

5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the existing visual setting and aesthetic character of the Project site and vicinity and evaluates the potential for the Project to impact scenic vistas, visual character and quality, and light and glare. This analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from implementation of the Project would result in substantially degraded aesthetic conditions.

Aesthetics Terminology

- **Aesthetic Resources** include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that provide an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.
- **Scenic Resources** are visually significant hillsides, ridges, water bodies, and buildings that are critical in shaping the visual character and scenic identity of the area and surrounding region.
- **Scenic Vistas** are defined as panoramic views of important visual features, as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.
- **Visual Character** broadly describes the unique combination of aesthetic elements and scenic resources that characterize a particular area. The quality of an area's visual character can be qualitatively assessed considering the overall visual impression or attractiveness created by the particular landscape characteristics. In urban settings, these characteristics largely include land use type and density, urban landscaping and design, architecture, topography, and background setting.

5.1.2 REGULATORY SETTING

City of Santa Ana General Plan

The City is currently undergoing a comprehensive update to the General Plan. City policies pertaining to visual character are contained in the Land Use and Urban Design Elements of the General Plan. The existing General Plan goals and policies that are relevant to the Project include the following:

Land Use Element

Goal 5: Ensure that the impacts of development are mitigated.

Urban Design Element

Goal 1: Improve the physical appearance of the City through development of districts that project a sense of place, positive community image, and quality environment.

Policy 1.1: New development and redevelopment projects must have the highest quality design, materials, finishes, and construction.

- Policy 1.4:** Development and other design features that prevent loitering, vandalism, graffiti, and visual deprivation, are to be included in all projects.
- Policy 1.5:** Enhanced architectural forms, textures, colors, and materials are expected in the design of all projects.
- Policy 2.1:** Projects must acknowledge and improve upon their surroundings with the use of creative architectural design, streetscape treatments, and landscaping.
- Policy 2.2:** New development must be consistent with the scale, bulk, and pattern of existing development.
- Policy 2.11:** New developments must re-enforce or help establish district character.
- Policy 3.15:** Create a diverse urban forest through the use of a large variety of trees in medians, parkways, public open space, and as part of private development.

City of Santa Ana Municipal Code

Section 33-185, Street Tree Species to Be Planted. This municipal code section includes a list of the official street tree species for the City of Santa Ana. Species other than those included in this list may be planted as street trees with consent from the environmental and transportation advisory committee.

Section 33-188, Site Plan Approval. This municipal code section requires the planting of street trees to coincide with the development, redevelopment, renovating of any tract or parcel. The site plan for development or improvement of any tract or parcel of land shall include street trees showing the approximate location, size, and species of all existing trees to be maintained, trees to be removed and trees required for approval of the project.

Section 41-611.1. All site lighting shall be arranged as to not unreasonably interfere with adjacent residences.

Section 41-1304. All outdoor lighting in parking lots should be reflected away from these sensitive land uses.

5.1.3 ENVIRONMENTAL SETTING

Aesthetic resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Project site and surrounding areas are either urbanized or planned for urbanization and do not contain any sensitive scenic vistas. The General Plan Scenic Corridors Element identifies street corridors, watercourse corridors, inter-city corridors, City entries, and selected/screened views from a highway that are considered unique visual resources within the City. Exhibit 4 of the Scenic Corridors Element does not identify any scenic resources or vistas at or adjacent to the Project site. The nearest feature identified by the General Plan is Edinger Avenue, a "Secondary Street Corridor", which is approximately 1 mile north of the site.

State Scenic Highway

There are no officially designated state scenic highways in the vicinity of the proposed Project (Caltrans 2019). The only officially designated scenic highway within Orange County is a portion of SR-91 that is located between SR-55 to east of the Anaheim city limit (Caltrans 2019), which is not in the vicinity of the Project site. Likewise, there are no County-designated scenic highways that run through the City of Santa Ana.

Visual Character of the Project Site

The visual character of the Project site is urban and light industrial in nature. The Project site is developed with three large industrial buildings that total 212,121 square feet, parking areas, and vehicle circulation drives. Two of the industrial buildings are two-stories in height and one is three-stories in height. The vegetation on site consists of an approximately 2.5-acre undeveloped grass area at the corner of Red Hill and Warner Avenues, some ornamental trees scattered throughout the site, and street trees along Red Hill Avenue and Warner Avenue.

The exteriors of the buildings are long and flat, without architectural treatments. The buildings have a typical boxy modern office/industrial structure appearance, with large dark tinted windows line the first and second floors of the 2310 South Redhill building and that make up a large portion of the front of the 2320 South Redhill building. The dark window tinting provides a black appearance from the outside. The 2320 building has exterior metal stairs to access the second story of the building and the 2310 building has very few windows, which adds to the industrial appearance. All three buildings have loading docks and industrial door openings and are surrounded by asphalt paved surface parking areas, as shown in Figure 5.1-1, Existing Building Exteriors.

The site is surrounded by 5-foot high wrought iron fencing along Warner Avenue and Red Hill Avenue, which is setback from the roadways by landscaped setbacks and sidewalks. The other two sides of the Project site, that are adjacent to existing business park uses, are bound by 6-foot high cement walls. Exterior lighting onsite is provided by security lighting by the building entrances and light posts throughout the parking areas. In addition, street lighting is located along Red Hill Avenue and Warner Avenue. Specific Views of the existing Project site from off-site locations are shown in Figure 5.1-2, Viewpoint Locations Key, and are described below.

Views 1 and 2: Existing Views from Red Hill Avenue. As shown on Figure 5.1-3, views of the Project site from Red Hill Avenue include views of two-story industrial buildings, set back behind an expansive lawn area, scattered ornamental trees and wrought iron fencing. A sidewalk and street trees exist along Red Hill Avenue, adjacent to the site. The wrought iron fencing is setback 30-feet from the sidewalk, with grass and scattered ornamental trees located within the setback. The closest building to Red Hill Avenue is the 2300 South Redhill building, which is setback approximately 260 feet from the sidewalk. The closest surface parking area toward Red Hill is setback approximately 90 feet from the sidewalk. Due to these setbacks, forefront views from Red Hill Avenue include scattered trees, grass areas, and fencing. The existing industrial buildings are within middle ground views, which blend into the existing light industrial aesthetics setting adjacent to the east and southeast of the Project site.

Views 3 and 4: Existing Views from the Red Hill Avenue and Warner Avenue Intersection. As shown on Figure 5.1-4, views of the Project site from the Red Hill Avenue and Warner Avenue intersection include views of two and three-story industrial buildings, set back behind an expansive lawn area, scattered ornamental trees, and wrought iron fencing. A sidewalk and street trees exist along both Red Hill Avenue and Warner Avenue, adjacent to the site. The wrought iron fencing is setback 30-feet from the sidewalk, with grass and scattered ornamental trees located within the setback. A “Ricoh” monument sign sits within the setback at the intersection. A bus shelter is located on adjacent to the intersection on Red Hill Avenue. Due to the large lawn area on the northwestern corner of the site, and the large surface parking lot that is in

between the lawn and onsite structures, the existing industrial buildings are within middle ground views from the intersection of Red Hill Avenue and Warner Avenue, as shown in Figure 5.1-4.

Views 5, 6, and 7: Existing Site Views from Warner Avenue. As shown on Figure 5.1-5, views of the Project site from Warner Avenue include forefront views of the three-story high 2320 South Redhill building and the adjacent parking lot, which is set behind wrought iron fencing. A sidewalk exists along Warner Avenue, adjacent to the site. The wrought iron fencing is setback approximately 20-feet from the sidewalk, with grass and scattered ornamental trees located within the setback. The building and adjacent parking lot are set back approximately 50 feet from the sidewalk. The building frontage along Warner Avenue is over 225 feet in length and is substantial in size as shown in Figure 5.1-5. The front portion of the building that includes the main entrance has an office appearance that consists of approximately 3 story high windows that are tinted black, which are accented by columns that accentuate the height of the building. The front entrance portion of the building is also identified with large Ricoh signage. The eastern and back portions of the Red Hill building have an industrial appearance with venting third story horizontal windows with black tinting and large areas of limited articulation. A drive isle with a gated entrance is located behind the building. Power lines and street lighting are located adjacent to the Project site on Warner Avenue, as shown in Figure 5.1-5.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site is urban. There is no consistent architectural or visual theme within the surrounding area and significant visual resources are limited. The parcel adjacent to the Project site on Red Hill Avenue is developed with 3-story high tilt-up cement light industrial buildings and associated parking areas.

Areas across Red Hill Avenue, which is a 6-lane arterial roadway, from the Project site are within the Tustin Legacy Specific Plan area and undergoing new urban development. As shown in Figure 5.1-6, areas across from the site, on the northeast corner of Red Hill Avenue and Warner Avenue, are developed with two-story rectangular urban buildings that are used for public and social service uses. In addition, the large airplane hangar that was previously used by the no longer existing Naval Air Station is located within middle ground views provides for an urban visual setting. Foreground views shown in Figure 5.1-6 include screened chain linked fencing that surrounds a weedy open space area with a tall Tustin Legacy monument sign on the southeast corner of the Redhill Avenue and Warner Avenue intersection.

The area directly across Red Hill Avenue from the site currently consists of an undeveloped disturbed area that consists of bare ground, weedy vegetation, cement building pads that are remnants of previous development, areas that appear to be used for construction staging. As shown in Figure 5.1-6, foreground views of the areas are dominated by the screened chained link fencing that surrounds the undeveloped area. Long range views include another large airplane hangar that was previously used by the Naval Air Station.

Areas across Red Hill Avenue to the southeast, shown in Figure 5.1-7 also provides foreground views of the screened chained link fencing that surrounds the undeveloped area. However, middle ground views are of new four-story office structures that are rectangular and modern in design. Longer range views include a new 5-story hotel located on Barranca that also has a modern rectangular and boxy architecture.

As part of the Tustin Legacy Specific Plan, the currently undeveloped areas directly across Red Hill Avenue from the site are planned to be redeveloped as an employment center. The Tustin Legacy Specific Plan describes that the employment center is to provide a business park setting for a full range of professional offices, research & development, and commercial uses; a portion of which has been developed as shown in Figure 5.1-7. The Tustin Legacy Specific Plan Development Standards for the currently undeveloped areas across Red Hill from the Project site allow for 6-story 70-foot high buildings that are set back 40-feet from Red Hill Avenue.

Existing Onsite Buildings



2300 Redhill



2310 Redhill



2320 Redhill

This page intentionally left blank.

Viewpoint Locations



Project Site



This page intentionally left blank.

Views 1 and 2: Existing Views From Red Hill

①



View of the 2300 Redhill building setback 260 feet from the sidewalk behind fencing and landscaping

②



View of the 2310 Redhill building through the gated driveway, landscaping and surface parking.

This page intentionally left blank.

Views 3 and 4: Existing Views From Red Hill and Warner Intersection

③



View of the site across the Red Hill Avenue and Warner Avenue Intersection.

④



View of the east corner of the site with the Ricoh monument sign.

This page intentionally left blank.

Views 5, 6, and 7: Existing Views from Warner Avenue

5



View of the 3-story high 2320 Redhill building and driveway from Warner Avenue.

6



View of the north corner of the site showing 2320 Redhill building with rear gated entrance.

7



View of the 2320 Redhill building, fencing, landscaping, and gated driveway across Warner Avenue.

This page intentionally left blank.

Northeast Views Across Red Hill Avenue



View accross Red Hill Avenue at the Tusting Legacy.



View accross Red Hill Avenue of the screened chain linked fencing and airplane hangers.

This page intentionally left blank.

Southeast Views Across Red Hill Avenue



View accross Red Hill Avenue of screened chain linked fencing and new 4-story office buildings.



View accross Red Hill Avenue of new 4-story office buildings and new 5-story hotel behind a landscaped median and fencing.

This page intentionally left blank.

The Project site is bounded to the north and northwest by Warner Avenue, which is a 6-lane arterial roadway with sidewalks and street trees. The parcel adjacent to the Project site on Warner Avenue is developed with one-story linear commercial and business park uses. These buildings have both a modern commercial appearance, with large store front type windows and parking adjacent to the front entrances of the businesses, and an industrial appearance with large roll up doors on the sides and rears of the buildings, some of which can be viewed from Warner Avenue.

Areas across the street from the Project site on Warner Avenue are developed with two-story office buildings that are surrounded by surface parking areas, as shown in Figure 5.1-8. These buildings have modern architecture and are rectangular with two-story high black-tinted windows at the building entrances, large rectangular windows on the sides of the building in between the stucco exterior. The character of the areas across Warner Avenue from the Project site are of an office park environment.

Light and Glare

Nighttime lighting associated with the existing urban development is present both onsite and within the surrounding area. Existing lighting includes streetlights along Red Hill Avenue and Warner Avenue, parking lot and building façade lighting, interior illumination passing through windows, and illumination from vehicle headlights. Sensitive receptors relative to lighting and glare include motorists and pedestrians passing through the Project area.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project area is generated by building and vehicle windows reflecting light. Currently, there are no buildings, structures, or facilities in the area that generate substantial glare since most of the buildings are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area. In addition, surface parking lots in the area are not substantially large and are generally separated by buildings, walkways, landscaping and other non-reflective surfaces; therefore, the source of glare from sunlight or exterior light reflecting from car windshields is limited.

5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- AE-1 Have a substantial adverse effect on a scenic vista?
- AE-2 Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?
- AE-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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

This page intentionally left blank.

Views Across Warner Avenue



View across Warner Avenue of the two-story office buildings and surface parking areas.



View on Warner Avenue at Red Hill Avenue of the two-story office buildings.

This page intentionally left blank.

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Project site and surrounding area and the changes that would occur from implementation of the proposed Project. The significance determination for scenic vistas is based on consideration of whether the vista can be viewed from public areas within or near the Project site and the potential for the Project to either hinder views of the scenic vista or result in visual degradation.

The assessment of aesthetic character and quality impacts is subjective by nature. Aesthetic character and quality generally refer to the identification of visual resources and the overall visual perception of the environment. The evaluation of aesthetic character identifies the proposed Project's development characteristics and its expected appearance, and compares it to the site's existing appearance and character, and to the character of adjacent existing and future planned uses to determine whether and/or to what extent a degradation of the visual character of the area from public view points could occur (considering factors such as the blending/contrasting of new and existing buildings given the proposed uses, architectural features, density, scale, height, bulk, setbacks, signage, etc.).

The analysis of light and glare identifies light-sensitive land uses and describes the Project's proposed light and glare sources, and the extent to which Project lighting, including illuminated signage, could spill off the Project site onto adjacent existing and future light-sensitive areas. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles or other activities.

5.1.6 ENVIRONMENTAL IMPACTS

IMPACT AE-1: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA.

No Impact. As described previously, the Project site and surrounding areas are either urbanized or planned for urbanization and do not contain any sensitive scenic vistas. The General Plan Scenic Corridors Element identifies street corridors, watercourse corridors, inter-city corridors, City entries, and selected/screened views from a highway that are considered unique visual resources within the City. Exhibit 4 of the Scenic Corridors Element does not identify any scenic resources or vistas at or adjacent to the Project site. The nearest feature identified by the General Plan is Edinger Avenue, a "Secondary Street Corridor", which is approximately 1 mile north of the site. Due to the flat topography and distance, Edinger Avenue it is not visible from the Project site. Because there are no scenic vistas within the viewshed of the Project site, no impacts related to the scenic vistas would occur from implementation of the proposed Project.

IMPACT AE-2: THE PROJECT WOULD NOT DAMAGE SCENIC RESOURCES, INCLUDING, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY.

No Impact. As described previously, there are no officially designated state scenic highways in the vicinity of the proposed Project (Caltrans 2019). The only officially designated scenic highway within Orange County is a portion of SR-91 that is located between SR-55 to east of the Anaheim city limit (Caltrans 2019), which is not in the vicinity of the Project site. Likewise, there are no County-designated scenic highways that run through the City of Santa Ana. Further, the proposed Project site is flat and surrounded by an urban built environment, and there are no other scenic resources, including trees, rock outcroppings, or historic buildings within the viewshed of the Project. Therefore, no impacts related to scenic resources within a state scenic highway would occur.

IMPACT AE-3: THE PROJECT WOULD NOT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS AND WOULD NOT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.

Construction

Less than Significant. As described in Section 3.0, *Project Description*, construction of the proposed Project is anticipated to last approximately 27-months. The construction-related activities involve the following: demolition, site preparation, grading, paving, construction of structures and infrastructure, and architectural coating. Views of demolition and construction activities would exist from adjacent public view locations along Red Hill Avenue and Warner Avenue. During Project demolition and construction, various activities would alter the character of the Project site and its surroundings. Graded surfaces, demolition and construction debris, construction equipment, and truck traffic would be visible. Soil would also be stockpiled and equipment for grading activities would be staged at various locations throughout the site. Construction-related visual impacts would not be constant over the 27-month construction period (as different construction phases would involve varying activities occurring at different times). Upon completion of construction, these short-term visual impacts would cease. Because the views of construction activities would be temporary and changing as construction progresses, impacts related to the visual degradation of the existing character or quality of the site would be temporary and less than significant.

Operation

Less than Significant Impact.

As described previously, the existing development provides views of three large industrial buildings that total 212,121 square feet, parking areas, and vehicle circulation drives. Two of the industrial buildings are two-stories in height and one is three stories in height. The vegetation on site consists of an approximately 2.5-acre undeveloped grass area at the corner of Red Hill and Warner Avenues, some ornamental trees scattered throughout the site. The existing development on the Project site does not exhibit any significant architectural or visual resources, nor does it contribute aesthetically to the surrounding area or to views from adjacent roadways.

The proposed mixed-used Project would result in a visual change from the existing development on the site to a higher intensity development, consisting of 3 mixed use buildings that would be 6-stories in height and one residential building that would be 5-stories in height. Each of these buildings would have an adjacent parking structure for a total of 4 parking structures. Two parking structures would provide 7 levels of above ground parking and would be xx feet in height and two would provide 6 levels of above ground parking and would be xx feet in height. In addition, the Project would develop 2 one-story retail/restaurant commercial buildings and a surface parking lot. The tallest point of the Project would be approximately 94 feet from the ground level, which would be at the top of the architectural trim of the of the 3 mixed use 6-story buildings.

The proposed architectural design of the Project would provide a complete community by integrating the residential buildings, commercial buildings, and green spaces. In terms of visual quality, each building would have contemporary modern architecture that would include brick veneer, earth toned stucco, steel trim, metal awnings and railings. The commercial uses and common areas would be developed as pedestrian-oriented frontages with aluminum storefronts and large pedestrian scale windows. In addition, new landscaping that includes ground cover, shrubs, and trees would be installed throughout the Project site.

The increase in number and height of buildings on the site would increase the overall density of the built environment. The Project would be visible from both Red Hill Avenue and Warner Avenue. However, the Project would install architectural and landscaping treatments throughout the site and around the site

perimeter that would reduce the vertical elements and visible hardscape associated of the Project. As shown on Figure 3-4, Section 3.0, *Project Description*, the boundaries of the site, internal streets, and building frontages would be landscaped with ground covers, shrubs, and trees. Views of the Project site from Red Hill Avenue and Warner Avenue would be fronted by the new landscaping that would accent the contemporary architecture of the proposed Project. Additionally, the proposed buildings were designed to reduce the appearance of scale and mass by reinforcing the ground floor of the building and providing varying architectural designs that include recesses and articulation of the second through sixth stories to eliminate uniform solid building frontages. The Project proposes setbacks of 12-feet from Warner Avenue and 20-feet from Red Hill Avenue.

Views 1 and 2: Proposed Project Views from Red Hill Avenue. As described previously, in Views 1 and 2 (shown in Figure 5.1-3), the existing industrial buildings are set back behind a large lawn area, scattered ornamental trees and wrought iron fencing. However, the existing industrial buildings on the Project site do not exhibit any significant architectural or visual resources, nor does it contribute aesthetically to the surrounding area or to views from adjacent roadways.

As shown in Figure 5.1-9, implementation of the proposed Project would change these views to that of the proposed one through 6 story buildings set behind landscaping trees and in some locations set behind surface parking lots and outdoor restaurant dining areas. The change in views of the Project site along Red Hill Avenue would result in a higher visually dense urban environment, where urban structures setback in the distance would be forefront structures and dominate views. The existing industrial building views would become higher intensity pedestrian oriented urban community views. The proposed size and scale of the Project would substantially increase the overall visual density of the built environment.

Views 3 and 4: Proposed Project Views from the Red Hill Avenue and Warner Avenue Intersection. As described previously, in Views 3 and 4 (shown in Figure 5.1-4), the existing industrial buildings are set back behind a large lawn area, scattered ornamental trees and wrought iron fencing. As shown in Figure 5.1-10, implementation of the proposed Project would develop a 6-story, 94-foot tall mixed-use building in the currently undeveloped lawn area. This would change views from that of setback industrial structures to forefront views of urban buildings and landscaping. The Project would result in substantially denser urban, but community oriented, views of the site.

Views 5, 6, and 7: Proposed Project Views from Warner Avenue. As described previously, in Views 5 through 7 (shown in Figure 5.1-5), views of the Project site from Warner Avenue include forefront views of the three-story high 2320 South Redhill building and the adjacent parking lot, which is set behind wrought iron fencing. As shown in Figure 5.1-11, implementation of the proposed Project would result in views of forefront urban structures that would be five and six-stories high. The top of the architectural treatments on the 6-story building would be 94-feet from the ground level, which would be substantially taller than the existing three-story high industrial building that currently occupies views of the site from Warner Avenue. Similar to the other view resulting from the Project, the existing views of the industrial building would become views of higher density urban development with pedestrian oriented store frontages along a tree lined street. The proposed size and scale of the Project would substantially increase the overall visual density of the built environment of Views 5, 6, and 7.

Overall, implementation of the Project would result in a strong visual contrast from existing conditions but would not degrade the character or quality of the site, which currently has limited visual character or interest. The character of the site would change from setback urban views of industrial uses to a residential, urban mixed-use village that would have a unifying urban modern architectural theme. While implementation of the Project would alter the visual character of the site and surroundings, it is not anticipated that a substantial degradation of the visual character or quality would occur.

In addition, the proposed Project would be visually compatible with the existing and future built environment in the Project area that includes various high-density, urban-style boxy large buildings and ornamental landscaping. As previously described, the areas in the viewshed of the Project site include urban structures such as, Naval Air Station airplane hangars, two and four-story office structures, and a 5-story hotel. The undeveloped chained linked areas across from the Project site in the Tustin Legacy Specific Plan are planned for employment buildings that would likely be modern in architecture and are permitted to be 6-stories and 70-feet in height with a 40-foot setback from Red Hill Avenue. Although the 94 foot high structure would be 24-feet higher than development within the Tustin Legacy, and four stories taller than adjacent structures on Red Hill and across Warner Avenue from the site, the modern urban and dense character of the proposed Project would be similar to the existing and planned uses, which generate similar views. As a result, the proposed Project would not substantially degrade the existing visual character of the site or surrounding area, and impacts would be less than significant.

Regarding a potential conflict with applicable zoning and other regulations governing scenic quality, the Project includes a zone change that would change the existing zoning designation change from M-1 (Light Industrial) to a Specific Development (SD) to implement the proposed mixed-use Project. As described in the City's Zoning Code Section 41-593.1, the purpose of the SD zone is to promote the public health, safety, and general welfare by the use of good design principles, maintaining an orderly and harmonious appearance, and encouraging excellence of property development. When development projects are proposed within the SD zone, they are required (per Zoning Code Section 41-593.4) to submit development plans for architectural review to ensure that buildings, structures, and grounds would be in keeping with the neighborhood and would not be detrimental to the harmonious development of the City or impair the desirability of investment or occupation in the neighborhood.

As described above, the proposed Project would create an attractive, cohesive mixed-use community through the use of contemporary architectural materials and landscaping throughout the Project site. As required by the Zoning Code, the proposed Project's development plans would be reviewed by the City to ensure consistency with development standards. Thus, the proposed Project would not conflict with applicable zoning or other regulations governing scenic quality. Overall, impacts would be less than significant.

Conceptual Renderings from Red Hill Avenue



View along Red Hill Avenue toward Warner Avenue.



View along Red Hill Avenue at Project Driveway.

This page intentionally left blank.

Conceptual Renderings from Red Hill and Warner Intersection



View from the Red Hill Avenue and Warner Avenue Intersection.



View from the Red Hill Avenue at Warner Avenue.

This page intentionally left blank.

Conceptual Renderings from Warner Avenue



View from Warner Avenue at Red Hill Avenue.



View from Warner Avenue toward Red Hill Avenue.



View from Warner Avenue at Project Driveway.

This page intentionally left blank.

IMPACT AE-4: THE PROJECT WOULD NOT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.

Less than Significant Impact. The Project site is located within a developed urban area, adjacent to highly used roadways. Existing sources of light in the vicinity of the Project site includes: streetlights along Red Hill Avenue and Warner Avenue, parking lot lighting, building illumination, security lighting, landscape lighting, and lighting from building interiors that pass-through windows. The exterior lighting on the Project site includes exterior lighting throughout the parking areas and lighting at building entrances.

The proposed Project would include the provision of nighttime lighting for security purposes around all of the buildings and parking structures. Implementation of the proposed Project would result in a higher intensity development on the site than currently exists, which would contribute additional sources to the overall ambient nighttime lighting conditions. However, all outdoor lighting would be hooded, appropriately angled away from adjacent land uses, and would comply with the Santa Ana Municipal Code Section 41-611.1 and Section 41-1304 that provides specifications for shielding lighting away from adjacent uses and intensity of security lighting. Because the Project area is within an urban area with various sources of existing nighttime lighting, and the Project would be required to comply with the City's lighting regulations that would be verified by the City's Planning and Building Agency during the permitting process, the lighting increase in light that would be generated by the Project would not adversely affect day or nighttime views in the area. Overall, lighting impacts would be less than significant.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Generally, darker or mirrored glass would have a higher visible light reflectance than clear glass. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. However, the proposed Project would not use highly reflective surfaces, or glass sided buildings. Although the residential and commercial buildings would contain windows, the windows would be separated by stucco and architectural treatments, which would limit the potential of glare. In addition, as described previously, onsite lighting would be angled down and shielded, which would avoid the potential on onsite lighting to generate glare. In addition, the majority of vehicle parking would be located within parking structures and the Project does not contain large surface parking lots that could generate glare from numerous windshields aligned in one area. Therefore, the Project would not generate substantial sources of glare, and impacts would be less than significant.

5.1.7 CUMULATIVE IMPACTS

Visual Character and Site Quality

The cumulative aesthetics study area for the proposed Project is the viewshed from public areas that can view the Project site and locations that can be viewed from the Project site. Of the projects listed provided in Table 5-1 and shown in Figure 5-1, in Section 5.0, *Environmental Impact Analysis*, three are within the viewshed of the Project.

The Heritage Village Residential Project (identified as project S6 on Figure 5-1) is located 0.2 miles from the Project site on Red Hill Avenue and also involves development of multi-family residences on the site, which would be similar to the character to the proposed Project. The two projects would provide similar modern architectural details related to multi-family development and provide similar views along Red Hill Avenue.

The Brookfield Residential Project (identified as project T3 on Figure 5-1) on Barranca Parkway at Tustin Ranch Road and can be seen from across the undeveloped portion of the Tustin Legacy Specific Plan area

is also a residential development project that includes both single-family and multi-family residential units and would provide a similar multi-family character as the proposed Project.

The Flight at Tustin Legacy Project (identified as project T4 on Figure 5-1) is under construction and includes the previously described new four-story office structures that are shown in Figure 5.1-7. As described previously, these 4-story structures are rectangular and modern in design and have the same urban modern character as proposed by the Project.

In addition, as described previously, the currently undeveloped areas directly across Red Hill Avenue from the site are planned to be redeveloped to provide a business park setting that allows for 6-story 70-foot high buildings that are set back 40-feet from Red Hill Avenue. The foreseeable structures within the Tustin Legacy Specific Plan area are anticipated to be modern structures that are similar to those that currently exist.

Overall, the character and quality of the proposed Project would be similar to and consistent with the existing structures in the viewshed and the cumulative projects within the viewshed that are proposed or planned for, but have yet to be constructed, including those within the Tustin Legacy Specific Plan area. Therefore, implementation of the Project, when combined with the past, present, and reasonably foreseeable cumulative projects, would not result in a cumulatively considerable degradation to the existing visual character or quality of the environment. As a result, cumulative impacts would be less than significant.

Light and Glare

The cumulative study area for light and glare are areas immediately adjacent to the Project site that could receive light or glare from the Project or could generate daytime glare or nighttime lighting that would be visible within the Project site and could combine with lighting from the Project. Because cumulative projects would result in more intense development than currently exists, the proposed Project, in combination with past, present, and reasonably foreseeable future projects could create significant cumulative nighttime lighting and daytime glare impacts. However, application of the City's Municipal Code Sections 41-611.1 and 41-1304 require compliance with light and glare standards that would avoid significant effects.

Similarly, lighting the City of Tustin areas that are across Red Hill Avenue and Warner Avenue from the Project site is regulated by the City of Tustin Municipal Code Chapter 7, Section 9270, which states that all exterior lighting shall be designed so as to minimize impacts from light pollution including light trespass and glare to minimize conflict caused by unnecessary illumination and shall be directed, shielded, or located in such a manner that the light source is not directed off-site.

With implementation of the existing City of Santa Ana and Tustin Municipal Code regulations, the development that would occur by the related projects would not result in a cumulatively considerable contribution of light and glare. Thus, the cumulative effects of development from the Project in combination with cumulative projects related to light and glare would be less than significant.

5.1.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

- City of Santa Ana Municipal Code
- City of Santa Ana General Plan Land Use Element
- City of Santa Ana Citywide Design Guidelines
 - Chapter 9, Section 9.3, 9.4, 9.5, 9.6
 - Chapter 7, Section 7.3, 7.4, 7.5, 7.6, 7.7, 7.10

5.1.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and the proposed Project's design criteria, Impacts AE-1 through AE-4 would be less than significant.

5.1.10 MITIGATION MEASURES

No mitigation measures are required.

5.1.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs would reduce potential impacts associated with aesthetics to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to aesthetics would occur.

REFERENCES

Caltrans California Scenic Highway Mapping System (Caltrans 2019). Accessed:
http://www.dot.ca.gov/hq/LandArch/scenic_highways/

City of Santa Ana Citywide Design Guidelines. Accessed at: <https://www.santa-ana.org/pb/planning-division/citywide-design-guidelines>

City of Santa Ana Scenic Corridors Element. Accessed at: <https://www.santa-ana.org/sites/default/files/Documents/ScenicCorridors.pdf>

This page intentionally left blank.