

Aesthetics

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

This chapter documents the existing visual conditions in the Project area and analyzes the potential for the proposed Project to affect the existing visual character and quality of the Project site and its surroundings. This chapter also describes the regulatory environment relevant to protection of aesthetic resources and identifies policies and regulations taken into consideration in the evaluation of potential visual effects. Finally, this chapter describes mitigation measures that would reduce potential impacts on visual resources, as applicable.

3.1 Concepts and Terminology Used in this Chapter

Concepts and terminology used in this analysis are summarized in this section. As defined primarily by the Federal Highway Administration (FHWA) (1988) and the Bureau of Land Management (BLM) (1980), these concepts are used throughout this chapter to describe existing conditions in representative views toward the Project site and, in concert with CEQA significance criteria, to identify potential effects on aesthetic resources.

Identifying visual resources and conditions involves the following three steps:

1. Objective identification of the visual features (visual resources) of the landscape;
2. Assessment of the character and quality of those resources relative to overall visual character of the region; and
3. Determination of the importance to people, or sensitivity, of views of visual resources in the landscape.

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area (FHWA, 1988). Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, number of views seen, distance of the viewers, and viewing duration. Viewer sensitivity relates to the extent of the public's concern for a particular viewshed. These concepts and terms are described in detail in the following sections and are incorporated into this chapter's discussions of existing conditions and potential effects on aesthetic resources.

3.1.1 Visual Character

Natural and human-made landscape features contribute to the visual character of an area or view. Visual character is influenced by geologic, hydrologic, botanical, wildlife, recreational, and urban features. Urban features include those associated with landscape settlements and development, including roads, utilities, structures, earthworks, and the results of other human activities. The perception of visual character could vary significantly seasonally, even hourly, as weather, light, shadow, and other elements that compose the viewshed change. The basic components used to describe visual character for most visual assessments are the elements of form, line, color, and texture of the landscape features (U.S. Forest Service, 1995; FHWA, 1988). The appearance of the landscape is described in terms of the dominance of each of these components.

3.1.2 Visual Quality

Visual quality is evaluated using the well-established approach to visual analysis adopted by FHWA, which employs the following concepts (FHWA, 1988; Jones et al., 1975):

- Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns.
- Intactness is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements; this factor can be present in well-kept urban and rural landscapes and in natural settings.
- Unity is the visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape.

Visual quality is evaluated based on the relative degree of vividness, intactness, and unity, as modified by its visual sensitivity. High-quality views are highly vivid, relatively intact, and exhibit a high degree of visual unity. Low-quality views lack vividness, are not visually intact, and possess a low degree of visual unity.

3.1.3 Visual Exposure and Sensitivity

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

The importance of a view is related in part to the position of the viewer to the resource; therefore, visibility and visual dominance of landscape elements depend on their placement within the viewshed. A viewshed is defined as all the surface area visible from a particular location (e.g., an overlook) or sequence of locations (e.g., a roadway or trail) (FHWA, 1988).

As a part of the process of identifying the importance of views of a resource, a viewshed can be broken into foreground, middleground, and background distance zones. Generally, the closer a resource is to the viewer, the more dominant it is and the greater its importance to the viewer. Although distance zones in a viewshed may vary between different geographic regions or types of terrain, the standard foreground zone is 0.25 to 0.5 mile from the viewer, the middleground zone is from the foreground zone to 3 to 5 miles from the viewer, and the background zone is from the middleground to infinity (Jones et al., 1975).

Visual sensitivity depends on the number and type of viewers and the frequency and duration of views. Visual sensitivity is also modified by viewer activity, awareness, and visual expectations in relation to the number of viewers and viewing duration. For example, visual sensitivity is generally assumed to be higher for views seen by people who are driving for pleasure; people engaging in recreational activities such as hiking, biking, or camping; and homeowners. Sensitivity is assumed to be lower for views seen by people driving to and from work or as part of their work (U.S. Forest Service, 1995; FHWA, 1988;).

3.1.4 Existing Setting

The proposed Project site is in the southeast portion of a parcel that is currently occupied by the Event Center for use as a parking lot and storage facility. The site includes two roads that surround the Event Center: S. Delaware Street and Saratoga Drive. The branches of the proposed diversion sewer pipelines would be constructed within the two existing roadways and extend to just south of E. 25th Avenue on the west and to the southeast corner of the Event Center property on the east. Existing aesthetic resources and views are described below.

3.1.5 Regional Setting

The City of San Mateo extends from San Francisco Bay to the foothills of the mountains that extend up and down the San Francisco Peninsula. Although predominantly urbanized, with a balance of commercial and residential uses, public parklands and undeveloped private lands dispersed throughout the City provide open space, wildlife habitat, recreational opportunities and, in some locations, relatively expansive views toward both the Bay and portions of the City. The low-elevation areas along the Bay shoreline are characterized visually by a variety of developments and uses adjacent to, and in some locations extending into, parklands and relatively undeveloped areas, some of which are public and others of which are privately owned. Commercial, industrial, office park, and multi-family uses in the east, near the western end of the San Mateo Bridge, yield to more single-family homes and neighborhood-scale commercial centers. The San Francisco Bay Trail (Bay Trail) extends along the entirety of the City's shoreline, as do large electrical transmission towers and roadways of varying service levels.

3.1.6 Existing Visual Character, Visual Quality, and Visual Sensitivity

Figure 3-1 is a map on an aerial photo base that depicts the Project site and its immediate surroundings. The Project site is currently used for storage as seen in the aerial photograph and can generally be characterized as a gravel parking/storage yard with stored vehicles, equipment, containers, and debris piles. The site is surrounded by opaque fencing and vegetation, including trees and hedges. Most of the parcel located west of the Project site is associated with the San Mateo County Event Center and its parking area. Existing views of the Project site are relatively low quality, consistent with a construction site/storage area and parking lot.

Saratoga Drive is located along the north and east sides of the Project site with Fiesta Gardens subdivision located beyond Saratoga Drive. The subdivision is mainly comprised of single-story residences, with the exception of a lone two-story residence located adjacent to Saratoga Drive. The subdivision is surrounded by a masonry wall with hedges and trees between the wall and the street, providing some visual enhancement for viewers both within the subdivision as well as those walking or driving on Saratoga Drive. Additionally, the neighborhood is partially separated from Saratoga Drive by Borel Creek, which runs north of Saratoga Drive for approximately 0.25 mile from Delaware Avenue. Views of the Project site from the subdivision and road are obscured by the wall and vegetation as well as the opaque fencing and vegetation surrounding the Project site. **Figure 3-2a** provides a view of the Project site as seen from the location on Saratoga Drive indicated as Viewpoint 1 on **Figure 3-1**.

Bay Meadows Community Park is located south and southwest of the Project site. The approximately 12-acre park provides a view of open space and vegetation, including a pond on the eastern side. Views of the park are seen almost exclusively from the areas south, southeast, and southwest of the park along E. 28th Avenue. The park provides moderate-quality views at street level for pedestrians and those traveling on E. 28th Avenue. Views from much of the north, west, and east are blocked by fences and vegetation. Views of the Project site from the park are also mostly blocked or obscured by fencing and vegetation associated with the park; however, some of the trailers and stored items are still visible above the fence line through the vegetation. **Figure 3-2b** provides a view toward the Project site as seen from a location on 28th Avenue indicated as Viewpoint 2 on **Figure 3-1**.

A residential subdivision with three-story multi-family buildings is located south-southeast of the Project, adjacent to E. 28th Avenue. The visual quality of these views is moderately low. Visible features of Bay Meadows Community Park indicate a formal park setting, but the individual components, in concert with the industrial and infrastructural uses apparent just beyond the park's boundaries, comprise an overall view with a moderately low degree of visual coherence and compositional harmony. This reflects the contrast evident in the visual character of the view.

The visual quality of the area where the diversion sewer pipelines would be installed is moderately low given that it includes densely developed areas, paved surfaces, and roadways, including the railroad and associated industrial nature of properties along S. Delaware Street to the west.

The Project site itself is not a feature of high visual interest and does not lie within views that are considered scenic vistas. The designated state scenic highway nearest to the Project site is Interstate 280 (I-280), which is approximately 3.25 miles west of the Project site, outside the San Mateo city limits. The Project site is not visible from the highway, nor are there any other scenic resources within the Project area.

3.2 Regulatory Framework

This section lists laws, ordinances, and regulations regarding aesthetics and visual resources that are directly applicable to the proposed Project. All such regulations are based on local guidelines; there are no applicable federal regulations regarding aesthetics or visual resources, and there are no officially designated state scenic highways or county-designated scenic routes in the vicinity of the Project area.

Applicable local regulations include relevant sections of the General Plan (City of San Mateo, 2010), and the *San Mateo City Charter and Municipal Code*, including the Zoning Ordinance (City of San Mateo, 2015).

3.2.1 General Plan – Policies and Guidance

Policies and guidance related to aesthetics and visual resources are found in the following sections of the General Plan:

- Section II, Land Use
- Section V, Urban Design
- Section VI, Conservation, Open Space, Parks and Recreation

These policies and guidance are discussed in the following sections.

3.2.1.1 General Plan – Section II, Land Use

Applicable land use (LU) and Shoreview Area-specific (PA) policies are cited below as they appear in the General Plan (City of San Mateo, 2010).

Policy LU 1.5: Building Height. Maintain maximum building height limits contained in Appendix C [of the General Plan], and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.

Requests for height changes consistent with the height ranges for specific land uses as designated in Appendix C [of the General Plan], entitled “Building Height,” may be considered by the City Council only when accompanied by a request for change in land use designation. Such requests may be approved only if the following findings are made:

- The building has high design quality, which is enhanced by additional building height.
- Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image.
- Increased building heights will still provide for a variety of building heights in the vicinity of the project and the surrounding areas.
- Increased building heights are compatible with surrounding land uses and will not create adverse shadow or visual impacts on surrounding residential uses.

- The City's infrastructure is adequate to accommodate the proposed development.
- Maximum height limits are intended to permit development which will not overburden the City's infrastructure or circulation system, which is consistent with the plan's intensity/density standards and is compatible with surrounding land uses, and which will preserve, to the extent feasible, the City's existing character. Height limits range from 25 feet to 90 feet and are contained in Appendices B and C.

3.2.1.2 General Plan – Section V, Urban Design

Urban design refers to the physical form and development of a city from the individual neighborhood to the overall cityscape. The Urban Design Element includes goals and policies related to the physical elements that make up the City and its natural setting and that make up the City's visual qualities.

Applicable policies are cited below as they appear in the General Plan:

UD 1.2: Preservation of Natural Focal Points. Preserve and enhance views of and access to the foothills and the Bay through the design of new development consistent with the *Shoreline Park Specific Plan* (City of San Mateo, 1971).

By featuring the natural amenities of the foothills and Bay, San Mateo's identity can be strengthened. Where possible development should orient views and access to take advantage of these natural features.

UD 1.3: Gateways. Develop gateways by creating strong architectural or landscape features exhibiting the character of San Mateo at the following locations: entrances to the Downtown, the north and south ends of El Camino Real (State Route 92), US 101 and 3rd Avenue, US 101 and Hillsdale Boulevard, and Mariner's Island Boulevard and J. Hart Clinton Drive at the border of Foster City.

By developing gateway features, the entries to the City will be identified. Gateways may be constructed in a variety of ways: a prominent landscape or architectural feature, a notable open area or possibly an arch to pass through. All gateways should have some common element or feature to give San Mateo a unique and consistent image.

3.2.1.3 General Plan – Section VI, Conservation, Open Space, Parks and Recreation

The Conservation, Open Space, and Parks and Recreation (C/OS) Element sets forth the City's goals and policies regarding the development, management, and preservation of natural, cultural, and recreational resources within the City. The C/OS Element identifies Marina Lagoon, the Bay shoreline, and the City's creeks and channels as areas of scenic and cultural value. The segment of the Bay Trail that passes along San Mateo's shoreline is identified as a scenic pedestrian trail. Although no state- or county-designated scenic highways or roads are located within the site, J. Hart Clinton Drive is identified in the C/OS Element as similar to other county-designated scenic roads in the City because it offers "views of creeks, hillsides, the Bay, and San Francisco and East Bay skylines among other sights. Visual liabilities include inconsistent vegetation and poorly screened development" (City of San Mateo, 2010). Within the Project area, State Route 92 (SR 92) is the only county-designated scenic roadway. No officially designated scenic highways are located within San Mateo.

Applicable C/OS policies are cited below as they appear in the General Plan.

C/OS 2.1: Aesthetic and Habitat Values: Public Creeks. Preserve and enhance the aesthetic and habitat values of San Mateo, Laurel, and Beresford creeks and other City-owned channels in all activities affecting these creeks.

C/OS 2.2: Aesthetic and Habitat Values: Private Creeks. Preserve and enhance the aesthetic and habitat values of privately-owned sections of all other creeks and

channels, as shown in Figure C/OS-2, whenever cost-effective or whenever these values outweigh economic considerations.

San Mateo, Laurel, and Beresford creeks have been identified as having significant natural values. Policy 2.1 directs that aesthetic and habitat considerations be a part of all activities affecting these creeks; revegetation, erosion control, and adequate setbacks are among the possible actions. Further, while other City-owned channels have not been considered as providing much scenic or wildlife opportunities, significant potential exists; Policy 2.1 directs that these values be a part of channel management. Other creeks that cross through private property are worthy of protection and enhancement; implementation of such measures is promoted by Policy 2.2 with consideration of cost in the development process.

C/OS 9.1: Development Requirements. Require new developments to protect and enhance the character of scenic roadways and trails designated on Figure C/OS-4, including but not limited to treatment of signs and screening, land uses, and preservation of view corridors.

New development or redevelopment on parcels adjacent to scenic roadways or trails is an opportunity for design which protects the existing scenic qualities of the roadway or improves on those qualities. Policy 9.1 directs that developments avoid or mitigate adverse visual impacts which might be created particularly by grading, signage, and heights above the ridgeline.

3.2.2 City of San Mateo Zoning Ordinance

The Zoning Ordinance (Title 27 in the *City of San Mateo City Charter and Municipal Code* [Municipal Code] [City of San Mateo, 2015]), provides standards for the physical development of the City. Section 27.08.030 of the Zoning Ordinance establishes the City's SPAR process. The SPAR process is required for, among other development, any building; new parking lot; fence greater than 6 feet high; or an extension, alteration, or addition of or to an existing building or parking lot. In making its review, the Zoning Administrator, Development Review Board, and Planning Commission are guided by the standards adopted by the Planning Commission and City Council.

As specified in the Zoning Ordinance, the application shall be approved if the Zoning Administrator or Commission finds all the following to exist:

1. The structures, site plan, and landscaping are in scale and harmonious with the character of the neighborhood;
2. The development will not be detrimental to the harmonious and orderly growth of the City;
3. The development will not impair the desirability of investment or occupation in the vicinity, and otherwise is in the best interests of the public health, safety, or welfare;
4. The development meets all applicable standards as adopted by the Planning Commission and City Council, conforms with the General Plan, and will correct any violations of the Zoning Ordinance, building code, or other municipal codes that exist on the site;
5. The development will not adversely affect matters regarding police protection, crime prevention, and security.

All buildings, structures, landscaping, and other establishments shall be constructed in accordance with the approved drawings. The City Council shall review and make the final determination on all buildings exceeding 55 feet in height or where required by express General Plan provisions.

Chapter 27.59 of the Zoning Ordinance describes requirements for and restrictions on land use and development in the Shoreline District, which encompasses the Shoreline Park Specific Plan area (City of San Mateo, 1971). The Shoreline Zoning District is further described in Chapter 11, *Land Use*.

Chapter 27.74 of the Zoning Ordinance describes the requirements for special use permits. The zoning code identifies permitted uses for each land use type in the City. In addition, the Zoning Ordinance recognizes that other uses may be necessary or desirable in a given district and may influence neighboring uses or public facilities. For the protection of the community, these uses need to be carefully regulated with respect to location or operation. Such uses are classified as “special uses.” Chapter 11 includes additional information about permitted uses and uses allowed under special use permits.

Chapter 27.06 of the Zoning Ordinance notes that “[e]very project which is fully or partially funded by the City and which is subject to Planning Commission review under 27.06.040” requires final approval by the City Council (City of San Mateo, 2015). These approvals include special use permits, SPAR, and Site Development Permits.

3.2.3 City of San Mateo Development Permit

Chapter 23.40 of the Municipal Code was adopted in part to preserve the natural scenic character of the City and maximize visually pleasant relationships with adjacent sites during development activities, including grading and removal of major vegetation. Based on the quantity of gradient, a site development permit is required for site development on private property and may also be used for review of public projects that require a planning application and public review. A permit would include requirements such as slope setback.

3.3 Assessment Methods and Thresholds of Significance

Based on existing conditions within the Project area and on proposed activities summarized in this chapter and detailed in Chapter 2, potential impacts on aesthetic and visual resources were identified and compared to CEQA criteria for thresholds of significance. Impacts on aesthetic resources may occur if the proposed Project would result in the following:

- A substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historical buildings within a state scenic highway
- Conflict with applicable zoning and other regulations governing scenic quality
- Create a new source of substantial light or glare

The Project site itself is not a feature of high visual interest and does not lie within views that are considered scenic vistas. The Project site is not visible from the nearest designated state scenic highway, nor are there any other scenic resources within the Project area. Because the Project would not result in adverse impacts to scenic vistas or to state designated scenic highways, no further evaluation is made of these two types of impacts.

3.4 Environmental Impacts

Impact 3-1. Would the proposed Project have the potential to conflict with applicable zoning and other regulations governing scenic quality?

During the Project construction period, construction workers, vehicles, and equipment, including heavy machinery, would be present at the Project site. Construction activities would include excavation for construction of the flow equalization facility site and installation of the facility’s floor, walls, and roof. Construction of the diversion sewer pipelines would include open-cut methods along most of the

alignment. The visual changes related to the construction activities would be greatest during excavation and installation of the diversion pipelines and temporary holding structure, which is expected to last approximately 18 months of the 25-month construction period.

The perimeters of the Project site along Saratoga Drive and Bay Meadows Community Park are surrounded by opaque fencing and vegetation, and existing views along the street level toward the location of the construction site would be limited for nearby residents, Bay Meadows Community Park users, and those driving near the Project site.

The construction activities would not be visible from most of the residences in the Fiesta Gardens subdivision located across Saratoga Drive east of the Project site because the majority are single-story residences oriented towards the subdivision's internal street system. The residences located directly across Saratoga Drive from the Project site back up to Saratoga Drive, and a high masonry wall runs along the back-lot lines, blocking views toward the Project site from the backyards. A single two-story, residence is located directly across Saratoga Drive near the eastern corner of the Project site. In addition to the masonry wall, taller vegetation also blocks most of the view of the Project site from the second story.

The three-story multi-family residential buildings located approximately 250 feet south of the Project site across E. 28th Avenue would have mostly limited views of the construction-period activities. Views of the construction activities from units on the first and second stories of these buildings would be substantially screened by the existing opaque fence along the site's southern perimeter and by the trees located within Bay Meadows Community Park and along E. 28th Avenue. The third-story residents would have more direct views of the Project site as compared to the first and second stories. Some of the construction activities would likely still be obscured by vegetation in the park, but not to the same degree that it blocks the lower levels. The views of construction activities would be a relatively small part of the overall view and would not dominate the view from these residences. In addition, the Project site currently has a utilitarian appearance and does not have a high level of visual quality, so the degree of change from the existing visual quality would not be large. Once Project construction is complete, the site would be paved and contain the minor appurtenances associated with the Project. Any affected surrounding areas would be restored to their current or similar conditions.

While park users and those traveling on the adjacent roadways would experience construction-related views, most views of the construction area would be obscured or blocked by fencing and vegetation, and construction would be temporary and transient within view of the roadways and park.

Given these factors and the relatively short duration of the most intensive construction activities (approximately 18 months), construction impacts on the visual character and quality of the site and its surroundings would be less than significant.

Once construction is complete, the new diversion sewer pipelines would be underground in streets or designated City rights-of-way (ROWs). The only new permanent aboveground structures associated with other components of the Project would be minor appurtenances, including access hatches, an electrical building, and an inconspicuous stack at grade or other architectural feature for treated air. Additionally, the project would have a wall or fence and landscaping outside of the wall or fence to provide screening for the site." **Figure 3-3** shows aerial images of before and after construction views of a site where a similar project was developed. As comparison of the two images indicates, the surface of the site is relatively unchanged after completion of the project, with the only visible elements being the access hatches. The proposed Project will differ from the example in that it will have a one-story electrical building in a corner of the site, as indicated on **Figure 3-1**. The Project includes implementation of Final PEIR **Mitigation Measure 11-2, Obtain approval for a special use permit**. As part of this process, the Project would undergo Site Plan and Architectural Review, which ensures that the Project is constructed in accordance with City municipal codes, approved drawings, landscaping plans, and, as applicable, special use permit conditions. Operationally, the proposed Project would have a less-than-significant

impact on the existing visual character and quality of the site and its surroundings and would not conflict with applicable zoning or regulations governing the site.

Impact 3-2. Would the proposed Project have the potential to create a new source of substantial light or glare?

Construction activities are scheduled to take place between 7 a.m. and 7 p.m. Therefore, illumination of work areas and vehicle headlights would be limited to early morning and early evening hours from late fall to early spring.

Daytime glare from construction vehicles would be screened from observers on Saratoga Drive and in Bay Meadows Community Park and other nearby ground-level locations by the existing opaque fencing. Incorporation of Final PEIR **Mitigation Measure 3-3a, Design lighting to minimize impacts on adjacent areas**, would further reduce impacts from construction lighting. Given the limited duration of the construction period, the limited times at which the lighting would be required, and the existing visual barriers that would attenuate offsite visibility, construction impacts on lighting and glare would be less than significant.

During Project operation, there would be limited need for aboveground lighting. Any required lighting would be designed in conformance with current lighting design standards, which specify restriction of lighting to areas where it is essential for operations and security, limitation of lighting levels to those required for operational and security needs, use of fixtures that are shielded to direct the light only to those areas where it is needed and that prevent light spill into the sky and offsite, and use of switches and motion sensors to restrict the use of lighting to only those times when it is required. Because the site is currently illuminated, and because any lighting that is required during Project operations will be designed to limit its potential for creating light spill or increasing ambient lighting levels in the surrounding areas, the Project's light impacts during the operational period will be less than significant. Incorporation of **Mitigation Measure 3-3a, Design lighting to minimize impacts on adjacent areas**, from the 2016 Final PEIR would further reduce impacts from lighting from operation of the Project.

3.5 Mitigation Measures

Mitigation Measure 11-2, Obtain approval for a special use permit is described in Chapter 11.

Implementation of the following mitigation measure from the Final PEIR would ensure that potential lighting impacts on aesthetic and visual resources would remain at a less-than-significant level.

Mitigation Measure 3-3a. Design lighting to minimize impacts on adjacent areas.

Construction Lighting. Prior to site mobilization, the construction manager shall confirm that lighting for construction of proposed Project facilities is used in a manner that minimizes potential night lighting impacts, as follows:

- a. All lighting shall be of minimum necessary brightness consistent with worker safety.
- b. All fixed position lighting shall be shielded, hooded, and directed downward to minimize backscatter to the night sky and prevent light trespass (direct lighting extending outside the boundaries of the construction area).
- c. Where feasible and safe, lighting shall be turned off when not in use, and motion detectors shall be used.
- d. A lighting complaint resolution form shall be maintained by construction management to record all lighting complaints received and to document the resolution of that complaint.
- e. All construction-related lighting shall be completely shielded or screened so it is not visible to surrounding residents.

Project Operation Lighting. Prior to the start of operation of the facility, the construction contractor shall design and install new permanent lighting for the facility such that: light bulbs and reflectors are not visible from public viewing areas; lighting does not cause reflected glare; and illumination of the Project, the vicinity, and the nighttime sky is minimized. To meet these requirements, the City or its design contractor shall confirm the following:

- a. Lighting shall be designed so exterior light fixtures are hooded, with lights directed downward or toward the area to be illuminated and so that backscatter to the nighttime sky is minimized. The design of the lighting shall be such that the luminescence or light source is shielded to prevent light trespass outside the facility boundary.
- b. All lighting shall be of minimum necessary brightness consistent with worker safety.
- c. Where feasible and safe, lighting shall be kept off when not in use.

A lighting complaint resolution form shall be used by the Project operations to record all lighting complaints received and document the resolution of those complaints. All records of lighting complaints shall be kept in the onsite compliance file.

3.6 References

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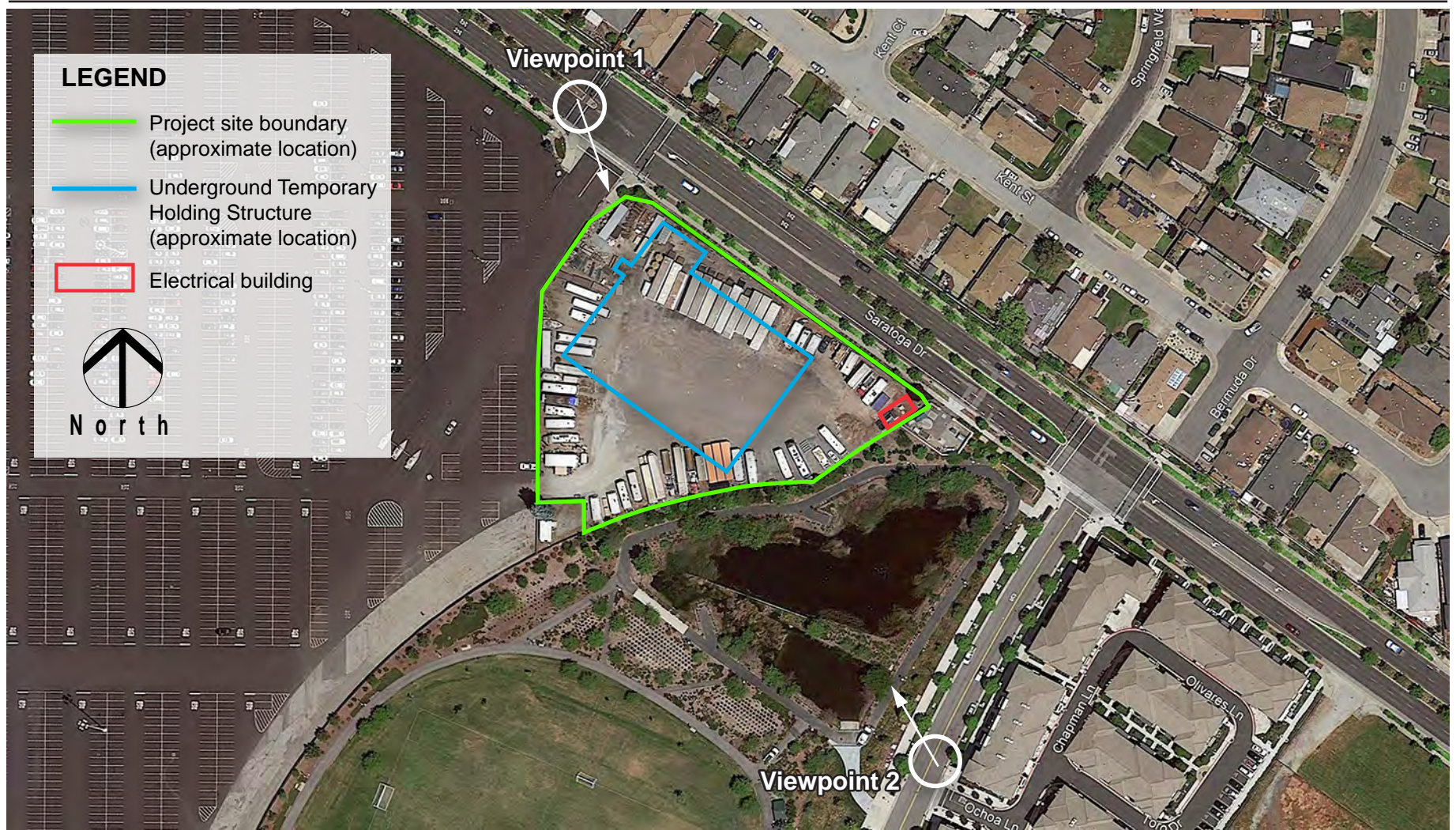
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Figure 3-1
Project Visual Context and Locations of Photo Viewpoints
Underground Flow Equalization System, Environmental Impact Report
City of San Mateo Clean Water Program



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a. Viewpoint 1. View from Saratoga Drive looking East/Southeast toward the project site.



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b. Viewpoint 2. View from East 28th Avenue in front of three-story multi-family buildings, looking North/Northeast across the Bay Meadows Community Park toward the project site.



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a. Aerial view of the Genesee 1 Underground Flow Equalization Project Site before construction.



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b. Aerial view of the Genesee 1 Underground Flow Equalization Project Site after construction of the project. Note that the surface of the site has been restored to almost exactly the same condition it was in before construction of the project took place.