

## 4.1 AESTHETICS

This chapter describes the existing aesthetic character of the EA Study Area and evaluates the potential environmental consequences of future development that could occur by adopting and implementing the proposed Housing Element Update, General Plan Consistency Update, and associated Zoning Ordinances amendments, together referred to as the “Plan Components” on aesthetic character. A summary of the relevant regulatory setting and existing conditions is followed by a discussion of Plan Components and cumulative impacts.

### A. Regulatory Framework

This section summarizes key State and City regulations and programs related to aesthetics in the EA Study Area. There are no federal regulations pertaining to aesthetics that apply to the EA Study Area.

#### 1. State Laws and Regulations

##### a. Scenic Highways

The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans), protects scenic State highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways. Caltrans designated the segment of Interstate 280 (I-280) that runs from Santa Clara County line to the San Bruno city limit as a scenic highway.<sup>1</sup> This State-designated scenic highway runs approximately one mile along southern edge of the City. Caltrans describes the scenic value of I-280 as follows: “The motorist is offered middleground forest and mountain vistas, background water and mountain panoramas, and enclosed lake and mountain ridge views as the route traverses the environmentally fragile valley created by the San Andreas Earthquake Fault.”<sup>2</sup>

##### b. California Building Code, 2010

The California Building Code, Part 2 of Title 24 in the California Code of Regulations (CCR), is based on the International Building Code and combines three types of building standards from three different origins:

- ◆ Building standards that have been adopted by State agencies without change from building standards contained in the International Building Code.

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<sup>1</sup> California Department of Transportation website, Officially Designated State Scenic Highways, <http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm>, accessed September 25, 2012.

<sup>2</sup> Caltrans, California Scenic Highway Mapping Program, Route 280 Photo Album, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm), accessed on November 19, 2012.

- ◆ Building standards that have been adopted and adapted from the International Building Code to meet California conditions.
- ◆ Building standards, authorized by the California legislature, that constitute extensive additions not covered by the International Building Code that have been adopted to address particular California concerns.

The California Building Code includes standards for outdoor lighting that are intended to improve energy efficiency, and to reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls.

## 2. Local Regulations and Policies

### a. Menlo Park Municipal Code

Other than the existing General Plan, the City of Menlo Park Municipal Code<sup>3</sup> is the primary tool that shapes the form and character of physical development in the City. Standards and regulations established in the Municipal Code are used to implement the goals, objectives, and policies of the General Plan and to regulate all land use within the City.

#### *i. Zoning Ordinance*

Title 16 of the Municipal Code sets forth the City's Zoning Ordinance, which, amongst other purposes, is intended to preserve and extend the charm and beauty inherent to the residential character of the City and encourage building construction of pleasing design. The Zoning Ordinance sets forth the standards requiring architectural control review and stipulating aesthetic criteria for residential development, such as ensuring that a development's proposed design and size is appropriate for the location and is compatible with adjacent uses and resources. The Zoning Ordinance provides standards for architectural design, variety in housing types and massing, landscaping (Chapters 16.10 to 16.28). In addition, the Zoning Ordinance sets forth development standards related to aesthetics including preservation of historic buildings (Chapter 16.54), fencing (Chapter 16.64), lighting (Section 12.04.100A(E)(C)(1)) and daylight planes for residential development (Chapter 16.67).

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<sup>3</sup> City of Menlo Park, Municipal Code, Title 16: Zoning, passed August 23, 2011, <http://www.codepublishing.com/CA/menlopark/>, accessed December 28, 2012.

*a) Architectural Control*

Under Section 16.68.020 the planning commission, architectural committee, or community development director will review architectural drawings, including plans for buildings, landscaping, and parking facilities for all building permit applications, with the exception of single-family dwellings, duplexes, and accessory buildings. The findings for architectural control review are as follows:

1. That the general appearance of the structures is in keeping with character of the neighborhood;
2. That the development will not be detrimental to the harmonious and orderly growth of the city;
3. That the development will not impair the desirability of investment or occupation in the neighborhood;
4. That the development provides adequate parking as required in all applicable city ordinances and has made adequate provisions for access to such parking;
5. That the development is consistent with any applicable specific plan.

*ii. Subdivision Regulations*

The Municipal Code Title 15 includes Subdivision regulations that are established to ensure the orderly development of subdivisions. The ordinance provides standards for surveying, design and construction, and installation of relevant infrastructure.

*iii. Street, Sidewalk and Utilities Regulations*

Street, sidewalk, and utilities regulations are included in Title 13 of the Municipal Code. The ordinance provides development standards related to aesthetics such as landscaping, lighting, street trees, heritage trees and screening and undergrounding utilities.

***B. Existing Conditions***

**1. Visual Character**

While the City is primarily built out and nestled between the built environments of Atherton and Redwood City to the north-northwest; the San Francisco Bay to the north-northeast; East Palo Alto to the east; Palo Alto to the south-southeast, Menlo Park can generally be described as a modern suburb that encompasses a variety of natural landscapes. The westernmost portion of Menlo Park consists of residential hillside development. The central and southern portions of the City include a mix of housing types, business parks, shopping centers, and public uses ranging from low- to mid-rise development. Northern and eastern Menlo

Park abuts the San Francisco Bay (Bay) and contains wetlands and vegetated open space, including marshes, flatlands, and shoreline of the Bay. To the south and west of the Bay, the City contains a mixture of light industry warehouses and business parks.

The five opportunity housing sites are located throughout the City (see Figure 3-3 in Chapter 3, Project Description, of this EA). The following provides a description of each site.

a. Housing Site 1 - 700 block of Willow Road

Site 1 (Veterans Affairs Campus) is a developed parcel located within the Veteran's Affairs Medical Center Campus, bound by existing residential development and the Medical Center Campus itself. The potential density for Site 1 is 48 dwelling units per acre and 60 net new dwelling units could potentially be developed for this site. As shown in Figure 4.1-1, the site is currently developed with surface parking lots and a landscaped lawn area used by the campus. The site includes mature trees.

b. Housing Site 2 - 1200 block of Willow Road

Site 2 (MidPen's Gateway Apartments) is a developed parcel bound by Frontage Road and existing commercial and residential development. The potential density for Site 2 is 40 dwelling units per acre and 42 net new dwelling units (in addition to 32 existing dwelling units which will be replaced) could potentially be developed for this site for a total of 90 units on Site 2. As shown in Figure 4.1-2, the site is currently developed with one- to two-story residential uses.

c. Housing Site 3 - 1300 block of Willow Road

Site 3 (MidPen's Gateway Apartments) is a developed parcel bound by Frontage Road and existing commercial and residential development. The potential density for Site 3 is 40 dwelling units per acre and 36 net new dwelling units (in addition to 82 existing dwelling units which will be replaced) could potentially be developed for this site for a total of 118 dwelling units. As shown in Figure 4.1-3, the site is currently developed with one- to two-story residential uses.

d. Housing Site 4 - 700-800 blocks of Hamilton Avenue

Site 4 (Hamilton Avenue) is comprised of several separate developed and undeveloped parcels bound by Hamilton Avenue, the Dumbarton Rail Corridor, and existing commercial development. The potential density for Site 4 is 30 dwelling units per acre and 216 net new dwelling units could be developed on this site. As shown in Figure 4.1-4, the site is currently contains one- and two-story light industrial/commercial buildings, as well as several vacant and undeveloped parcels.



FIGURE 4.1-1  
EXISTING VISUAL CONDITIONS SITE 1



FIGURE 4.1-2  
EXISTING VISUAL CONDITIONS SITE 2



FIGURE 4.1-3  
EXISTING VISUAL CONDITIONS SITE 3

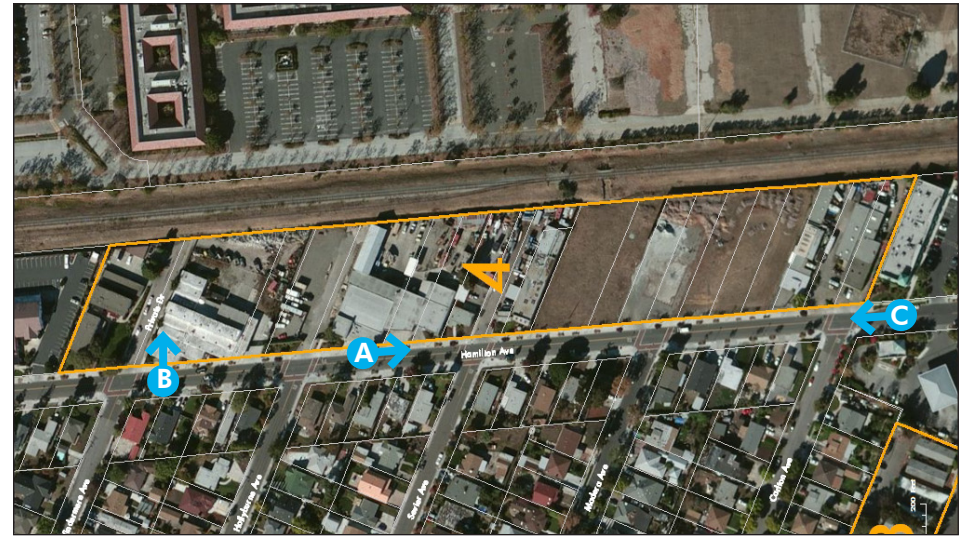


FIGURE 4.1-4  
EXISTING VISUAL CONDITIONS SITE 4



e. Housing Site 5 - 3600 block of Haven Avenue<sup>4</sup>

Site 5 (Haven Avenue) is comprised of several separate developed and vacant parcels, bound by Haven Avenue, existing industrial uses, and the Salt Ponds and associated trails. The potential density for Site 5 is 35 dwelling units per acre and 540 net new dwelling units could potentially be developed on this site. As shown on Figure 4.1-5, the site is currently occupied with several industrial and office buildings, as well as surface parking lots and vacant lands used as staging areas. The site includes potential views of the Salt Ponds and the bay.

f. Infill Around the Downtown Area

The opportunity infill sites around the downtown area are all currently developed and surrounded by existing development. The City will be reviewing and modifying and/or creating development standards to encourage additional infill dwelling units on lots 10,000 square feet or greater around the downtown. There are no scenic resources on these sites, however the potential for historic resources to be on the sites or adjacent to the sites would be identified on a case-by-case basis as each site is considered for future housing.

g. Second Units

As discussed throughout this EA, the opportunity sites for second units would be on single-family zoned properties of lots 6,000 feet or greater. The potential for publically accessibly scenic resources, heritage and mature trees, and historic resources to be on the sites or adjacent to the sites would be identified on a case-by-case basis as each site is considered for future housing.

## 2. Scenic Corridors and Vistas

Scenic corridors are considered an enclosed area of landscape, viewed as a single entity that includes the total field of vision visible from a specific point, or series of points along a linear transportation route. Public view corridors are areas in which short-range, medium-range and long-range views are available from publicly accessible viewpoints, such as from city streets. However, scenic vistas are generally interpreted as long-range views of a specific scenic feature (e.g. open space lands, mountain ridges, bay, or ocean views).

Menlo Park's main thoroughfares include the El Camino Real, which is developed with traditional strip center developments and bisects the downtown area comprised of pedestrian-scale, one to three story buildings. The Middlefield Road and Sand Hill Road thoroughfares include landscaped office parks with mid-rise buildings interspersed with landscaped parking areas, as does the Highway 101 corridor. While the

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<sup>4</sup> Housing Site 5 does not include the properties owned by Tyson, Integris, and Deerfield.

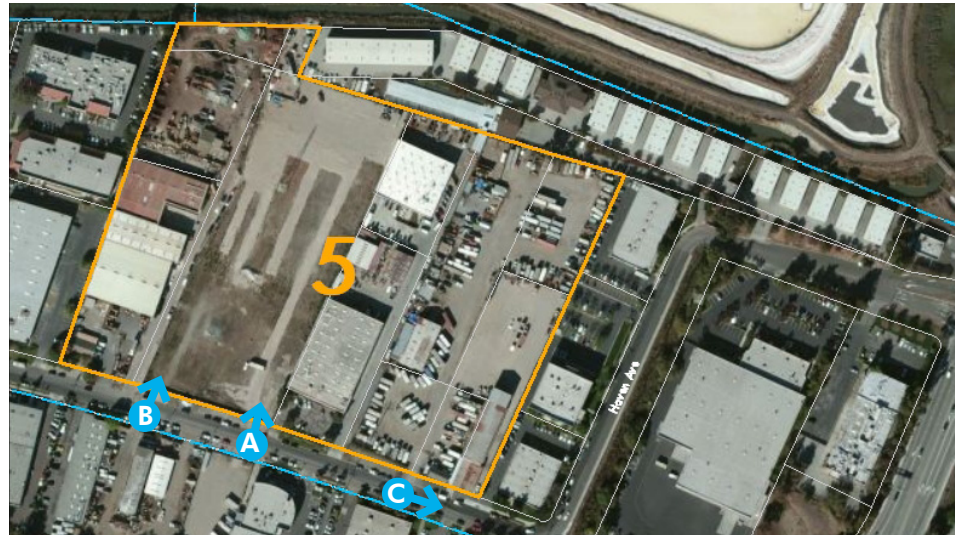


FIGURE 4.1-5  
EXISTING VISUAL CONDITIONS SITE 5

City has no designated scenic corridors, as previously noted, the section of I-280 within the EA Study Area is considered a scenic highway per the California Scenic Highways Program.<sup>5</sup>

Menlo Park is located on the flatter portions of the south-western margin of Bay, east of the San Andreas Fault zone, which limit scenic vistas within the City. However, due to the flat nature, the majority of the City, particularly from the north and east of Highway 101, are afforded views of the Santa Cruz Mountain Range, which runs the length of the San Francisco Peninsula and forms a barrier between the Pacific Ocean and the Bay. Scenic resources also include the Bay itself and its natural features as viewed from the eastern and northern portions of the City, and the densely vegetated riparian area lining the open water of San Francisquito Creek seen from views along the city's southeast border. The grassy foothills, which are part of the larger Stanford foothills, provide the visual backdrop to the west of the City.

### **3. Light and Glare**

Light pollution refers to all forms of unwanted light in the night sky, including glare, light trespass, sky glow, and over-lighting. Views of the night sky are an important part of the natural environment. Excessive light and glare can be visually disruptive to humans and nocturnal animal species. Although there is considerable development in Menlo Park, commercial development is concentrated in the downtown area and intersections along major arterials. Light pollution, in most of the City is minimal, and is restricted primarily to street lighting along major arterials streets and Highway 101, and to night-time illumination of commercial buildings, shopping centers, and industrial buildings. Light spillage from residential areas, particularly older neighborhoods, is mostly well screened by trees.

### **4. Shade and Shadow**

The issue of shade and shadow is an important environmental issue because it may impact the users or occupants of certain land uses on adjacent properties by blocking direct sunlight by on-site buildings. Users or occupants of certain land uses, such as residential, recreational, churches, schools, outdoor restaurants, historic buildings, and pedestrian areas have expectations for direct sunlight and warmth from the sun. These land uses are termed "shadow-sensitive." Shadow lengths are dependent on the height and size of the building from which it is cast and the angle of the sun. The angle of the sun varies to the rotation of the earth (i.e. time of day) and elliptical orbit (i.e. change in seasons). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months.

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<sup>5</sup> Caltrans, California Scenic Highway Mapping Program, Route 280 Photo Album, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm), accessed on November 19, 2012.

### *C. Standards of Significance*

The Plan Components would have a significant impact with regard to aesthetics if the associated future development would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.
3. Substantially degrade the existing visual character or quality of the site and its surroundings.
4. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

### *D. Impact Discussion*

#### **1. Have a substantial adverse effect on a scenic vista.**

Future development under the Plan Components would have the potential to affect scenic vistas and/or scenic corridors if new or intensified development blocked views of areas that provide or contribute to such vistas. Potential effects could include blocking views of a scenic vista/corridor from specific publically accessible vantage points or the alteration of the overall scenic vista/corridor itself. Such alterations could be positive or negative, depending on the characteristics of individual future developments and the subjective perception of observers.

As previously described, scenic corridors are considered public views as seen along a linear transportation route and scenic vistas are views a specific scenic feature. Scenic vistas are generally interpreted as long range views, while scenic corridors are comprised of short-, middle-, and long-range views. The General Plan does not designate official scenic corridors or vistas. However, for this analysis the westward views to the Santa Cruz Mountain Range, eastward views to the Bay, and views of the foothills and San Francisquito Creek within the City are considered scenic vistas and the State-designated portion of I-280 is considered a scenic corridor. The impacts to the State-designated view corridor are discussed below in Section D.2.

The five opportunity housing sites are concentrated on sites either already developed and/or underutilized, and/or in close proximity to existing residential and residential-serving development, where future development would have a lesser impact on scenic vistas (see Figures 4.1-1 through 4.1-5 above).

Future development on housing Site 5 (Haven Avenue) would be visible from the Bay; however, publically accessible views to the Bay are currently obstructed from the existing industrial land uses and Site 5 (Haven Avenue) is not considered a Bay-viewing destination point. Therefore, impacts to scenic vistas as a result of any potential redevelopment of Site 5 (Haven Avenue) from industrial to residential would be *less than significant*.

Future housing on the infill sites would not obstruct views of the Santa Cruz Mountain Range, the Bay, the foothills, the San Francisquito Creek within the City or the State-designated portion of I-280 that is considered a scenic corridor. In addition, given the fact that second units are typically one story or two story structures, limited in size, and would not be of height and form that would likely block views of these scenic resources. Considering this and the fact that opportunity housing Sites 1 through 4 are not considered destination public viewing points nor are they visible from scenic vistas; thus, overall impacts would be *less than significant*.

Furthermore, future residential development would if necessary be subject to the Architectural Control Review process in accordance with Section 16.68.020 of the Zoning Ordinance or would be required to comply with enumerated design standards. Nonetheless, new development would not be expected to significantly alter scenic viewsheds in these areas. The portions of the EA Study Area that are currently designated as open space lands would remain designated as such under the Plan Components and associated scenic viewsheds would not be significantly affected.

The following current and amended General Plan goals, policies and program address the preservation of scenic vistas and corridors in Menlo Park:

a. Current General Plan Land Use and Circulation Element

- ◆ Goal I-G: To promote the preservation of open-space lands for recreation, protection of natural resources, the production of managed resources, protection of health and safety, and/or the enhancement of scenic qualities.
- ◆ Policy I-G-7: Public access to the Bay for the scenic enjoyment of the open water, sloughs, and marshes shall be protected.
- ◆ Policy I-G-8: The Bay, its shoreline, San Francisquito Creek, and other wildlife habitat and ecologically fragile areas shall be maintained and preserved to the maximum extent possible. The City shall work in cooperation with other jurisdictions to implement this policy.

- ◆ Policy I-G-12: The maintenance of open space on Stanford lands within Menlo Park's unincorporated sphere of influence shall be encouraged.

b. Amended General Plan Open Space and Conservation Element

- ◆ Policy OSC-1.11: Sustainable Landscape Practices. Encourage the enhancement of boulevards, plazas and other urban open spaces in high-density and mixed-use residential developments, commercial and industrial areas with landscaping practices that minimize water usage.
- ◆ Goal OSC-1: Protect and Enhance Open Space and Natural Resources. Protect, conserve and enhance valuable natural resources, open areas and designated open space lands rich in scenic value, wildlife or of a fragile ecological nature through conservation and restoration efforts. The approach to natural resources include:
  - Preserve the natural state, unique appeal, and visual amenities of Menlo Park's bay lands and shoreline.
  - Protect the wildlife habitat, scenic value and natural character of San Francisquito Creek and other riparian corridors.
  - Protect sensitive species and natural communities.
  - Preserve open areas needed for protection from natural hazards.
  - Maintain, preserve and enhance contiguous open space on Stanford lands within Menlo Park's unincorporated sphere of influence.
  - Protect lands that have inherent qualities to provide visual amenity, including topographic features, views or vistas, street landscape areas, scenic water areas, creeks and the San Francisco Bay.
  - Provide landscaped areas that visually and environmentally enhance the community.
- ◆ Policy OSC-1.14: Protection of Conservation and Scenic Areas. Protect conservation and scenic areas from deterioration or destruction by vandalism, private actions or public actions.
- ◆ Policy OSC-1.6: South Bay Salt Pond Restoration Project and Flood Management Project. Continue to support and participate in Federal and State efforts related to the South Bay Salt Pond Restoration Project and flood management project. Provide public access to the Bay for the scenic enjoyment and recreation opportunities as well as conservation education opportunities related to the open Bay, the sloughs, and the marshes.

- ◆ OSC-1.13: Yard and Open Space Requirements in New Development. Ensure that required yard and open spaces are provided for as part of new multi-family residential, mixed-use, commercial, and industrial development.
- ◆ Policy OSC-1.15: Heritage Trees. Protect Heritage Trees, including during construction activities through enforcement of the Heritage Tree Ordinance (Chapter 13.24 of the Municipal Code).
- ◆ Policy OSC-1.1: Natural Resources Integration with Other Uses. Protect Menlo Park's natural environment and integrate creeks, utility corridors, and other significant natural and scenic features into development plans.

As discussed above, while the overall impacts to scenic corridors and vistas within the EA Study Area would be less than significant under the Plan Components, the implementation of these goals, policies, and programs would further ensure that impacts on scenic vistas from future development under the Plan Components would be *less than significant*.

**2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.**

The section of I-280 that is within the EA Study Area is considered a State scenic highway per Caltrans standards. However, none of the potential housing sites are within the I-280 viewshed and would not impact views along the scenic highway corridor. Accordingly, impacts related to scenic highways would be *less than significant*.

**3. Substantially degrade the existing visual character or quality of the site and its surroundings.**

As shown on Figures 4.1-1 through 4.1-5, the housing opportunity sites are concentrated on locations either already developed and/or underutilized, and/or in close proximity to existing residential and residential-serving development. Future building form and massing may be greater than existing conditions, but would not necessarily degrade the existing residential character of Menlo Park. However, the housing opportunity sites are adjacent to residential, recreational, churches, outdoor area, historic buildings, and pedestrian areas and therefore the potential for casting shadows over adjacent shadow-sensitive receptors exists.

Any future residential development would, if necessary, be subject to architectural control review or would be required to comply with enumerated design standards to ensure compatibility with adjoining land uses. The following goals, policies and programs in the General Plan would protect the existing visual character or quality of the City and its surroundings.

a. Current General Plan Land Use and Circulation Element

- ◆ Goal I-A: To maintain and improve the character and stability of Menlo Park's existing residential neighborhoods while providing for the development of a variety of housing types. The preservation of open space shall be encouraged.
- ◆ Policy I-A-1: New construction in existing neighborhoods shall be designed to emphasize the preservation and improvement of the stability and character of the individual neighborhood.
- ◆ Policy I-A-2: New residential developments shall be designed to be compatible with Menlo Park's residential character.
- ◆ Policy I-A-4: Residential uses may be combined with commercial uses in a mixed use project, if the project is designed to avoid conflicts between the uses, such as traffic, parking, noise, dust, and odors.

b. Amended General Plan Housing and Open Space and Conservation Elements

- ◆ Policy OSC-1.11: Sustainable Landscape Practices. Encourage the enhancement of boulevards, plazas and other urban open spaces in high-density and mixed-use residential developments, commercial and industrial areas with landscaping practices that minimize water usage.
- ◆ Policy OSC-1.12: Landscaping and Plazas. Include landscaping and plazas on public and private lands, and well-designed pedestrian and bicycle facilities in areas of intensive non-vehicular activity. Require landscaping for shade, surface runoff, or to obscure parked cars in extensive parking areas.
- ◆ Policy H-2.5: The City will encourage good management practices, rehabilitation of viable older housing, and long-term maintenance and improvement of neighborhoods.
- ◆ Goal H-4: Use land efficiently to meet community housing needs at a variety of income levels, implement sustainable development practices, and blend well-designed new housing into the community.
- ◆ Policy H-4.3: The City will review proposed new housing in order to achieve excellence in development design through an efficient process and will encourage infill development on vacant and underutilized sites that is harmonious with the character of Menlo Park residential neighborhoods. New construction in existing neighborhoods shall be designed to emphasize the preservation and improvement of the stability and character of the individual neighborhood.

The City will also encourage innovative design that creates housing opportunities that are complementary to the location of the development. It is the City's intent to enhance neighborhood identity and sense of community by ensuring that all new housing will (1) have a sensitive transition with the sur-



rounding area, (2) avoid unreasonably affecting the privacy of neighboring properties, or (3) avoid impairing access to light and air of structures on neighboring properties.

- ◆ Policy H-4.6: The City to encourage well-designed mixed-use developments (residential mixed with other uses) where residential use is appropriate to the setting and to encourage mixed-use development in proximity to transit and services, such as at shopping centers and near to the downtown to support Downtown businesses (consistent with the El Camino Real/Downtown Specific Plan).
- ◆ Policy H-4.11: The City will encourage the development of well-designed new second units (e.g., carriage houses, attached independent living units, small detached living units) and the legalization of existing second units as an important way to provide affordable housing in combination with primary residential uses on low-density lots. Secondary dwelling units must be in compliance with adopted City standards.
- ◆ Program H-4.I: Provide more specific guidance in the appropriate design of multiple family and mixed-use housing development outside of the El Camino Real/Downtown Specific Plan boundary area. The intent would be to more clearly establish City expectations to make the design review process as efficient as possible.

In conclusion, with implementation of these goals, policies, and programs, future development under the Plan Components would result in a *less-than-significant* impact to visual character.

#### **4. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.**

Substantial light and glare comes mainly from commercial areas, safety lighting, traffic on major arterials and the freeway, and street lights. The Plan Components do not contain any land use changes that would re-designate areas from residential to commercial, but it does recommend changing industrial land use designations to residential uses. As noted above under Section B.3, light pollution, in most of the City is minimal, and is restricted primarily to street lighting along major arterials streets and Highway 101, and to nighttime illumination of commercial buildings, shopping centers, and industrial buildings. Light spillage from residential areas, particularly older neighborhoods, is mostly well screened by trees. The growth that is planned for under the Plan Components would occur in already built-out areas where street and site lighting already exist.

The goals, policies and programs in the existing General Plan and under the Plan Components listed above in Section D.3, Substantially Degrade the Existing Visual Character or Quality of the Site and its Surround-

ings, would ensure that light and glare associated with new projects under the Plan Components are minimized. For example, Goal H4 directs the City to use land efficiently to meet community housing needs at a variety of income levels, implement sustainable development practices and blend well-designed new housing into the community. Policy H4.3 states that the City will review proposed new housing in order to achieve excellence in development design and will encourage infill development on vacant and underutilized sites that is harmonious with the character of Menlo Park residential neighborhoods. Policy H4.6 requires the City to encourage well-designed mixed-use developments where residential use is appropriate to the setting and Policy H4.11 states that the City will encourage the development of well-designed new second units in compliance with adopted City standards. In addition, Policy I-A-2 requires new residential developments to be designed to be compatible with Menlo Park's residential character.

The policies combined with continued architectural control review, if necessary, under the Zoning Ordinance would ensure that light and glare associated with new projects under the Plan Components are minimized and impacts from new sources of substantial light or glare would be *less than significant*.

## **5. Cumulative Impacts**

In the case of an area-wide planning document such as a General Plan, cumulative effects occur from development under the General Plan within the City combined with effects of development on lands adjacent to the City and within the county. The geographic scope of analysis is also discussed in Chapter 4.0, Environmental Evaluation.

Potential future development under the Plan Components would, if necessary, be subject to entitlement review, including environmental review and architectural design review, to ensure the development is aesthetically pleasing and compatible with adjoining land uses. With these mechanisms in place, future development that would be allowed under the Plan Components would not create substantial impacts to visual resources. Therefore, the Plan Components would not result in a *cumulatively considerable* contribution to aesthetic impacts.

### ***E. Impacts and Mitigation Measures***

The Plan Components would not result in any significant aesthetics impacts; therefore, no mitigation measures are necessary.