

3.1 Aesthetics

Environmental Setting

PHYSICAL SETTING

Visual Character Overview

Daly City is located in the northwest portion of San Mateo County, bordered by the cities of San Francisco, Brisbane, Pacifica, South San Francisco, the Town of Colma and several unincorporated areas of San Mateo County. The city is geographically framed by two major natural elements – the Pacific Ocean to the west and the San Bruno Mountain to the east.

Although a primarily residential community, Daly City contains a mix of development typologies and patterns that range from post-war suburban neighborhoods with larger lot sizes and auto-oriented shopping centers in planning areas such as Westlake, to pre-war neighborhoods with smaller lot sizes, small-scaled mixed uses and neighborhood commercial such as in the Mission Street and Vista Grande planning areas.

The majority of commercial land uses are in the form of neighborhood serving retail centers established along transportation corridors (Mission Street and Geneva Avenue) and within suburban shopping centers such as Westlake and Serramonte shopping centers. The city's primary industrial area is located in the Bayshore neighborhood north of MacDonald Avenue. The open space areas of the city are primarily located along the coastline west of the Westlake Palisades neighborhood and in private open space around the Pointe Pacific neighborhood.

Scenic Resources and View Corridors

Important scenic resources in Daly City include views of the ocean and coastline as well as San Bruno Mountain.

Coastline

The Daly City coastline is one of the largest scenic areas in Daly City. Although access to the lower portion of the coastline is extremely limited, the upper portions of the coastal bluffs provide visual access, vista points, and park areas.

Coastal views can be accessed from several locations along streets that run parallel along the coast, such as Northridge Drive, Avalon Drive, and Skyline Boulevard, barring any existing residential homes between the street and coastline. In addition, coastal views can also be accessed from several

streets running east-west near the coast, such as Longview Drive, barring any existing residential development at the terminus of the street at the coastline. Due to the topography of the city, coastal views can also be accessed at certain locations in the Westlake Planning Area. Visual access to the coast from Highway 35 in Daly City is extremely limited due to existing single family residential uses between the Highway and the coastline. The views of the ocean afforded from Highway 35 are immediately north of the highway's intersection with Olympic Way extending from the San Francisco city limit. Buildings associated with the Mar Vista and Palo Mar horse stables then obscure ocean views past this point. Figures 3.1-1 and 3.1-2 show views along the coast.

Figure 3.1-1: Coastal Views



Avalon Drive between Westmoor Avenue and Northridge Drive.



Corner of Belcrest Avenue and Longview Drive looking west.



Northridge Drive between Carmel Avenue and Skyline Drive.

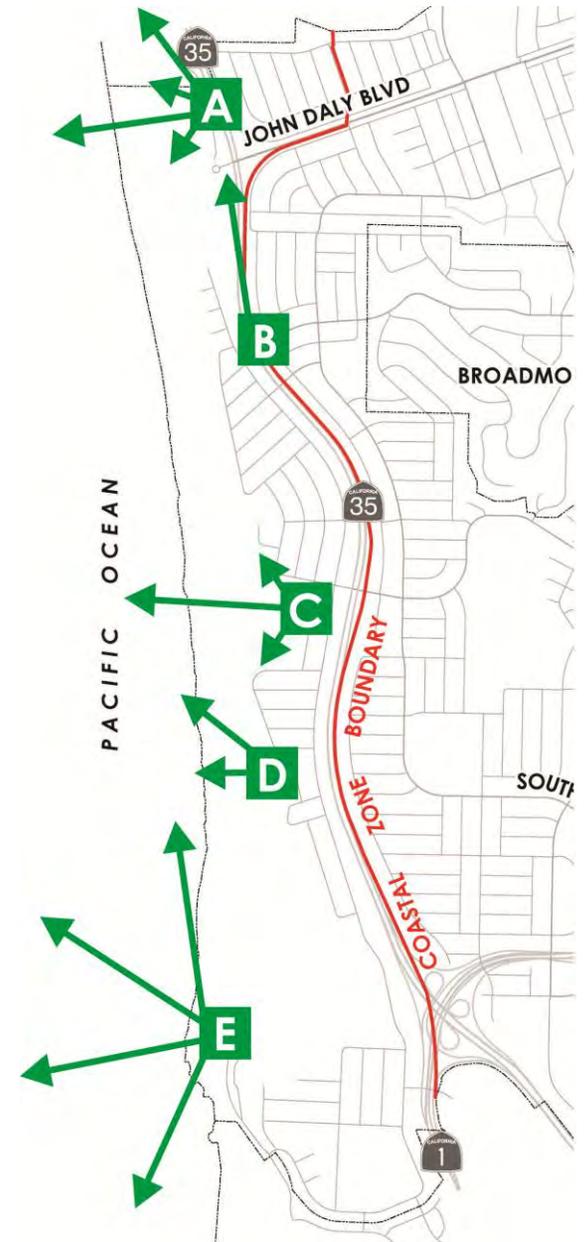
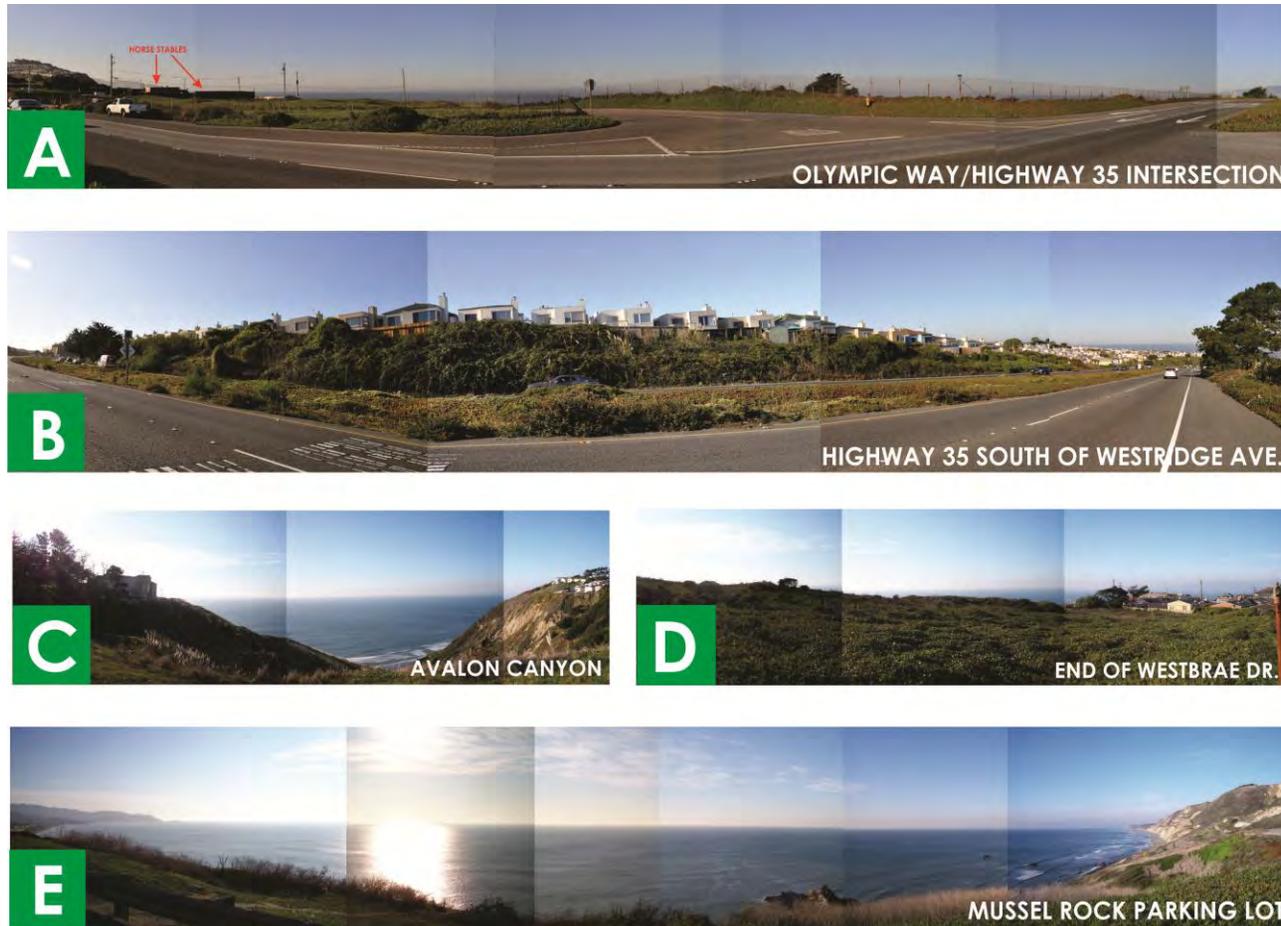


Skyline Drive north of Roslyn Court.



Corner of Southgate Avenue and Montrose Avenue.

Figure 3.1-2: Coastal Views along Skyline Boulevard/State Route 35



San Bruno Mountain

San Bruno Mountain, with its narrow valleys and rounded peaks, is a dominant physical feature of northern San Mateo County. Rising near the northern line of San Mateo County, it extends in a direction diagonal to the peninsula to Sierra Point near South San Francisco. From east to west it reaches a width of three miles between Sierra Point and the cemetery lands of Colma.¹ San Bruno Mountain reaches its greatest peak east of the Hillside Planning Area, approximately 1,300 feet above sea level. Existing homes are located along the base of the San Bruno Mountain in the Hillside, Crocker, Southern Hills, and Bayshore planning areas.

Views of San Bruno Mountain are afforded from certain locations in Daly City. Examples of areas where San Bruno Mountain are visible include Southgate Avenue running east toward the Westlake Shopping Center in the Westlake Planning Area, on School Street in the Vista Grande Planning Area, and on Serramonte Boulevard in the Serramonte Planning Area. In addition, views of San Bruno Mountain can also be accessed from some of the roadways identified in the scenic corridors section below. While there may be other streets from which San Bruno Mountain may be visible, most views along north-west roads are obstructed by existing buildings. For example, in the Mission Street Planning Area, the predominant typology includes buildings that are built adjacent to each other with little or no side yard setbacks. Figures 3.1-3 shows views of San Bruno Mountain from different areas of the city.

¹ Samuel C. Chandler, Gateway to the Peninsula, City of Daly City, CA, 1973.

Figure 3.1-3: Views of San Bruno Mountain



School Street and Bruno Avenue looking east.



Southgate Avenue and Maddux Drive looking east.



Serramonte Shopping Center looking east.



Mission Street looking east.

Scenic Corridors

Designated scenic highways and routes are intended to protect and enhance the scenic beauty of the highways, routes and adjacent corridors. Designation ensures that new development projects along recognized scenic corridors are designed to maintain the route's scenic potential. Skyline Boulevard (Route 35), Cabrillo Highway (Route 1), and Junipero Serra Freeway (I-280) are eligible to be State-designated Scenic Highways under the State Scenic Highways program (see discussion below, under Regulatory Setting), but are not officially designated.² Some of the scenic potential along these corridors are related to the views of the coast and San Bruno Mountain as discussed above. The County of San Mateo's Visual Quality General Plan Element identifies these three highways as roadways that provide scenic views along with two other roadways identified in Table 3.1-1 below. Figure 3.1-4 shows views from Daly City scenic corridors.

² Caltrans, California Scenic Highway Program, available at http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed May 4, 2012.

TABLE 3.1-1: DALY CITY SCENIC CORRIDORS

<i>Road</i>	<i>Status</i>	<i>Description</i>
Skyline Boulevard (Route 35)	Eligible State Scenic Highway, Not Officially Designated.	This road runs along coastline and features landscaping along the Highway and some views of San Bruno Mountain to the east. Views of the coastline are featured north of Olympic Way, outside City limits within the unincorporated areas of San Mateo County in Daly City's sphere of influence.
Cabrillo Highway (Route 1)	Eligible State Scenic Highway, Not Officially Designated.	This road runs through the center of Daly City and towards the coast at the city's southern boundary. The road features some views of San Bruno Mountain to the east but coastline is not visible from this road.
Junipero Serra Freeway (I-280)	Eligible State Scenic Highway, Not Officially Designated.	This road runs through the center of Daly City and along the eastern city limit along the southern portion of the city. The road features intermittent views of San Bruno Mountain but only along the southern portion of the road.
John Daly Boulevard	Road providing access to visual resources as identified in the San Mateo County General Plan.	Connecting State Route 35 and Interstate Route 280, John Daly Boulevard represents a good example of landscaped roadway in an urban setting.
Guadalupe Canyon Parkway	Road providing access to visual resources as identified in the San Mateo County General Plan.	Traversing the saddle of San Bruno Mountain, this road provides the traveler with a drive through open grassland and meadows that are colorful with wildflowers in the spring. Frequently, the San Francisco skyline and the Bay come into view. The Parkway also provides access to the Regional Park on San Bruno Mountain.

Source: Caltrans, Accessed 2012; San Mateo County General Plan, 1986.

Figure 3.1-4: Daly City Scenic Corridor Views



Skyline Boulevard (Route 35).



Cabrillo Highway (Route 1)



Junipero Serra Freeway (I 280)



John Daly Boulevard.



Guadalupe Canyon Parkway at East Market Street.

Light and Glare

The City of Daly City is primarily built out and the light and glare that exists within the city is typical of that in an urban setting. The light and glare sources presently within the city are associated with residential and commercial land uses.

REGULATORY SETTING

State Regulations

California Scenic Highways Program

Recognizing the value of scenic areas and the value of views from roads in such areas, the State Legislature established the California Scenic Highway Program in 1963. This legislation sees scenic highways as "a vital part of the all-encompassing effort...to protect and enhance California's beauty, amenity and quality of life." Under this program, a number of State highways have been designated as eligible for inclusion as scenic routes. Once the local jurisdictions through which the roadway passes have established a corridor protection program and the Departmental Transportation Advisory Committee recommends designation of the roadway, the State may officially designate roadways as scenic routes. Interstate highways, state highways, and county roads may be designated as scenic under the program. The Master Plan of State Highways Eligible for Official Scenic Highway Designation maps show designated highway segments, as well as those that are eligible for designation. Changes to the map require an act of the legislature.

As noted, a corridor protection program must be adopted by the local governments with land use jurisdiction through which the roadway passes as the first step in moving a road from "eligible" to "designated" status. Each designated corridor is monitored by the State and designation may be revoked if a local government fails to enforce the provisions of the corridor protection program. At a minimum, each corridor protection program must include:

- Regulation of land use and density of development;
- Detailed land and site planning;
- Control of outdoor advertising devices;
- Control of earthmoving and landscaping; and
- Regulation of the design and appearance of structures and equipment.

The Master Plan of State Highways Eligible for Official Scenic Highway Designation requires that proposed projects be evaluated for their impact on the scenic qualities of the corridor.

Local Regulations

Daly City Municipal Code

Chapter 17.27 – RP RESOURCE PROTECTION COMBINING DISTRICT

17.27.010 – General provisions

The -RP combining district is intended to provide development regulations for designated open space areas and for a buffer zone surrounding designated open space areas to ensure that the character and intensity of allowable development is compatible with, and does not create or contribute to adverse impacts on sensitive resources or geotechnically hazardous areas. These regulations are in addition and supplemental to the regulations of the underlying zone or zones, and where the regulations of the -RP zone and the underlying zone are inconsistent, the regulations of

the -RP zone shall prevail. Furthermore, all development shall be in accordance with the policies contained in the Daly City General Plan and, if applicable, the Daly City coastal program.

17.27.050 – Development regulations.

Following are regulations governing all construction within an -RP district:

- A. As specified for the underlying zone or zones;
- B. Conditions specified as part of the use permit approval;
- C. If the development is on a blufftop:
 - 1. No building or structure shall be placed closer than fifty feet from the edge of the bluff, the setback line to be determined by the city engineer;
 - 2. No grading or filling operations shall be permitted except for required drainage or erosion control and, if required, the same shall meet the standards and requirements of the state and city in connection with grading and filling operations;
 - 3. All structures hereafter constructed shall provide a permanent vista corridor with an unobstructed width of at least five feet or fifteen percent of the lot width of each lot, whichever is greater. If more than a single lot is included in a development, the vista corridors shall be combined into a single location;
- D. No development shall be allowed on a bluff or other such surface with a slope of thirty degrees or greater and a vertical relief of ten feet or more, except an approved stairway, ramp or developed trail;
- E. If the development is a shoreline accessway, the standards adopted by the city in its local coastal plan, or as amended, shall be applicable to an accessway.

Chapter 17.26 – S-1 DESIGN REVIEW COMBINING DISTRICT

17.26.040 – Design review criteria.

In considering an application for design review the following criteria shall be applied:

- A. That the proposed development shall serve to achieve a group of buildings or other facilities which will be well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other buildings and facilities in the immediate area, and the relation of the development to the total setting as seen from key points in the surrounding area. Only elements which have some significant relationship to outside appearance shall be considered;
- B. That the proposed development shall be of a quality and character which harmonizes with, and serves to protect the value of, private and public investments in the area.

Chapter 17.45 – DESIGN REVIEW

17.45.080 – Findings

In approving a design review plan or site plan, the Director of Economic and Community Development, the Design Review Committee or City Council must make the following findings:

- A. The provisions of this chapter and any applicable guidelines are complied with;
- B. The approval of the plan is in the best interest of the public health, safety and general welfare of the community;
- C. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, fences, public safety and similar elements have been designed to provide a desirable environment;
- D. General architectural considerations, including the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements have been incorporated in order to insure the compatibility of this development with its design concept and the character of other adjacent buildings;
- E. General landscape considerations of Chapter 17.41, Landscaping, have been provided to insure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public

City of Daly City Mission Street Urban Design Plan (1991)

The Mission Street Urban Design Plan is a comprehensive program of development opportunities, public improvements and design guidelines for the Mission Street Planning Area. The Plan includes detailed design guidelines relating to site design, building form, facades and signage for new development and renovation. Additional guidelines address where the building meets the street edge, creating active street frontages, and the location of parking. These guidelines work to create a more pedestrian friendly environment along Mission Street.

BART Station Area Specific Plan (1993)

This Specific Plan applies to the area around the Colma BART Station, which is partially within Daly City and partially within an unincorporated portion of San Mateo County, in the Colma-DC BART Station Planning Area. The Specific Plan provides a vision to transition the area into an urban mixed-use transit node that complements the character of the adjacent neighborhoods and business districts. The Specific Plan includes development standards and design guidelines to help foster a compact urban development pattern that engenders a vibrant community, creates an exciting and interesting streetscape, echoes the unique and appealing characteristics of surrounding architecture, and promotes pedestrian activities. The standards intend to provide for high quality design and the design guidelines provide overarching design guidance that not only addresses projects but also the public realm such as streets, parks, and plazas.

Sullivan Corridor Specific Plan (1998)

This Specific Plan applies to the Sullivan Corridor Planning Area. The Specific Plan establishes the area as a significant activity center and includes development standards and design guidelines applicable to future development. Urban design policies help foster a sense of place and identify for the Civic Center and Sullivan Corridor Area and develop a well-designed and quality environment. Design guidelines in the Specific Plan supplement the urban design concepts and policies and provide guidelines for site planning, building design, landscaping and signage.

Impact Analysis

SIGNIFICANCE CRITERIA

The proposed General Plan would have a significant adverse effect on aesthetics if it resulted in:

- A substantial adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantial degradation of the existing visual character or quality of the site and its surroundings; or
- Creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

METHODOLOGY AND ASSUMPTIONS

To evaluate potential impacts on visual resources in Daly City, this analysis considered potential degradation to existing views and scenic resources, and existing visual character of the city. As aesthetics and visual resources can be subjective by nature, the impacts are qualitatively evaluated.

SUMMARY OF IMPACTS

New development could affect scenic views of the San Bruno Mountain and the coast from some viewpoints in the city. However, historically, there has been no new development that has incrementally degraded coastal or mountain views. These considerations, coupled with existing zoning standards, ongoing design review practices and proposed General Plan policies, are expected to reduce any potentially significant impacts to levels that are less than significant.

There are three eligible state scenic highways, though none are officially so-designated, within Daly City – Skyline Boulevard (Route 35), Cabrillo Highway (Route 1), and Junipero Serra (I-280). Changes in elevation and existing landscaping along those highways, along with existing zoning standards and proposed General Plan policies, will ensure that scenic views are still accessible and visual character along these highways is not degraded, reducing potentially significant impacts to levels that are less than significant.

As Daly City is primarily built-out, infill development and redevelopment of vacant or underdeveloped sites will have a beneficial impact on the visual and aesthetic characteristics of the

city, especially along existing transit corridors such as Mission Street, as they will work to create a more unified, pedestrian-friendly, and aesthetically pleasing streetscape.

New development under the proposed General Plan is not expected to create new sources of light or glare that could adversely affect day or nighttime views.

IMPACTS AND MITIGATION MEASURES

Impact 3.1-1

Future development under the proposed General Plan will not affect scenic vistas to the coast and ocean, and San Bruno Mountain. (*Less than Significant*)

Future development under the proposed General Plan is not expected to significantly affect scenic vistas or views in Daly City, as discussed below.

Ocean and Coast

Views of the coast are limited to a few locations along streets that are adjacent to and run parallel or perpendicular to the coastline. A large portion of these streets have existing single family residential homes with limited side setbacks located between the street and coastline that prevent views of the ocean from the street. This is the case along the southern portion of Skyline Boulevard (Route 35), where existing single family residential homes run parallel to Skyline Boulevard, in between the road and coastline.

Views of the coast can be accessed along the northern portion of Skyline Boulevard at Thorton State Beach Park and the Mar Vista Stables. The greatest potential for future view loss is along this section of Skyline Boulevard corridor between the San Francisco city limit and John Daly Boulevard, depending on potential redevelopment of the Mar Vista Stables. However, due to the location, future development will have to comply with current regulations contained in the –RP Resource Protection Combining District which require development on one or more lots to provide a permanent vista corridor with an unobstructed width of at least five feet or fifteen percent of the lot, whichever is greater. Future development will have to undergo design review which will require compliance with all applicable design standards and guidelines, ensuring the protection of any sensitive coastal views, and that general site, architectural, and landscape considerations result in development compatible with its surroundings. Existing regulations, along with proposed General Plan policies that will limit the Floor Area Ratio (FAR) of new development along the coast, and require the provision of unobstructed views, will reduce impacts on to less than significant.

Views of the ocean can be accessed at certain locations in the Westlake Planning Area, at higher elevations. Under the proposed General Plan, the Westlake Planning Area will retain its existing low intensity predominately single family residential character and future potential new development would have less than significant impacts on ocean views in the Planning Area.

San Bruno Mountain

Views of San Bruno Mountain can be accessed from Skyline Boulevard (Route 35), Cabrillo Highway (Route 1) and Junipero Serra Freeway (I-280), eligible state scenic highways that are not officially designated. Views of San Bruno Mountain can be accessed along the southern portion of Skyline

Boulevard and Cabrillo Highway, where the elevation is higher than the rest of the city. Junipero Serra Freeway is located at a lower elevation compared to the other two highways and only occasional glimpses of the San Bruno Mountain ridgeline are afforded along the southern portion of the highway. Due to the elevation of these highways, future potential development will have less than significant impact on views of San Bruno Mountain from these highways.

Views of San Bruno Mountain can also be accessed from other locations throughout the city. Most of these locations are on streets that are running east-west. Guadalupe Canyon Parkway traverses San Bruno Mountain and terminates at East Market Street in Daly City. That terminus includes an existing single-family neighborhood to the north and San Bruno Mountain to the south. In other locations, existing development already obstruct views of the San Bruno Mountain. Proposed General Plan policies that require the impact of building heights to be minimized will reduce potential impacts on views of San Bruno Mountain to less than significant.

Proposed General Plan Policies and Tasks that Reduce the Potential Impact

Policy RME-16: Require public visual access easements in new developments along the coastline.

Task RME-16.1: Amend the Zoning Ordinance to require, as a part of a complete development application, for projects over a certain size located in the Resource Protection (RP) Zone, that an analysis be included which evaluates potential visual impacts caused by the proposed development.

Task RME-16.2: Develop, as a part of Program RME-1, a significant threshold for visual impacts and develop potential mitigation criteria for such impacts.

Policy CST-12: Establish effective regulations that reduce the bulk and mass of new buildings in the Coastal Zone and work to permanently secure scenic corridors as a part of new development proposals.

Task CST-12.1: Amend the Zoning Ordinance to establish a sliding scale for unobstructed view width in the recognition that the Coastal Zone is comprised on many parcels with different shapes, sizes, and parcel widths. A detailed sliding scale would be developed at the time the –RP Resource Protection Combining District text is amended. The scale would apply to all parcels in the –RP district which are on parcel greater than 33 feet in width.

Task CST-12.2: In the new Coastal Commercial zone, establish a maximum floor area ratio of 1:0 for all parcels.

Task CST-12.3: Require applicants proposing any development of properties located within the –RP Resource Protection Combining District and zoned Coastal Commercial to provide a visual aid (e.g., photo simulations) which would allow for an effective assessment of potential encroachment on coastal views. The visual aid shall be part of a complete application provided to the City. This requirement shall also apply to all new telecommunications facilities located in within the –RP Resource Protection Combining District regardless of zone.

Task CST-12.4: Amend the Zoning Ordinance to require that the only allowable landscaping associated with new development is with low growing species that will not obscure or block public views.

Policy HE-31: Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods, the impacts of building height are decreased to the maximum extent feasible without reducing permitted General Plan density

Task HE-31.1: Review the Mixed-Use Design Guidelines and Zoning Ordinance to ensure that the guidelines address impacts created by larger mixed-use buildings proposed adjacent to smaller buildings and amend the Guidelines and Ordinance as needed.

Policy LU-23: Continue to recognize the importance of the San Bruno Mountain Habitat Conservation Plan (HCP), uphold the integrity of the concepts behind the plan, and respect the agreements that serve to implement it.

Task LU-23.1: Through the development review process, the City shall continue to assist with the effort of preserving undisturbed habitat containing unique flora and fauna in areas adjacent to San Bruno Mountain State and County Park. Where mandated by State or federal law, the City shall adopt mitigation measures to either reduce to insignificance or eliminate the impacts on these resources as part of the approval private development occurring in the HCP area or vicinity (see also Task LU 23.

Mitigation Measures

None required.

Impact 3.1-2

Future development under the proposed General Plan will not result in the substantial degradation of the existing visual character of the city. (*Less than Significant*)

As the majority of Daly City is built out, future potential development will most likely be infill development. The proposed General Plan establishes a comprehensive approach towards infill development through policies that protect the character of existing neighborhoods while providing guidance for future potential development such as ensuring compatibility with existing development and minimizing height impacts.

The proposed General Plan aims to protect existing single-family neighborhoods within the city through standards that reinforce the different single-family neighborhood characters within the city. The proposed General Plan also proposes refinement to the Residential Design Guidelines which will address architectural design, bulk and massing of residential additions and reconstructed single-family homes. Landscaping requirements will also help enforce existing neighborhood character.

The proposed General Plan also addresses the design of the public realm, focusing on fostering active transit corridors. Streetscape improvements will foster pedestrian comfort, may include wider

sidewalks, additional pedestrian amenities such as bulb-outs and additional pedestrian crossings. These improvements aim to enhance pedestrian access to transit, services, and recreation opportunities in the city.

The proposed General Plan will minimize negative aesthetic impacts, ensure harmony with the scale and character of existing neighborhoods, and foster livable neighborhoods along existing corridors. Therefore, the proposed General Plan will not substantially degrade the visual character of the city, resulting in less than significant impacts.

Proposed General Plan Policies and Tasks that Reduce the Potential Impact

Policy LU-3: Implement a vision and long-term goals for Mission Street and Geneva Avenue, and consider the vision and goals in all land use planning decisions.

Task LU-3.2: Prepare a comprehensive land use, infrastructure, and streetscape plan for the Geneva Avenue Corridor, including the state-owned Cow Palace property. If necessary, the plan shall make specific recommendations for changes to the General Plan and Zoning Ordinance that will be necessary to assist with the plan’s implementation. The plan shall also identify which, if any, public improvements will be necessary for long-term implementation, including any necessary upgrades to existing public utilities in the area, and potential financing strategies to fund these improvements.

Task LU-3.3: Expand on the efforts of the Mission Street Urban Design Charrette and Grand Boulevard Initiative by undertaking a residential and commercial opportunities analysis for Mission Street and developing an urban design plan. Development of the urban design plan shall include an evaluation of the Grand Boulevard Guiding Principles and, where feasible, implementation of these principles.

Task LU-3.4: Work with BART to develop a Daly City BART Master Plan that includes publicly-owned properties located within the Priority Development Area immediately adjacent to and including the Daly City BART Station. The plan shall explore development concepts that include a public partnership between BART, and the City of Daly City for joint development of the Agency-owned parcel at the north end of Pacific Plaza and the adjacent BART parking lot.

Policy LU-4: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.

Task LU-4.2: Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task LU-4.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.

Policy LU-7: Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly.

Task LU-7.1: Amend the Zoning Ordinance to provide development regulations that more closely reflect the predominant neighborhood character established when the neighborhood was constructed (e.g., provide for three-foot side yard setbacks in Westlake where there is currently no side setback required). Where necessary, establish either separate or overlay zoning districts for such neighborhoods.

Task LU-7.2: Update the Residential Design Guidelines to provide bulk, mass, and architectural guidelines for exterior additions and reconstructed homes in neighborhoods which possess unique architectural characteristics. Quantifiable guidelines shall be codified within the Zoning Ordinance where necessary.

Policy LU-8: Ensure that landscape and hardscape improvements made to all residential properties are environmentally sound and do not negatively impact existing neighborhood aesthetics.

Task LU-8.2: Establish front yard paving design regulations and require, as a condition of permit issuance, compliance with these guidelines. The guidelines shall, at a minimum, disallow solid surface pavement, including non-porous concrete, to be placed so that it covers more than a certain percentage of the front yard setback area, including the driveway. The guidelines shall also require solid permanent vertical features constructed in non-driveway locations to ensure the inability of vehicles to park off-driveway.

Policy LU-16: Regulate of the size, quantity, and location of signs to maintain and enhance the visual appearance of Daly City.

Task LU-16.1: Review and update the existing sign regulations, where necessary, to require that all new commercial signs be high-quality design, materials, and finish, while ensuring that the sign regulations are flexible enough to allow signs that add visual interest to the building on which they are proposed and not hinder creativity in design.

Task LU-16.2: Unless specifically allowed by a Master Sign Program, amend the sign regulations to disallow cabinet signs and require that existing cabinet signs be replaced by channel letter signs at either the time of sign permit issuance or at the time of building permit issuance where the valuation of improvements exceeds a certain valuation.

Task LU-16.3: Develop sign regulations that address permissible sign sizes for each tenant in multi-tenant buildings.

Policy HE-3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit

- Task HE-3.2:* Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task HE 3.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.
- Policy HE-31:** Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods, the impacts of building height are decreased to the maximum extent feasible without reducing permitted General Plan density
- Task HE-31.1:* Review the Mixed-Use Design Guidelines and Zoning Ordinance to ensure that the guidelines address impacts created by larger mixed-use buildings proposed adjacent to smaller buildings and amend the Guidelines and Ordinance as needed.
- Policy CE-13:** View transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.
- Task CE-13.1:* As part of the comprehensive infrastructure and streetscape plan for the Geneva Avenue Corridor (see Task LU-2.1B), ensure that both public and private improvements provide significant accommodation of both pedestrian and bicycle transportation modes.
- Task CE-13.2:* Continue to participate in the effort of the Grand Boulevard Initiative for Mission Street and, when considering the design of Mission Street pedestrian improvements, make every reasonable effort to implement the street design guidelines identified by the Grand Boulevard Multimodal Transportation Corridor Plan.
- Task CE-13.5:* As part of the effort to unify the Zoning Ordinance into a more broad set of development regulations (as identified in Policy LU 4.1C), review the City's public improvement (i.e., street, curb, sidewalk) standards to ensure that safe and effective bicycle and pedestrian circulation is accommodated to the same extent as the automobile.
- Policy CE-16:** Strengthen pedestrian access between and within residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.
- Task CE-16.1:* Develop a Pedestrian Master Plan and, include specific projects in the City's Capital Improvement Program (CIP) that raise the profile of walking as a mode of transportation and as an attractive recreational opportunity. This Master Plan should make specific recommendations for both Mission Street and Geneva Avenue, consistent with any City-adapted urban design plan.

- Task CE-16.2:* Update the Comprehensive Accessibility and Mobility Plan, and codify requirements for private replacement of non-compliant sidewalk curbs for redevelopment or significant rehabilitation of non-residential properties.
- Task CE-16.3:* Improve pedestrian safety by providing adequate separation of pedestrian and motor vehicle traffic. This includes making provisions for sidewalks on newly constructed or existing roads and constructing pedestrian overcrossings in areas of heavy pedestrian and vehicular traffic.
- Task CE-16.4:* Make street crossings easier and more accessible to pedestrians by widening sidewalks, medians, installing bulb-outs, and/or allowing more time for pedestrians to cross the street.
- Task CE-16.5:* Consider developing parking lot design guidelines for shopping center parking lots exceeding a certain size that maximizes safe pedestrian access from perimeter sidewalks, parking lots to storefronts, and between storefronts.
- Task CE-16.6:* Work with BART on providing safe pedestrian access to and from the Daly City BART Station that utilizes existing street level crossings on John Daly Boulevard and maximizes either existing or future grade separated crossing(s) at this location.
- Task CE-16.7:* Evaluate increasing the City standard for new sidewalk construction to at least five (5) feet wide in an effort to increase sidewalk usability for pedestrians with strollers, wheelchairs, and other walking assistance devices.
- Task CE-16.8:* Explore amendments to the Zoning Ordinance which would require increased sidewalk dedication along roadways where existing sidewalk width has been determined by the City to be inadequate and/or less than optimal.
- Task CE-16.9:* Require as a condition of development/redevelopment project approval the provision of sidewalks and wheelchair ramps where lacking, repair or replacement of damaged sidewalks, and sidewalks that link directly to building entrances.
- Policy RME-20:** Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly (see also Policy LU-7).
- Task RME-20.1:* Retain elements in the Zoning Ordinance which effectively preserve the architectural character of Daly City's older neighborhoods (e.g., predominant setback and tandem parking allowances).
- Task RME-20.2:* Amend the Zoning Ordinance to provide development regulations that more closely reflect the predominant neighborhood character established when the neighborhood was constructed (e.g., provide for three-foot side yard setbacks in Westlake where there is currently no side setback required). Where necessary, establish either separate or overlay zoning districts for such neighborhoods (see also Task LU-7).

Task RME-20.3: Update the Residential Design Guidelines to provide bulk, mass, and architectural guidelines for exterior additions and reconstructed homes in neighborhoods which possess unique architectural characteristics.

Task RME-20.4: Incorporate design features in new development that reflect the character of the neighborhood, to ensure that new construction is compatible with existing development.

Mitigation Measures

None required.

Impact 3.1-3

Future development under the proposed General Plan will not result in increased light and glare. (*Less than Significant*)

Since the City of Daly City is primarily built out, the light and glare that exists within the city is typical of that in an urban setting. Nighttime lighting impacts are considered significant when they interfere with or intrude into neighboring residences. Light pollution is typically related to the use of high voltage light fixtures with inadequate shields and improper positioning or orientation. Compliance with the Design Review process outlined in the Zoning Ordinance, which requires that general architectural considerations such as exterior lighting are compatible with the design and character of other adjacent buildings, and proposed General Plan policies requiring design compatibility will reduce light and glare impacts to less than significant.

Proposed General Plan Policies and Tasks that Reduce the Potential Impact

Policy HE-3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit

Task HE-3.2: Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task HE 3.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.

Policy HE-31: Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods, the impacts of building height are decreased to the maximum extent feasible without reducing permitted General Plan density

Task HE-31.1: Review the Mixed-Use Design Guidelines and Zoning Ordinance to ensure that the guidelines address impacts created by larger mixed-use buildings proposed adjacent to smaller buildings and amend the Guidelines and Ordinance as needed.

Policy RME-20: Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly (see also Policy LU-7).

Task RME-20.1: Retain elements in the Zoning Ordinance which effectively preserve the architectural character of Daly City's older neighborhoods (e.g., predominant setback and tandem parking allowances).

Task RME-20.2: Amend the Zoning Ordinance to provide development regulations that more closely reflect the predominant neighborhood character established when the neighborhood was constructed (e.g., provide for three-foot side yard setbacks in Westlake where there is currently no side setback required). Where necessary, establish either separate or overlay zoning districts for such neighborhoods (see also Task LU-7.1).

Mitigation Measures

None required.

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