup>3</sup> Typically, residents and recreationists are considered to be sensitive receptors to changes in the landscape. This is because of the potential for effects to their long-term views or their enjoyment of a particular landscape or activity.

<sup>4</sup> Sensitive receptors include residents and recreationists.

<sup>5</sup> The City of Hayward General Plan Housing Element indicates that, in the year 2000, the average household and family size ranged between 3.08 and 3.58.

located at the intersection of Gettysburg Avenue and Bradford Avenue looking northwest toward the power plant site, and serves as a basis for detailed analysis of the project's visual effects. The location of KOP 1 is shown on Figure 8.11-1.

Based on fieldwork conducted in July 2006, the existing visual condition of the view from KOP 1 was documented and evaluated. An assessment of the existing level of scenic quality was made based on professional judgment that considered a broad spectrum of factors, including the following:

- Natural features, including topography, water courses, rock outcrops, and natural vegetation
- The positive and negative effects of man-made alterations and built structures on visual quality
- Visual composition, including an assessment of the vividness, intactness, and unity of patterns in the landscape<sup>6</sup>

The scenic quality rating assigned to the KOP 1 view is evaluated in the rating scale summarized in Table 8.11-2. The development of this scale builds on a scale that was developed to evaluate landscape visual quality (Buhyoff et al., 1994) and incorporates landscape assessment concepts applied by the U.S. Forest Service and the U.S. Department of Transportation (USDOT).

TABLE 8.11-2  
Landscape Scenic Quality Scale

Rating	Explanation
Outstanding	A rating reserved for landscapes with exceptionally high visual quality. These landscapes are significant nationally or regionally. They usually contain exceptional natural or cultural features that contribute to this rating. They are what we think of as "picture post card" landscapes. People are attracted to these landscapes to view them.
High	Landscapes that have high quality scenic value. This may be due to cultural or natural features contained in the landscape or to the arrangement of spaces contained in the landscape that causes the landscape to be visually interesting or a particularly comfortable place for people. These landscapes have high levels of vividness, unity, and intactness.
Moderately High	Landscapes that have above average scenic value, but are not of high scenic value. The scenic value of these landscapes may be due to man-made or natural features contained within the landscape, to the arrangement of spaces, in the landscape or to the two-dimensional attributes of the landscape. Levels of vividness, unity, and intactness are moderate to high.
Moderate	Landscapes that are common or typical landscapes that have average scenic value. They usually lack significant man-made or natural features. Their scenic value is primarily a result of the arrangement of spaces contained in the landscape and the two-dimensional visual attributes of the landscape. Levels of vividness, unity, and intactness are average.
Moderately Low	Landscapes that have below average scenic value, but not low scenic value. They may contain visually discordant man-made alterations, but these features do not dominate the landscape. They often lack spaces that people will perceive as inviting and provide little interest in terms of two-dimensional visual attributes of the landscape.

<sup>6</sup> Vividness is the memorability of the view. Intactness is a measure of the visual order in the natural and human-made landscape, and the extent to which the landscape is free from visual encroachment. Unity is the degree to which the landscape's visual resources join together to form a coherent harmonious visual pattern (USDOT FHWA, 1988).

TABLE 8.11-2  
Landscape Scenic Quality Scale

Rating	Explanation
Low	Landscapes that have below average scenic value. They may contain visually discordant man-made alterations, and often provide little interest in terms of two-dimensional visual attributes of the landscape. Levels of vividness, unity, and intactness are below average.

Note: Rating scale based on Buhyoff et al., 1994; USDOT Federal Highway Administration (FHWA), 1988; and U.S. Forest Service. 1995.

**8.11.3.4.1 KOP 1—Gettysburg Avenue and Bradford Avenue.** The viewpoint location and direction of view of KOP 1, at the southeastern corner of Gettysburg Avenue at Bradford Avenue, is presented on Figure 8.11-1. This viewpoint lies approximately 2,800 feet southeast of the proposed power plant site. This viewpoint was selected to represent views of the power plant as seen from residents in the immediately surrounding residential area.

The power plant would not be visible from the front rooms of residences on Bradford Avenue because the residences face toward the north and south, and the proposed power plant site is located to the northwest. Similarly, the power plant would not be visible from the front rooms of residences on Gettysburg Avenue because residences on that street face east. Views of the upper portions of the tallest project features (exhaust silencers and exhaust stacks) from the back yards of the Gettysburg Avenue residences or the front yards of the Bradford Avenue residences may be possible, depending on the presence of other intervening features such as trees and existing overhead electric distribution lines.

The sensitivity of the view from this residential area is moderate at most, and is higher than the sensitivity level of the other areas around the power plant site, which are developed with primarily industrial land uses. The visual quality of this view is moderate; the landscape is typical of a residential suburban neighborhood. Although both human-made and natural features exist in this area, scenic value exists from the combination of landscape elements. The levels of vividness, unity, and intactness are considered average.

## 8.11.4 Environmental Consequences

### 8.11.4.1 Analysis Procedures

This analysis of the visual effects of changes that would be brought about by the project is based on field observations and review of the following information: local planning documents, project maps and drawings, photographs of the project area, computer-generated visual simulations from the KOP, and research on design measures for integrating electric facilities into their environmental settings.

Site reconnaissance was conducted to view the site and surrounding area, to identify potential KOPs, and to take representative photographs of existing visual conditions. A single-lens reflex 35 millimeter (mm) camera with a 50-mm lens (view angle of 40 degrees) was used to take the photographs to be used for the simulation.

Page-size photographs are presented to represent the “before” conditions from the KOP. A visual simulation was produced to illustrate the “after” visual conditions from the KOP to provide the viewer with a clear image of the location, scale, and visual appearance of the

proposed project. These simulation images represent the project's appearance in the period immediately after completion of construction and installation of the landscaping.

The computer-generated simulation is the result of an objective analytical and computer modeling process. The image is accurate within the constraints of the available site and project data. Computer modeling and rendering were used to produce the simulated image of the view of the site as it would appear after development of the project. The existing topographic and site data provided the basis for developing an initial digital model. The project engineers provided site plans and digital data for the proposed generation facility. These data were used to create a three-dimensional (3-D) digital model of the proposed facility.

For the selected viewpoint (KOP 1), viewer location was digitized from topographic maps and scaled aerial photos, using 5 feet as the assumed eye level. A computer "wire frame" perspective plot was then overlaid on the photograph of the view from the KOP to verify scale and viewpoint location. A digital visual simulation image was produced as a next step, based on computer renderings of the 3-D model combined with high-resolution digital versions of base photographs. The final "hard copy" visual simulation image that appears in this AFC document was produced from the digital image files using a color printer.

#### 8.11.4.2 Impact Evaluation Criteria

Analysis of the project's impacts was based on an evaluation of the changes to the existing landscape that would result from construction and operation of the proposed project. An important aspect of this analysis was evaluation of the "after" view provided by the computer-generated visual simulation, and its comparison to the existing visual environment. In making a determination of the extent and implications of the visual changes, consideration was given to the following:

- The specific changes in the affected visual environment's composition, character, and any specially valued qualities
- The affected visual environment's context
- The extent to which the affected environment contains places or features that have been designated in plans and policies for protection or special consideration
- The numbers of viewers, their activities, and the extent to which these activities are related to the aesthetic qualities affected by the likely changes

Significance criteria for impacts to aesthetic resources were developed from the California Environmental Quality Act (CEQA) guidelines and the CEQA Checklist to evaluate the potential environmental impacts to the project. The following criteria were applied:

- Would the project have a substantial adverse effect on a scenic vista?
- Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

- Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

### 8.11.4.3 Project Appearance

**8.11.4.3.1 Power Plant.** The proposed project facilities are described in detail in Chapter 2.0, Project Description. Figures 2.2-1, 2.2-2A, and 2.2-2B show the general arrangement and elevation views of the proposed power plant on the site. Figure 8.11-4a shows an oblique view of the power plant site as it exists now and Figure 8.11-4b shows the same view after the proposed power plant is developed.

The exteriors of all project buildings and major project equipment will be shades of off-white, beige, tan, and gray to optimize the project facility's visual integration with the surrounding environment. The power plant site will be surrounded by an 8-foot-high, chain-link fence. All outdoor storage will be located or screened so as to not be visible from the public right-of-way. Landscape vegetation at the project site perimeter will be developed in consultation with the City of Hayward to meet the City's landscaping requirements.

**8.11.4.3.2 Transmission Line.** The proposed route runs south along the eastern side of Clawiter Road for approximately 3,400 feet before an approximate 200-foot overcrossing of SR 92 and then continues east along Eden Landing Road, south along Production Avenue, east along Investment Boulevard, and south between existing buildings for approximately an additional 1,900 feet into the Eastshore Substation. A 12-kV electric distribution line is currently located along the eastern side of Clawiter Road. This approximately 40- to 50-foot-tall wood pole distribution line would be removed and replaced with new 90-foot-tall wood or steel pole structures that are designed to accommodate both the existing 12-kV distribution line and the new 115-kV transmission line. The poles would be neutral in color, the insulators would be made of a non-reflective and non-refractive material, and the conductors would be non-specular.

**8.11.4.3.3 Pipelines.** The natural gas, water, and sewer lines would follow the routes described in Subsection 8.11.3 and would be located underground.

**8.11.4.3.4 Construction Laydown Area.** Construction of the generating facility, from site preparation and grading to commercial operation, is expected to take place from the fourth quarter 2007 to the second quarter of 2009. Plant testing and commercial operation is expected to commence in the fourth quarter of 2008. During the construction period, the 6.22-acre plant site and the construction laydown area across Clawiter Road from the plant site would show signs of construction activity, or would be used for construction worker parking and equipment laydown.

**8.11.4.3.5 Landscaping.** A landscaping plan will be prepared and submitted to the CEC Compliance Project Manager (CPM) and the City for review and approval before it is finalized. The anticipated landscaping will conform to specific City landscaping requirements.

**8.11.4.3.6 Lighting.** The proposed power plant's operation will require onsite nighttime lighting for safety and security. To reduce offsite lighting impacts, lighting at the facility would be restricted to areas required for safety, security, and operation. Exterior lights will be hooded, and lights will be directed onsite so that significant offsite light or glare will be

minimized. For areas where lighting is not required for normal operation, safety, or security, switched lighting circuits will be provided, thus allowing these areas to remain unilluminated (dark) at most times, minimizing the amount of lighting potentially visible offsite.

Project construction activities are planned to occur between 7:00 a.m. and 7:00 p.m., Monday through Friday. During some construction periods and during the startup phase of the project, some activities would continue 24 hours a day, 7 days a week. During periods when nighttime construction activities take place, illumination that meets state and federal worker safety regulations would be required. To the extent possible, the nighttime construction lighting would be erected pointing toward the center of the site where activities are occurring, and would be shielded. Task-specific lighting would be used to the extent practical while complying with worker safety regulations.

**8.11.4.3.7 Water Vapor Plumes.** Eastshore will not use a wet cooling tower heat rejection system that is typical of combined cycle power plants. As a result, there will be no water vapor plumes from the heat rejection system.

Also unlike cooling tower plumes that can be saturated with moisture, the exhaust from the internal combustion engines will have relatively low absolute humidity (the only moisture in the exhaust will be water vapor formed as a product of combustion or entrained with the combustion air). As a result, under normal operating conditions, formation of visible water vapor plume is not possible under the expected ambient conditions (32 °F to 100 °F) for operation of the plant. An analysis demonstrating the lack of visible plume formation is included in Appendix 8.11A.

#### **8.11.4.4 Assessment of Visual Effects**

**8.11.4.4.1 KOP 1—Gettysburg Avenue and Bradford Avenue.** Figure 8.11-5 is the KOP 1 photo of the existing view looking northwest from the southeastern corner of the intersection of Gettysburg Avenue and Bradford Avenue. As shown, this is a residential subdivision with large mature trees and overhead electrical distribution lines.

A visual simulation, which added the proposed power plant to the KOP 1 photo, was prepared. It is not included in this assessment because the proposed power plant, and in particular, the 70-foot-high exhaust stacks, would not be visible from this intersection, located approximately 2,800 feet from the site. No change to the views in any direction from this location would occur as a result of either constructing or operating the proposed project. No changes to the visual quality of the views from this residential area are expected as a result of project implementation.

**8.11.4.4.2 Transmission Line.** As indicated previously and as shown in landscape character photos, an electrical distribution exists along the eastern side of Clawiter Road. Upgrading the electrical line along Clawiter Road would not significantly change the views shown, nor would it significantly change the visual quality of the industrial area. In addition, no sensitive receptors are located along Clawiter Road.

During construction of the transmission line, the ground surface will be disturbed along the alignment, and construction personnel, equipment, and vehicles will be present. In addition, there will likely be excavated piles of dirt, and possibly some concrete and pavement will be

disturbed. These effects will be minor and temporary. After construction, the ground surfaces will be restored, and as indicated above, the presence of the transmission line will not create a long-term change to the visual environment.

**8.11.4.4.3 Pipelines.** The pipelines associated with the project (gas, water, and sewer) will all be buried and will not be visible. During construction of the pipelines, including connections, the ground surface of the area along the alignment will be temporarily disrupted by the presence of construction equipment; excavated piles of dirt, concrete, and pavement; and construction personnel and vehicles. These effects will be minor and temporary. After construction, the ground surfaces would be restored and the pipelines would not create a long-term change to the visual environment.

**8.11.4.4.4 Construction Laydown Area.** The construction laydown area is previously disturbed, undeveloped, open industrial property. During the 18-month project construction period, this parcel of land will be used for the storage of construction materials and construction equipment and vehicles, and also as a parking area for construction worker vehicles. Using this parcel during the project construction period will result in a change to the landscape during that period; however, it would not significantly degrade the visual quality of the area, nor would it create a significant long-term change to the visual environment.

**8.11.4.4.5 Light and Glare.** The project's effect on visual conditions during hours of darkness will be limited. Some nighttime lighting will be required for operational safety and security. There will be additional visible lighting associated with the project stacks and open site areas. High illumination areas not occupied on a regular basis will be provided with switches or motion detectors to light these areas only when occupied. At times when lights are turned on, the lighting will not be highly visible offsite and will not produce offsite glare effects. The offsite visibility and potential glare of the lighting will be restricted by placement of lights to direct illumination into only those areas where it is needed. Implementation of the project will not result in a significant overall change in ambient lighting conditions at the project site as viewed from nearby locations.

Lighting that may be required to facilitate nighttime construction activities will, to the extent feasible and consistent with worker safety codes, be directed toward the center of the construction site and shielded to prevent light from straying offsite. Task-specific construction lighting will be used to the extent practical while complying with worker safety regulations. There may be certain times when the project site may temporarily appear as a brightly lit area, when seen in views from nearby locations, but these potential impacts will be temporary and are not considered significant.

**8.11.4.4.6 Water Vapor Plumes.** Based on the analysis presented in Appendix 8.11A, no visible water plumes are expected from the Eastshore project.

**8.11.4.4.7 Construction Period Impacts.** During construction, construction materials, construction equipment, trucks, and parked vehicles may be visible on the power plant site, at the construction laydown parcel, and along the transmission line alignment. Construction activities will be conducted in a manner that will reduce dust generation. The construction activities at the power plant site, along the transmission line alignment, and the activities in the laydown area will not contrast in a significant way with the existing industrial character

of the area. During the construction period, the boundaries of the power plant site and laydown area that border public streets will be screened using chain-link fencing covered with a screening fabric or Privamax. Any visual changes associated with construction period activities would be minor and temporary, and thus not significant.

#### 8.11.4.5 Impact Significance

Visual effects of the project are evaluated for significance under CEQA, as identified below. The identification of these impacts has been structured by applying the criteria set forth in Appendix G of the state CEQA guidelines. The CEQA guidelines define a “significant effect” on the environment to mean a “substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including objects of historic or aesthetic significance (14 California Code of Regulations [CCR] 15382).” The four questions related to aesthetics that are posed for lead agencies and the answers to them are as follows:

1. Would the project have a substantial adverse effect on a scenic vista?

No. There are no designated scenic roads or vista points in the project viewshed. In addition, the analysis of the view from KOP 1 has established that the project will not affect any landscapes of more than moderately moderate visual quality, and any effects on the existing visual quality of landscape in the area will not be substantial.

2. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No. This question does not apply to the proposed project because none of the project facilities will be located within the boundaries of a state scenic highway or other important scenic resource.

3. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

No. The power plant site itself is flat and, prior to development, has a large concrete building on it. The site is located in an industrial area of the City of Hayward, in which visual resources such as scenic corridors, areas of natural beauty, and scenic recreational areas are not designated. The power plant site and transmission line alignment are surrounded by industrial, light industrial, and warehouse facilities. Project water vapor plumes will not occur under the expected operating conditions of the Eastshore facility. The presence of the proposed power plant would not create a substantial change in the character or visual quality of nearby views toward the site.

The transmission line corridor is aligned through a highly industrial area and will not adversely affect the views of residents or recreationists (i.e., sensitive views). In addition, the majority of the transmission line will be replacing an existing distribution line, resulting in an incremental change that will not substantially alter the existing visual character or quality of the area along the alignment. Therefore, the project will not result in changes in views toward the transmission line that are considered significant.

4. Would the project create a new source of substantial light and glare that would adversely affect day or nighttime views in the area?

No. Project light fixtures will be restricted to areas required for safety, security, and operations. Lighting will be directed onsite; it will be shielded from public view, and non-glare fixtures and the use of switches, sensors, and timers will be specified to minimize the time that lights not needed for safety and security will be on. These measures will substantially reduce the offsite visibility of project lighting to an insignificant impact level.

Any lighting that might be installed to facilitate nighttime construction activities will, to the extent feasible and consistent with worker safety codes, be directed toward the center of the construction site and shielded to prevent light from straying offsite. Task-specific construction lighting will be used to the extent practical while complying with worker safety regulations. With these measures, lighting associated with the project construction and operation will not pose a hazard or adversely affect day or nighttime views toward the site or be considered to have a significant impact.

### 8.11.5 Cumulative Impacts

The CEQA Guidelines (Section 15355) define cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.”

The CEQA Guidelines further note that:

The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time.

The City of Hayward General Plan indicates that the industrial area in western and southern Hayward has attracted warehouse and distribution facilities for more than 40 years, and now high-tech firms are interested in moving to Hayward. The City recognizes that this will mean a transformation of the Industrial Corridor from a manufacturing and distribution area to an area that also has research and development-oriented businesses. As such, the City acknowledges that development regulations in the Industrial Corridor may need to be revised to reflect the needs of the new business type (City of Hayward, 2002). This ongoing change in industrial development in Hayward’s Industrial Corridor would result in a change to the landscape as certain existing businesses left the area and new types of businesses (and facility structures) would be developed.

The area in the vicinity of the power plant site is essentially built out. As documented in Section 8.11.7, the proposed project will conform to the City of Hayward’s major goals and objectives for industrial development, will be sited in an area reserved for industrial uses, and will conform to the City of Hayward’s policies and standards related to the appearance of new industrial development. Because the project itself will not create impacts on visual resources that are significant, it will not result in cumulative impacts on visual resources in the project vicinity.

### 8.11.6 Mitigation Measures

This analysis has documented the fact that no significant visual impacts will result from implementation of the proposed project. Therefore, no mitigation measures are proposed. Project implementation will be subject to City of Hayward planning regulations, however. Specifically, a Site Plan will be prepared and submitted to the City of Hayward for review and comment and the CEC Compliance Project Manager for review and approval before construction begins. The site plan will comply with all applicable provisions of the City of Hayward General Plan and Municipal Code and Zoning Ordinance, including provisions related to screening and project appearance.

Measures that the applicant has included in its project design to reduce the project's impacts on visual impacts include the following:

- Siting the project on the selected parcel in an area that is developed into industrial uses, and upon which a large concrete building currently exists.
- Designing the proposed building so that its height is similar to the height of the existing onsite building that would be demolished as part of the project.
- Painting the generating plant structures and equipment colors that would blend with the surrounding environment, including shades of off-white, beige, tan, and gray, and using non-glare finishes on project equipment.
- Using minimal signage and project construction signs; signs that would be installed would be made of non-glare materials and unobtrusive colors. The design of any signs required by safety regulations will need to conform to the criteria established by those regulations.
- Minimizing lighting to areas required for safety, security, or operations, and shielding of lighting from public view to the extent possible. Manual switches, timers and/or motion sensors will be used to minimize the amount of time that lights are on in areas where lighting is not normally needed for safety, security, or operation.
- Direction and shielding of lighting to reduce light scatter and glare. Highly directional light fixtures will be used.
- The equipment in the switchyard will have a neutral gray finish.
- The transmission line structures will accommodate both the existing distribution and new transmission lines, avoiding the need to add a new parallel set of poles along Clawiter Road.
- After construction of the linears is complete, disturbed ground surfaces will be restored to their original condition, and paving that had been removed during the construction process will be replaced.

### 8.11.7 Laws, Ordinances, Regulations, and Standards

#### 8.11.7.1 Introduction

This section described the LORS relevant to the visual issues associated with the Eastshore Energy Center. As indicated in the Land Use analysis (Subsection 8.4), the power plant site

is located within the limits of the City of Hayward. The project’s natural gas line, potable water and process water lines, sanitary sewer line, and electric transmission lines are also located within the City of Hayward. No federal, state, or regional visual resources LORS exist. However, visual resource and urban design concerns applicable to the project are addressed in the City of Hayward General Plan (2002) and City of Hayward Municipal Code and Zoning Ordinance (undated). In addition, the Alameda County General Plan addresses SR 92 in its Scenic Route Element (Alameda County, 1994 revised).

The City of Hayward’s plans and ordinances that are pertinent to the project elements, as well as the agency contact information, are listed in Table 8.11-3. The specific provisions of each plan or ordinance that have potential relevance to the project are identified in Sections 8.11.7.2, 8.11.7.3, and 8.11.7.4. Further, with respect to the final design of site plan features (e.g., fencing, landscaping, color treatments of facility components, and rooftops and trash enclosures), it is expected that the applicant will work with the CEC Compliance Project Manager (CPM) and the City of Hayward Chief Building Official (CBO) as appropriate to ensure acceptable compliance with the City of Hayward’s site plan requirements.

**TABLE 8.11-3**  
Laws, Ordinances, Regulations, and Standards Applicable to Eastshore Energy Center Visual Resources

LORS	Purpose	AFC Section Explaining Conformance	Agency Contact
City of Hayward General Plan	<p>The City of Hayward General Plan gives guidance for the physical development of the community through the year 2022. Because most of the available land in Hayward has already been developed for residential, commercial, industrial, and other urban uses, the City is now focusing on maintaining and enhancing existing neighborhoods, business districts, and surrounding open space. The City has explored the implications of smart growth principles in Hayward and has crafted policies that will encourage the use of these principles in long-range planning and development through the year 2022.</p> <p>The General Plan is an integrated and internally consistent set of policies and strategies that address several issue areas (land use, circulation, economic development, housing, community facilities and amenities, conservation and environmental protection, and public utilities and services).</p> <p>The Land Use Element designates the general location of various land uses proposed within the City of Hayward.</p> <p>The Economic Development Element identifies the current economic conditions, constraints, and opportunities in the City of Hayward, and establishes policies and strategies to support economic growth and address other issues related to economic development.</p>	Section 8.11.6.2	David Rizk, AICP City of Hayward Community and Economic Development Department, Planning Division 777 B Street, 1 <sup>st</sup> Floor Hayward, CA 94541 (510) 583-4004 David.Rizk@hayward-ca.gov

**TABLE 8.11-3**  
Laws, Ordinances, Regulations, and Standards Applicable to Eastshore Energy Center Visual Resources

LORS	Purpose	AFC Section Explaining Conformance	Agency Contact
	The Community Facilities and Amenities Element describes such existing and desired facilities in the City.		
	The Conservation and Environmental Protection Element discusses a variety of environmental issues of concern to the City.		
City of Hayward Municipal Code	The Code includes provisions for administration, public safety, public welfare, sanitation and health, businesses, public works, finance, building regulations, zoning, and public utilities.	Section 8.11.6.3	Same as above

**8.11.7.2 City of Hayward General Plan**

The power plant site and linear features associated with the project are all located in the existing industrial area within the city limits of the City of Hayward, and are, therefore, subject to the provisions of the City of Hayward General Plan. The project site is designated as an Industrial Corridor according to the City of Hayward General Plan Land Use Map (City of Hayward, 2006a). The provisions of the City of Hayward’s General Plan regarding visual resources are summarized and evaluated for project conformity in Table 8.11-4.

**TABLE 8.11-4**  
Conformity of Eastshore Energy Center with the City of Hayward General Plan

Provision	Conformity?
<p><b>Land Use Element – Infill Development:</b></p> <p>8. Promote infill development that is compatible with the overall character of the surrounding neighborhood.</p> <ul style="list-style-type: none"> <li>1. Encourage visual integration of projects of differing types or densities through the use of building setbacks, landscaped buffers, or other design features.</li> <li>3. Ensure that design guidelines reflect concerns about the preservation of viewsheds.</li> </ul>	<p>Yes. The power plant will be located on a parcel of land that is surrounded by industrial and office park development. The applicant will comply with the City’s requirements for setbacks, landscaping, and other design regulations. The applicant chose the site, in part, because of its location in the industrial area and its lack of effect on visual resources.</p>
<p><b>Land Use Element – Urban Limit Lines:</b></p> <p>10. Maintain Urban Limit Lines in order to retain an attractive, natural setting and foster a distinctive sense of place.</p> <ul style="list-style-type: none"> <li>2. Cooperate with adjacent cities and Alameda County to protect the permanence of open space designations.</li> </ul>	<p>Yes. The project will have no effect on Urban Limit Lines. In addition, the project will have no effect on the City’s ability to cooperate with cities or the county to protect open space lands.</p>

TABLE 8.11-4  
 Conformity of Eastshore Energy Center with the City of Hayward General Plan

Provision	Conformity?
<p><b>Economic Development Element – Community Development:</b></p> <p>1. Utilize an economic strategy that balances the need for development with other City goals and objectives.</p> <p style="padding-left: 40px;">1. Preserve and enhance Hayward's assets and character, which make it attractive as a residential community and as an economic investment.</p> <p style="padding-left: 40px;">3. Approve development opportunities that result in minimal adverse impacts to the City's environment.</p>	<p>Yes. The project, sited at the selected location at 25101 Clawiter Road, will preserve the industrial character of the area, and will improve the appearance of the site by demolishing the existing aging structure at the site and constructing a new building, associated structures, and planting landscaping that will conform to the City's landscaping requirements.</p> <p>Development of the project at the selected location will result in minimal adverse visual impacts.</p>
<p><b>Economic Development Element – Business Climate:</b></p> <p>4. Continue to enhance the City's image in order to improve the business climate.</p> <p style="padding-left: 40px;">8. Place emphasis on major arterials, gateways to the City, the Downtown, and the Industrial Area in landscaping maintenance and improvements, street cleaning, graffiti removal, and enforcement of community preservation, building codes, zoning, and sign ordinances.</p>	<p>Yes. The project applicant will comply with the City's landscaping, building, zoning, and sign requirements for the Industrial Area. Clawiter Road is a minor arterial (not a major arterial), so City policies applicable to major arterials are not applicable to the project.</p>
<p><b>Community Facilities and Amenities Element – Open Space Corridors:</b></p> <p>6. Enhance the aesthetic and recreational values of open space corridors within the urbanized area.</p>	<p>Yes, the project is not proposed to be located within an open space corridor. Project implementation will have no effect on the City's ability to enhance the aesthetic value of open space corridors in the City.</p>
<p><b>Conservation and Environmental Protection Element – Regional Trails and Open Space Linkages:</b></p> <p>2. Enhance the aesthetic and recreational values of open space resources in the hill and shoreline area.</p>	<p>Yes. Project implementation will have no effect on the City's ability to enhance the aesthetic resources in the hill and shoreline area because the proposed project is not proposed to be located in either area.</p>

Source: City of Hayward, 2002.

### 8.11.7.3 City of Hayward Municipal Code

The City of Hayward Municipal Code includes provisions for administration, public safety, public welfare, sanitation and health, businesses, public works, finance, building regulations, zoning, and public utilities. Applicable to visual resources are the following chapters and associated articles:

- Chapter 5 – Sanitation and Health, Article 7 Community Preservation and Improvement

- Chapter 10 – Planning, Zoning and Subdivisions, Article 1 Zoning Ordinance (for Industrial District<sup>7</sup>), Article 7 Sign Regulations, Article 12 Water Efficient Landscape Ordinance, and Article 15 Tree Preservation

The provisions of the Municipal Code that are applicable to visual resources are summarized and evaluated for project conformity in Table 8.11-5.

TABLE 8.11-5  
Conformity of Eastshore Energy Center with the City of Hayward Municipal Code

Provision	Conformity?
<b>Hayward Municipal Code</b>	
<p><b>Chapter 5 – Sanitation and Health, Article 7 Community Preservation and Improvement:</b></p> <p><b>Section 5-7.20 Public Nuisance:</b> The existence of any of the following conditions on the property is hereby declared to be detrimental to public health, safety, or general welfare and thus constitutes a public nuisance:</p> <p style="margin-left: 40px;">a. Except for items used in the normal course of an authorized business, the accumulation of garbage, litter, bins, boxes, construction debris, bags, dirt, or other debris.</p> <p style="margin-left: 40px;">b. Junk, trash, salvage materials, scrap metal, bottles, cans and wire, or other debris kept on the property other than recycling materials contained in an enclosed non-habitable structure or appropriate containers for less than 30 days.</p> <p style="margin-left: 40px;">g. Construction materials on the property for more than 60 consecutive days where there is no ongoing construction activity.</p> <p style="margin-left: 40px;">p. Overgrown trees or vegetation that obstruct public right-of-way or sidewalk or obscures the necessary view of drivers or pedestrians on public streets or private driveways; or overgrown or unsightly vegetation or weeds which may harbor rats, vermin, or other rodents.</p>	<p>Yes. The applicant will ensure that garbage, junk, litter, bins, boxes, salvage materials, scrap metal, construction debris, and other debris will be routinely and periodically removed from the project site during project demolition and construction activities.</p> <p>Once project construction starts, the applicant intends that onsite construction activity will be continuous, or if construction is forced to halt, it is planned that it will be for less than 60 consecutive days. If currently unforeseen circumstances dictate that onsite construction activities must stop for more than 60 consecutive days, the applicant will coordinate with the City regarding the issue.</p> <p>In addition, the applicant will comply with the City's requirements regarding vegetation trimming, pruning, planting, and removal.</p>
<p><b>Chapter 10 – Planning, Zoning and Subdivisions, Article 7 1 Zoning Ordinance:</b></p> <p><b>Section 10-1.1605 Industrial District (I):</b> The purpose of the Industrial (I) District is to provide for and encourage the development of industrial uses in areas suitable for same, and to promote a desirable and attractive working environment with a minimum of detriment to surrounding properties.</p> <p><b>Section 10-1.1635 Height Limit:</b> The maximum building height for an industrial building has no limit.</p>	<p>Yes. Project implementation will be consistent with the purpose of this zoning ordinance because the project will be developed on a site that is zoned Industrial, and it will be located within an area that is already developed into industrial uses.</p> <p>Yes. Onsite structures will range from 8 feet high (fire fighting container) to 70 feet high (14 exhaust stacks). There is no height limit.</p>
<p><b>Section 10-1.1645 Minimum Design and Performance Standards:</b></p>	<p>Yes. The applicant intends to use colors and finishes for project facilities that will be compatible with the buildings</p>

<sup>7</sup> The project site is designated I (Industrial) according to the City of Hayward Zoning Map (City of Hayward, 2006b).

TABLE 8.11-5  
Conformity of Eastshore Energy Center with the City of Hayward Municipal Code

Provision	Conformity?
<p><b>f. Architectural Design Principles:</b> Refer to the City of Hayward Design Guidelines and Neighborhood Plans where applicable.</p>	and other structures in the project vicinity.
<p>1. Incorporate design elements that are harmonious and in proportion to one another.</p>	<p>Yes. The applicant intends to use colors and finishes for project facilities that will be compatible with the buildings and other structures in the project vicinity. Current plans call for the onsite features to be shades of off-white, tan, beige, or gray to harmonize with the surrounding buildings and structures.</p>
<p>2. Incorporate an attractive mixture of color and materials. Examples of some options include a variety of textures, use of interesting patterns, provisions for interesting shadows, offsets, decorative siding, and attractive accent materials. Select building materials and colors that are harmonious with the site and surrounding uses, buildings, and area. Base colors shall be low reflective, subtle, neutral, including soft white, off-white, or earthtone. Building trim may feature brighter accent colors.</p>	<p>Not applicable. Project plans do not include windows in project features.</p>
<p>3. Articulate entries and windows along all street frontages.</p>	<p>Not applicable. This requirement is not applicable to the type of project that is being proposed at the project site.</p>
<p>4. Create shadow relief with recesses, columns, score lines, trellises, windows, or other features on blank walls when they are visible from adjacent streets.</p>	<p>Yes. The applicant will design project features to conform to City design requirements such as setbacks. The requirement for windows and trellises is not applicable to the type of project that is being proposed at the project site.</p>
<p>5. Building facades in excess of 100 feet long and/or greater than 20 feet in height shall be set back a minimum of 20 feet from the front property line and must incorporate recesses and projections, which may include windows and trellises.</p>	<p>Yes. The applicant will design the portions of the buildings housing HVAC equipment to conform to City design requirements.</p>
<p>6. New buildings shall use roof parapet walls to screen rooftop mechanical equipment. Existing buildings shall use screen walls that are consistent with the design of the building to conceal new rooftop mechanical equipment.</p>	<p>Yes. The applicant will design project features to conform to City design requirements.</p>
<p>7. Any metal clad building which is visible from a street or residential district shall adhere to the above design criteria. Unpainted (gray galvanized) metal surfaces shall not be used on primary structures.</p>	<p>Yes. The applicant will design project features to conform to City design requirements, such as landscaping.</p>
<p>8. Truck loading areas shall not face the street, unless no practical alternative exists.</p>	<p>Yes. The applicant will design project features to conform to City design requirements.</p>
<p>9. Industrial facilities, whose building design is utilitarian by necessity, shall be screened with landscaping.</p>	<p>Yes. The applicant will design project features to conform to City design requirements.</p>
<p><b>i. Fences, Hedges, Walls</b></p>	
<p>1. Fences, hedges, and walls shall not exceed a height of 4 feet in a required front yard or side street yard.</p>	

TABLE 8.11-5  
Conformity of Eastshore Energy Center with the City of Hayward Municipal Code

Provision	Conformity?
<p>2. A masonry wall not less than 8 feet in height shall be required where an industrial district abuts any A, C, FP, MH, OS, R, or residential PD District (except adjacent to a required front or side street yard or abutting a street right-of-way). The masonry wall shall be constructed and maintained along the interior lot lines of such district abutted.</p>	<p>Yes. No masonry wall is required.</p>
<p>3. For fences limited to a maximum of 4 feet in height, the height limit shall not be exceeded at grade measured on either side of the fence. For fences and walls required to be a minimum height (e.g., at least 6 feet high or greater), the height shall be the minimum height when measured on both sides of the fence or wall. Barb or razor wire or similar security fencing shall not be located less than 6 feet above ground along a common property line of a residential property. Such fencing shall not exceed 3 feet in height, and where used, shall be angled toward the industrial use.</p>	<p>Yes. Project fencing will conform to this requirement.</p>
<p>4. Where a lot is situated at the intersection of two or more streets, fences, hedges, and walls shall not be erected, placed, planted, or allowed to grow in such a manner as to obstruct intersection visibility, as contained in Ordinance No. 100 C.S., as amended, Hayward Traffic Code, Sections 9.01 through 9.05, relating to Obstructions to Visibility at Intersections Prohibited, as the same are now in effect or which may hereafter be amended or replaced.</p>	<p>Not applicable.</p>
<p><b>k. Grading:</b> All grading activity shall follow the grading and terrain design standards of the City of Hayward Subdivision Ordinance, and Design Guidelines.</p>	<p>Yes. The applicant will design project features to conform to City design requirements, such as grading.</p>
<p><b>I. Landscaping</b></p>	<p>Yes. The applicant will design project features to conform to City design requirements, such as landscaping.</p>
<p><b>1. Landscape Areas</b></p> <p>a. Required front, side, side street, and rear yard areas shall be landscaped except for permitted driveways and walkways. All other areas not utilized for structures or paving shall be landscaped unless otherwise authorized by the Planning Director or other approving authority because of site constraints, existing or adjacent site conditions, or phased development.</p>	

**TABLE 8.11-5**  
 Conformity of Eastshore Energy Center with the City of Hayward Municipal Code

<b>Provision</b>	<b>Conformity?</b>
<p>b. Parking is prohibited within require front and side street yards. Where no front or side street yards are required.</p> <p>(i) A landscape strip at least 10 feet wide, unless a wider strip is otherwise required by the approving authority, shall be installed between parking areas and all existing or future street rights-of-way; and</p> <p>(ii) The area between all buildings and existing or future street rights-of-way shall be landscaped unless waived by the approving authority.</p>	<p>Not applicable. Adequate parking inside the fenceline will be provided.</p>
<p>c. Required landscaped areas shall be planted with water-conserving trees, shrubs, turf grass, ground cover, or a combination thereof. The sole use of bark, decorative paving, or decorative rock shall not be allowed in required landscape area.</p>	<p>Yes. A detailed landscaping plan will be submitted to the CPM and the City for review and approval.</p>
<p>d. Where any landscaped area adjoins driveways or parking area, Class B Portland Cement concrete curbs shall be constructed to a height of 6 inches above the finished pavement.</p>	<p>Yes.</p>
<p><b>2. Buffer Trees/Landscaping</b></p> <p>a. A minimum of one 15-gallon buffer tree shall be planted for every 20 lineal feet of property line where a required side or rear yard abuts an A, C, MH, OS, R, or residential PD District.</p> <p>b. Masonry walls, solid building walls, trash enclosures, and/or fences facing a street or driveway shall be buffered with continuous shrubs or vines.</p>	<p>Yes. The landscaping plan will conform to these requirements.</p>
<p><b>3. Parking Lot Trees/Planters</b></p> <p>a. Parking areas shall include a minimum of one 15-gallon parking lot tree for every 6 parking stalls, unless an alternative tree planting is approved by the City Landscape Architect.</p> <p>b. Parking lot trees shall be planted in tree wells or landscape medians located within the parking area, unless alternative location is approved by the Planning Director. Required street and buffer trees shall not qualify as parking lot trees.</p> <p>c. The minimum dimension of any tree well or landscape median shall be 5 feet, measured from back of curb.</p>	<p>Yes. The landscaping plan will conform to these requirements.</p> <p>Yes. The landscaping plan will conform to these requirements.</p> <p>Yes. The landscaping plan will conform to these requirements.</p>

TABLE 8.11-5  
Conformity of Eastshore Energy Center with the City of Hayward Municipal Code

Provision	Conformity?
d. The end of parking rows shall be capped with landscape medians, except where space is restricted because of existing site conditions.	Yes. The landscaping plan will conform to these requirements.
e. Parking and loading areas shall be buffered from the street with shrubs, walls, or earth berms, as determined by the Planning Director. Where shrubs are used for buffering, the type and spacing of shrubs shall create a continuous 30-inch-high screen within 2 years.	Yes. The landscaping plan will conform to these requirements.
<b>4. Street Trees:</b> Street trees shall be planted along all street frontages at a minimum of one 24-inch box tree per 20 to 40 lineal feet of frontage or fraction thereof, except where space is restricted due to existing structures or site conditions.	Yes. The landscaping plan will conform to these requirements.
<b>7. Tree Preservation</b>	Yes. The landscaping plan will conform to these requirements.
a. Trees shall be preserved in accordance with the Tree Preservation Ordinance with measures included for tree protection during the construction period.	
b. A tree removal permit is required prior to removing any tree 30 inches or larger in trunk circumference (or approximately 10 inches or larger in trunk diameter), measured 2 feet above the ground.	Yes. The landscaping plan will conform to these requirements.
<b>8. Maintenance</b>	Yes. The landscaping plan will conform to these requirements.
a. After initial installation, all plantings shall be maintained in a reasonably weed-free and litter-free condition, including replacement where necessary as determined by the planning Director.	
b. Required street, parking lot, and buffer trees shall not be severely pruned, topped, or pollarded (cut back to the trunk).	Yes. The landscaping plan will conform to these requirements.
<b>m. Lighting, Exterior:</b> Exterior lighting and parking lot lighting shall be provided in accordance with the Security Standards Ordinance (No. 90-26 C.S.) and be designed by a qualified lighting designer and erected and maintained so that light is confined to the property and will not cast direct light or glare upon adjacent properties or public rights-of-way. Such lighting shall also be designed such that it is in keeping with the design of the development.	Yes. The applicant will design project features to conform to City design requirements, such as for exterior lighting.

TABLE 8.11-5  
Conformity of Eastshore Energy Center with the City of Hayward Municipal Code

Provision	Conformity?
<p><b>n. Outdoor Storage:</b> All uses shall be conducted wholly within enclosed buildings. Minor open storage is a secondary use and is permitted, provided the materials, products, or equipment stored are necessary to the operation of a use being conducted on the site. Storage shall not be placed within required yard or parking areas, and the storage shall be compatible with adjoining uses, as determined by the Planning Director (for example, adequately screened, set back or not too high, and not visually unpleasant as with outside storage of appliances in conjunction with appliance sales/service).</p>	<p>Yes. The applicant will design project features to conform to City design requirements, such as for onsite storage.</p>
<p><b>q. Roof-Mounted Equipment:</b> Roof-mounted equipment, antennas, satellite dishes, support structures, and similar devices shall be screened from public view, preferably by the roof form, as required by the Planning Director or other approval authority.</p>	<p>Yes. The applicant will design those portions of the buildings housing HVAC equipment to conform to City design requirements, such as for roof-mounted equipment.</p>
<p><b>r. Signs:</b> Signs shall be of a design in harmony with the environment, shall not constitute excessive visual impact, shall not be hazardous to vehicle traffic, and shall be of a quality conducive to the development of commerce. (Refer to the City of Hayward Sign Ordinance for specific regulations).</p>	<p>Yes. The applicant will design project features to conform to City design requirements, such as signage.</p>
<p><b>s. Surfacing:</b> All open areas not landscaped shall be treated or paved with an all-weather, dustless material, such as an asphaltic surface, as approved by the Planning Director. Surfacing shall be permanently maintained, including replacement where necessary.</p>	<p>Yes. The applicant will design project features to conform to City design requirements, such as onsite surfacing.</p>
<p><b>t. Trash and Recycling Facilities</b></p> <ol style="list-style-type: none"> <li data-bbox="259 1234 779 1396">1. Trash and recycling facilities shall be adequately screened from view, utilizing a decorative wood or masonry wall or combination thereof (unless waived by the Planning Director or other approving authority) compatible with the design of the primary building on the site.</li> <li data-bbox="259 1417 779 1528">2. Shall be located no further than 100 feet from the use it is designed to serve, unless the site topography is such that adhering to this standard would interfere with the collection of trash.</li> </ol>	<p>Yes. The applicant will design project features to conform to City design requirements, such as for trash and recycling facilities, as applicable.</p>
<p><b>Chapter 10 – Planning, Zoning and Subdivisions, Article 7 Sign Regulations:</b></p> <p>Section 10-7.301 Permits Required: (a) It is unlawful to erect any sign except those exempted under Section 10-7.500 without first obtaining a sign permit from the Development Review Services Division and a building permit and/or an electrical permit as required by the City Building Official. Fees for sign permits, building permits, and electrical permits are based on current Master Fee Schedule and are non-refundable.</p>	<p>Yes. The applicant will obtain a Sign Permit, and will design project sign(s) in accordance with the City of Hayward sign regulations.</p>

TABLE 8.11-5  
Conformity of Eastshore Energy Center with the City of Hayward Municipal Code

Provision	Conformity?
<p>Section 10-7.307 Design: Sign design shall be integrated with the building and landscape design. Review of the sign design by the Director of Community and Economic Development/Planning Director may be necessary in certain circumstances. The surface where a previous sign existed must be repaired, patched, and/or cleaned before a new sign is installed.</p>	Yes. The site design will conform to these requirements.
<p>Section 10-7.308 Lighting – (a) Internal and external sign lighting shall be designed to prevent light spillage and glare onto any adjacent residentially zoned property or public right-of-way. (c) Neon lighting may be used in all but the residential districts, and is subject to review. (d) The use of unshielded lighting, including incandescent light bulbs hung or strung on poles, wires, or any other type of support, to illuminate buildings, structures, in windows, or at outdoor sales or storage areas, is prohibited except on a temporary basis for areas in which carnivals, fairs, Christmas tree lots, or other similar activities have been approved under a short-term promotional program. (e) The type of illumination for all signs is subject to approval by the Director of Community and Economic Development/Planning Director or approving authority.</p>	Yes. The site design will conform to these requirements.
<p>Section 10-7.403 Sign Regulations by Zoning District</p>	
<p>(j) Industrial:</p>	
<p>Maximum number – 1 sign per 50 linear feet of establishment frontage, up to 3 signs maximum</p>	
<p>Maximum area – 1 square foot per linear foot of establishment frontage, or 25 square feet, whichever is greater</p>	
<p>Freestanding/Monument Sign – 14 feet</p>	
<p>Wall Sign(s) – no higher than building wall it is mounted on, with exceptions for freeway-oriented signs</p>	
<p>Setback – 10 feet from all property lines, except freestanding or monument sign that is no higher than 6 feet may be 2 feet from the front property line so long as it does not interfere with visibility</p>	
<p>Illumination – all types in accordance with Section 10-7.308</p>	

TABLE 8.11-5  
 Conformity of Eastshore Energy Center with the City of Hayward Municipal Code

Provision	Conformity?
<p>Additional – Industrial or office complex or directory sign: 1 per complex, with maximum sign area of 50 square feet per face; 100 square feet total. When a complex has 2 or more street frontages, 2 or more street entrances, or a large number of buildings, the Director of Community and Economic Development/Planning Director may approve additional signs as needed to adequately direct the public to the business location.</p> <p><b>Chapter 10 – Planning, Zoning and Subdivisions, Article 12 Water Efficient Landscape Ordinance:</b></p> <p>Section 10-12.12 Landscape Design Standards: Includes provisions for (a) Landscape Water Use, (b) Plant Selection, (c) Turf Limitation and Type, and (d) Mulch.</p> <p><b>Chapter 10 – Planning, Zoning and Subdivisions, Article 15 Tree Preservation:</b></p> <p>Defines the protected trees, identifies the permits required, provides for the protection of all protected trees that are in good health, and describes the permit, appeal, and penalty processes.</p>	<p>Yes. The applicant will comply with the City’s regulations regarding landscaping at the project site.</p> <p>Yes. The applicant will comply with the City’s regulations regarding tree preservation, if applicable to the vegetation that exists at the project site.</p>

Source: City of Hayward, No Date.

#### 8.11.7.4 Scenic Route Element of the Alameda County General Plan

SR 92 is not an Officially Designated or Eligible Scenic Highway within the California Scenic Highway System (Caltrans, 2006).

In 1966, Alameda County adopted a Scenic Route Element as part of the County’s General Plan. In that element, the County designated SR 92 through Hayward (referred to in the Plan as the “Jackson Freeway”) as a scenic freeway/expressway. Because this highway and all the land around it falls within the City of Hayward, the County has no jurisdiction in this area, so the provisions of this Plan have no legal force in this area.

#### 8.11.7.5 Summary of Project’s Conformity with Applicable LORS

The project is consistent with applicable LORS related to visual resources issues.

#### 8.11.8 Permits/Approvals Required

No permits of direct relevance to visual resources issues are required for the project. The required approvals that are of the most direct relevance to visual resources issues are the approval of the Grading Plan and issuance of the construction, grading, and encroachment permits, as discussed in Subsection 8.4, Land Use.

### 8.11.9 References

- Alameda County. 1966/1994. Scenic Route Element of the General Plan. Adopted May 1966 and amended May 5, 1994.
- Buhyoff, G. J., P. A. Miller, J. W. Roach, D. Zhou, and L. G. Fuller. 1994. An AI Methodology for Landscape Visual Assessments. *AI Applications*. Vol. 8, No. 1, pp. 1-13.
- California Department of Transportation (Caltrans). 2006. The California Scenic Highway System. A List of Eligible (E) And Officially Designated (OD) Routes (By Route). Accessed online in August 2006 at <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>.
- City of Hayward. Community and Economic Development Department, Planning Division. 2006a. City of Hayward General Plan Land Use Map. June 30.
- \_\_\_\_\_. Community and Economic Development Department, Planning Division. 2006b. City of Hayward Zoning Map. Revised June 12.
- \_\_\_\_\_. Community and Economic Development Department, Planning Division. 2002. City of Hayward General Plan. Adopted March 12.
- \_\_\_\_\_. Community and Economic Development Department, Planning Division. No date. Hayward Municipal Code, including Chapters 5, 7, and 10. Accessed online in August 2006 at <http://www.hayward-ca.gov/municipal/hmcPDM.shtm>.
- United States Forest Service. 1995. National Forest Landscape Management Volume 1. Washington D.C.: Superintendent of Documents.
- United States Department of Transportation Federal Highway Administration. 1988. Visual Impact Assessment for Highway Projects.





**LEGEND**

- Site Location
- Transmission Line Route
- Photograph Location
- Direction Camera Pointed
- 1 Photo Number



**FIGURE 8.11-1**  
**PHOTO LOCATIONS**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA





**Photo 1:** View looking southwest toward the power plant site from the mailbox at the nearest residence, 2765 Depot Road.



**Photo 2:** View looking northwest toward the existing building at the power plant site from the Fremont Bank Operations Center parking lot located adjacent to, and on the south side of, the power plant site.

**FIGURE 8.11-2a**  
**LANDSCAPE CHARACTER PHOTOS**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA





**Photo 3:** View looking south toward the existing building at the power plant site (the building that would be demolished as part of the project), from Depot Road.



**Photo 4:** View looking west toward the existing building at the power plant site (the building that would be demolished as part of the project), from the east side of Clawiter Road.

**FIGURE 8.11-2b**  
**LANDSCAPE CHARACTER PHOTOS**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA

**CH2MHILL**





**Photo 5:** View looking east along Depot Road from the south side of the road from a location east of Viking Street.



**Photo 6:** View looking northeast toward the construction laydown area from Diablo Industrial Park at the Clawiter Road/Diablo Avenue intersection.

**FIGURE 8.11-2c**  
**LANDSCAPE CHARACTER PHOTOS**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA

**CH2MHILL**





**Photo 7:** View looking west toward the Fremont Bank Operations Center (the building adjacent to, and on the south side of, the project site), from the proposed project construction laydown area.



**Photo 8:** View looking north from along the west side of Clawiter Road from Alameda Electrical Distributors, Inc., 25823 Clawiter Road (south of Enterprise Avenue).

**FIGURE 8.11-2d**  
**LANDSCAPE CHARACTER PHOTOS**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA

**CH2MHILL**





**Photo 9:** View looking south along Clawiter Road from the southwest corner of the Clawiter Road/Diablo Avenue intersection.



**Photo 10:** View looking north along Clawiter Road from Galaxy Tire and Wheel, Inc., 25858 Clawiter Road, located on the east side of the road.

**FIGURE 8.11-2e**  
**LANDSCAPE CHARACTER PHOTOS**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA

**CH2MHILL**





**Photo 11:** View looking northwest along Production Avenue from its intersection with Investment Boulevard.



**Photo 12:** View looking southeast from between two buildings located on the south side of Investment Boulevard toward the existing PG&E Eastshore electrical substation that would be the southern terminus of the project.

**FIGURE 8.11-2f**  
**LANDSCAPE CHARACTER PHOTOS**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA

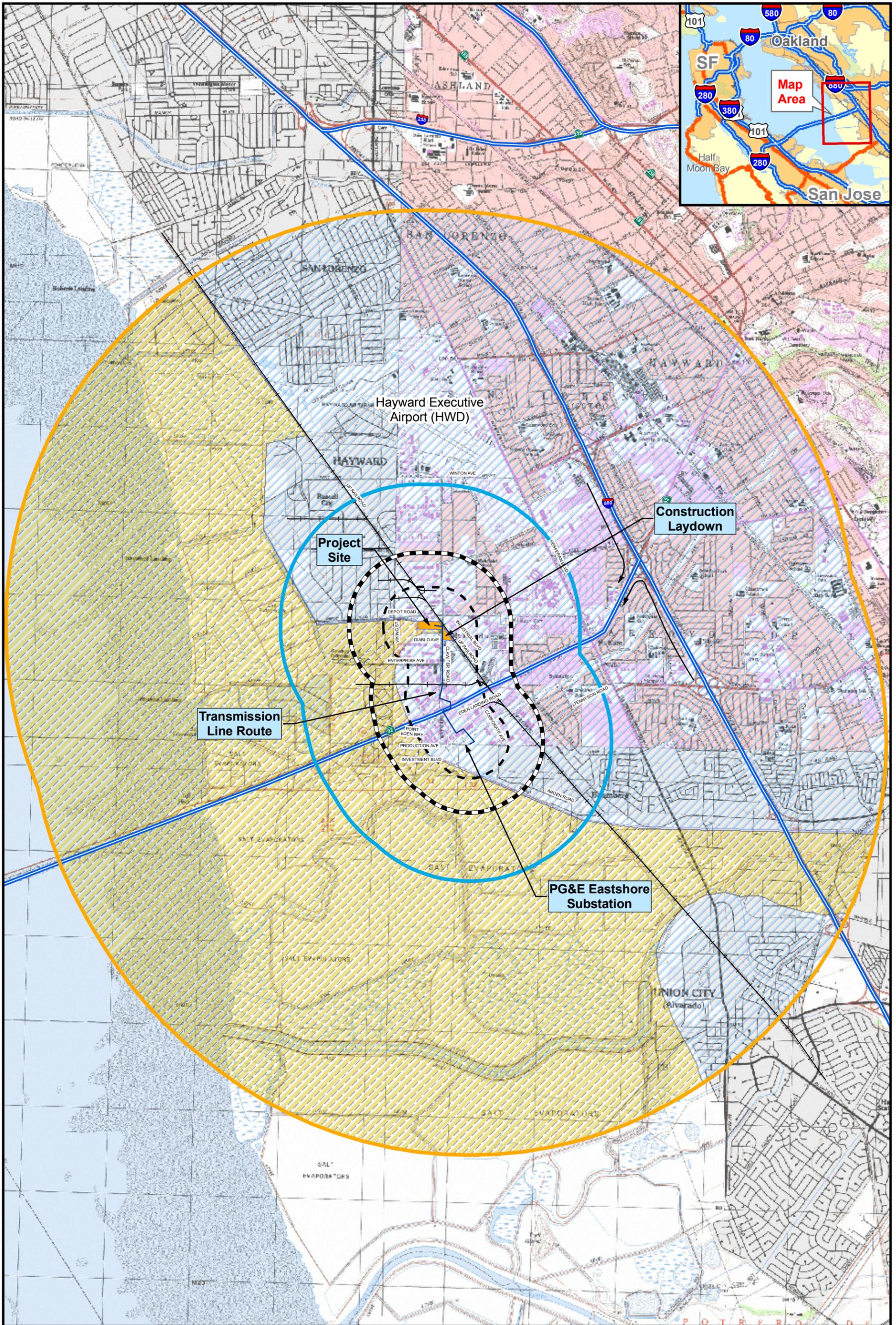




**Photo 13:** View looking northeast from Arden Road toward the existing PG&E Eastshore electrical substation.

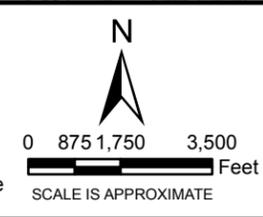
**FIGURE 8.11-2g**  
**LANDSCAPE CHARACTER PHOTOS**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA





**LEGEND**

- Site Location
- 0.25 Mile Buffer
- 1 Mile Buffer
- Generally Visible
- Intermittently Visible
- 3 Mile Buffer
- Transmission Line Route
- 0.5 Mile Buffer



**FIGURE 8.11-3**  
**PROJECT VISIBILITY**  
 EASTSHORE ENERGY CENTER  
 HAYWARD, CALIFORNIA





**FIGURE 8.11-4A**  
**EXISTING SITE CONDITIONS**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA





**FIGURE 8.11-4B**  
**ARTIST RENDERING OF EASTSHORE ENERGY CENTER**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA





**KOP 1:** Existing view toward the power plant site from the Gettysburg Avenue and Bradford Avenue intersection, located within a residential subdivision.

**FIGURE 8.11-5**  
**KOP 1: EXISTING VIEW TOWARD THE POWER PLANT SITE**  
EASTSHORE ENERGY CENTER  
HAYWARD, CALIFORNIA