

## 4.1 AESTHETICS

This section describes the existing aesthetic character of the city and evaluates the potential aesthetic impacts associated with the Draft 2030 General Plan and Climate Action Plan (CAP).

### *A. Regulatory Framework*

The following describes the existing plans, codes and regulations relating to aesthetics that are applicable to the Draft 2030 General Plan and CAP.

#### **1. Municipal Code**

Other than the existing General Plan, 1991 East San Carlos Specific Plan, 1994 West Side Specific Plan and 2003 Draft East San Carlos Specific Plan, the City of San Carlos's Municipal Code is the primary document that regulates the policies and practices of the City. The Municipal Code contains the Zoning Code, the Subdivision Ordinance, the Building and Construction Code, and other titles that are important in implementing the goals and policies in the General Plan.

##### **a. Zoning Code**

Title 18 of the San Carlos Municipal Code, the Zoning Code, divides the city into distinct zones in order to implement the land use and development policies in the General Plan. Among the primary objectives of the Zoning Code are the regulation of building form, placement, density, and the provision of sufficient parking and open spaces in conjunction with development.

State Law requires that the Zoning Code be consistent with the General Plan. Since the Draft 2030 General Plan would amend and augment many of the existing policies and actions of the 1992 General Plan, the Draft 2030 General Plan would also call for the Zoning Code to be updated to reflect those changes.

##### **b. Subdivision Ordinance**

Title 17 of the San Carlos Municipal Code implements the California Subdivision Map Act and the City General Plan and Specific Plans, as they relate to

the subdivision of land. Its provisions ensure the orderly development of lands in the incorporated city. The ordinance also provides standards for surveying, design, and construction and installation of relevant infrastructure.

c. Building and Construction Code

Title 15 of the San Carlos Municipal Code is the primary document that regulates the building and construction requirements in San Carlos. It is based on the California Building Code, but has been modified to include provisions applicable only to San Carlos.

d. Grading Ordinance

Regulations contained within Chapter 12.08 of the Municipal Code establish standards and specifications for site planning activities to protect soil and water quality and maintain the city's natural topography, soils and vegetative features during development.

e. Specific Plans

There are three specific plans that provide land use and policy guidance for the Downtown area and the East Side of San Carlos: 1991 East San Carlos Specific Plan, 1994 West Side Specific Plan (WSSP) and 2003 Draft East San Carlos Specific Plan. With the adoption of the Draft 2030 General Plan, these specific plans will no longer be in effect, as they are incorporated into the Draft 2030 General Plan.

The WSSP provides standards, objectives, policies and plans for development focused on El Camino Real, Laurel Street, San Carlos Avenue and adjacent side streets. The 1991 East San Carlos and 2003 Draft San Carlos Specific Plans provide guidelines for redevelopment of the East Side area of the city.

## 2. Downtown Design Guidelines

Downtown Design Guidelines were developed and approved by the City in August 2001 after a series of monthly public workshops entitled "Visioning Downtown San Carlos." The guidelines apply to the El Camino Real corridor and to the downtown area including Laurel Street and San Carlos Ave-

nue; however, its application to properties outside the study area is encouraged. The guidelines reflect residents' desire to maintain the "village" or "small town" character of downtown and promote a pedestrian environment. Other goals include providing for a mix of land uses, providing opportunities for social interaction and maintaining vehicular access at a human scale. The guidelines include specific requirements, recommendations and prohibitions for the following building design qualities within the downtown area:

- ◆ Building Placement
- ◆ Building Articulation
- ◆ Façade Design
- ◆ Street Furnishings and Outdoor Eating
- ◆ Parking
- ◆ Pedestrian Network

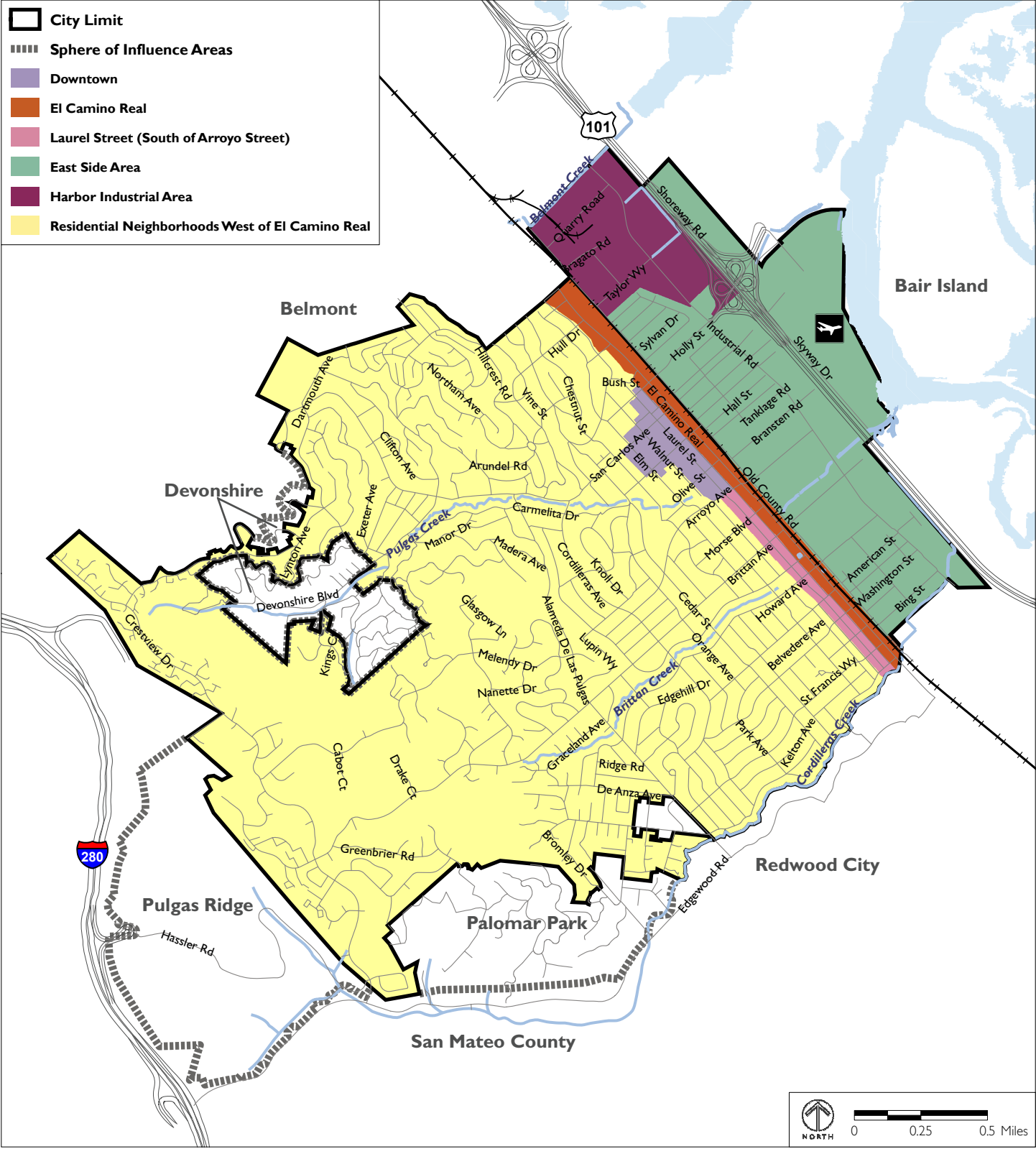
## ***B. Existing Conditions***

The following provides a general description of the existing urban character and visual quality of San Carlos.

### **1. Visual Character**

San Carlos is a small city comprised of a number of neighborhoods, districts, and open spaces. The visual character is typical of surrounding cities and contains several aesthetic resources such as scenic vistas from the hills in the western portions of the city, cohesive residential neighborhoods and a vibrant, pedestrian-scale downtown. Existing neighborhoods are predominantly residential, while districts contain a mixture of residential, commercial and industrial uses.

The city has been divided into a series of six geographic areas to reflect each area's unique character and a distinctive land use pattern. These areas, illustrated in Figure 4.1-1, include the major developed areas in San Carlos as described below.



Source: City of San Carlos and DC&E

FIGURE 4.1-1  
 MAJOR DEVELOPED AREAS IN SAN CARLOS

a. Downtown and historic Downtown Core Area

Downtown is defined as Laurel Street from Holly Street to Arroyo Street including properties west to Walnut Street and the Civic Center. The historic Downtown Core Area is centered at the 1100 and 1200 blocks of San Carlos Avenue and the 600, 700, and 800 blocks of Laurel Street. Laurel Street is a pleasant pedestrian environment with a grid street pattern, pedestrian amenities and attractive landscaping. Laurel Street Park is centrally located in the Downtown area and offers people a place to gather and visit. The street width supports a pedestrian environment and is in scale with the surrounding buildings. The alley between Laurel Street and El Camino Real minimizes curb cuts along Laurel Street and allows service vehicles to access businesses from the rear of the buildings. Buildings of varying heights, typically one to two stories, with traditional storefronts are generally built to the sidewalk and address the street. Downtown supports the highest levels of density in San Carlos. The tallest buildings of greatest mass are located in the Downtown area. The picturesque Downtown is an important visual resource for residents, workers and visitors in San Carlos.

b. Laurel Street (South of Arroyo Street)

Laurel Street, south of Arroyo Street to Eaton Avenue, differs from the Downtown. Although the buildings are of similar height, one to two stories, storefronts along this portion of Laurel Street are broken up by mixed-use residential and residential buildings. Storefronts are mostly active along the street with the presence of ground floor retail; however, the residential units interspersed along the street interrupt the continuity of these active uses. As in the Downtown portion of Laurel Street, an almost continuous alley between Laurel Street and El Camino Real reduces curb cuts along Laurel Street and provides access for service vehicles at the rear of buildings. Parking is mostly limited to parallel and diagonal parking along Laurel Street, though there are a few parking lots behind buildings and fronting Laurel Street.

Development on the east side of Laurel Street, between Belmont Avenue and White Oak Way, is oriented towards El Camino Real. Key building facades

fronting Laurel Street have no windows or entrances which creates a block of blank walls with no windows or doorways.

South Laurel Street has limited spaces to gather and has no public open space such as a plaza or pocket park. Trees and landscaping are intermittent along this portion of the street. The corridor has few curb cuts and a relatively narrow street which helps create a pedestrian environment. However, more active street fronts and street amenities such as benches could enhance the walkability of the area.

This area includes many important community, business and personal support services, and convenience uses. Uses include retail, restaurants, and offices as well as multi-family residential uses.

c. El Camino Real

The El Camino Real corridor is a linear commercial area with a diverse range of uses including auto-related businesses, lodging, restaurants and miscellaneous small businesses. Although it is a regional transit corridor serving the San Mateo Peninsula, El Camino Real is largely automobile-oriented. The visual quality of the area is dominated by automobiles and businesses catering to automobile drivers. Parking lots, large signs and single-story buildings predominately define the visual character of the corridor, although there are a few older, multi-store buildings built to the sidewalk. The train tracks also run parallel to El Camino and the majority of the land between the tracks and the road is vacant. The elevated railroad tracks present a physical barrier and obstruct views on the East Side of El Camino Real. Landscaping is minimal and there are few pedestrian amenities along the corridor. However, recent development activity on El Camino Real demonstrates the potential for this corridor as a transit-oriented area suitable for increased residential and mixed-use development.

d. East Side Area

The East Side area includes 600 acres of land in the eastern portion of the city. The area is defined by the city limits to the north, east and south, and the

railroad tracks to the west. Initially, this area was the site of small industrial firms including manufacturing, repairing, building supply uses, service businesses and housing which arose after World War II. In the 1990s, the uses in the East Side area began to transition and new uses including research and development space, computer hardware and software, telecommunications, medical research and biotechnology firms moved to the area, reflecting San Carlos' location in the northern portion of Silicon Valley. Many of the businesses were established along American, Central and Washington Streets. Additional businesses, such as Lucky Grocery Store, Home Depot and Hollywood Video later developed along the western edge of the East Side area.

The East Side area is bisected by Highway 101. The area east of Highway 101 includes the San Carlos Airport, SamTrans bus storage facility, the Hiller Aviation Museum, two-story office buildings, limited freeway-oriented lodging and restaurant buildings and a solid waste transfer station and recycling facility. Large parking areas separate uses. The automobile is the dominant mode of transportation in the area.

e. Harbor Industrial Area

The Harbor Industrial area (HIA), located between the city limits to the north, Shoreway Road to the east, Old County Road to the west and as far south as Holly Street on the eastern edge, is a subarea within the East Side area. This subarea comprises large manufacturing businesses, biotechnical and biomedical firms and light and heavy industrial uses. The majority of the area (from Belmont Creek to north of Holly Street) was annexed in 1997 after a petition for annexation was received from over 80 percent of the property owners in the HIA. The balance of the HIA to the north remains unincorporated under a compromise known as "ABC" reached between the Cities of San Carlos and Belmont and the HIA property owners in 1997. The ABC compromise requires San Carlos or Belmont to meet certain conditions in order to annex the remaining unincorporated portions of the HIA. The portion of the HIA that was annexed to San Carlos conforms to both County and City industrial zoning regulations. Existing land use regulations strongly discourage housing, commercial, retail and non-industrial uses in this area.

f. San Carlos Airport

The East Side area is the site of the 160-acre San Carlos Airport, located east of Highway 101, along the bay shoreline. The San Carlos Airport is located on land owned by the County of San Mateo and managed by the County Public Works Department. Private planes are the primary users of the airport and are utilized for both business and recreation. The airport also allows private jets under 12,500 pounds to land and take off at any time, but activities such as student training are limited to daytime to meet noise abatement requirements. The airport houses around 500 aircraft and is the place of business for over 25 aviation related businesses. Other airport services include emergency response functions such as Air-Ambulance, Medivac flights and law enforcement patrols.

The San Carlos Airport is the home of the Hiller Aviation Museum. The museum was founded by helicopter pioneer Stanley Hiller Jr. in 1998. The museum includes a large collection of aviation history spanning the past 30 years and is an exciting destination for adults and children.

g. Residential Neighborhoods East of El Camino Real

There are two residential neighborhoods in the East Side area, between Old County Road and Industrial Road, both north and south of Holly Street. The neighborhoods are predominantly comprised of one- or two-story single-family homes set back from the narrow residential streets. These neighborhoods have abundant street trees and a strong sense of neighborhood. Laureola Park is a major focal point of one of the residential neighborhoods.

h. Residential Neighborhoods West of El Camino Real

The character of residential neighborhoods in San Carlos is diverse. Adjacent to Downtown and Laurel Street are older residential areas with traditional grid street patterns, higher densities, historic homes and a mixture of housing types. Relatively old and established street trees, pre-World War II buildings and attractive streetscapes create the visual character in this neighborhood.

Residential areas on the south end of the city (adjacent to Redwood City) are characterized by one- and two-story single-family homes with tree-lined streets. Homes are set back from an elongated, suburban street grid pattern and are a mix of one and two story homes.

The western portions of San Carlos, west of Alameda de las Pulgas, contain residential neighborhoods that are integrated into picturesque and often dramatic hillside terrain. In these areas, streets follow the contours of the hills, with many multi-story hillside homes appearing as single-story residences from the street. The far western portion of the city, near Brittan and Crestview Avenues, features single-family homes and condominiums with commanding views of the San Francisco Bay and the East Bay. Much of the development of this far western portion of the city occurred by clustering home sites and including large areas of private open space which add to its rural character.

i. Devonshire Canyon

Located in the western part of the city, Devonshire Canyon is unincorporated land under the jurisdiction of San Mateo County, surrounded on all sides by San Carlos. Devonshire Canyon is characterized by single-family homes located within exceptionally scenic hilly terrain. Most houses are located in flatter canyon floor areas, with the steeper areas largely but not completely undeveloped. Roads in Devonshire Canyon are extremely narrow and winding, and generally do not have sidewalks. Upper branches of Pulgas Creek are also located in this area and provide scenic riparian corridors.

**2. Open Space**

Open space areas provide important aesthetic value both from a distance and from adjacent areas. These visual qualities include trees, grasslands and open space. These areas also contain many scenic vistas overlooking San Carlos and surrounding communities. Open space areas in the Planning Area include Eaton Park, Big Canyon Park, Chilton Park and Pulgas Ridge Open Space Preserve.

### 3. Scenic Vistas

San Carlos has varied topography which ranges from land at sea level to the hilly western portion of the city with elevations up to 900 feet. The hillsides and ridgelines that comprise the city's diverse landscape provide a rich array of scenic resources and afford numerous vantage points from which scenic vistas can be enjoyed.

Views of the surrounding open space and San Francisco Bay can be accessed in many areas west of Alameda de las Pulgas, including City parks and open space and existing residential neighborhoods.

### 4. Scenic Highways

Scenic roads and corridors are an aesthetic resource for San Carlos and the surrounding communities. There are three types of scenic roads near or in San Carlos: State scenic highways, County scenic highways and City scenic roads.

There is one State scenic highway near San Carlos:

- ◆ **Interstate 280.** This freeway is the most well-known scenic road near San Carlos with sweeping views of the Bayside and San Francisco watersheds.

There are two County scenic highways located near San Carlos:

- ◆ **Edgewood Road.** This road is a County scenic highway. It is rural in nature and used frequently by bicyclists.
- ◆ **Cañada Road.** This road is also a County scenic highway. It is also rural and used by bicyclists.

There are seven City scenic roads in San Carlos, which are identified in the Circulation and Scenic Highways Element of the existing General Plan:

- ◆ **Alameda de las Pulgas.** This road runs through quiet residential areas of the city from north to south. Special landscape treatments have been implemented at points along the road to enhance the corridor.

- ◆ **San Carlos Avenue.** This avenue goes from the scenic hillside areas in the western portion of the city to the heart of downtown. Special landscape treatments have been implemented at points along the route to enhance the corridor.
- ◆ **Brittan Avenue.** This avenue traverses scenic open space and residential areas in the western portion of the city, crosses the city and continues all the way to Highway 101.
- ◆ **Club Drive.** This street crosses through open space areas and residential neighborhoods in the western portion of the city and provides scenic vistas.
- ◆ **Crestview Drive.** This street runs along the ridges of the western portion of the city providing dramatic views to the east.
- ◆ **El Camino Real.** This road is historically significant and is visually important as it carries large amounts of traffic. There are not scenic vistas from El Camino Real within the city.
- ◆ **Holly Street.** This arterial street extends east to west from Highway 101 to Elm Street. It is a primary entry and access to San Carlos and improvements have included entryway decorative features, a grade separation and landscaping.

## 5. Light and Glare

Light pollution includes 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 and excessive light and glare can be visually disruptive to people and nocturnal animal species. San Carlos may be adversely affected not only by light pollution from development within the city's own borders, but also from sky glow associated with the development of surrounding cities.

### *C. Standards of Significance*

The Draft 2030 General Plan would have a significant impact to visual and design factors if it would:

- a) Substantially degrade the existing visual character or quality of the site and its surroundings.
- b) Have a substantial adverse effect on a scenic vista.
- c) Substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings and historic buildings.
- d) Expose people to substantial light or glare, which would adversely affect day or nighttime views in the area.

### *D. Impact Discussion*

Below is a discussion of the impacts of the Draft 2030 General Plan and the CAP on the aesthetic character of San Carlos and its immediate vicinity. This discussion responds to each of the potential impacts identified in the Standards of Significance.

#### **1. Draft 2030 General Plan**

Almost all of the development that would occur under the Draft 2030 General Plan would be infill of residential, commercial and industrial parcels in areas of San Carlos that are already developed. A limited number of new single-family homes on vacant parcels are also anticipated in the neighborhoods west of Alameda de las Pulgas. This development has the potential to alter the visual character and qualities of those places, and potentially to alter the city's aesthetic character. However, the Draft 2030 General Plan contains numerous policies and actions that would work in conjunction with the City's existing Zoning Code and Downtown Design Guidelines to ensure that new development complements the existing aesthetic environment of the city and adjacent areas, and does not impair scenic vistas, affect scenic corridors, or exacerbate unwanted light and glare.

a. Degrade visual character of the site and its surroundings.

New development under the Draft 2030 General Plan has the potential to alter the visual character of San Carlos.

However, the Draft 2030 General Plan includes a wide range of goals, policies and actions to ensure high quality design that support and enhance the aesthetic qualities and character of the city. These various goals and policies, as described below for each area of the city, would reduce the potentially adverse citywide impacts of new development allowed under the Plan to a *less-than-significant* level.

*i. Residential Neighborhoods*

The Draft 2030 General Plan would protect and enhance existing neighborhoods, and provide regulations that would improve the aesthetic quality of future development within San Carlos' residential areas. The policies under Goal LU-9 of the Land Use Element call for the City to protect and enhance residential neighborhoods. Specific policies would mandate consideration of building massing and height considerations to ensure consistent and cohesive neighborhood design (Policy LU-9.13 of the Land Use Element) and require that all buildings in residential neighborhoods be compatible with the aesthetic neighborhood character (Policy LU-9.12 of the Land Use Element). Design of new buildings would be guided by design quality standards required by Policies LU-8.1 and LU-8.2 of the Land Use Element. In addition, Section 18.116.130 and .135 of the Zoning Code requires architectural review of all residential remodels and construction projects by either the Residential Design Review Board or Planning Commission prior to the issuance of a building permit. This review process ensures that new development is aesthetically appropriate for its setting, that it considers scenic views, and that it maintains the aesthetic quality of existing residential neighborhoods.

In the neighborhoods west of Alameda de las Pulgas, existing vacant parcels could be developed with housing under the Draft 2030 General Plan. Some of these vacant parcels are in or near scenic vistas in the hillside areas of the city. However, the construction of new homes in these areas would have a

minimal effect on the aesthetic quality of the area. Policies LU-8.19 and LU-9.9 would encourage development to minimize its obstruction of scenic vistas. The design review process that is required by the Zoning Code Section 18.116.135 as described above, as well as the proposed Policies LU-9.9, LU-9.12 and LU-9.13, would require all new development to be respectful of surrounding views, to be aesthetically appropriate for its setting and to preserve the character of the neighborhood and any surrounding open space areas.

*ii. Non-residential Development*

The appearance of Downtown San Carlos is an important aesthetic resource for the city. Goals, policies and actions in the Draft 2030 General Plan would help ensure that new development does not adversely impact this aesthetic resource. Goal LU-2 preserves and strengthens the aesthetic quality downtown as new development and redevelopment projects occur. Specifically, policies in this section require development to be respectful of and integrated with the surrounding historic downtown areas (Policy LU-2.3), to be supportive of vibrant locally-owned and locally serving businesses (Policies LU-2.5 and LU-2.6), and to be aesthetically-oriented to pedestrians (Policies LU-2.7, LU-2.9, LU-2.11, LU-2.12, LU-2.13, LU-2.14, LU-2.15 and LU-2.19). Additionally, Policy LU-7.3 would require development Downtown to be consistent with its “village character.”

Implementation of the Draft 2030 General Plan would maintain or lower allowed densities Downtown and along El Camino Real, and maintain existing building height and mass standards. The San Carlos Zoning Code includes detailed building height restrictions which allow a maximum building height of 50 feet. The redevelopment of some of these parcels to the allowed height of 50 feet would not block sunlight and views of surrounding areas, and would not give the appearance of an “urban canyon.” The maximum 50-foot height restriction would maintain existing zoning regulations in the Downtown area and along El Camino Real. Furthermore, policies implemented by the Draft 2030 General Plan would encourage development that does not dominate or overpower the existing scale of buildings. Policy LU-8.11 would discourage abrupt changes in building scale. Policy LU-8.10

would require buildings to incorporate varied façade design and to step back upper floors to break up building mass and to reduce monotonous wall lines. As stated above, Policies LU-9.12 and LU-9.13 would require new development to be compatible with the surrounding neighborhood aesthetics; these policies would not allow the construction of buildings that would be significantly taller than existing buildings Downtown or in other areas of the city.

Likewise, the design review process required by Section 18.116.130 of the Zoning Code requires architectural review for all new development in San Carlos prior to the issuance of a building permit. This review process ensures that all new development is aesthetically appropriate in scale and design, and that new buildings maintain the character of the surrounding district.

Furthermore, the Downtown Urban Design Guidelines contain specific requirements intended to maintain a small, approachable downtown feel and specifically prohibits large monolithic buildings. The specific façade and building articulation requirements in the Downtown Urban Design Guidelines also are designed to improve the aesthetic quality of the Downtown area and to minimize the impact of tall buildings on the pedestrian experience.

*iii. Open Spaces*

San Carlos contains scenic hillside areas, parks and open space and creeks which all contribute to the aesthetic quality of the community. The Draft 2030 General Plan includes goals, policies and actions that extend beyond the existing General Plan in ensuring that these aesthetic resources are preserved. Development adjacent to the creeks that flow through San Carlos would be restricted to preserve open space corridors along the creeks and their watersheds (Policies LU-1.9 and LU-1.10). Goal LU-10 would require hillside areas in San Carlos to be developed in harmony with the topography and would not allow grading that would alter the landscape or the aesthetic quality of the surroundings. Policy LU-9.9 would encourage all development to minimize obstructions of scenic vistas which would include the views seen from the preserves and open space areas in San Carlos.

b. Scenic Vistas

San Carlos has a wealth of scenic vistas throughout the western portion of the city with views of the surrounding hillside and open spaces and the San Francisco Bay. The Draft 2030 General Plan contains numerous policies to maintain the quality of these scenic vistas and to ensure their importance in the city's future. Policy LU-9.9 would discourage all development from obstructing views of the western hills, the San Francisco Bay and any other surrounding scenic vistas. In addition, the high level of architectural design review conducted by either the Residential Design Review Committee or Planning commission as mandated by the City's residential design-review ordinance (Zoning Code Sections 18.116.130 and 18.116.135) requires new development to respect existing scenic vistas. With adherence to the policies in the Draft 2030 General Plan and the Zoning Code, the effect on scenic vistas would be *less than significant*.

c. Scenic Highway

As stated in the existing conditions section, there are no State scenic highways in San Carlos. However, Interstate 280 is a State scenic highway running adjacent to the city and views from this highway could potentially extend into the city limits. The western portion of the city that may be seen from this highway is designated for open space and low density residential uses. As stated above, the Draft 2030 General Plan would not alter the land use patterns in this western portion of the city and would only increase the regulation of preserving scenic vistas and aesthetic quality. The scenic views from the State scenic highway would be preserved with implementation of the Draft 2030 General Plan.

There are no County scenic highways within the city, but as described in the existing setting section, there are two County scenic highways near the city including Edgewood Road and Cañada Road. The viewsheds for these scenic highways could potentially include portions of the western part of San Carlos. As stated above with regards to the Interstate 280 viewshed, the Draft 2030 General Plan does not propose land use changes in this area and the Plan would serve to strengthen the regulation of scenic resources. The scenic

views from these County scenic highways would be maintained with implementation of the Draft 2030 General Plan.

The City of San Carlos does designate seven scenic roads within the city, as described in the existing conditions section. These roads have important views or aesthetic qualities for the city, and have special landscaping and design requirements to ensure the maintenance of these qualities. The Draft 2030 General Plan would not alter the requirements associated with these scenic roadways. The Draft 2030 General Plan would include minor revisions to land use designations along San Carlos Avenue and El Camino Real. As described in the Land Use Element, these changes are designed to improve the cohesiveness of these areas and to improve the aesthetic quality. Any resulting changes in development along these corridors would be an aesthetic asset and would not degenerate the scenic quality of the corridor.

With the policies and land use decisions included in the Draft 2030 General Plan, as described above, the Plan would have a *less-than-significant* impact to State, County and City scenic highways.

d. Light or Glare

New development under the Draft 2030 General Plan has the potential to create additional light or glare. However, policies and actions in the Draft 2030 General Plan and existing City regulations would ensure that new development does not create substantial adverse light and glare impacts. For example, Land Use Action LU-1.5 would initiate the investigation of a lighting ordinance for San Carlos that would seek to minimize existing and future light pollution and its effect on views of the night sky. In addition, City Zoning Code Sections 18.116.130 and 18.116.135 require architectural review before issuance of a building permit for any residential or commercial construction. This review process investigates the proposed project's effects on light and glare and would not allow the issuance of a building permit for a project that would adversely affect light and glare conditions in San Carlos. With adherence to these policies, the Draft 2030 General Plan would have a *less-than-significant* impact on light and glare in San Carlos.

## 2. Climate Action Plan

The CAP includes some measures that could beautify the city, such as supporting community tree planting programs, waste reduction, and encouraging native and drought-tolerant landscaping. Other measures would not affect the visual character or quality of San Carlos or scenic resources in San Carlos. Therefore, implementation of the CAP would have *no impact* to the visual quality of San Carlos.

## 3. Cumulative Impacts

As stated above, aesthetic resources within San Carlos would not be significantly impacted as a result of the implementation of the Draft 2030 General Plan or CAP. Any changes in the aesthetic resources in the areas surrounding the city are not within the City's control and would be regulated by San Mateo County, the City of Belmont and Redwood City. Since the aesthetics would be generally improved through implementation of the Draft 2030 General Plan, the cumulative impacts to aesthetic resources would be *less than significant*.

### *E. Impacts and Mitigation Measures*

Since there are no significant impacts related to aesthetics as a result of the Draft 2030 General Plan and CAP, no mitigation measures are required.