

The criteria used to determine visual impacts include visual compatibility, visual dominance of the project, and view blockage or view expansion. Visual compatibility describes the degree to which the project's visual elements (consisting of form, line, color and texture) differ from the same visual elements established in the existing landscape. The presence of forms, lines, colors and textures in the existing landscape similar to those of the project indicates a landscape more capable of accepting the project elements than a landscape where those elements are absent. The degree of visual contrast is rated as low, moderate or high.

Visual dominance refers to the contrast between the proposed improvements and their setting described in terms of vegetation, landform and structural changes. Visual elements of scale, form, line and position, as seen from representative sensitive viewing locations, determine the degree of contrast and dominance. Dominance is a function of how potentially noticeable the project is to the viewer, ranging from inevident, subordinate, co-dominant and dominant. View blockage describes the extent to which any previously visible landscape features are blocked from view by the project. Blockage of higher quality landscape features by lower quality features causes adverse effects. The degree of view blockage is rated as low, moderate or high.

To evaluate the environmental consequences and visual changes by alternative, a series of public views towards and from the Bridge were identified and simulated for each alternative. Viewpoints 1 through 7 represent the views of the Bridge, while Viewpoints 8 through 14 represent views from of the Bridge by automobile occupants, bicyclists and pedestrians. Generally, views towards the Bridge would not be substantially affected by installation of the physical suicide deterrent system, with visual impacts ranging from negligible to minimally adverse. Views from the Bridge would be most noticeably impacted, with visual impacts ranging from adverse to strongly adverse.

Alternative 1A – Add Vertical System to Outside Handrail

Alternative 1A would construct a new barrier on top of the outside handrail (and concrete rail at the north anchorage housing and north pylon). The barrier would extend 8 feet vertically from the top of the 4-foot-high outside handrail for a total of 12 feet. The vertical addition to the outside handrail would maintain the same International Orange coloring and vertical line form established by the outside handrail, light posts and suspender ropes. The vertical addition to the outside handrail would remain consistent with the strong vertical elements of the Bridge and would maintain the existing visual rhythm of the Bridge structure. Additionally, transparent panels would be installed at the belvederes and towers on both sides of the Bridge. These transparent features would introduce a new

visual element to the Bridge. Refer to Chapter 1.0, Proposed Project, for a detailed description of Alternative 1A.

Views of the Bridge

In regards to the views towards the Bridge, Alternative 1A would primarily have minimally adverse visual impacts, with the exception of an adverse visual impact from Viewpoint 4 (Vista Point). Table 2.2-4 summarizes the overall visual impact of Alternative 1A to the view of the Bridge. Figures 2.2-6 through 2.2-11 illustrates Alternative 1A from the views towards the Bridge (Viewpoints 1 through 7). Because Viewpoints 6 and 7 (Boat View West and Boat View East) represent a similar location and angle of view, simulations were prepared only for Viewpoint 6. Visual impacts to boat views are evaluated under Viewpoint 6.

Although Alternative 1A would primarily have minimally adverse visual impacts, Alternative 1A would have an adverse visual impact from Viewpoint 4 (Vista Point) because the physical suicide deterrent system would be a co-dominant visual feature in a landscape with high viewer sensitivity, altering views of the Bridge and interfering with views of the larger landscape. Conversely, visual impacts from Viewpoint 2 (Baker Beach) would be negligible for Alternative 1A due to the distant viewing location, which affords low view blockage and high visual compatibility with the Bridge features and surrounding environment.

Due to the viewing distance from the views of the Bridge and the International Orange coloring of Alternative 1A, the vertical rods would blend into the Bridge span and the existing vertical line form created by the suspender ropes and light posts. While the addition of the vertical system would slightly elevate the horizontal line of the outside handrail across the entire Bridge span, the overall appearance of the Bridge would not noticeably change from the views of the Bridge.

Overall, the primary visual change associated with Alternative 1A to views towards the Bridge would be the appearance of a higher outside railing on the Bridge with corresponding increased International Orange coloring added to the landscape.

Table 2.2-4 Alternative 1A: Overall Visual Impact to Views of the Bridge

Viewpoint		Existing Condition		Proposed Condition			Visual Impact
No.	Location	Visual Quality	Viewer Exposure	Visual Compatibility	Visual Dominance	View Blockage	
1	Fort Point	High	High	Moderate	Subordinate	Moderate	Minimally Adverse
2	Baker Beach	Outstanding	High	High	Subordinate	Moderate	Minimally Adverse
3	North Fishing Pier	Moderate	High	Moderate	Subordinate	Low	Minimally Adverse
4	Vista Point	High	High	Moderate	Co-Dominant	Moderate	Adverse
5	Marin Headlands	Outstanding	High	Moderate	Subordinate	Moderate	Minimally Adverse
6	Boat View West	High	Moderate	Moderate	Subordinate	Moderate	Minimally Adverse
7	Boat View East	High	Moderate	Moderate	Subordinate	Moderate	Minimally Adverse



EXISTING



ALTERNATIVE 1A

**FIGURE 2.2-6
VIEWPOINT 1: FORT POINT - ALTERNATIVE 1A**



EXISTING



ALTERNATIVE 1A

**FIGURE 2.2-7
VIEWPOINT 2: BAKER BEACH - ALTERNATIVE 1A**



EXISTING



ALTERNATIVE 1A

**FIGURE 2.2-8
VIEWPOINT 3: NORTH FISHING PIER - ALTERNATIVE 1A**



EXISTING



ALTERNATIVE 1A

**FIGURE 2.2-9
VIEWPOINT 4: VISTA POINT - ALTERNATIVE 1A**