

4.1 Aesthetics

This section analyzes impacts to visual resources that could result from implementation of the project.

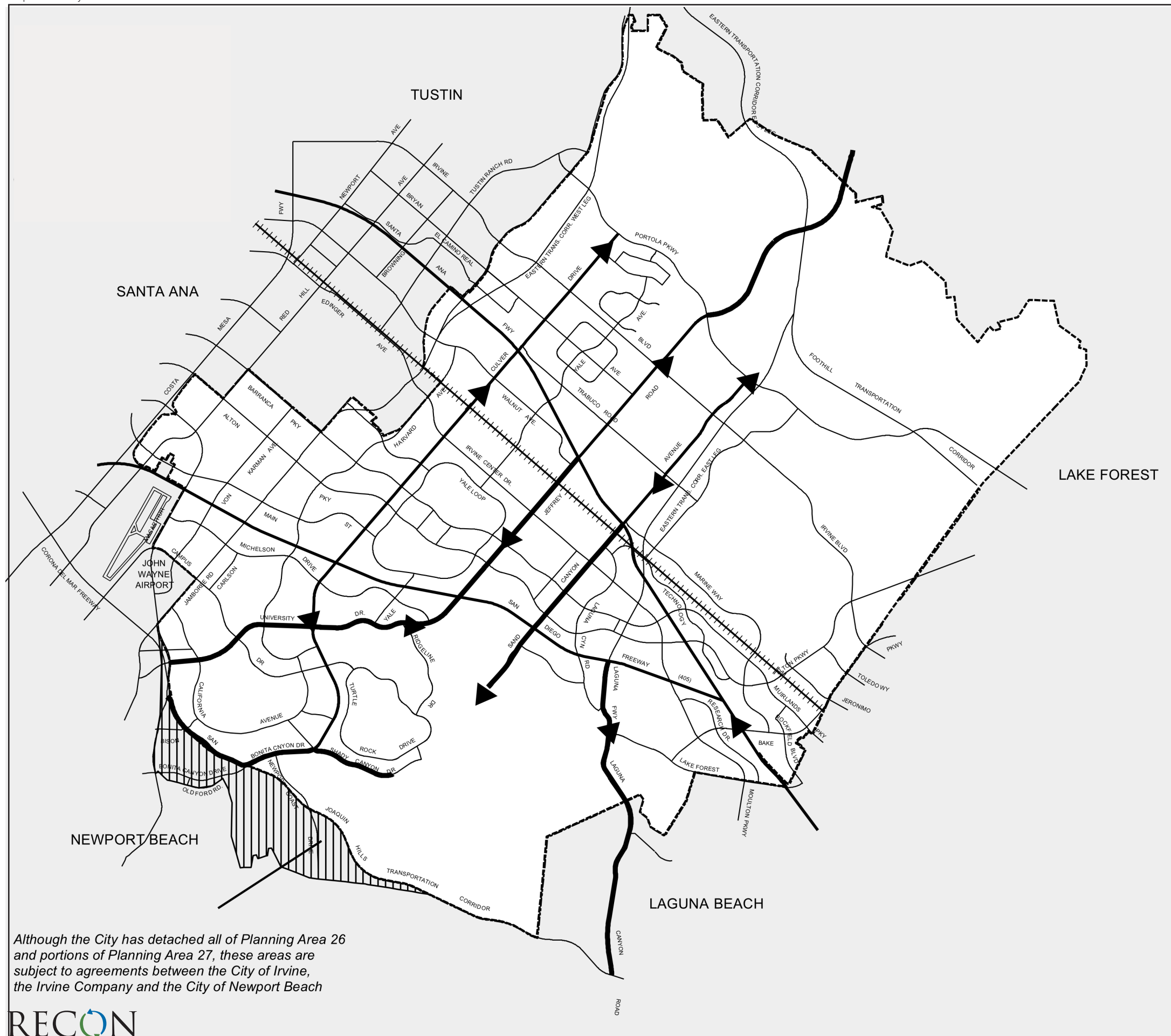
4.1.1 Existing Conditions




The City of Irvine (City) is divided into distinct master-planned communities or neighborhoods known as Planning Areas, each with its own unique characteristics and development objectives. Historically, residential growth was concentrated in the central parts of the City, referred to as the residential core. However, since 2000, residential development has expanded beyond this core to include areas such as the Great Park, the Northern Sphere, Spectrum, and the Irvine Business Complex (IBC).

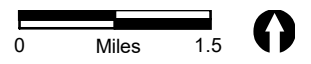
Aesthetics generally refers to the identification of visual resources (natural and human-made) and the quality of what can be seen, as well as to an overall judgment (visual perception) of the visual environment. Aesthetic features occur in a diverse array of environments, ranging in character from urban centers to rural regions and wildlands. Features may include, but are not limited to:

- Open space
- Native or ornamental vegetation/landscaping
- Topographic or geologic features (including ridgelines of the Santiago and San Joaquin Hills)
- Natural water features
- Structures of architectural or historic significance or visual prominence
- Public plazas, art, or gardens
- Eucalyptus or other trees or plants protected by the City
- Landscaped medians or park areas

Prominent landforms in the City include the Santiago Hills, northern flatlands, central flatlands, and San Joaquin Hills. The Santiago and San Joaquin Hills have ridgelines that can be seen from various vantage points within the City (including major roadways), while views of the flatlands and the Pacific Ocean can be seen from the higher elevations. San Diego Creek and numerous other washes, as listed in Table 4.1-1, run through the City. Figure 4.1-1 presents the locations of these visual resources. These resources are predominately protected through the City's Conservation/Open Space Dedication Program and the Orange County Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP).



-  Urban Character
-  Rural or Natural Character
-  Major View



Although the City has detached all of Planning Area 26 and portions of Planning Area 27, these areas are subject to agreements between the City of Irvine, the Irvine Company and the City of Newport Beach

FIGURE 4.1-1
Visual Resources in the City

Table 4.1-1 Notable Visual Resources	
Type of Resource	Examples
Hills	The Santiago Hills and San Joaquin Hills, including canyons, plateaus, narrow ridges, and rock outcroppings
Natural watercourses ¹	San Diego Creek, Agua Chinon Wash, Bee Canyon Wash, Borrego Canyon Wash, Hicks Canyon Wash, Peters Canyon Wash, Sand Canyon Wash, and San Joaquin Freshwater Marsh
Artificial lakes	Woodbridge Lakes and the William R. Mason Regional Park lakes
SOURCE: City of Irvine 2020.	
¹ Notable visual resources are the natural portions of those watercourses only.	

4.1.1.1 Significant Features

a. Viewsheds and Scenic Vistas

A viewshed is generally defined as an area that can be seen from a given vantage point and viewing direction. A viewshed is composed of foreground items (items closer to the viewer) that are seen in detail and background items (items at some distance from the viewer) that frame the view.

A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated federal and state lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

b. Light and Glare

Night lighting in the City comes from various sources, such as streetlights, security lighting in parking lots and along walkways, sign and building illumination, vehicle headlights, and light emitted from the exteriors and interiors of buildings. Light sources surrounding the project site include general nighttime outdoor lights from the existing residential, office, industrial, and commercial uses, and vehicle lights from adjacent roads. Nighttime glare is generally limited to headlights reflecting off glass surfaces. During the day sunlight reflects off glass surfaces, creating glare.

4.1.2 Applicable Regulatory Requirements

4.1.2.1 Federal Regulations

a. Federal Aviation Administration

The Federal Aviation Administration (FAA) requires that any temporary or permanent structures exceeding an overall height of 200 feet above ground level be marked and/or lighted. While development associated with the project is not anticipated to exceed 200 feet in height, the FAA

may also recommend marking and/or lighting of a structure that does not exceed 200 feet above ground level because of the particular location of a structure. John Wayne Airport is located immediately adjacent to the southwestern boundary of the City and may trigger necessary notification of the FAA to ensure that proposed structures do not affect navigable airspace.

4.1.2.2 State Regulations

a. The California Scenic Highways and Historic Parkways Program

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. The California Department of Transportation (Caltrans) maintains its State Scenic Highways and Historic Parkways Program, through which segments of the state highway system are designated as being of particular scenic value or interest. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Interstates, state highways, byways, and parkways are eligible for designation or for recognition as eligible for designation. The program is governed by the regulations found in the California Streets and Highways Code, Section 260 et seq.

California Streets and Highways Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit off-site outdoor advertising and control on-site outdoor advertising;
- Pay careful attention to and control of earth moving and landscaping; and
- Scrutinize the design and appearance of structures and equipment.

California Streets and Highways Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a "scenic corridor protection program" that restricts development, outdoor advertising, and earth moving activities along the affected segment or corridor ("Corridor Protection Program"). Caltrans must also indicate that the highway segment meets established criteria for the roadway or segment to be designated as scenic.

State scenic highways in California are either formally recognized by the California Department of Transportation or meet the criteria outlined in the Streets and Highway Code, Section 260 of the California Scenic Highway Program. In Irvine, Caltrans hasn't officially designated any state scenic highways or identified segments that qualify. While the City hasn't designated any roadways as official state scenic highways, the Conservation and Open Space Element identifies certain roads in the community as having rural or natural scenic qualities, as well as urban scenic characteristics. Although not explicitly outlined in the General Plan, highways like State Routes 241 and 261 in Irvine offer picturesque views of the hillsides and the Pacific Ocean. While Portions of Sand Canyon Avenue, Jeffrey Road/University Drive, Laguna Canyon Road/Laguna Freeway, and Bonita Canyon

Road/Shady Canyon Road, and Culver Drive are scenic in nature, the closest eligible State Scenic Highways is a segment of Interstate 405 (I-405), located in Long Beach approximately 16 miles northwest the City.

b. California Building Standards Code

Title 24 of the California Building Standards Code serves as the basis for the design and construction of buildings in California. In addition to safety, sustainability, new technology, and reliability, the California Building Standards Code addresses light pollution and glare hazards through the establishment of maximum allowable backlight, up light, and glare (BUG) ratings.

4.1.2.3 Local Regulations

a. Existing General Plan (2000)

The existing General Plan Land Use and Conservation and Open Space Elements contain the following policies which pertain to aesthetics:

Land Use Element

- A-1 (Policy (a)) Develop identifiable City edges, pathways, entry points, and landmarks, and conserve visual resources along scenic corridors which characterize Irvine.
- A-3 (Policy (b)): Ensure development in the hillside areas retains the character and aesthetic value of the natural landform through use of the Hillside Development Ordinance.

Conservation and Open Space Element

The General Plan Conservation and Open Space Element contains the following policies which pertain to aesthetics:

- L-5 (Policy (a)): Apply the following actions to all areas of the City and its sphere of influence:
- Encourage the use of development clustering approaches, landscaping, and grading techniques which will minimize physical and visual impacts on the City's valuable hillsides.

b. Municipal Code

Section 5-9-517 (Special Nonresidential Building Provisions) of Title 5 Planning, Division 9 Building Regulations, Chapter 5- Uniform Security Code discusses standards and requirements for lighting and glare in the City, including heights of lighting fixtures; design, installation, and maintenance of lighting fixtures; standards for new development of multifamily and nonresidential development; lighting for parking areas; and sign illumination. The Uniform Security Code is designed, in part, to limit light and glare to the extent feasible while providing sufficient light in a safe manner.

c. Zoning Ordinance

Chapter 3-8 (Wireless Communication Facility, Satellite Dish and Antenna Standards)

This chapter of the Zoning Ordinance establishes development standards for wireless communication facilities, satellite dish antennae, and all other forms of antennae and accessory wireless equipment designed to consider the general welfare of City residents and to be visually compatible with their surroundings while effectively serving the communication needs of the community. All wireless communication facilities, satellite dish antennae, and other forms of antennae are required to comply with the development standards outlined in this chapter, which include visual impact and screening standards.

Chapter 3-16 (Lighting)

Chapter 3-16 of the City's Zoning Ordinance requires that outdoor lighting be designed and installed so that all direct rays are confined to the site and adjacent properties are protected from glare. The level of lighting on the site shall comply with the requirements of the City's Uniform Security Code (Municipal Code, Title 5, Division 9, Chapter 5).

Chapter 3-15 (Landscaping Standards)

This chapter of the Zoning Ordinance outlines the minimum site landscaping and maintenance requirements. This chapter also outlines the screening and landscaping requirements for parking areas and parking structures.

Chapter 3-37 (Zoning District Land Use Regulations and Development Standards)

This chapter of the Zoning Ordinance outlines the regulations and development standards that are applicable to land uses proposed throughout the various Planning Areas of the City, including setbacks, building heights, landscaping, and maximum building intensity (IBC only).

Chapter 5-4 (Hillside Overlay District)

This chapter of the Zoning Ordinance provides regulations for the development of those areas in the City and its sphere of influence, which due to their topography, require special consideration to assure that they are developed in a way that will substantially maintain their natural character and environmental and aesthetic values in accordance with the policies set forth in Section 5-4-2 of the Zoning Ordinance.

Division 7 (Signs)

The intent of this division of the Zoning Ordinance, also known as the Sign Ordinance, is to promote and protect the public health, safety and welfare by regulating existing and proposed signs of all types within the City. This division outlines the standards and regulations that apply to the design and installation of signage, including quantity, location, dimensions, and lighting.

Design Guidelines

Development within specific areas of the City is also regulated by adopted design guidelines, which regulate the architectural theme, character, and overall design of new development. These design guidelines are unique to the Planning Area for which they apply and are applied on an individual

project basis. It should also be noted that the City is in the process of developing Objective Design Standards that would further regulate the development of residential projects throughout the City.

d. Initiative Resolution 88-1 and General Plan Amendment 16

In June 1988, Initiative Resolution 88-1, "An Initiative Resolution of the City of Irvine Directing the Amendment of the Conservation and Open Space Element and the Land Use Element of the Irvine General Plan" (Open Space Initiative), was adopted by City voters. This resulted in the establishment of the Conservation/Open Space Program that provides for the eventual public ownership of approximately 9,000 acres of open space to be accomplished through the transfer of development opportunities to areas that can better accommodate development in exchange for the transfer of open space to the public. By consolidating large contiguous areas of open space designated for preservation and permitting development in areas deemed to be of lesser open space value, the Conservation/Open Space Program preserves important open space resources.

Following approval of Resolution 88-1, the City and the Irvine Company executed a memorandum of understanding to implement the open space program and establish the Phased Dedication and Compensating Development Opportunities Program (Dedication/Development Program). The areas of the City directly affected by the Dedication/Development Program were divided into lettered "Implementation Districts" containing both designated open space dedication areas and corresponding development areas (see Figure 3.1-1 of the City CEQA Guidelines, Dedication/Development Program Implementation Districts).

e. Planning Commission Resolution No. 09.-2968

Standard Conditions are adopted by Planning Commission Resolution No. 09-2968. These conditions assist staff in applying standardized wording for frequently used conditions of approval for discretionary and subdivision applications. Standard conditions are applied on a case-by-case basis depending upon the specifics of the application. Companion conditions are cross-referenced and are required to be used together. The following standard conditions related to Aesthetics apply:

Standard Condition 3.6 Site Lighting Requirements

Prior to the issuance of building permits, the applicant shall demonstrate they have met the Irvine Uniform Security Code requirements for lighting by providing the below listed items for a complete review by the Police department. Failure to provide a complete lighting package will result in the delay of satisfaction of this condition. a. Electrical plan showing light fixture locations, type of light fixture, height of light fixture, lighting ratio, and point-by-point photometric lighting analysis overlaid onto a tree landscape plan with a legend. The photometric plan should only show those fixtures used to meet the Irvine Uniform Security Code requirements. b. Site plan demonstrating that landscaping shall not be planted so as to obscure required light levels per the Irvine Uniform Security Code. c. Site plans that are full-scale and legible.

f. Existing Plans, Programs, and Policies

The following measures are existing plans, programs, or policies (PPP) that apply to the project and will help to reduce and avoid potential impacts related to aesthetics:

- PPP-AES-1 Compliance with FAA requirements regarding the marking of or lighting of structures exceeding an overall height of 200 feet above ground level.
- PPP-AES-2 Compliance with Municipal Code Section 5-9-517 Special Nonresidential Building Provisions
- PPP-AES-3 Compliance with Zoning Ordinance Chapter 3-16 Lighting
- PPP-AES-4 Compliance with Zoning Ordinance Chapter 3-15 Landscaping Standards
- PPP-AES-5 Compliance with Zoning Ordinance Chapter 3-37 Zoning District Land Use Regulations and Development Standards
- PPP-AES-6 Compliance with Zoning Ordinance Chapter 5-4 Hillside Overlay District
- PPP-AES-7 Compliance with Zoning Ordinance Division 7 Signs
- PPP-AES-8 Compliance with Standard Condition 3.6 Site Lighting Requirements

Proposed General Plan Strategies and Policies

In addition to the above-listed PPPs, the following proposed Goals, Objectives, Policies, and Implementation Actions are applicable to the analysis of aesthetics and would replace existing goals, strategies, and policies outlined in the City's existing General Plan following project approval:

Land Use Element

Goal LU-1: Preserve and Strengthen Irvine's Identity as a Diverse and Innovative Community

Objective LU-1. To develop and implement land use policies that foster the preservation and enhancement of Irvine's diverse and innovative character, ensuring that the City remains a vibrant and inclusive community for all residents, businesses, and visitors.

- **Policy a:** Develop identifiable City edges, pathways, entry points, and landmarks, and conserve visual resources.

Goal LU-10: Encourage Land Use Development that Preserves the Beauty of the Natural Environment

Objective LU-10.1. To promote land use development that preserves and enhances the beauty of the natural environment throughout the City of Irvine by implementing sustainable land use policies and practices that protect ecologically sensitive areas, conserve natural resources, and promote biodiversity.

- **Policy b:** Ensure development in the hillside areas retains the character and aesthetic value of the natural landform through use of the Hillside Development Ordinance.

Conservation and Open Space Element:

Goal 3: Use and preserve geophysical resources, including, but not limited to, ridgelines, hillsides, and waterways, as part of the City's land use pattern.

Objective COS-3. Effectively utilize and safeguard geophysical resources, encompassing ridgelines, hillsides, and waterways, within the City's land use framework to maintain ecological integrity, enhance aesthetic value, and promote sustainable development practices that harmonize with the natural landscape.

Implementation Measures:

- Encourage development clustering approaches, landscaping, and grading techniques to minimize physical and visual impacts on the City's valuable hillsides.
- Ensure that any access roads or highways that must pass through hillside areas are the least environmentally damaging, feasible alternative which minimizes the impacts to the hillside ecological and/or aesthetic characteristics.

4.1.3 Significance Determination Thresholds

The City has adopted Appendix G of the State California Environmental Quality Act (CEQA) Guidelines as the significance thresholds for aesthetic resources. A project would normally have a significant effect on the environment, except as provided in Public Resources Code Section 21099, if the project would:

- 1) Have a substantial adverse effect on a scenic vista;
- 2) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway;
- 3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or
- 4) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.

4.1.4 Methodology

The visual resource analysis is based on an evaluation of the project in comparison to existing aesthetic conditions within the City. Any evaluation of visual impacts is necessarily subjective; however, community aesthetic values can be used to evaluate changes in views within a particular community. These values are found in General Plan policies and the Zoning Ordinance, and, where specific policies are absent, general design theory and visual analysis methods can be incorporated to evaluate aesthetic impacts.

4.1.5 Topic 1: Scenic Vistas

Would the project have a substantial adverse effect on a scenic vista?

4.1.5.1 Impact Analysis

The project would facilitate future development consisting of residential uses required to meet the City's RHNA requirement, nonresidential uses within the Great Park, nonresidential uses at the same intensities as permitted under the existing General Plan, and the extension of Ada roadway.

Under the project, growth will be concentrated within the Greater Irvine Business Complex Area, the Greater Irvine Spectrum Area, and the Great Park Neighborhood Transit Village.

- Greater Irvine Business Complex Area (Focus Area 1) - This focus area is comprised of Planning Area 36 (Irvine Business Complex) and Planning Area 19 (Rancho San Joaquin) and aims to expand residential mixed-use zoning across the entire Irvine Business Complex (IBC) and specified sites in Rancho San Joaquin. This expansion will add 15,000 residential units to the Greater Irvine Business Complex Area, doubling the previous allowance under the former General Plan.
- Greater Irvine Spectrum Area (Focus Area 2) - The Greater Spectrum Area encompasses nonresidential planning zones (Planning Areas, 13, 31, and 32) adjacent to the Irvine Spectrum Center, a significant employment hub near the Irvine Transportation Center (ITC – comprising Metrolink, Amtrak, and OCTA transit services). Planned growth aims to foster a series of residential clusters near commercial lifestyle hubs, linked by diverse multi-modal and complete street approaches, thereby creating fresh prospects for both Irvine residents and businesses. The project would increase the residential intensity in Focus Area 2 by an additional 26,607 residential units.
- Great Park Neighborhood Transit Village (Focus Area 3) - The Great Park Neighborhoods, designated as Planning Area 51, currently comprises a mixed-use zone with diverse residential offerings at different densities encircling the Irvine Great Park. Future growth projections indicate an emphasis on higher-density residential developments situated near the Irvine Transportation Center. The project would increase the residential intensity in PA 51 with an additional 5,252 residential units.

Development within the three focus areas would primarily occur in urbanized areas close to transit corridors. These areas currently provide a mix of uses, are in proximity to transit, and are more dense/intense than existing single-family neighborhoods throughout the City. Although future development and redevelopment would vary in building height, mass, form, and intensity, projects would generally be required to meet a minimum residential density of 50 dwelling units per acre, similar to the average density of recently approved projects within the three focus areas. Furthermore, by concentrating most of the development within the three focus areas, the project would ensure that buildout under the General Plan would not block public views of scenic vistas that are primarily located in undeveloped and open space areas of the City. Similarly, nonresidential growth within the Great Park area and the extension of Ada roadway would occur within areas that

are not afforded scenic views of natural resources in the City. Furthermore, the updated Land Use Element contains the policies LU-1.1 Policy a and LU-10.1 Policy b, which aim to concentrate development within specific areas of the City to conserve visual resources along scenic corridors and aim to ensure that development in hillside areas retains the character and aesthetic value of the natural landforms. The updated Conservation and Open Space Element also includes Objective COS-5, which aims to use and preserve ridgelines, hillsides, and waterways as part of the City's land use pattern. These objectives and policies would further support the City's goals of maintaining scenic vistas throughout the City. Therefore, impacts related to obstruction of a scenic vista would be less than significant.

4.1.5.2 Significance of Impacts

Future development facilitated by the project would primarily occur in urbanized areas that are not afforded expansive views of scenic vistas. Therefore, the project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

4.1.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.6 Topic 2: Scenic Resources

Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?

4.1.6.1 Impact Analysis

The project would facilitate future development consisting of residential uses required to meet the City's RHNA requirement, nonresidential uses within the Great Park, nonresidential uses at the same intensities as permitted under the existing General Plan, and the extension of Ada roadway.

There are no state-designated or eligible scenic highways within the City. The closest eligible State Scenic Highway is a segment of I-405 in Long Beach, approximately 16 miles northwest of the City. This segment of scenic highway does not have distinct views of the focus areas. Furthermore, the General Plan Land Use Element contains the following policies LU-10(a) and LU-10(b), which aim to concentrate development within specific areas of the City to conserve visual resources along scenic corridors and aim to ensure that development in hillside areas retains the character and aesthetic value of the natural landforms. Compliance with these policies would further support the City's goal of preserving views along scenic corridors. Therefore, future development under the project would not be located within the viewshed of any designated or eligible state scenic highways.

4.1.6.2 Significance of Impacts

There are no state-designated or eligible scenic highways within the City. As such, the project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway, and impacts would be less than significant.

4.1.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.7 Topic 3: Visual Character or Quality

In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

4.1.7.1 Impact Analysis

The project would facilitate future development consisting of residential uses required to meet the City's RHNA requirement, nonresidential uses within the Great Park, nonresidential uses at the same intensities as permitted under the existing General Plan, and the extension of Ada roadway.

The project would introduce additional development throughout the City using a residential and mixed-use overlay that would allow greater flexibility for property owners and developers. The overlay would promote higher density residential and residential mixed-use in three focus areas that are most suited for new growth and development as they are located near existing job centers and are along major travel corridors with access to existing and future public transit opportunities. Future development would be consistent with the visual quality and character of these focus areas, given their existing urban character. As previously stated, future growth would also be developed at densities that are similar to recently approved projects within these areas. Furthermore, the height of future projects within the IBC (Focus Area 1) would also be subject to FAA regulations limiting building heights within the John Wayne Airport Area (PPP AES-1). Compliance with these standards would further ensure that future development would be consistent with the aesthetic character of this area. Additionally, some of underutilized sites within these focus areas consist of aging structures with poor visual quality, and redevelopment of these structures would result in new residential structures developed consistent with the visual requirements of existing PPPs (PPPs AES-1 through AES-8). Furthermore, development of vacant and underutilized sites would be required to adhere to the land use plans that provide supplemental development regulations of those sites, as well as the requirements of the Municipal Code and Zoning Ordinance.

Development outside of the three focus areas is expected to occur on an incremental basis and would be required to occur in compliance with the City's Municipal Code and Zoning Ordinance (PPPs AES-1 through 8). Compliance with the City's code and site-specific review of the design of future projects would ensure their compatibility with the aesthetic character of the area in which they are proposed.

Proposed improvements within the Great Park (Focus Area 3) would occur entirely within the boundaries of this Planning Area, which is currently developed with residential uses on the outer edge and recreational, parks, and open space uses within the Planning Area core. All planned improvements would be consistent with the existing aesthetic character of the Great Park area. Similarly, planned improvements to the Ada roadway, which would be extended as part of the

project, would be consistent with existing infrastructure in the area and would serve to improve mobility connections. As such, the extension of Ada would be consistent with the existing aesthetic character of the area. For the reasons stated above, future development facilitated by the project would not result in the degradation of the existing scenic quality of the City, and impacts would be less than significant.

4.1.7.2 Significance of Impacts

Buildout of the project would occur in areas that are currently developed and urban in nature. Future projects would be developed at densities that are consistent with existing uses in the area and would be required to comply with City standards outlined in the Municipal Code and Zoning Ordinance regulating building design and aesthetics. As such, the project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

4.1.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.8 Topic 4: Light or Glare

Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

4.1.8.1 Impact Analysis

The project would facilitate future development consisting of residential uses required to meet the City's RHNA requirement, nonresidential uses within the Great Park, nonresidential uses at the same intensities as permitted under the existing General Plan, and the extension of Ada roadway.

Future development under the project would primarily be concentrated within three focus areas. Growth outside of these areas is expected to be incremental and limited, consistent with the City's Housing Elements Sites Inventory. New development and increased density in the three focus areas will introduce new sources of light and glare associated with an increase in buildings and vehicles in the areas. Focus Areas 1 and 2 are primarily characterized by an urbanized environment with existing light and glare sources. Therefore, future development would introduce similar sources of light to these areas. Proposed improvements within the Great Park (Focus Area 3) would occur entirely within the boundaries of this Planning Area, which is currently developed with residential uses on the outer edge and recreational, parks, and open space uses within the Planning Area core. All planned improvements would be consistent with the existing aesthetic character of the Great Park area.

All development envisioned as part of the project, would be required to comply with the California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations, Municipal Code standards related to light and glare (Title 5, Division 9, Chapter 5), the Zoning Ordinance (Chapter 3-16- Lighting), and City Standard Condition 3.6 (Site Lighting Requirements), which requires that outdoor lighting be directed downward and away from adjoining properties and public rights-of-way. Compliance with existing PPPs AES-3

would also reduce impacts associated with light and glare. Compliance with existing City regulations would ensure that all project-related impacts with respect to light and glare would be less than significant.

4.1.8.2 Significance of Impacts

Buildout of the project would introduce new sources of light and potentially glare in areas that are already developed with uses that emit nighttime lighting. All future projects would be required to comply with state and local standards aimed at minimizing light and glare (PPPs AES-1 and AES-3). Therefore, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant.

4.1.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.9 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for aesthetics. The study area for the assessment of cumulative impacts related to aesthetics is defined as the City. Future development within the study area could have a cumulative impact on visual resources due to changes in the existing visual quality and aesthetics. These impacts could result from incremental increases in density and urbanization. This growth could gradually alter the visual quality of the study area. However, future development would be consistent with the visual quality and character of surrounding development based on application of required design review and consistency with the California Green Building Code, and the City's Municipal Code, Zoning Ordinance, General Plan, and Standard Conditions of Approval. Additionally, some of the underutilized sites consist of aging structures with poor visual quality, and redevelopment of these structures would result in new residential structures developed consistent with the visual requirements of the Municipal Code and Zoning Ordinance. Future development would also be required to comply with Municipal Code standards related to light and glare, which serve to minimize light pollution and trespass in order to preserve dark skies. Therefore, the project would not contribute to a significant cumulative impact related to aesthetics.