

SUBSECTION 8.11

Visual Resources

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 appreciative enjoyment of the environment. Visual resources impacts are generally defined in terms of a project's physical characteristics and potential visibility and the extent to which the project's presence would change the perceived visual character and quality of the environment in which it would be located.

This section discusses the potential for the construction, operation, and maintenance of the proposed project to cause significant impacts to visual resources in the project vicinity.

This section was prepared following the CEC guidelines for preparing visual impact assessments for AFCs. Section 8.11.2 documents the visual conditions that now exist in the project area. Section 8.11.3 describes the changes to the project area's landscape from project implementation. Section 8.11.4 discusses the significance of the potential impacts of the project. Section 8.11.5 discusses the potential cumulative impacts of this and other projects on the visual resources in the area. Section 8.11.6 summarizes the mitigation measures that reduce the project's potential impacts on visual resources to a level of less than significant. Section 8.11.7 identifies the laws, ordinances, regulations, and standards that are applicable to the project. Section 8.11.8 lists the references used in preparation of this section. All figures for this subsection are located at the back.

8.11.2 Affected Environment

8.11.2.1 Regional Setting

Land uses within San Francisco are diverse. The western and northwestern shorelines provide areas for open space and recreation, and the northeastern and eastern shorelines provide opportunities for maritime commercial activities and other waterfront uses. Commercial and residential uses are located throughout the City. Open spaces, such as parks, landscaped areas, or undeveloped natural areas, are also found throughout the City. Major roads and freeways both connect and divide neighborhoods, commercial districts, and industrial areas.

The larger landscape region within which the project is located is the northern San Francisco peninsula. The landscape of this region is characterized by: the open waters of the Pacific Ocean and San Francisco Bay, various types of developed areas including commercial, residential, and industrial structures, local streets and state highways, and open spaces. The Ocean and Bay play important roles in this landscape region in that they are often the focus of views from the hills and shoreline areas, in addition to being places of human activity.

Yerba Buena Island and Treasure Island and the Golden Gate and San Francisco-Oakland Bay bridges crossing the Bay also are distinctive and well-known features. Distance, in combination with haze, smog, or fog often limits visibility from Yerba Buena Island. The project site is visible from the Bay Bridge, but it is a background view (greater than 3 miles), and the bridge structure partially screens views, so onsite features are not clearly discernible. The East Bay hills form the regional backdrop on the eastern side of the Bay.

Views toward the project site are available at public viewpoints, private residences, and parks. The 300-foot-high Unit 3 stack at the Potrero Power Plant is visible from the East Bay, but other distinctive landscape features dominate the views from that area. In addition, the hills within San Francisco to the west of the project site form additional focal features, and may define local neighborhoods. View opportunities toward the project site exist at the higher elevations on the hills, but due to the distance, site features are not clearly evident.

The project site is not clearly visible from ferries, private vessels, or personal watercraft out on the Bay, due to the existing Potrero Power Plant located to the east of the project site and the industrial development located near the shoreline to the north and south of the project site. These existing features all serve to screen the project site from view from the Bay. The view of the site from the water is considered to be from the middleground or background.

Interstate-280 (I-280), located approximately 0.3 mile to the west of the project site, is a major commuter route and entry into the City. Most of the facilities that are currently located at the project site are seen for a relatively short duration when traveling northbound on the freeway. Fewer opportunities to view the site are available when traveling southbound on I-280.

A residential neighborhood exists along Tennessee Street, north of Tubbs Street. These are the closest residences to the project site, and are approximately 600 feet from the site. Views of the site from these residences are mostly screened by a multi-story building located on Third Street between 22nd and 23rd streets, except for the residences on Tennessee Street nearest to Tubbs Street. Those residences would have a view of only the southwestern corner of the project site, partially screened by the existing PG&E switchyard that is located between the residences and the project site.

SBC Park is located approximately 1.5 miles north of the project site in the China Basin area. The higher stands in the Park may afford views to the south toward the project site; however, these views are dominated by the Bay, ball field, and surrounding lights, and are obstructed by the industrial development between the Park and the project site.

The taller structures in the downtown area of the City provide views of parts of the Bayshore, with some southward views toward the project from approximately 2 to 3 miles away. These views are from offices and residences. Although viewers in the downtown area could be focused south frequently and for long periods of time, there are many other manmade structures and natural landscape features in the intervening landscape that draw viewers' attention.

8.11.2.2 Project Vicinity Setting

Photographs were taken in December 2003 to document the character of the landscape in the vicinity of the project site. Figure 8.11-1 is a map of the area that depicts the project site, the relative locations where the photos were taken, and also indicates the direction that the camera was focused for each photo.

Photo LC-1 on Figure 8.11-2 is the view looking south from the Agua Vista Park toward the project site. It is located on Terry A. Francois Boulevard (also known as China Basin Street) approximately 0.65 mile from the site. The park consists of a small area with picnic tables and a public pier. Recreation use at the park does not appear to be high. The San Francisco

General Plan's Recreation and Open Space Element identifies this park for expansion and improvement (CCSF, 1998a). As shown in the photo, views of the site would be partially screened due to the structures in the foreground. The water shown in the photo is part of the Central Basin. The project would be located in the left one-third of the photo near the existing 300-foot-high Potrero Unit 3 stack¹.

Photo LC-2 on Figure 8.11-2 is the view looking southeast toward the project site from the 20th Street overcrossing of I-280. This viewpoint is approximately 0.4 mile from the site. This photo shows the industrial character of the area in which the project site is located. The 300-foot-high Potrero Unit 3 stack is visible toward the left of the photo. This feature serves as a landmark that helps to identify the approximate location of the proposed project features, which would be sited in the area to the right of the stack.

Photo LC-3 on Figure 8.11-3 is the view looking northeast from a multi-story single-family residential building located at 1415 Indiana Street (between 25th and 26th streets). These residences are located approximately 0.3 mile southwest of the project site. There are fewer than 100 residences within this immediate area; the area is predominantly industrial. The photo was taken from the second floor landing of the residential building. Views toward the project site from the lower levels of this building are mostly, if not completely, screened by the industrial buildings located on 25th Street. The 300-foot-high stack, although visible from this location, does not appear out of character due to the other vertical elements in the photo (the several overhead electrical distribution poles) and the industrial character of the area. As demonstrated by the photo, there are no views of the Bay from this level, and therefore, there would be no views of the Bay from street level. Upper levels within this residential development are afforded partially-screened views of the Bay and the project site. Although the foreground context of these views is industrial in character, because of the views of the Bay and the distant East Bay hills, the views from the upper floors of these residences could be considered to be moderately high in visual quality. Views from the lower levels of residences are considered to be of low visual quality because of the dominance of the nearby industrial structures (as shown in the photo).

Photo LC-4 on Figure 8.11-4 is the view at Warm Water Cove Park looking northwest toward the project site. Warm Water Cove Park is located approximately 0.2 mile southeast of the project site. The park has picnic tables, a short trail, a pier, and landscaping that does not appear to be well maintained. The park appears to have a low level of use. The San Francisco General Plan's Recreation and Open Space Element identifies this park for improvement (CCSF, 1998a), and the San Francisco General Plan's Central Waterfront Area Plan identifies this park for improvement and expansion (CCSF, 1998b). The high quality views from the park are those that are oriented toward the Bay. The views in other directions are dominated by industrial structures and disturbed or paved areas. Views toward the site from this park are, to a large degree, screened due to the presence of the large white building visible in the photo. This building is located on the south side of 23rd Street. A small portion of the old red brick structure known as Station A, which occupies a portion of the project site, is visible in the right one-third of the photo. This building would be removed prior to or as part of the project.

¹ The height of the stack is 300 feet. It was built at an elevation of approximately 3 feet mean sea level (msl). Therefore, the top of the stack is approximately at elevation 303 feet.

8.11.2.3 Project Site Setting

The San Francisco Electric Reliability Project (SFERP) is proposed to be developed in an industrial setting near the western shore of San Francisco Bay within the City and County of San Francisco (CCSF) at the location indicated on Figure 8.11-1. The project site consists of an approximately 4.5-acre area that is adjacent to the PG&E Potrero Substation. The area is now occupied by three large red brick buildings, which once housed power generation equipment. Two of these buildings would be removed prior to development of the project at the site. The Potrero Power Plant is located directly east of the site. Potrero Unit 3, which includes a 125-foot-high power plant structure and a 300-foot-high exhaust stack, is a visually prominent landmark in this portion of San Francisco.

Photo LC-5 on Figure 8.11-4 is the view from 23rd Street looking northeast into the project site. The project site is bounded on the north by a paved roadway (Humboldt Street), on the west by PG&E's Potrero Substation, on the east by the existing Potrero Power Plant, and on the south by a paved roadway (23rd Street). The site was previously used for power generation, but currently, the parcel is not being used. There are three brick buildings and one painted corrugated metal building on the parcel. In addition, the paved site is overgrown with tall weedy vegetation. This photo documents the existing condition, character, and visual quality of the site.

To the left of the photograph's center, a small portion of a brick building with a sloped roof is visible. This building (meter house) would be retained and would become the control building for the project. To the right of this building is a brick building (compressor house) that once served as a generator hall. This building would be removed prior to or as part of the project. Behind and to the right of this building is a large structure known as Station A. The walls of this structure are approximately 68 feet high, and the peak of its roof rises to a height of 77 feet.² This building would also be removed prior to or as a part of the project. The metal building in the far left foreground of the photo is the PG&E control building for the substation located adjacent to and to the west of the project site. This building would not be affected by the project.

The metal building in the distance in the left one-third of the photo would be removed as part of the project. The 300-foot-high stack at the Potrero Power Plant is visible at the end of 23rd Street at the right side of the photo. The building shown in the far right of the photo is a warehouse and office building located on the south side of 23rd Street. As review of photo LC-5 on Figure 8.11-4 suggests, the site does not contain any features that would be considered to be scenic resources. The visual quality of the site is considered low.

8.11.2.4 Natural Gas Pipeline and Supply Water Pipeline Routes

The proposed underground natural gas pipeline would be 250 feet long. It would provide natural gas to the project site via a connection at the PG&E Potrero Substation to the west and adjacent to the project site. The visual quality of the proposed alignment (project site and adjacent PG&E site) is considered low.

² The FSA that was prepared for the proposed Potrero Unit 7 Project erroneously indicates that the Station A structure is 105 feet high. The height figures presented here are based on a review of building drawings, and are consistent with observations of this building in relationship to nearby structures of known heights.

The proposed underground process water pipeline would be approximately one mile long. It would begin at the eastern deadend of Marin Street, be routed north parallel to the railroad tracks, then east on Cesar Chavez Street, north on Tennessee Street, and then east on 23rd Street terminating near the eastern boundary of the project site. The route is shown on Figure 2-1. The area through which this pipeline route would be aligned is a completely developed landscape devoted to urban (industrial, commercial, and a few residences) uses; it has a moderately low-to-low visual quality.

8.11.2.5 Construction Laydown Area

The 10-acre construction laydown area would be located from about 100 feet west of Maryland Street to about 150 east of Massachusetts Street, and between 25th Street and 200 feet north of Cesar Chavez Street (see Figure 2-1). The site is a previously disturbed, relatively flat, vacant parcel of land with a low level of visual quality.

8.11.2.6 Existing Lighting in the Project Area Vicinity

The project site, when viewed at night, nearly fades from view because of the lack of lighting currently at the site. A partial silhouette of the Station A building is visible due to the lighting along 23rd Street and on the adjacent parcels.

Existing visible night lighting in the project vicinity is substantial, ranging from softer amber-colored light to intense white light. Light sources include the nearby commercial buildings, industrial facilities, the existing adjacent Potrero Power Plant (including lights on the 300-foot-high stack and 125-foot-high power plant structure), the adjacent PG&E Substation, shipyards, automobile lights and streetlights on I-280 and nearby city streets, residences, and across the Bay along the shoreline and in the hills. Many of the lights are unshielded or occur in clusters, creating a more prominent visual source of light.

8.11.2.7 Sphere of Influence

The visual sphere of influence (SOI) for the proposed project represents the area from which the project has the potential to be visible. Depending on location, views toward the proposed power generating facility could be blocked by other structures, trees, shrubs, or other features in the viewer's immediate foreground. From some viewpoints, only the tops of the project's taller features will be visible. From other viewpoints, where there are open or partially open views toward the site, the proposed power generating facility has the potential to be more visible.

The boundaries of the SOI (the area of potential visibility around the project) are considered to extend no more than 3 miles from the project site. This is because elements of a view that are 3 miles or more away are considered to be a part of the background, the landscape zone in which little color or texture is apparent, colors blur into values of blue or gray, and individual visual impacts become less apparent (USDA, 1973). In addition, observations of larger combined-cycle power plant projects indicate that after about 2.5 miles, the facility's details become blurred and the facility becomes a relatively small element in the overall landscape, with a very limited level of visual prominence.

The SOI for this project needs to take into account the existing structures in the area, including the existing 300-foot-high Potrero Unit 3 stack located adjacent to the project site on its east side. Figure 8.11-5 shows the 3-mile boundary around the project site. It also

shows the areas where views toward the project site are either partially or fully obstructed due to topographic conditions. It does not take into consideration the screening effects of minor variations in terrain, adjacent development, or vegetation, which would further limit views of the site. Beyond the mapped SOI, the proposed project is not expected to be visible due to screening, or would be of such a small size in the background field of view that significant impacts to visual resources would not be expected.

8.11.2.8 Sensitive Viewing Areas and Key Observation Points

To structure the analysis of the project's effects on visual resources, the view areas that would be the most sensitive to the project's potential visual impacts and the sensitive receptors³ in those areas were identified. Representative viewpoints from these sensitive receptor locations are referred to as Key Observation Points (KOPs). Two KOPs were selected for detailed analysis for the proposed project. The KOPs were selected based on: (1) their expected unobstructed views of project facilities from those residences, and (2) their being generally representative of views from several residential areas and from I-280 and the Potrero Hill Recreation Center.

Figure 8.11-1 indicates the locations where the two KOP photos were taken and the direction that the camera was focused for each photo. The KOPs "existing view" photos are the "before" views of the project site. As shown, the two areas selected as KOPs lie approximately 0.5 mile from the project site and are, therefore, areas in which project features would be visible in the foreground/middle ground⁴.

For each of the KOPs, photo simulations were developed to serve as a basis for visualizing the project's potential effects from representative locations. In evaluating the sensitivity of the viewing areas potentially affected by the project, consideration was given to distance from the project site, numbers of viewers, and the presence of residential or recreational uses. The visual analysis is not based solely on the view from these KOPs.

To respond to the CEC's requirement that an assessment be made of the visual quality of the landscapes potentially affected by the project, the discussion of the views seen from the KOPs includes ratings of the visual quality of the landscapes that they represent. These ratings were developed based on a series of in-field observations carried out in December 2003, review of photos of the affected area, and review of methods for assessment of visual quality. The final assessment of the visual quality of the views from each of the KOPs was made based on professional judgment that considered a broad spectrum of landscape assessment factors. The factors considered included evaluation of:

- 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

³ 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.

⁴ The foreground view zone is generally less than 0.5 mile from the viewer; the middleground view zone is generally 0.5 mile to 3 miles from the viewer.

- Visual composition, including assessment of the complexity and vividness of patterns in the landscape.

The landscape quality ratings expressed as a scale of six landscape quality classes are listed in Table 8.11-1. This rating system is based on the scale developed for use with an artificial intelligence system for evaluation of landscape visual quality developed by a group of landscape scholars at Virginia Tech (Buhyoff et al., 1994). The scale has a common-sense quality and is readily understandable. It defines landscape quality in relative terms, contrasting landscapes that are average in visual quality with those that are above and below average, and those that are at the top and bottom of the landscape quality spectrum.

TABLE 8.11-1
Landscape Visual Quality Scale Used in Rating the Areas Potentially Affected by the Proposed Project

Rating	Explanation
Outstanding Visual Quality	A rating reserved for landscapes with exceptionally high visual quality. These landscapes will be significant regionally and/or nationally. They usually contain exceptional natural or cultural features that contribute to this rating. They will be what we think of as "picture post card" landscapes. People will be attracted to these landscapes to be able to view them.
High Visual Quality	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 are often landscapes which have high potential for recreational activities or in which the visual experience is important.
Moderately High Visual Quality	Landscapes which 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 in the landscape, to the arrangement of spaces, in the landscape, or to the two-dimensional attributes of the landscape.
Moderate Visual Quality	Landscapes which 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.
Moderately Low Visual Quality	Landscapes that have below average scenic value but not low scenic value. They may contain visually discordant man-made alterations, but the landscape is not dominated by these features. They often lack spaces that people will perceive as inviting and provide little interest in terms of two-dimensional visual attributes of the landscape.
Low Visual Quality	Landscapes with low scenic value. The landscape is often dominated by visually discordant man-made alterations; or they are landscapes that do not include places that people will find inviting and lack interest in terms of two-dimensional visual attributes.

Source: Buhyoff et al., 1994.

The environment surrounding the project site, including the area where the proposed natural gas and process water pipelines, and construction laydown area are located, is a landscape of moderately low-to-low visual quality. It is characterized by developed urban uses that include industrial, port, and power plant facilities located in an industrial setting within the City of San Francisco.

Near the project site, views of the Bay are largely obscured by existing facilities. From higher elevations, such as on Potrero Hill located to the west of the project site approximately 0.5 mile, views of the Bay exist to varying degrees, depending on the height and mass of the structures along the western shore of the Bay. On foggy days, views of the

Bay are obstructed; on clear days, it may be possible to see the East Bay Hills on the east side of the Bay. In addition, the 300-foot-high Potrero Unit 3 stack that is located to the east of the project site (and is used as a landmark in locating the project site in the photos) becomes less visible on foggy days, except for the plume that it emits. On warm, clear days, the Potrero stack typically does not emit a plume.

The KOPs are described below.

8.11.2.8.1 KOP 1 - 20th Street at Mississippi Street. Figure 8.11-6a depicts the view from KOP 1, a residential area on Potrero Hill that is located approximately 0.5 mile northwest of the project site. The photograph was taken from a residence that is located on the northeast corner of Mississippi Street at 20th Street, facing southeast. This view was selected as representative of up to 100 residences on Potrero Hill that would have varying views of the project site, depending on the height and mass of the other intervening residential structures on the hill. This view may also be considered representative of motorists' views while traveling eastbound on 20th Street, when at the higher elevations on the hill, although motorists' views would be fleeting.

The photo shows 20th Street in the immediate foreground, residential structures, and the 300-foot-high stack in the distance to the left of photo center. The upper portions of the brick buildings that are located at the project site (and would be demolished prior to or as part of the project) are visible in this view to the right of the stack.

The sensitivity of this view is considered moderate, and the view from this location can be classified as having moderate visual quality. Although the foreground of the view is developed and includes industrial features, the view's positive attributes include the visual interest that is afforded by the textures and colors of the residential structures in the foreground and the expansive view of the open water of the Bay and of the distant East Bay hills.

8.11.2.8.2 KOP 2 - Missouri Street at Watchman Way. Figure 8.11-7a depicts the view from KOP 2, a residential area located on Potrero Hill immediately east and somewhat downslope of the Potrero Hill Recreation Center. This neighborhood is located approximately 0.5 mile west of the project site. This view was selected as representative of up to 100 residences that are located on the east slope of Potrero Hill. It may also represent the view seen by recreationists at the Potrero Hill Recreation Center, although views to the east from that area are largely screened by the mature vegetation. This location may also represent the fleeting view of passengers in vehicles that are traveling north on I-280 when their view is focused to the east. The elevation of the motorists traveling on I-280 would not be as high as the residences located on Missouri Street at Watchman Way, so passengers' views of the project site are more obstructed than at the residences. As shown in the photo, the urban setting is the dominant theme of the photo. Residences are located in the immediate foreground. I-280 is shown on the right side of the photo, as are electrical distribution conductors and the electrical pole. Industrial development is seen in the photo between the freeway and the edge of the Bay. Existing industrial structures are visible in this view, including the Potrero Unit 3, 125-foot-high power plant building, 300-foot-high stack and the red brick structures on the project site that would be demolished prior to or as part of the project. The project facilities would be located in the general area where these large brick buildings are visible in the photo.

If this view were evaluated only in terms of the industrial development visible in the foreground and middleground, the sensitivity of the view would be considered to be low and the level of visual quality would be considered to be low as well. However, the view also includes an expansive panorama of the Bay and East Bay hills that is visible in the background. Taking the entire view into account, the visual quality of the view is moderately low to moderate, and the level of sensitivity is moderate.

8.11.3 Environmental Consequences

8.11.3.1 Proposed Project Appearance

8.11.3.1.1 Generating Facility, Supply Water Treatment Plant, Switchyard, Transmission Lines, and Natural Gas Metering Station Site. The proposed natural gas-fired generating facility, process water treatment plant, switchyard, transmission lines, and natural gas metering station are described in detail in Chapter 2.0, Project Description. Figure 2-2 shows the layout of the proposed project features on the site, and Figure 2-3 provides typical elevation views. Table 8.11-2 summarizes the dimensions of the generating facility's major features.

TABLE 8.11-2
Approximate Dimensions of the Major Project Features

Feature	Height (feet)	Length (feet)	Width (feet)	Diameter (feet)
Combustion Turbine Generators (CTGs)				
Combustion turbines & generators (base unit)	14.5	56.5	13.5	—
Inlet air filters	12	33	37	—
SCR casings	33	60	25	—
CTG exhaust stacks	85	—	—	12
Chiller cooling tower	45	48	38.5	—
Tanks				
Deionized (DI) water storage tank	32	—	—	42
Treated water storage tank	32	—	—	60
Aqueous ammonia storage tank	—	30	—	8
Service building	21	186	75	—
Electric building	21	100	42	—
Administration/control building	28	92	44	—

The proposed features would change the existing landscape from a site that is paved and includes two very large and one smaller red brick buildings, one metal building, and tall weedy vegetation to a paved site with four buildings (one brick, and three that would be a combination of wood and metal), electrical and gas metering equipment, and an onsite road. Three 85-foot-tall stacks would be the tallest project features at the site. They would appear to be considerably shorter than the Potrero Unit 3 power plant building and one-third the

height of the Potrero Unit 3 stack.⁵ The exteriors of all project elements would be treated with a neutral gray finish that would optimize visual integration with the surrounding environment. The exception is the one existing onsite brick building that would be retained and rehabilitated, and would continue to exhibit the red brick texture. With project implementation, much more of the site would be occupied with equipment than is currently the case, and the site, when viewed from adjacent parcels, would appear more orderly and maintained than it does now.

Two overhead 115 kV electric transmission lines would originate at the proposed switchyard (located in the western portion of the project site) connecting to the existing PG&E switchyard that abuts the western boundary of the project site. The proposed transmission line would be routed north approximately 140 feet within the PG&E switchyard site, and would connect to existing electric bays. Two new towers, a turning tower, and dead-end structures would be added to the PG&E switchyard on the north side of Humboldt Street. The new transmission lines would connect to the existing switchyard dead-end structure from the new turning tower. The existing turning towers that serve the Potrero Power Plant would be removed. The entire length of the proposed transmission lines, from the proposed switchyard to the dead-end structure at the existing PG&E switchyard is less than 300 feet. The proposed replacement steel monopoles would be approximately 40 to 50 feet tall (approximately the same as the existing steel lattice towers), but would appear less bulky than the existing towers. It is expected that the casual viewer would not notice this proposed transmission system change at the adjacent site.

Site ingress and egress during project operation would be from a proposed gated entrance on 23rd Street. A facility sign would be posted at the entrance. No landscaping is proposed as part of the project. A 12-foot-high sound wall would be installed around the proposed natural gas fuel system to be located in the southwest corner of the project site. The wall would be given a dull, neutral finish to minimize its visual contrast with its surroundings. In addition, an 8-foot-high chain link fence with a dulled finish and an additional 2 feet of barbed or razor wire would be installed around the project site perimeter. Depending on the distance and elevation of the viewer to the project site, the chain link fence may partially screen views of onsite electrical equipment. Views from the west may also be partially screened by the existing PG&E switchyard that is adjacent to the west side of the project site.

8.11.3.1.2 Natural Gas Pipeline and Process Water Pipeline. The proposed 12-inch-diameter underground natural gas pipeline would be 250 feet long. It would connect to the PG&E system located on the western portion of the PG&E Potrero switchyard site (adjacent to the project site). The only aboveground evidence associated with the natural gas line would be the natural gas metering station to be located in the southwest corner of the project site.

Construction of the proposed natural gas pipeline would occur in non-native soils that have been previously disturbed onsite and at the PG&E switchyard site. Noticeable visual effects associated with this pipeline would be restricted to the project construction phase. During construction of this pipeline, the ground surface of the area along the alignment would be temporarily disrupted by construction fencing and equipment; excavated piles of dirt, concrete, and pavement; and construction personnel and vehicles. These effects would be

⁵ The top of the existing Potrero stack is at elevation 303 feet. The tops of the three proposed stacks would be at approximately elevation 111 feet (85-foot-tall stacks constructed on land that is approximately elevation 26 feet msl).

minor and temporary, lasting no longer than 14 months (for both the demolition, if applicable, and construction phases of the project), and would not extend beyond the two sites' boundaries. This underground pipeline would not be a source of substantial long-term change to the visual environment due to the restoration of the ground surface along the alignment as the project construction nears completion.

The project includes a connection to the City's combined sewer system at a collection station near the eastern deadend of Marin Street. The proposed diversion/control structure, pipeline, pump station, and ancillary equipment that would provide process water for the water treatment plant at the project site would be installed underground. The mile-long pipeline route would begin at the eastern dead-end of Marin Street, be aligned north parallel to the railroad tracks, then east on Cesar Chavez Street, north on Tennessee Street, and east on 23rd Street to near the eastern boundary of the project site (see Figure 2-1).

Construction of the proposed diversion/control structure, pipeline, pumps, and ancillary equipment associated with the process water pipeline would take place in non-native soils that have been previously disturbed during the construction and maintenance of the City combined sewer system. Noticeable visual effects associated with the diversion/control structure, pipeline, pumps, and ancillary equipment would be restricted to the project construction phase. During construction of these facilities, the ground surface of the area along the proposed alignment would be temporarily disrupted by construction fencing and equipment; excavated piles of dirt, concrete, pavement, and engineered cover; and construction personnel and vehicles. These effects would be minor and temporary, lasting approximately 4 months, and would not extend beyond the alignment disturbance area. Because the system would be located underground, and the ground surface would be restored as part of the project construction, these project features would not be a source of substantial long-term changes to the visual environment.

8.11.3.1.3 Construction Laydown Area. During the project demolition and construction period, the appearance of the project construction laydown area would change from that of a vacant, previously disturbed and graded parcel to a parcel occupied by construction materials and equipment. Materials delivery trucks and construction personnel would periodically enter and exit the site. A wood-slatted temporary cyclone fence would enclose the site. These visual changes would be substantial when compared to what currently exists on the site; however, they would be temporary and would not create an adverse long-term visual effect.

8.11.3.1.4 Lighting. Although the proposed power plant is a peaking unit, it could be operated 24 hours per day, 7 days per week for periods of time. Its operation would 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 would be hooded, and lights would be directed onsite so that significant light or glare would be minimized. Low-pressure sodium lamps and fixtures of a non-glare type would be specified. For areas where lighting is not required for normal operation, safety, or security, switched lighting circuits would 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 8:00 p.m. on Monday through Friday. In the event that nighttime construction or demolition activities become necessary, illumination that meets San Francisco, state, and federal worker safety regulations would be required during the demolition and construction periods. To the extent possible, the nighttime 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.

8.11.3.1.5 Water Vapor Plumes. Experience with plants of this type has demonstrated that the high velocity and temperature of the stack exhaust result in a quick dispersion of stack plumes, minimizing the probability that a visible plume would be created above the stacks. Based on previous experience with these kinds of systems, it is likely that formation of visible plumes from the project would be a rare occurrence related to unusual combinations of cold and damp conditions, and that when present, the plumes would be relatively small. If fog is present, plumes may or may not be discernible in the fog.

The combustion turbines would be equipped with a small cooling tower that is designed to cool the turbine's intake air. The amount of heat that each cooling tower has to remove from the intake air is small, therefore, the volume of water vapor that emanates from a single-cycle cooling tower would be small. This would cause the frequency and size of any water vapor plumes that might be associated with the proposed cooling towers to be limited.

Sensitive receptors (residents and recreationists) in the vicinity of the project site are accustomed to seeing plumes being emitted from the existing 300-foot-high stack located on the parcel adjacent to the project site. Plumes, if they do occur at the proposed plant, would not be substantial in size, and would not be out of character with the surrounding landscape because of the industrial nature of the area, the presence of the plume from the stack on the adjacent site, and the height of other structures in the area. To the extent that they would be emitted, the plumes that would be associated with the proposed plant would not substantially detract from views of the area or the Bay.

8.11.3.2 Analysis Procedure

This analysis of the visual effects of changes that might 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 each of the KOPs, 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 (SLR) 35-mm camera with a 50-mm lens (view angle 40 degrees) was used to shoot site photographs.

Page-size photographs of views toward the project site from each KOP are provided to represent the "before" conditions from each KOP. Visual simulations of the same views toward the project were produced to illustrate the "after" visual conditions. The simulated images represent the project's appearance immediately after completion of its construction. The computer-generated simulations are the result of an objective analytical and computer modeling process described briefly below. The images are accurate within the constraints of

the available site and project data. This method provides the viewer with a clear image of the location, scale, and visual appearance of the proposed project.

Computer modeling and rendering techniques were used to produce the simulated images of the views of the site as they would appear after development of the project. Existing topographic and site data provided the basis for developing an initial digital model. The project engineers provided site plans, elevation plans, and digital data for the project. These were used to create three-dimensional (3-D) digital models of the proposed facilities.

For each KOP, the viewer location was digitized from topographic maps and scaled aerial photos, using 5.5 feet as the assumed eye level. Computer “wire frame” perspective plots were then overlaid on the photographs of the views from the KOPs to verify scale and viewpoint location. Digital visual simulation images were 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 “hardcopy” visual simulation images that appear in this document were produced from the digital image files using a color printer.

8.11.3.3 Impact Evaluation Criteria

Analysis of the project’s impacts was based on an evaluation of the changes to the existing visual resources that would result from construction and operation of the project. An important aspect of this analysis was evaluation of the “after” views provided by the computer-generated visual simulations, and their comparison to the existing visual environment. In making a determination of the extent and implications of the visual changes, consideration was given to:

- 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 CEQA Guidelines and the CEQA Checklist to evaluate the potential environmental impacts resulting from 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?

8.11.3.4 Assessment of Visual Effects

8.11.3.4.1 KOP 1 – 20th Street at Mississippi Street. Figure 8.11-6b is a simulated view of the project as it would appear from KOP 1. In this photo, construction of the proposed power generating facility would place the facility on the landscape between the viewer and the existing 300-foot-high stack. Due to intervening structures, the only visible elements of the project would be the top portions of the three combustion turbine generator stacks. As is visible in the simulation, the three stacks would appear only a fraction as tall as the existing Unit #3 stack located on the parcel adjacent to and east of the project site. Comparison of the existing view (Figure 8.11-6a) with the simulated view with the project (Figure 8.11-6b) indicates that the stacks would be only slightly taller than the peak of the roofline of the Station A building that would be removed and that removal of this structure and the former generator structure would open up the view of the Bay somewhat from this viewpoint.

Adding the power generating facility would not change the view substantially because, as shown in Figure 8.11-6a, the view already includes several tall industrial-type structures. The Bay is a scenic vista with a unique landscape, but the addition of the three stacks to the view would not detract from or degrade that view. With the project, slightly more water would be visible. Further, the addition of the power-generating facility to the view would not change the KOP's moderate visual quality rating.

Due to the moderate visual sensitivity of this view and its overall moderate visual quality, the project's impact on this view will be noticeable, but would be less than significant.

8.11.3.4.2 KOP 2 – Missouri Street at Watchman Way. Figure 8.11-7b is a simulated view of the project as it would appear from KOP 2. As shown, constructing the proposed power generating facility would add the facility between the existing PG&E switchyard and the existing Potrero Power Plant and its 300-foot-high stack. Facilities at the Potrero Power Plant that were screened by the large brick buildings at the project site would be more visible with project implementation due to the removal of the large structures at the project site. With the project, slightly more water would also be visible due to the removal of those two buildings.

The presence of the project would slightly alter the view seen from vehicles traveling north on I-280. However, vehicles traveling on I-280 would have only a fleeting view of the project facilities due to the speed being traveled and the main focus of the driver being on the roadway and traffic conditions. As shown in Figure 8.11-7a, the area where the project would be located is an entirely man-made environment. Implementation of the project would open up the view of the scenic Bay and the Potrero Power Plant somewhat by removal of the large brick buildings at the project site. In addition, the presence of the proposed project in this view would not change the KOP's moderately low to moderate visual quality rating.

Due to the moderate visual sensitivity of this view and its overall moderately low to moderate visual quality, the project's impact on this view would be noticeable, but would be less than significant.

8.11.3.4.3 Light and Glare. The project's effects on visual conditions during hours of darkness would be very limited. As indicated in Section 8.11.3.1.4, some night lighting would be required for operational safety and security. There would be additional visible lighting associated with the project stacks, switchyard, and open site areas. High illumination areas

not occupied on a regular basis would be provided with switches or motion detectors to light these areas only when occupied. At times when lights are turned on, the lighting would not be highly visible offsite and would not produce offsite glare effects. The offsite visibility and potential glare of the lighting would be restricted by specification of non-glare fixtures and placement of lights to direct illumination into only those areas where it is needed. With implementation of the project, the overall change in ambient lighting conditions at the project site, as viewed from the KOPs and other nearby locations, would not be substantial.

Lighting that might be installed to facilitate nighttime construction activities would, 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 would be used to the extent practical while complying with worker safety regulations.

8.11.3.4.4 Water Vapor Plumes. Plumes from project operation during either the daytime or nighttime hours would not be a major visual concern. As indicated in Subsection 8.11.3.1.5, plumes if they were to form during project operation, would be relatively small. During the nighttime, plumes would be visible only if there were sufficient natural or artificial light. Because of the measures that would be taken to reduce project lighting at the plant, plumes that would be present during nighttime hours are not expected to be highly visible.

It should be noted that, because the conditions under which the plumes are likely to form are also conditions under which fog and rain are likely to be present, some of the time that plumes are present, they may not be visible because of the fog and rain. An additional variable that needs to be considered in evaluating the visual implications of the project's water vapor plumes is that many of the daylight, non-fog, non-rain hours when plumes are present would occur during the winter at times when the sky is overcast. During overcast conditions, the contrast of the plumes with the sky would be low, and because of the low degree of contrast, the visual prominence of the plumes would be substantially reduced.

Although the plumes, if present, would be small, during non-fog, non-rain daylight hours, they would have the potential to be seen in the project vicinity. Their visual prominence would be greatest in the foreground zone (up to 0.5 mile from the project site). A contextual factor that needs to be considered in evaluating the visual implications of the project's plumes is that much of the nearby area is devoted to industrial land uses, and the existing Potrero stack on the site that is adjacent to the project is already a source of visible plumes.

8.11.3.4.5 Construction Period Impacts. Construction laydown and parking areas would be within an approximate 10-acre area located southeast of the project site a few blocks (Figure 2-1 in Section 2, Project Description). The laydown area would be located from about 100 feet west of Maryland Street to about 150 east of Massachusetts Street, and between 25th Street and 200 feet north of Cesar Chavez Street (see Figure 2-1).

The parked vehicles, equipment, and stored materials in the construction laydown area would be visible from the eastern ends of 25th Street and Cesar Chavez Street. Although the vehicles, equipment, and stored materials in the laydown area would likely be somewhat visible (because a wood-slatted temporary cyclone fence would enclose the site), and would change the appearance of the site to some degree during the construction period, given the industrial character of the area, it would not substantially reduce the site's visual quality.

After development of the generating facility's structures is completed, all traces of the laydown area would be removed and the surface of the laydown area would be restored to existing conditions.

Construction access to the project site would generally be from Illinois Street to Humboldt Street (to access the north side of the site), and from Illinois Street to 23rd Street (to access the south side of the site). Materials and equipment delivery are expected to be by truck.

As detailed in Section 8.8.4.3, demolition activities at the project site may occur as part of the project over a 3-month period, beginning in the second quarter of 2005, unless the buildings are demolished before commencement of the project. Construction of the project from site preparation and grading to commercial operation is expected to take approximately 12 to 14 months, with commercial operation expected to commence in the second quarter of 2006. During the demolition, if applicable, and construction periods, it is expected that cranes, heavy equipment, and construction personnel would be at the project site. If demolition is part of the project, dust and piles of rubble from the demolished buildings would be visible until they are transported offsite. These activities and the presence of construction equipment and personnel, materials, and piles of rubble would temporarily change the landscape at the site.

8.11.4 Impact Significance

A discussion regarding whether the visual effects of the project would be significant pursuant to CEQA is provided below. The assessment 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 CCR 15382)." The four questions related to aesthetics that are posed for lead agencies and the answers to them are:

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. Although I-280 in the project vicinity is considered eligible for inclusion in the California Scenic Highway Program, it has not been designated, so no scenic quality protection is afforded. Implementation of the project would not result in significant adverse effects on views of the Bay from this freeway, as suggested by Figure 8.11-7b. As the analysis of the views from the KOPs has established, the project would not affect any landscapes of more than moderate visual quality, and any effects to the existing visual quality of landscapes in the area would 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 fall within the boundaries of a state scenic highway.

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

No. The site itself is a flat parcel in an area that is devoted entirely to heavy industry and port uses. An important visual resource in the area is the Bay and East Bay hills, as viewed from San Francisco. Project implementation would not result in significant adverse impacts to those views, and in fact, the view would open up somewhat due to the removal of two of the existing onsite brick buildings. Although the presence of the project would change the character of nearby views toward the site to a small degree, there would be no change in the visual quality of the views. Although the views toward the site would be changed, they would not be changed in a way that could be construed as being substantially degraded.

Visible project plumes, if they were to occur, would be relatively small, and would not substantially degrade the existing visual character of the site and its surroundings. This is because the general landscape setting of the project is one in which industrial facilities and visible plumes are already present.

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. As described in Section 8.11.3.1.4, project light fixtures would be restricted to areas required for safety, security, and operations. Lighting would be directed onsite; it would be shielded from public view, and non-glare fixtures and use of switches, sensors, and timers to minimize the time that lights not needed for safety and security are on would be specified. These measures would substantially reduce the offsite visibility of project lighting.

Any lighting that might be installed to facilitate nighttime construction activities would, 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 would be used to the extent practical while complying with worker safety regulations. With these measures, lighting associated with the project construction and operation would not pose a hazard or adversely affect day or nighttime views toward the site.

8.11.5 Cumulative Impacts

The area in which the project site is located is an area that is developed with industrial and port land uses. The City indicates in its land use plans its intention to fully develop the shoreline area; many new developments are currently planned along the San Francisco waterfront from Fisherman's Wharf to China Basin. The planned projects include a new theme park at Fisherman's Wharf, a hotel at the Embarcadero, restaurants at Rincon Park, a new public boat launch, mixed-use development at Pier 70, and additional housing units in the Central Waterfront area. In addition, the City is currently constructing a light rail extension down Third Street; construction of that project would be complete before the proposed project would be licensed. Each of these projects would contribute to a change in the landscape character of the area.

The proposed project would change the landscape at the project site. It would result in the demolition of two of the onsite brick buildings, either prior to or as part of the project and the development of the site into a generating facility. These changes would result in the site appearing more developed and orderly. However, the development of the proposed project would not result in a significant adverse contribution to cumulative visual impacts on the landscape of the area. This is because the proposed facilities would be sited in an area designated and planned for industrial development and the adjacent sites are already developed into power generation and transmission facilities. The proposed facilities would be in character with the surrounding landscape.

8.11.6 Mitigation Measures

8.11.6.1 Natural Gas Pipeline and Process Water Pipeline

The following mitigation measures have been included as part of the project proposal to reduce the visual impacts of the proposed pipelines:

- After construction, ground surfaces would be restored to their original condition, and any vegetation that had been removed during the construction process would be replaced with like-kind vegetation.

8.11.6.2 Light and Glare

The following mitigation measures have been included as part of the project proposal to reduce the visible changes to ambient lighting and from glare from project facilities proposed at the project site:

- Provide lighting that does not exceed the intensity of (and would be similar in appearance to) the existing levels of night lighting at the adjacent power plant site.
- Minimization of lighting to areas required for safety, security, or operations, and shielding of lighting from public view to the extent possible. Timers and sensors will be used to minimize the 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.
- Provide lighting that is consistent with the color of lighting used at the adjacent power plant site.
- Use flashing, red warning lights on project structures only where required.
- Use of minimal signage, and construction of project signs using non-glare materials and unobtrusive colors, in accordance with the San Francisco Planning Code. The design of any signs required by safety regulations will need to conform to the criteria established by those regulations.
- Specification of neutral gray matte finish on project facilities, to the extent it is standard for the industry.
- Specification of dulled gray finish on the site perimeter fencing.

- Specification of dulled and neutral finish on the sound wall to be constructed at the project site.

8.11.6.3 Transmission Lines

The following mitigation measures for the transmission lines have been included in the project design:

- The poles will be constructed of wood or steel to create a trim profile that will coordinate with the existing facilities at the PG&E switchyard.
- The poles will be treated, as necessary, to maximize their visual integration into the backdrop.
- Non-specular conductors will be used.
- Insulators will be non-reflective and non-refractive.

8.11.7 Laws, Ordinances, Regulations, and Standards

8.11.7.1 Introduction

This section describes the LORS relevant to the visual resource issues associated with the project. No federal visual resource laws, ordinances, regulations, or standards exist. However, visual resource and urban design policies applicable to the project are addressed in the San Francisco General Plan, Zoning Map, and Planning Code, and its resolutions and ordinances.

Because of the project site’s proximity to I-280, the California Department of Transportation’s (Caltrans’) Scenic Highways Program was reviewed. Due to the local importance of the 49-Mile Scenic Drive, it is also discussed in this section.

Table 8.11-3 lists the San Francisco plans and the Caltrans’ provisions that are pertinent to the project and visual resources. The specific provisions that have potential relevance to the project and visual resources are identified in Sections 8.11.7.2 through 8.11.7.4.

TABLE 8.11-3
Laws, Ordinances, Regulations, and Standards Applicable to San Francisco Electric Reliability Project Visual Resources

LORS	Purpose	AFC Section Explaining Conformance	Agency Contact
San Francisco General Plan (Urban Design, Environmental Protection, and Commerce and Industry elements, and Central Waterfront Area Plan)	Describes policies for guiding future development within San Francisco.	Section 8.11.7.2	San Francisco Planning Department Jasper Rubin 1660 Mission Street San Francisco, CA 94103 415-558-6310
San Francisco Planning Code	Establishes zoning districts governing land use and requirements for buildings and district improvements.	Section 8.11.7.3	Same as above

TABLE 8.11-3
Laws, Ordinances, Regulations, and Standards Applicable to San Francisco Electric Reliability Project Visual Resources

LORS	Purpose	AFC Section Explaining Conformance	Agency Contact
Caltrans and 49-mile Drive		Section 8.11.7.4	Dennis Cadd State Scenic Highway Coordinator Office of State Landscape Architecture Caltrans 1120 N Street Sacramento, CA 916-654-5370

8.11.7.2 San Francisco General Plan

The project would be located within an existing industrial area within the City and County of San Francisco, and is, therefore, subject to the provisions of the San Francisco General Plan. The San Francisco Zoning Map (1999a) designates the area that includes the project site as M-2 (Heavy Industrial).

Three elements of the General Plan (Urban Design, Environmental Protection, and Commerce and Industry) include provisions for the protection of the landscape and visual resources. The Urban Design Element addresses the physical character and order of the City, and the relationship between people and their environment. The Environmental Protection Element addresses the impact of urbanization, including the use of oil and gas resources and hazardous waste on the natural environment. The Commerce and Industry Element calls for continued economic vitality, social equity, and environmental quality.

In addition, the Central Waterfront Area Plan, a part of the General Plan, has jurisdiction over the project site. The Central Waterfront covers the eastern shoreline of San Francisco between China Basin and Islais Creek and adjacent inland areas. The Central Waterfront Area Plan guides the future development of the Central Waterfront to serve the varying needs and interests of San Francisco. The Area Plan includes maritime and economic development policies, housing policies, and establishes policies regarding transportation, recreation, commerce, and urban design and historic preservation.

The provisions of the City's General Plan that are applicable to the project and visual resources are summarized and evaluated in Table 8.11-4.

TABLE 8.11-4
Conformity of the San Francisco Electric Reliability Project with the San Francisco General Plan

Provision	Discussion of Project's Conformity to Provision
Urban Design Element	
<p>Image and Character Policy 1.1 Recognize and protect major views in the city, with particular attention to those of open space and water.</p>	<p>Implementation of the project would not adversely affect views of open space and the Bay. In addition, the removal of the two existing brick buildings at the site would open up views of the Bay from the west.</p>
<p>Image and Character Policy 1.3 Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.</p>	<p>The new buildings, when combined with the existing onsite brick building that will be retained for the project's control/administration building and the other onsite project facilities, would result in a landscape that is consistent with the adjacent power plant, and it would be compatible with surrounding industrial development.</p>
<p>Richness of Past Development Policy 2.4 Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.</p>	<p>Due to the level of vandalism and graffiti present at the three existing onsite brick buildings, their aesthetic value is significantly diminished. For a discussion of their historic and architectural value, see Subsection 8.3, Cultural Resources.</p> <p>The use of one of the onsite brick buildings for the project's control/administration building would provide continuity with past development. However, the "setting" of the retained building would be compromised by the construction of the project at the site.</p>
<p>Richness of Past Development Policy 2.5 Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.</p>	<p>The original character of the brick building that would be retained for the project's control/administration center would be maintained during the required rehabilitation of the building for project use.</p>
<p>Richness of Past Development Policy 2.6 Respect the character of older development nearby in the design of new buildings.</p>	<p>The new buildings at the project site would be designed to be subordinate to (not draw attention away from) the existing onsite (older) brick building that would be retained for the project's control/administration center. However, it is acknowledged that the "setting" of the building would be compromised by construction of the project at the site.</p>
<p>Richness of Past Development Policy 2.7 Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.</p>	<p>Implementation of the project would not affect areas in San Francisco that are determined to be outstanding and unique, including views of the Bay.</p>
<p>Visual Harmony Policy 3.1 Promote harmony in the visual relationships and transitions between new and older buildings.</p>	<p>The project would include four buildings at the project site, of which one brick (older) building currently exists at the site. The site layout distributes the buildings throughout the project site for project operational efficiency, and also provides a visual transition from the older building to the newer buildings. It is, however, acknowledged that the setting of the brick building would be compromised by the construction of the project at the site.</p>
<p>Visual Harmony Policy 3.2 Avoid extreme contrasts in color, shape, and other characteristics, which will cause new buildings to stand out in excess of their public importance.</p>	<p>The colors proposed to be used for project features would be shades of gray that are standard colors for electrical generation equipment. This would enable the project features to blend with other structures nearby and the Bay, when viewed from the west.</p>

TABLE 8.11-4

Conformity of the San Francisco Electric Reliability Project with the San Francisco General Plan

Provision	Discussion of Project's Conformity to Provision
<p>Visual Harmony Policy 3.3 Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.</p>	<p>The quality of design of the new project buildings would be typical of that required for power plants. The project site is not considered a "prominent" location within the city, and its design would not limit the design quality of other buildings at prominent locations.</p>
<p>Height and Bulk Policy 3.4 Promote building forms that will respect and improve the integrity of open spaces and other public areas. New buildings should not block significant views of public open spaces, especially large parks and the Bay. Buildings near these open spaces should permit visual access, and in some cases physical access, to them.</p>	<p>Implementation of the project would not adversely affect views of open space or the Bay. In addition, the removal of the two existing brick buildings at the site would open up views of the Bay from the west.</p>
<p>Height and Bulk Policy 3.5 Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.</p>	<p>The heights of the structures associated with the project would be compatible with the heights of the existing structures on the project site and on the adjacent sites to the east and west.</p>
<p>Height and Bulk Policy 3.6 Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.</p>	<p>The bulk of the structures associated with the project would be compatible with the bulk of the structures on the adjacent sites to the east and west.</p>
<p>Visual Amenity Policy 4.12 Install, promote and maintain landscaping in public and private areas.</p>	<p>This policy is not applicable to the project site because the project site is not a public area, and it is not appropriate to have landscaping within a power plant site.</p>
<p>Visual Amenity Policy 4.14 Remove and obscure distracting and cluttering elements.</p>	<p>Development of the project at the site would require the removal of two older brick buildings, one metal building, and tall weeds, thus removing the cluttering elements at the site. Removal of the two brick buildings would also open up the view of the Bay from the west.</p>
Environmental Protection Element	
<p>Land Policy 7.2 Protect land from changes that would make it unsafe or unsightly. The discussion focuses on excavation of land for off-site use of the removed material, and discourages unnecessary excavation.</p>	<p>Implementation of the project would improve the visual condition of the site by eliminating the tall weeds and removing two brick buildings that are painted with graffiti in the interiors and also pose a public safety hazard. Although construction of the project may involve some excavation at the project site, the land surface at the site would be contoured to near existing elevations, therefore, significant amounts of excavated material are not expected to be transported offsite and such excavation would not be considered unsightly.</p>

TABLE 8.11-4
Conformity of the San Francisco Electric Reliability Project with the San Francisco General Plan

Provision	Discussion of Project's Conformity to Provision
Commerce and Industry Element	
<p>General/Citywide Policy 1.2 Assure that all commercial and industrial uses meet minimum, reasonable performance standards. A critical aspect of development management is to mitigate negative impacts created by new development: economic, aesthetic, physical, environmental, and social. To ensure that commercial and industrial activities do not detract from the environment in which they locate, and may in fact benefit their surroundings, performance standards should be applied in evaluating new developments. The policies of the Master Plan provide many of the standards to be used in evaluating development proposals. Other standards are found in various city ordinances and state and federal laws.</p>	<p>The Applicant would comply with San Francisco's policies presented in its General Plan, the Planning Code, and applicable state and federal laws, ordinances, regulations, and standards addressing visual resources.</p>
Central Waterfront Area Plan	
<p>Land Use Policy 1.3 Promote new development which has minimal adverse environmental consequences. Assure that the adverse environmental impacts of new development are mitigated to the maximum feasible extent.</p>	<p>The Applicant has provided mitigation measures to assure minimization of project impacts.</p>
<p>Urban Design Policy 10.1 Reinforce the visual contrast between the waterfront and hills by limiting the height of structures near the shoreline. Relate the height and bulk of new structures away from the shoreline to the character of the topography and existing development.</p>	<p>The heights and bulk of the structures associated with the project would be compatible with the heights and bulk of existing structures on the project site and on the adjacent sites to the east and west.</p>
<p>Urban Design Policy 10.2 Protect and create views of the downtown skyline and the Bay. Design and locate new development to minimize obstruction of existing views.</p>	<p>Implementation of the project would not affect views of the downtown area of the city, nor would it adversely affect views of the Bay. In addition, the removal of the two existing brick buildings at the site would open up views of the Bay from the west.</p>
<p>Urban Design Policy 10.3 Encourage the rehabilitation of architecturally or historically significant buildings with reuse potential.</p>	<p>The Applicant is proposing to reuse onsite buildings to the extent feasible for the project. The building that is planned to be retained for the project's control/administration center would be rehabilitated. See Section 8.3, Cultural Resources.</p>
<p>Central Basin Subarea Policy 16.2 Assure that any power plant expansion on the Pacific Gas and Electric Company site will provide additional employment and will not adversely affect the environment.</p>	<p>Project implementation would provide jobs related to construction and operation activities. In addition, the Applicant has provided mitigation measures to minimize impacts.</p>
<p>Central Basin Subarea Policy 18.1 Minimize blockage of private and public views and maintain, to the extent feasible, sightlines from Potrero Hill to the waterfront and downtown.</p>	<p>Implementation of the project would not affect views of the downtown area of the city, nor would it adversely affect views of the Bay. In addition, the removal of the two existing brick buildings at the site would open up views of the Bay from the west (including the Potrero Hill area).</p>

Source: City and County of San Francisco, 1995, 1997, 1998b, and 1998c.

8.11.7.3 San Francisco Planning Code

The proposed project would be located in an area that is designated M-2 (Heavy Industrial) by the City and County of San Francisco. The M-2 District is the least restrictive district regarding use. This district is located at the eastern edge of the City, separated from residential and commercial areas. The heavier industries are permitted, with fewer requirements as to screening and enclosure than in the M-1 District, but many of these uses are permitted only as conditional uses or at a considerable distance from Residential Districts. The closest residences to the project site are approximately 600 feet to the west and northwest of the project site.

The provisions of the ordinance that are applicable to the project and visual resources are summarized in Table 8.11-5.

TABLE 8.11-5
Conformity of the San Francisco Electric Reliability Project with the San Francisco Planning Code

Provision	Discussion of Project's Conformity to Provision
Article 1.2 Dimensions, Areas, and Open Spaces	
<p>Section 141 Screening of Rooftop Features R, NC, C, M, SPD, RSD, SLR, SLI AND SSO Districts</p> <p>In R, SPD, RSD, NC, C, M, SLR, SLI and SSO Districts, rooftop mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be arranged so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings, and in any alteration of mechanical systems of existing buildings that results in significant changes in such rooftop equipment and appurtenances. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a suitable manner, or designed in themselves so that they are balanced and integrated with respect to the design of the building. Minor features not exceeding one foot in height shall be exempted from this regulation.</p>	<p>The Applicant does not intend to arrange mechanical equipment or appurtenances on the roofs of buildings.</p>
Article 2.5 Height and Bulk Districts	
<p>Section 260(a)(3) Height Limits: Measurement</p> <p>Method of Measurement. The limits upon the height of buildings and structures shall be as specified on the Zoning Map. In the measurement of height for purposes of such limits, the following rules shall be applicable:</p> <p>(3) In cases where the height limit is 65 feet or less and a street from which height measurements are made slopes laterally along the lot, or the ground slopes laterally on a lot that also slopes upward from the street, there shall be a maximum width for the portion of the building or structure that may be measured from a single point at curb or ground level, according to the definition of "height," as specified in the following table. These requirements shall not apply to any property to which the bulk limitations in Section 270 of this Code are applicable.</p>	<p>As indicated in this Section, the height limits do not apply to a property to which the bulk limitations in Section 270 apply.</p>

TABLE 8.11-5
Conformity of the San Francisco Electric Reliability Project with the San Francisco Planning Code

Provision	Discussion of Project's Conformity to Provision
<p>Section 260(b)(2)(M) Height Measurement on Lateral Slopes Where Height Limit is 65 Feet or Less</p> <p>Exemptions. In addition to other height exceptions permitted by this Code, the features listed in this Subsection shall be exempt from the height limits established by this Code, in an amount up to but not exceeding that which is specified.</p> <p>The following features shall be exempt, without regard to their horizontal area, provided the limitations for each are observed:</p> <p>(M) Structures and equipment necessary for the operation of industrial plants, transportation facilities, public utilities and government installations, where otherwise permitted by this Code and where such structures and equipment do not contain separate floors, not including towers and antennae for transmission, reception, or relay of radio, television, or other signals where permitted as principal or conditional uses by this Code.</p>	<p>As indicated by this Section, the proposed project is exempt from height limits.</p>
<p>Section 270(a) Bulk Limits: Measurement</p> <p>The limits upon the bulk of buildings and structures shall be as stated in this Section and in Sections 271 and 272. The terms "height," "plan dimensions," "length" and "diagonal dimensions" shall be as defined in this Code. In each height and bulk district, the maximum plan dimensions shall be as specified in Table 270 Bulk Limits, at all horizontal cross-sections above the height indicated.</p>	<p>Noted. As indicated by Section 270(b) below, the bulk limits stated in this Section are superceded and do not apply to the project.</p>
<p>Section 270(b) Bulk Limits: Measurement</p> <p>These limits shall not apply to the buildings, structures and equipment listed in Section 260(b)(2)(K), (L), (M), and (N) of this Code, subject to the limitations expressed herein.</p>	<p>Noted. Section 260(b)(2)(M) Height Measurement on Lateral Slopes Where Height Limit is 65 Feet or Less is applicable to the proposed project (and is discussed above), therefore, the project is not subject to bulk limitations.</p>
<p>Article 6 Signs</p>	
<p>Section 607 Commercial and Industrial Districts</p>	
<p>Signs in C and M Districts, other than those signs exempted by Section 603 of this Code, shall conform to the following provisions:</p> <p>(a) General Advertising Signs. No general advertising sign shall be permitted in any C-1 District or within 200 feet of the park known as Union Square and visible from said park, except that a replacement sign of the same size or smaller, of the same type as defined in this Code or as interpreted by the Zoning Administrator, and at the same approximate location as an existing sign would be allowed within 200 feet of said park provided that the sign is otherwise permitted by the Planning Code, would cast no additional shadow upon Union Square, has no intensification of lighting as determined by the Zoning Administrator, and is not internally lighted or backlighted. Use of neon is not precluded by this provision. Temporary general advertising signs determined by the</p>	<p>The Applicant proposes to install one sign at the gated entrance to the project site. The sign proposed for the project would not be for advertising, would not be a roof sign, would not be a wind sign, would not have moving parts, would not be illuminated, would not be projected, would not be attached to a building, and would not be an automobile service station sign. Therefore, the provisions in Section 607 associated with those specifications would not apply to the proposed project.</p> <p>The proposed sign would be freestanding, therefore, the provisions of Section 607(g)(2) would apply.</p>

TABLE 8.11-5
Conformity of the San Francisco Electric Reliability Project with the San Francisco Planning Code

Provision	Discussion of Project's Conformity to Provision
Zoning Administrator to be at pedestrian level and less than 50 square feet in size are not precluded by this provision.	
(b) Roof Signs. Roof signs shall be permitted in all C and M Districts other than C-1 only if Subsections (1) through (3) below are satisfied; except that a roof sign that is designated historic pursuant to Sections 303 and 608.14 of this Code may be permitted without regard to Subsections (1) through (3) below:	
(1) The sign does not extend more than 25 feet above the roofline of the building on or over which the sign is placed; and	
(2) All parts of the sign are within 25 feet of, and the sign is mounted at not more than a 45-degree angle from, a wall of a building the roofline of which is at least as high as the top of the sign; and	
(3) Such wall forms a complete backdrop for the sign, as the sign is viewed from all points from which the sign is legible from a public street or alley.	
(c) Wind Signs. No wind sign shall be permitted in any C or M District.	
(d) Moving Parts. No sign shall have or consist of any moving, rotating, or otherwise physically animated part (as distinguished from lights that give the appearance of animation by flashing, blinking or fluctuating), except as follows:	
(1) Moving or rotating or otherwise physically animated parts may be used for the rotation of barber poles and the indication of time of day and temperature.	
(2) In the case of a general advertising sign in C-2, C-3, C-M, M-1 and M-2 Districts, except for signs located within 200 feet of the park known as Union Square and visible from said park and signs located so as to be primarily viewed by persons traveling on any portion of a freeway, moving or otherwise physically animated parts may be used if such parts do not exceed a velocity of one complete cycle in a four-second period where such parts constitute less than 30 percent of the area of the sign or if, where such parts constitute a greater area of the sign, they do not exceed a velocity of one complete cycle in a four-second period and are stationary at least half of each eight-second period; except that signs designated historic pursuant to Sections 303 and 608.14 of this Code may have such moving features otherwise prohibited for signs located so as to be primarily viewed by persons traveling on any portion of a freeway.	
(3) Notwithstanding the type of signs permissible under subparagraph (d), a video sign is prohibited.	
(4) Notwithstanding the type of signs permissible under	

TABLE 8.11-5
Conformity of the San Francisco Electric Reliability Project with the San Francisco Planning Code

Provision	Discussion of Project's Conformity to Provision
subparagraph (d)(2), a sign that rotates is prohibited.	
(e) Illumination. Any sign may be nonilluminated or indirectly or directly illuminated. Signs in C-3, C-M, M-1 and M-2 Districts shall not be limited in any manner as to type of illumination, but no sign in a C-1 or C-2 District shall have or consist of any flashing, blinking, fluctuating or otherwise animated light except in each of the following special sign districts, all as specifically designated as "Special Districts for Sign Illumination" on Sectional Map SSD of the Zoning Map of the City and County of San Francisco, described in Section 608 of this Code:	
(1) In the C-2 area consisting of five blocks in the vicinity of Fisherman's Wharf;	
(2) In the C-2 area in the vicinity of Van Ness Avenue from Golden Gate Avenue and Eddy Street to Sacramento Street, and Polk Street from Eddy Street to Geary Street, also known as the Automotive Special Use District;	
(3) In the C-2 area in the vicinity of Stockton, Washington and Kearny Streets and Broadway, also known as Washington-Broadway Special Use District Number 1.	
(4) Notwithstanding the type of signs permissible under subparagraph (e), a video sign is prohibited in the districts described in subparagraphs (1)-(3).	
(f) Projection. No sign shall project more than 75 percent of the horizontal distance from the street property line to the curbline and in no case shall a sign project more than 10 feet beyond the street property line or building setback line in C-1 Districts, or 12 feet beyond the street property line or building setback line in any other C or M District.	
(g) Height and Extension Above Roofline.	
(1) Signs Attached to Buildings. Except as provided in Section 260 for historic signs in historic districts, no sign attached to a building shall extend or be located above the roofline of the building to which it is attached; except that up to ½ the area of a business sign attached to the street wall of a building may extend above the roofline, up to the maximum height permitted for freestanding signs in the same district or 10 feet above the roofline, whichever is the lesser. In addition, no sign attached to a building shall under any circumstances exceed the following maximum heights:	
In C-1: 40 feet;	
In C-3: 100 feet;	
In all other C and M Districts: 60 feet.	
The 100-foot height limitation stated herein shall not apply to the modification or replacement of any currently	

TABLE 8.11-5
 Conformity of the San Francisco Electric Reliability Project with the San Francisco Planning Code

Provision	Discussion of Project's Conformity to Provision
<p>existing wall signs so long as such modified or replacement sign is generally in the same location and not larger in surface area and projection than existing signs being modified or replaced. Such signs may contain letters, numbers, a logo, service mark and/or trademark and may be nonilluminated or indirectly illuminated.</p> <p>(2) Freestanding Signs. The maximum height for freestanding signs shall be as follows:</p> <p style="padding-left: 40px;">In C-1: 24 feet;</p> <p style="padding-left: 40px;">In C-2: 36 feet;</p> <p style="padding-left: 40px;">In all other C and M Districts: 40 feet.</p> <p>(h) Special Standards for Automobile Service Stations. For automobile service stations, only the following signs are permitted, subject to the standards in this Subsection (h) and to all other standards in this Section 607.</p> <p>(1) A maximum of two oil company signs, which shall not extend more than 10 feet above the roofline if attached to a building, or exceed the maximum height permitted for freestanding signs in the same district if freestanding. The area of any such sign shall not exceed 180 square feet, and along each street frontage all parts of such a sign or signs that are within 10 feet of the street property line shall not exceed 80 square feet in area. No such sign shall project more than five feet beyond any street property line or building setback line. The areas of other permanent and temporary signs as covered in Paragraph 607(h)(2) below shall not be included in the calculation of the areas specified in this paragraph.</p> <p>(2) Other permanent and temporary business signs, not to exceed 30 square feet in area for each such sign or a total of 180 square feet for all such signs on the premises. No such sign shall extend above the roofline if attached to a building, or in any case project beyond any street property line or building setback line.</p> <p>(3) General advertising signs meeting the provisions of this Section 607.</p>	<p>The Applicant would comply with this provision by ensuring that the proposed sign would be less than 40 feet tall.</p>

Source: City and County of San Francisco, 1999b.

8.11.7.4 Scenic Roadway Programs

This section discusses the California State Scenic Highway Program and the 49-Mile Scenic Drive in San Francisco, and the project's potential effects on those scenic road systems.

In 1963, the State Legislature established the California Scenic Highway Program. The goal of the California Scenic Highway Program is to preserve and enhance the natural beauty of California. CALTRANS maintains the system of designated and eligible scenic highways,

with the intent of recognizing and protecting the more scenic corridors along the state highway system. The Bay Bridge (Interstate-80 [I-80]) and I-280 near the project site are eligible for scenic highway designation; however, these segments have not been officially designated. The eligible section of I-80 in San Francisco extends from I-280 near First Street in San Francisco to Route 61 in Oakland. The eligible section of I-280 extends from SR 17 in Santa Clara County to I-80 near First Street in San Francisco (CALTRANS, 2003). Protection of scenic qualities along designated scenic highways is the responsibility of the local agency. No local agency has applied to CALTRANS to designate I-280 near the project site as a state scenic highway, therefore, no specific policies have been implemented to protect scenic qualities in this corridor. No significant long-term impact on the landscape along I-280 is expected as a result of implementation of the project.

The 49-Mile Scenic Drive in San Francisco was first introduced in 1938. The route is a complete loop of the City that passes by San Francisco's scenic attractions and historic highlights. It passes through the project vicinity (along Indiana Street and I-280). The Scenic Drive is a well-known and frequently traveled tourist route, and for the most part, is not a state eligible or designated scenic highway. Certain roadway segments of the Scenic Drive are regulated through the City and County Planning Code; the segments of the Scenic Drive along Indiana Street and I-280 that are in the project vicinity are not specified in the Planning Code. No significant long-term impact on the landscape along the 49-Mile Scenic Drive is expected as a result of project implementation.

8.11.7.5 Summary of Project's Conformity with Applicable LORS

The project is consistent with applicable laws, ordinances, regulations, and standards related to visual resource issues.

Other plans that were reviewed for applicability to the project and visual resources included the following:

- **The Port of San Francisco Waterfront Land Use Plan (2002) and Waterfront Design & Access Element (2000):** The project site is located along the west side of the Bay; however, the site is not located within the planning boundary of the Waterfront Land Use Plan. Therefore, no further discussion of the Plan is provided.
- **The San Francisco Bay Area Seaport Plan (1997):** The Plan designates areas determined to be necessary for future port development as *port priority use areas* (areas to be reserved for port-related and other uses that will not impede development of the sites for port purposes). The project site is located within a port priority use area; however, no policies applicable to visual resources are provided in the Plan. Therefore, no further discussion of the Plan is provided.
- **The San Francisco Bay Plan (2003):** The Plan has jurisdiction over the San Francisco Bay and a shoreline band consisting of all territory located between the shoreline of San Francisco Bay and 100 feet landward. The project site is located approximately 930 feet from the shoreline, therefore, the Bay Plan is not applicable to the project, and no further discussion of the Bay Plan is provided.

8.11.8 References

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California Department of Transportation (CALTRANS). 2003. CALTRANS Scenic Highway Guidelines. <http://www.dot.ca.gov/hq/LandArch/scenic/shpg1.htm>. Accessed on December 15, 2003.

City and County of San Francisco (CCSF). 2003. Resolution No. 458-03. Resolution opposing the proposed Potrero Unit 7 power plant project and urging City officials and departments not to enter into any agreements that may be required to facilitate or enable the siting, licensing, approval or construction of the proposed Potrero Unit 7 power plant and urging the City Attorney to actively oppose the Potrero Unit 7 project in all forums. Adopted July 8, 2003.

City and County of San Francisco (CCSF). 2002. Resolution No. 827-02. Resolution endorsing the electricity resource plan for San Francisco. Adopted December 9, 2002.

City and County of San Francisco (CCSF). 2001. Ordinance No. 124-01. Ordinance adopting minimum requirements for the protection of human health and the environment for any proposal for new electric generation at the Potrero Power Plant in Southeast San Francisco; and requiring all City officials and departments to advocate these requirements, and greater protections, in regulatory proceedings and negotiations regarding the proposal to build a new power plant at the site of the existing Potrero Power Plant; and requiring approval of the Board of Supervisors for any agreement by City officials or departments for new electric generation in Southeast San Francisco. Passed May 29, 2001.

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Port of San Francisco and San Francisco Planning Department. 2002. Port of San Francisco Waterfront Land Use Plan. Adopted by the Port Commission, Resolution No. 97-50, June 1997. Includes amendments through October 2001. Republished version October 2002.

Port of San Francisco and San Francisco Planning Department. 2000. Port of San Francisco Waterfront Design & Access, an Element Of The Waterfront Land Use Plan. Adopted by the Port Commission, June 24, 1997. Includes amendments through July 2000.

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San Francisco Bay Conservation and Development Commission and the Metropolitan Transportation Commission. 1997. *San Francisco Bay Area Seaport Plan*. Plan dated 1996; as amended September 18, 1997.

U.S. Department of Agriculture (USDA) Forest Service. 1973. *National Forest Landscape Management Volume 1*. Washington D.C.: Superintendent of Documents.





LC-1. Looking south from the Agua Vista Park toward the project site. The park is located approximately 0.65 mile from the site. The project would be located in the left one-third of the photo near the existing 300-foot-high Potrero Unit 3 stack



LC-2. Looking southeast toward the project site from the 20th Street overcrossing of I-280, approximately 0.4 mile from the site. The 300-foot-high stack is shown toward the left of the photo, near where proposed project features would be located.

FIGURE 8.11-2
LANDSCAPE CHARACTER IN THE
PROJECT VICINITY (PHOTOS LC-1 AND LC-2)
SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



Looking northeast from a multi-story single-family residential building located at 1415 Indiana Street (between 25th and 26th streets), located approximately 0.3 mile southwest of the project site. Views toward the project site from the lower levels of this building would be mostly, if not completely, screened by the industrial buildings in the foreground of the view.

FIGURE 8.11-3
LANDSCAPE CHARACTER IN THE
PROJECT VICINITY (PHOTO LC-3)
SAN FRANCISCO ELECTRIC RELIABILITY PROJECT
CH2MHILL



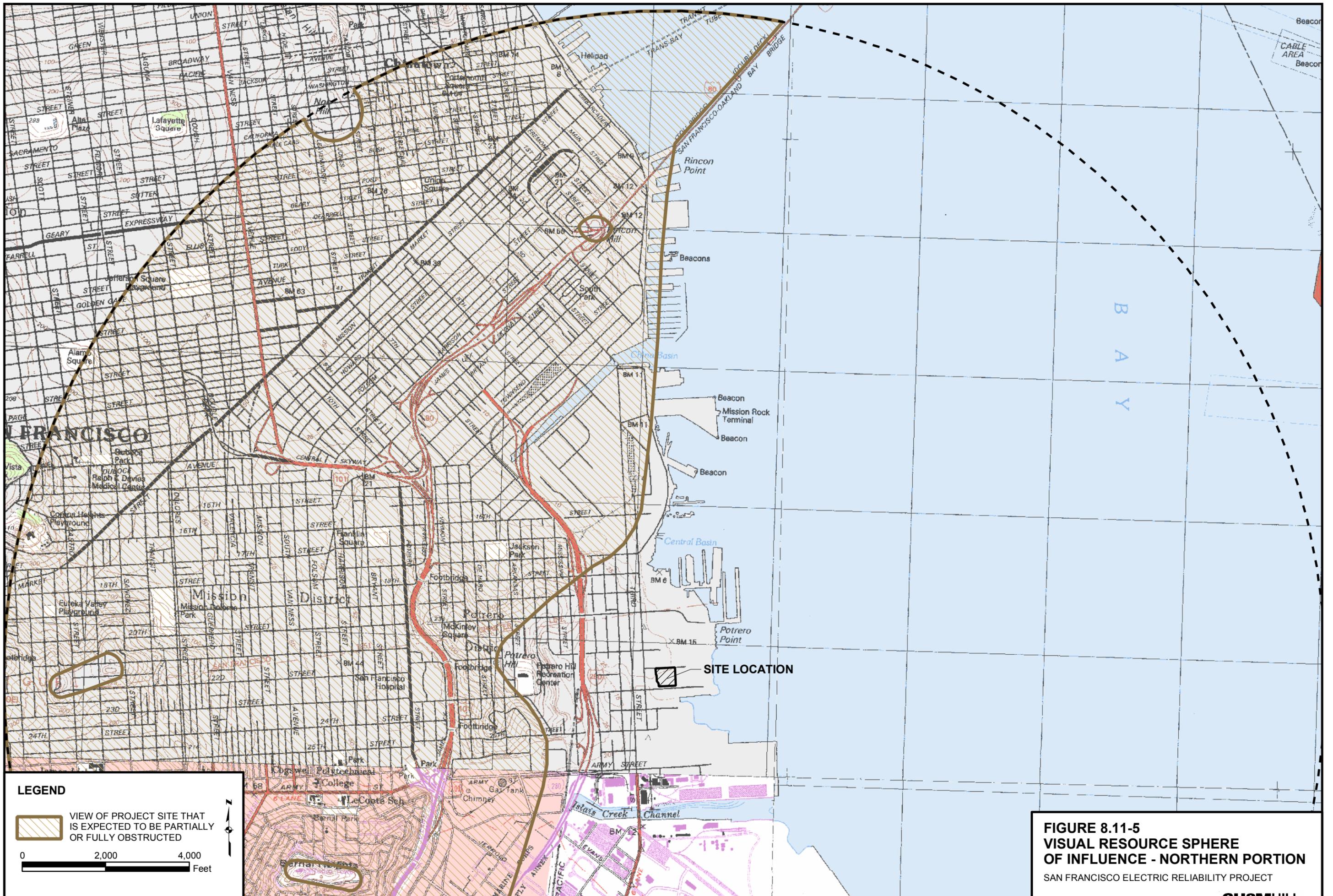
LC-4. At Warm Water Cove Park looking northwest toward the project site. The park is located approximately 0.2 mile southeast of the project site. Views toward the site from this park are, to a large degree, screened due to the presence of the large white building. A small portion of one of the brick buildings that are currently at the project site is seen in the right one-third of the photo; this building would be removed as part of the project.



LC-5. On 23rd Street looking northeast toward the project site. Two large brick buildings exist in the foreground (which would be removed as part of the project). In the left one-third of the photo, the roof line of a third brick building in the distance is shown. This building would become the control building for the project. The metal building in the far left foreground of the photo is the PG&E control building for the substation located adjacent to and to the west of the project site. The metal building in the left one-third of the photo in the distance would be removed as part of the project. Shown at the far right of the photo is the 300-foot-high stack that is located adjacent to the project site on its east side. The building shown in the far right of the photo is a warehouse building located on the south side of 23rd Street. In the view from Warm Water Cove Park (photo LC-4), the back side of this warehouse building is visible as the white building that blocks the view of much of the project site.

FIGURE 8.11-4
LANDSCAPE CHARACTER IN THE
PROJECT VICINITY (PHOTOS LC-4
AND LC-5)

SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



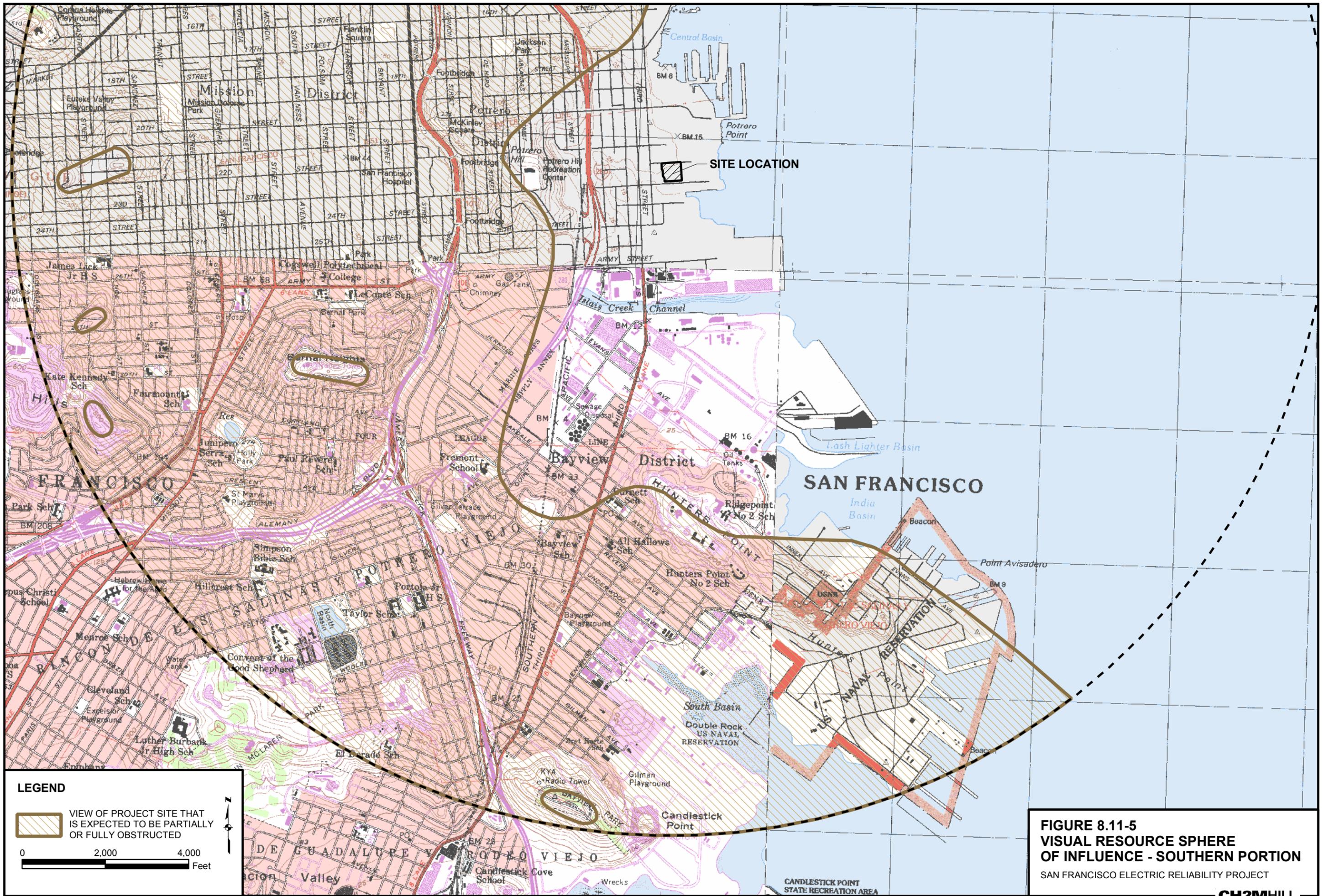
LEGEND

 VIEW OF PROJECT SITE THAT IS EXPECTED TO BE PARTIALLY OR FULLY OBSTRUCTED

0 2,000 4,000 Feet



FIGURE 8.11-5
VISUAL RESOURCE SPHERE
OF INFLUENCE - NORTHERN PORTION
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



SITE LOCATION

SAN FRANCISCO

LEGEND

 VIEW OF PROJECT SITE THAT IS EXPECTED TO BE PARTIALLY OR FULLY OBSTRUCTED

0 2,000 4,000 Feet

FIGURE 8.11-5
VISUAL RESOURCE SPHERE
OF INFLUENCE - SOUTHERN PORTION
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



KOP 1: Existing view of the project site from 20th Street at Mississippi Street.

FIGURE 8.11-6a
KOP 1: EXISTING VIEW OF THE PROJECT SITE
SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



KOP 1: Simulated view of the project site from 20th Street at Mississippi Street.

FIGURE 8.11-6b
KOP 1: SIMULATED VIEW OF THE PROJECT SITE
SAN FRANCISCO ELECTRIC RELIAB



KOP 2: Existing view of the project site from Missouri Street at Watchman Way.

FIGURE 8.11-7a
KOP 2: EXISTING VIEW OF THE PROJECT SITE
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



KOP 2: Simulated view of the project site from Missouri Street at Watchman Way.

FIGURE 8.11-7b
KOP 2: SIMULATED VIEW OF THE PROJECT SITE
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT