Appendix C: Aesthetics

SEPTEMBER 2010

VISUAL IMPACT ASSESSMENT

Vista Verde

PREPARED BY:

RBF CONSULTING

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

VISUAL IMPACT ASSESSMENT

for

Vista Verde

Consultant:

RBF CONSULTING
14725 Alton Parkway
Irvine, California 92618
Contact: Mr. Eddie Torres, INCE, REA
Director of Technical Studies
949.855.3612

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JN 10-107044

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EXECUTIVE SUMMARY

The purpose of this Visual Impact Assessment (VIA) is to describe and analyze the existing aesthetic environment on-site and within the vicinity of the project site. Consideration of public scenic vistas and views, impacts to the existing character/quality of the project area, and the introduction of new sources of light and glare are also addressed. The project site is located at the southwest corner of the Rosa Drew Lane and Michelson Drive intersection in the City of Irvine (City). The site was previously used as the Vista Verde Elementary School, which closed in December 2006.

The proposed project consists of 66 single-family detached dwelling units on an 8.5-acre parcel within the University Park development area in the City. Site access to the proposed project would be provided via a single access on Michelson Drive. Project construction would commence in 2011, and is scheduled to be completed in 2013. The Lower Density Alternative proposes 54 single-family detached dwelling units; site access would be similar to the proposed project.

Temporary Impacts. Project construction impacts would be short-term and would cease upon project completion. With adherence to Chapter 5-10-1, *Grading Code*, of the *Municipal Code*, and implementation of opaque screening materials along the perimeter of the project site (Mitigation Measure AES-1), temporary visual impacts from construction activities would be reduced to less than significant levels.

Long-Term Impacts. The proposed project would alter the existing character/quality of the project area, as the project would demolish an existing school facility and construct 66 single-family residential units. However, the proposed residential units would appear similar to the surrounding residential uses. The use of varied construction materials and colors, as well as implementation of the project's conceptual landscape plan, would ensure visual compatibility with the surrounding residential uses. The proposed building heights and setbacks would be in compliance with the *Zoning Ordinance* for a Medium Density designation. Therefore, the proposed building massing and spacing would be similar to the surrounding University Park community. The proposed architectural materials, colors, landscaping, and adherence to the *Municipal Code* and *Zoning Ordinance* requirements would reduce long-term visual impacts to less than significant levels.

Cumulative Impacts. The project site is located in a developed area of the City. Therefore, the opportunity for development in the vicinity of the project is limited, and no projects in the viewshed are currently proposed. With adherence to the requirements of the *Municipal Code* and *Zoning Ordinance*, future projects would be considered on a project-by-project basis. Thus, cumulative impacts are less than significant, as the proposed project is not cumulatively considerable in this regard.

1.0 PURPOSE OF THE STUDY

The purpose of this Visual Impact Assessment (VIA) is to describe and analyze the existing aesthetic environment on-site and within the vicinity of the project site. Consideration of public scenic vistas and views, impacts to the existing character/quality of the project area, and the introduction of new sources of light and glare are also addressed. The visual resources information in this Assessment was compiled from site photographs and field reconnaissance conducted by RBF Consulting personnel on April 28, 2010. The analysis is based on reference data from the *City of Irvine General Plan* (adopted March 9, 1999), Google Earth (2010), and United States Geological Survey (USGS) Topographic, *Tustin, California*, Quadrangle, dated 1965, photorevised 1985.

1.1 PROJECT DESCRIPTION

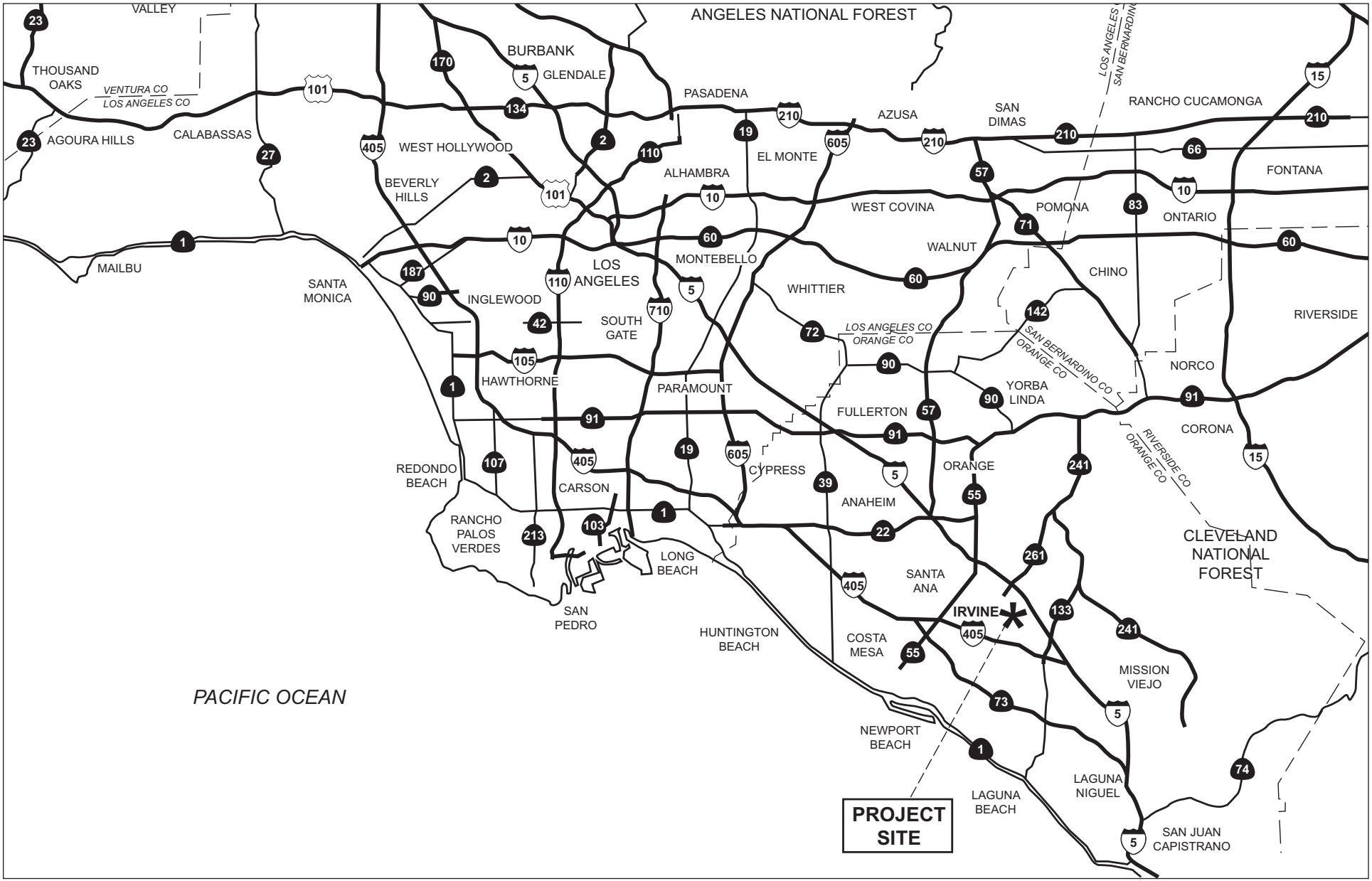
PROJECT LOCATION

The proposed Vista Verde development (herein referenced as the project) is located in the City of Irvine (City), California; refer to Exhibit 1, *Regional Vicinity*. The project site is located approximately 0.25 mile south of Interstate 405 (I-405), at the southwest corner of the Rosa Drew Lane and Michelson Drive intersection. The site is generally bound by existing residential uses and Dave Robins Park to the west, Michelson Drive to the north, and Rosa Drew Lane to the east and south; refer to Exhibit 2, *Site Vicinity*.

Overall, the project site is located within a developed area of the City and consists of one permanent school structure, six portable structures, playground uses, and ornamental grass areas. The project site is surrounded by attached single-family residential uses to the north, multi-family residential uses (Parkwood Apartments) to the east and south, and detached single-family residential uses to the west and southwest. Dave Robins Park also adjoins the project site to the west.

PROJECT DESCRIPTION

The proposed project consists of 66 single-family detached dwelling units on an 8.5-acre parcel within the City's University Park development area; refer to Exhibit 3, *Site Plan*. Also, Exhibit 4, *Lower Density Alternative Site Plan*, shows the Lower Density Alterative site plan of 54 dwelling units. The site was previously used as the Vista Verde Elementary School, which closed in December 2006. Site access for the proposed project would be provided via a single stop-controlled full-access intersection at Michelson Drive, consisting of one inbound lane and one outbound stop-controlled, shared left-turn/right-turn lane.



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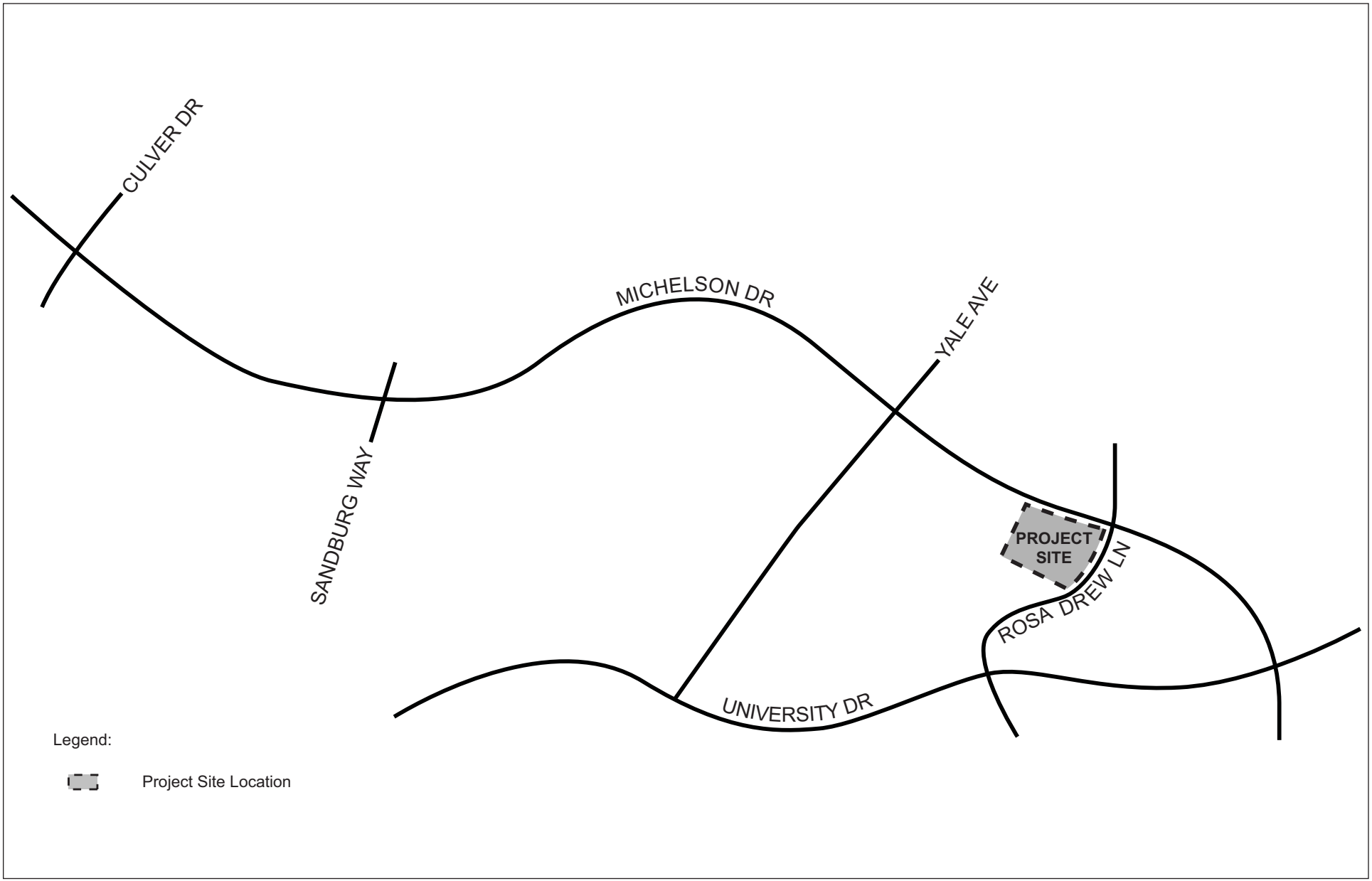
VISTA VERDE
VISUAL IMPACT ASSESSMENT

Regional Vicinity

Exhibit 1



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VISTA VERDE
VISUAL IMPACT ASSESSMENT

Site Vicinity

Exhibit 2

Source: Bassenian Lagoni Architects, May 11, 2010.

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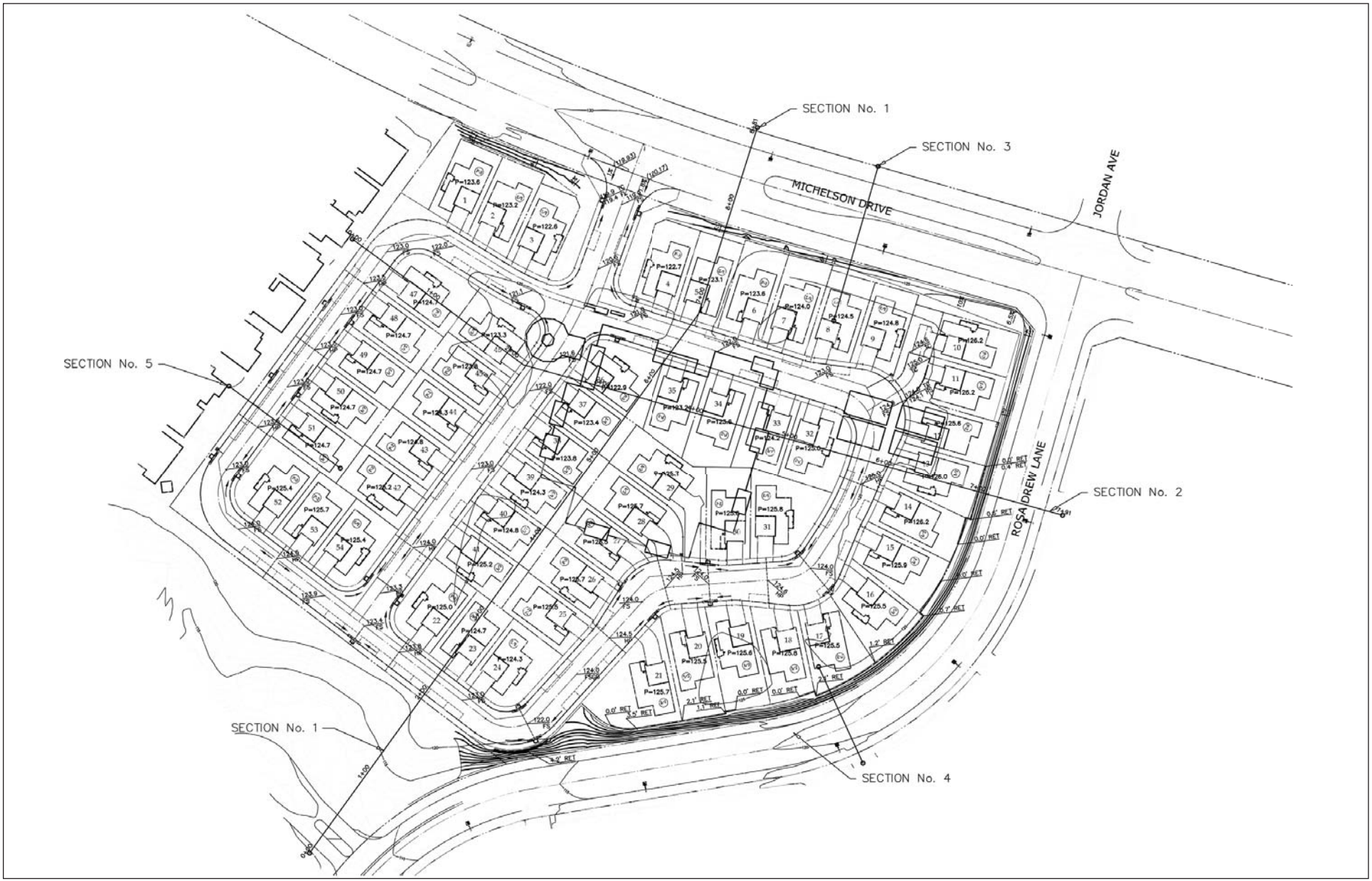
VISTA VERDE
VISUAL IMPACT ASSESSMENT

Site Plan

Exhibit 3



Source: Charles Hartman & Associates, August 19, 2010.

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VISTA VERDE
VISUAL IMPACT ASSESSMENT

Lower Density Alternative Site Plan

Exhibit 4

2.0 METHODOLOGY

Project impacts on the aesthetic character of the site, which include grading activities, building construction, and the final site design, are analyzed in relation to the existing site and surrounding area conditions. An evaluation of the effects on public scenic views, introduction of new sources of light and glare, and compatibility of the proposed project with adjacent local aesthetic resources are also included in this Assessment.

The visual analysis of possible changes from implementation of the proposed project is based on field observations and review of the following information: local planning documents, project maps and drawings, topographic maps and aerial photographs, photographs of the project area, and visual renderings prepared by Sapetto Group, Inc.

RBF Consulting staff visited the project site to take a photographic inventory and make observations on April 28, 2010. Primary photographs were taken using a Nikon D1X digital camera with a fixed 50 millimeter lens.

3.0 REGULATORY FRAMEWORK

3.1 CITY OF IRVINE GENERAL PLAN

LAND USE ELEMENT

The Land Use Element of the General Plan seeks to protect and enhance the quality of life in the City. Policies within this Element determine how land is developed in the City, as well as guide and resolve many land use issues and constraints in order to define the quality of life in the City. This Element also identifies scenic highways within the City as well as major viewpoints. However, the nearest identified scenic highway (University Drive) and major viewpoint (located at the University Drive/Ridgeline Drive intersection looking east) are not within the viewshed of the project site.

Goals and Policies within the Land Use Element, pertaining to aesthetics, light, and glare for the project site, include the following:

> ***Goal***: Promote land use patterns which maintain safe residential neighborhoods, bolster economic prosperity, preserve open space, and enhance the overall quality of life in Irvine.
>
> *Objective A-1*: Preserve and strengthen Irvine's identity as a diverse and innovative community.

Policy (a): Develop identifiable City edges, pathways, entry points, and landmarks, and conserve visual resources along the scenic corridors which characterize Irvine.

Policy (b): Use building masses and landscaping to create a sense of unity for the various components throughout the City.

Policy (g): Distinguish individual planning areas in character and physical appearance by considering the following characteristics during design and development:

- Physical and visual separation.
- Architectural style.
- Planning area edge.

Objective A-7: Create a visually attractive and efficiently organized City.

Policy (e): Distinguish planning areas in character and physical appearance from each other, considering the following during design and development:

- Physical, visual separation, and differentiation.
- Physical compatibility with the local environment including topography.
- Mixture of housing types and densities.
- Range of age and income groups.
- Variety of public and private facilities.
- Activity nodes.
- Varied "skyline".
- Functional relationship among the components of the community.
- Interface with adjacent planning areas.

3.2 CITY OF IRVINE MUNICIPAL CODE / ZONING ORDINANCE

The City's *Municipal Code* and *Zoning Ordinance* include standards and regulations pertaining to the aesthetics of the City. The City recognizes the importance of trees to the character of the community, as well as the role that trees have in advancing the public health, safety and welfare of its residents. Chapter 5-7-410, *Tree Removal*, of the *Municipal Code* contains standards for tree protection and removal. Additionally, Chapter 5-10-1, *Grading Code,* of the *Municipal Code*, includes provisions for project haul route plans to minimize potential impacts on the community. The City's *Zoning Ordinance* addresses street light standards in Chapter 3-16-1, *Lighting*, to control light and glare from outdoor lighting. Also, the project would be required to comply with building height standards and building setbacks for the proposed Medium Density zoning designation contained within Chapter 3-37-14, *Medium Density Residential*, of the City's *Zoning Ordinance.*

4.0 EXISTING CONDITIONS

The City is located in the central portion of Orange County, California. The project area is generally located in the San Joaquin Hills area, surrounded by residential uses to the north, south, and east, and residential uses and Dave Robins Park to the west. Portions of the San Joaquin Hills consist of rolling terrain and moderately steep slopes. The general area exhibits gently rolling terrain. However, in the immediate vicinity of the project, the terrain has been graded to be generally flat land that is developed with residential uses.

The project is specifically located approximately 0.25 mile south of I-405 in a residential and institutional area of the City (approximately 120 feet above mean sea level [msl]); refer to Exhibit 5, *On-Site Photographs*. Also, moderately steep sloping hills associated with the San Joaquin Hills are located approximately two miles to the south of the project site. The Santa Ana Mountains are located approximately 10 miles to the north of the project site.

The project site is currently developed with a vacant one-story school facility and six portable structures. School playground facilities and a parking lot are also located on-site. Vegetation generally includes ornamental grasses and mature trees. A wood and concrete block wall approximately four to six feet in height is located along the western boundary of the project site along the adjoining single-family uses. There are no water features located within the boundaries of the project site.

Land uses adjacent to the project consist of attached single-family residential to the north, multi-family residential to the east and south, and detached single-family residential to the west and south. Dave Robins Park adjoins the project site to the west; refer to Exhibit 6, *Off-Site Photographs*.

4.1 VIEWSHED

A viewshed is comprised of all the surface areas visible from an observer's viewpoint. The viewshed also includes areas likely to be affected by visual changes brought about by project features. The project viewshed is based on a review of the project engineering drawings, architectural renderings, topographic maps, aerial photographs, and field observations.

The majority of views to the project site include views from residential uses surrounding the project site, as well as from recreational users of Dave Robins Park located to the east. Additionally, views are afforded from motorists traveling along Michelson Drive, Tamarack Way, and Rosa Drew Lane. Views from the project site currently include surrounding residential uses, Dave Robins Park, roadways, mature trees, and ornamental vegetation. Due to distance and intervening trees and structures, distant views are not afforded to the Santa Ana Mountains.

Direction of Photographic View

1 View across the existing former school facility.

2 View of the shared property line between the project site and the residential uses along Cottonwood.

3 View of the existing on-site parking lot and ornamental landscaping.

4 View of the existing on-site permanent and portable structures associated with the former school facility.

5 View of the existing on-site playground facilities of the former school site.

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VISTA VERDE
VISUAL IMPACT ASSESSMENT

On-Site Photographs

Exhibit 5

Direction of Photographic View

1 View of typical single-family residential uses located to the west of the project site.

2 View toward single-family residential uses to the north of the project site.

3 Typical view of multi-family residential uses to the east and south of the project site.

4 View toward recreational uses, mature trees, and single-family residential uses to the south of the project site.

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VISTA VERDE
VISUAL IMPACT ASSESSMENT

Off-Site Photographs

Exhibit 6

4.2 LIGHT AND GLARE

There are two primary sources of light: light emanating from building interiors that passes through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can disturb wildlife in natural habitat areas. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated.

The project site consists of a vacant school facility with a parking lot. Therefore, the only light and glare currently on-site is for the existing parking lot. The surrounding area consists of developed land, consisting of residential uses and Dave Robins Park. Sources of light and glare from off-site uses include lighting from residential units, security lighting, street lights, and lighting from vehicles traveling along Michelson Drive and Rosa Drew Lane. No signal lighting currently exists within the immediate project area.

5.0 VISUAL ANALYSIS

5.1 THRESHOLDS OF SIGNIFICANCE

Appendix G, Environmental Checklist Form, of the *CEQA Statutes and Guidelines*, contains analysis guidelines related to the assessment of aesthetic impacts. These guidelines have been utilized as thresholds of significance for this analysis. As stated in Appendix G, a project may create a significant environmental impact if one or more of the following occurs:

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

Difficulties arise in the evaluation of visual quality and the degree of impact that may result from visual change. This is because few objective or quantitative standards exist to analyze visual quality, and individuals respond differently to changes in the visual environment. What may be considered to be an adverse visual condition to one person may represent an improved visual scene to another. The evaluation of visual impacts can be termed a subjective exercise due to widely varying personal perceptions. Nevertheless, potentially adverse visual impacts are evaluated herein based on the change in the existing character and quality within the project

area and surrounding vicinity. Potential impacts are categorized below according to each threshold identified above.

a) *Have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact. There are no existing designated public scenic vistas in the project vicinity. However, views to hillsides associated with the San Joaquin Hills are afforded to the south from the southern and western portions of the project site. Views of the San Joaquin Hills from the northern and eastern portions of the project site are limited due to intervening topography and structures. Although the Santa Ana Mountains are located approximately 10 miles to the north, views are limited due to distance and intervening structures and mature trees.

Implementation of the proposed project would not alter any existing designated scenic vistas in the project area, as the nearest *General Plan* designated major viewpoint is at the University Drive/Ridgeline Drive intersection, approximately 0.10 mile south of the project site. Development of the proposed project would alter existing on-site views to the San Joaquin Hills, as the proposed residential structures would obstruct existing views. Partial views that are afforded to the San Joaquin Hills from residents to the north of the project site would also be obstructed by the proposed residential structures. However, project implementation would not alter views from residents to the east, south, or west, as the proposed residential structures would not obstruct views to the San Joaquin Hills. Further, as the existing school facility and mature trees currently block the majority of hillside views from residents to the north of the project site, project implementation would not affect existing views to the San Joaquin Hills. Views of the project site from Dave Robins Park would be altered upon project implementation. However, proposed landscaping and wall treatments depicted in the conceptual landscape plan, as well as the amount of open space area between Dave Robins Park and the project site, would reduce these impacts to less than significant levels.

Mitigation Measures: No mitigation measures are required.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. There are no State designated scenic highways in the vicinity of the project site.[1] Therefore, implementation of the proposed project would not impact views from any State designated scenic highway. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Department of Transportation, *California Scenic Highway Mapping System*.

c) *Substantially degrade the existing visual character and quality of the site and its surroundings?*

Less Than Significant Impact With Mitigation Incorporated.

SHORT-TERM (CONSTRUCTION) IMPACTS

Construction activities for the project would result in short-term visual impacts. Project construction activities would alter views across the project site from surrounding locations, including views from surrounding residential uses, Dave Robins Park, and from motorists traveling along Michelson Drive, Rosa Drew Lane, and Tamarack Way.

Project construction would commence in 2011, and is scheduled to be completed in 2013. The existing former school facility would be replaced with 66 single-family residential units. Therefore, development of the proposed project would require significant amounts of demolition, earthwork, and grading. Grading activities would include approximately 15,700 cubic yards of cut and 3,800 cubic yards of fill, and would require 11,900 cubic yards of exported soil. Per the Chapter 5-10-1, *Grading Code*, of the *Municipal Code*, if the amount of exported soil is an amount considered substantial by the Chief Building Official, the project would be required to submit a haul route for review and approval in order to minimize potential impacts on the community. This determination is typically made when the Chief Building Official reviews the project's grading plans.

Soil would be stockpiled and equipment for grading activities would be staged at various locations within the project site. With implementation of the *Grading Code* and Mitigation Measure AES-1, the project would be required to have appropriate screening (i.e., temporary fencing with opaque material) along the equipment staging areas and stockpiled soil locations. With implementation of Mitigation Measure AES-1 and adherence to the City's *Grading Code*, the project's short-term visual impacts to surrounding viewers would be reduced to less than significant levels.

Mitigation Measures:

AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, and stockpiled soil, where feasible.

Less Than Significant Impact With Mitigation Incorporated.

LONG-TERM (OPERATIONAL) IMPACTS

The visual analysis of an area must consider visual character/quality and visual sensitivity. The project site currently consists of a vacant school facility located within a developed area (University Park) of the City. The site's visual quality is generally considered to be high due to the presence of mature trees and large setbacks. Implementation of the proposed project would

alter the existing visual character of the project site, as the project proposes to demolish the existing former school facility and construct 66 residential units; refer to Exhibit 7, *Architectural Renderings*. It should be noted that architectural renderings have been utilized to depict the proposed project at a conceptual level of detail; design details are not considered to be final and are subject to change. The intent of this analysis is to consider the potential for the degradation of character/quality as a result of project implementation. The renderings provided in the analysis illustrate the general character that the project would portray. However, the specific architectural details are subject to change as a result of the design review process with the City.

Existing views of the former school facility would be replaced with two-story residential structures. Implementation of the proposed project would result in an increase in urban landscape as compared to the existing condition. Altered views of the project site would be experienced by surrounding residential uses, recreational users, and travelers along Michelson Drive, Rosa Drew Lane, and Tamarack Way.

Upon project implementation, the site would appear more developed with increased hardscape (including the new residential structures and associated perimeter walls). These changes would be noticeable to the surrounding residential uses, motorists, and recreational users. The project would be required to comply with building height standards and setback requirements specified in the City's *Zoning Ordinance*. The proposed zoning designation of Medium Density Residential allows for a maximum height of 35 feet, front and rear yard setbacks of 10 feet, and side yard setbacks of five feet. The project proposes a maximum building height of 26 feet, with setbacks ranging from 10 to 18 feet. Therefore, the project would be consistent with the proposed zoning designation.

The architectural style of the proposed project would be Early California. Building materials would vary and would consist of stucco, lap siding, wood, board and batten siding, brick, and stone veneer; refer to Exhibit 7. Varied building materials would ensure the proposed project displays visual unity with the existing residential developments surrounding the project site. As seen in Exhibit 6, surrounding residential developments consist of varying earth tone colors (i.e., tans, browns, beiges, grays) and textures. Therefore, the proposed building materials for the proposed project would be consistent with that of the surrounding uses, as depicted in Exhibit 7. The project also proposes retaining walls and perimeter block walls that would be decorative with earth tone colors. All perimeter stucco walls would include varying stucco and stone pilasters. Also, the interior walls would include either tan split face block walls or tan precision block walls with a mortar cap. All proposed walls would appear similar in character to the existing surrounding University Park community neighborhood walls.

The proposed project would include ornamental landscaping similar to that of the surrounding uses to ensure visual compatibility and to minimize visual impacts of the proposed development. The conceptual landscape plan depicts shrubs and vine plantings along the perimeter walls. All proposed trees would be selected per the City's Approved Street Tree List, and would be located in conformance with the City Landscape Design Standards. Project

Typical view of the proposed residential units.

Typical view of the proposed residential units from Michelson Drive.

Typical view of the proposed project from residential uses to the west.

SOURCE: Sapetto Group, Inc.
NOTE: These renderings are subject to change and are intended to provide information on the form, size, and scale of the proposed project.

Architectural Renderings

Exhibit 7

compliance with the City's Approved Street Tree List and the City's Landscape Design Standards would ensure the project's landscaping would appear similar to that of the surrounding community.

The project would be required to comply with Chapter 5-7-410, *Tree Removal*, of the *Municipal Code*, regarding the removal and replacement of on-site trees that are unable to be protected-in-place. Chapter 5-7-410 requires a permit granted by the City Arborist for the removal of any significant trees, and would require the project to replace removed trees at a one-to-one ratio, either on- or off-site. The proposed project's Existing Tree Plan identifies one potential transplanted tree location. Existing trees along Michelson Drive and Rosa Drew Lane would be protected.

Impacts to Residents to the West

The project would adjoin single-family residential uses to the west (particularly nine homes situated along Cottonwood). The project would replace the former school with residential structures that would adjoin the residents to the west (rear-yard to rear-yard); refer to Exhibit 7. Currently, the existing residents adjoin the recreational field and a parking lot associated with the former school site. The residents have existing views to an existing wood and stucco perimeter wall separating the residents from the project site. Few ornamental trees are situated within the portion of the recreational field (at the former school site) immediately adjacent to the residents to the west, as the majority of existing on-site trees are located within the central and eastern portions of the project site.

The existing residents are situated within a suburban residential community within the City. Implementation of the proposed project would result in increased residential housing, similar in character to the surrounding residential community. As discussed above, the proposed structures would be constructed with varying construction materials, textures, and colors to further integrate the proposed project with the surrounding University Park community. Although specific views from these nine residents to the west would be altered, this alteration would not result in the degradation of character/quality in the area.

Conclusion

The project design would ensure visual compatibility with the surrounding residential landscape. The project would appear similar in height, massing, and scale, as compared to the surrounding residential community. The proposed perimeter walls would be a similar building material and color as that currently located throughout the University Park community. Additionally, compliance with the *Zoning Ordinance* and *Municipal Code* requirements would reduce long-term aesthetic impacts to less than significant levels.

Lower Density Alternative

The Lower Density Alternative would result in fewer units (54 dwelling units) on the project site. Implementation of the Lower Density Alternative would result in the same amount of on-

site tree removal, a different configuration of roadways within the site, larger lots, and greater side, front, and rear setbacks. The lower density would appear similar to the surrounding residential uses due to the varying densities of the University Park community; refer to Exhibit 8, *Architectural Renderings for the Lower Density Alternative*. The larger lots and setbacks would allow for additional open space areas and landscaping. The architectural style, proposed tones and textures, as well as the wall treatments of the Alternative would be the same as those proposed for the 66 dwelling unit project. Therefore, character/quality impacts would be less than significant, similar to the 66 dwelling unit project.

Impacts to Residents to the West

The Alternative also proposes a single-loaded street separation between the residents to the west along Cottonwood and the proposed on-site residential units, as opposed to the 66 dwelling unit project which proposes the rear yards of residential units facing the rear yards of the residents along Cottonwood. Conversely, the Alternative proposes the single-loaded street separation between the rear yards of the residents along Cottonwood and the front yards of the proposed units. As seen in Exhibit 8, the residents to the west along Cottonwood would have views from their rear yards to the new perimeter wall, the front of the proposed residential units, and ornamental trees. Existing views from residents to the west to the existing recreational area and structures associated with the former school site would be replaced with the proposed residential units. However, impacts would be less than significant as a result of the proposed architectural design features and landscaping, and adherence to the *Zoning Ordinance* and the *Municipal Code* requirements.

Mitigation Measures: No mitigation measures are required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Less Than Significant Impact.

SHORT-TERM (CONSTRUCTION) IMPACTS

Chapter 6-8-2, *Noise*, of the City's *Municipal Code*, allows construction activities to occur between 7:00 a.m. and 7:00 p.m., Monday through Friday, and between 9:00 a.m. and 6:00 p.m. on Saturdays. Construction is not permitted on Sundays or Federal holidays unless a temporary waiver is granted by the Chief Building Official. As construction activities would only occur between 7:00 a.m. and 7:00 p.m. Monday through Friday (or between 9:00 a.m. and 6:00 p.m. on Saturdays), short-term light and glare impacts associated with construction would be less than significant. Additionally, implementation of Mitigation Measure AES-1 and adherence to the City's *Grading Code* would further reduce the project's short-term visual impacts to surrounding viewers.

Typical view from Michelson Drive looking south toward proposed residential units.

Typical view of an internal street in the western portion of the project site.

Typical view toward the proposed project from residents along Cottonwood.

SOURCE: Bassenian/Lagoni.
NOTE: These renderings are subject to change and are intended to provide information on the form, size, and scale of the proposed project.

RBF CONSULTING

Architectural Renderings for the Lower Density Alternative

LONG-TERM (OPERATIONAL) IMPACTS

Implementation of the proposed project would introduce additional sources of light and glare, including light from residential structures, street lighting, and vehicle headlights. As the existing former school facility is vacant, the proposed residential uses would introduce new sources of light in the area. However, as proposed residential units are similar to those surrounding the project site, light from new residential units would be similar to surrounding uses. Therefore, light from proposed residential structures would not pose a nuisance to surrounding residential uses. Also, the new roadway within the proposed development would include new street lights. Street lights would be installed in accordance with Chapter 3-16-1, *Lighting*, of the *Zoning Ordinance*, which stipulates that outdoor lighting is required to be confined to the site to protect adjacent properties from glare. With adherence to the *Zoning Ordinance*, impacts in this regard would be less than significant.

The existing on-site parking lot associated with the former school site along Michelson Drive has two access drives, both allowing entry and exit. One access drive is located at the western most side of the northern boundary of the project site, and the other access drive is located in the central portion of the northern boundary of the project site, both along Michelson Drive. One access road is proposed at Michelson Drive which could increase light and glare in the project area. The access road is proposed in the approximate vicinity of the existing access drive located at the western side of the northern boundary of the project site. The residential uses to the north of the project site (located directly across from the existing western access drive) currently experience light and glare from vehicle headlights exiting the existing parking lot. Therefore, similar light and glare from traffic leaving the project site would occur at this location as a result of the proposed access road. Although the traffic at this location may be increased, light and glare from vehicle headlights at this location would be similar to the existing condition. Also, a berm and perimeter wall that are located at the property line of the residents to the north along Michelson Drive would block vehicle light and glare resulting from vehicle headlights at the access road. Although the perimeter wall leaves some rear windows exposed toward Michelson, the majority of vehicle headlights would illuminate light and glare below the top of the berm and perimeter wall. Additionally, implementation of the proposed project would eliminate existing light and glare from vehicle headlights currently experienced by residents to the north located directly across from the existing access drive in the center of the northern project site boundary. Therefore, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

6.0 CUMULATIVE IMPACTS

Less Than Significant Impact. The proposed project would not significantly alter the existing character/quality or light and glare of the project area with compliance with the City's *Municipal Code* and *Zoning Ordinance* requirements. The project site is located in a developed area of the

City. Therefore, the opportunity for development in the vicinity of the project is limited, and no projects are currently proposed in the viewshed of the project site. Any future development projects would be analyzed on a project-by-project basis, and any inconsistencies with City standards discovered during the development review and approval process would warrant additional conditions of approval. Therefore, cumulatively considerable aesthetic, light, and glare impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

7.0 SUMMARY OF MITIGATION MEASURES

AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, and stockpiled soil, where feasible.

8.0 REFERENCES

8.1 LIST OF PREPARERS

RBF CONSULTING
14725 Alton Parkway
Irvine, California 92618
949/472-3505

Eddie Torres, Director of Technical Services
Kristen Bogue, Environmental Analyst
Kelly Chiene, Environmental Analyst
Gary Gick, Word Processor
Linda Bo, Graphic Artist

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