5.1 AESTHETICS

This section describes impacts of the proposed project on visual character, visual and scenic resources, and light and glare. The information in this section is based on the Brea 265 Specific Plan and review of aerial photographs, street views, and other available information.

5.1.1 Environmental Setting

5.1.1.1 REGULATORY BACKGROUND

Scenic Highway Program

California's Scenic Highway Program was created by the legislature in 1963 to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment (Caltrans 2014). The State Scenic Highway System lists highways that are either eligible for designation as scenic highways or have been officially designated. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

City of Brea General Plan

Community Resources Element

The community resources element indicates that scenic resources enhance the visual character of the community and provide distinguishing characteristics; they are invaluable assets that benefit a community. It identifies scenic qualities of the Puente and Chino Hills, which include prominent ridgelines, scenic corridors and canyons, view corridors and vista points, roadways through undisturbed habitat, highways, and natural landscaping. As shown in Figure 5.1-1, *Brea Scenic Resources*, the project site is adjacent to Carbon Canyon Regional Park and south and west of Chino Hills State Park. Two view corridors are identified along Rose Drive adjacent to the project site's southern boundary, with views of the hills to the northeast from urban areas. The community resources element has the following goals and policies pertaining to the aesthetic quality of the Brea.

Goal CR-10: Pursue aggressively the preservation and protection of scenic resources.

- **Policy CR-10.1.** Create and enforce special standards for development occurring within potential scenic highway corridors.
- **Policy CR-10.2.** Identify streets with unique man-made or natural characteristics for special consideration as scenic routes.
- **Policy CR-10.3.** Manage stands of mature trees, particularly native species, as unique and visual resources.
- **Policy CR-10.4.** Preserve major rock outcroppings as unique landmarks and visual resources to the maximum extent possible.

- **Policy CR-10.5.** Preserve stream courses in their natural state, as they represent a recreation resource, provide community identity, and serve as unifying corridors in the planning area.

- **Policy CR-10.6.** Work aggressively with Orange County, Los Angeles County, State, and other appropriate public agencies, private entities and landowners to conserve, protect and enhance natural resources, particularly within the sphere of influence.

Community Development Element

Five residential land use designations are established to reflect the diverse residential character of Brea. New development must be compatible with and complement existing residential neighborhoods. The project site is designated Hillside Residential and Low Density Residential. Special standards address residential development in hillside areas.

Properties designated Hillside Residential are moderately to severely constrained by unique or significant features such as ridgelines, earthquake faults, steep and/or unstable slopes, creeks, sensitive habitat, sensitive wildlife species, mapped landslides, soil conditions, accessibility issues, and wildland fire hazards. Such properties are subject to the City's Hillside Management Ordinance. The Low Density Residential land use designation provides for low-density single-family dwellings and accessory buildings. Types of uses include detached single-family homes and attached single-family residences (townhouses, row houses). Other uses consistent with zoning ordinance requirements include: group homes, religious and similar institutional facilities, public and private schools, hiking and other trails, and public parks.

The community development element also identifies six focus areas that need special planning attention: 1) the Northwest Neighborhoods; 2) Downtown Brea; 3) Historic Brea; 4) Carbon Canyon and Olinda Village, 5) Hillsides and Unincorporated Brea; and 6) Southeast Brea. The southern portion of the project site is in the city, specifically, in the Southeast Brea focus area, as shown in Figure CD-5 in the community development element. The northern portion of the project site is in unincorporated Orange County and not in a focus area. The community development element has goals and policies pertaining to aesthetic quality of Brea. Policies related to development in Southeast Brea are:

Southeast Brea

Goal CD-9: Create a dynamic, mixed-use urban village that integrates a range of housing types (including senior housing), moderate-intensity commercial uses, educational and public uses, and parks.

- **Policy CD-9.1.** Ensure that new commercial uses complement rather than compete with businesses along Imperial Highway and in Downtown.

- **Policy CD-9.2.** Accommodate emerging housing trends, and encourage pedestrian linkage to surrounding neighborhoods and activity centers.

- **Policy CD-9.3.** Encourage the establishment of community recreation and park facilities in the area.

- **Policy CD-9.4.** Support efforts to establish quality, community institutions in the area.

Figure 5.1-1 - Brea Scenic Resources

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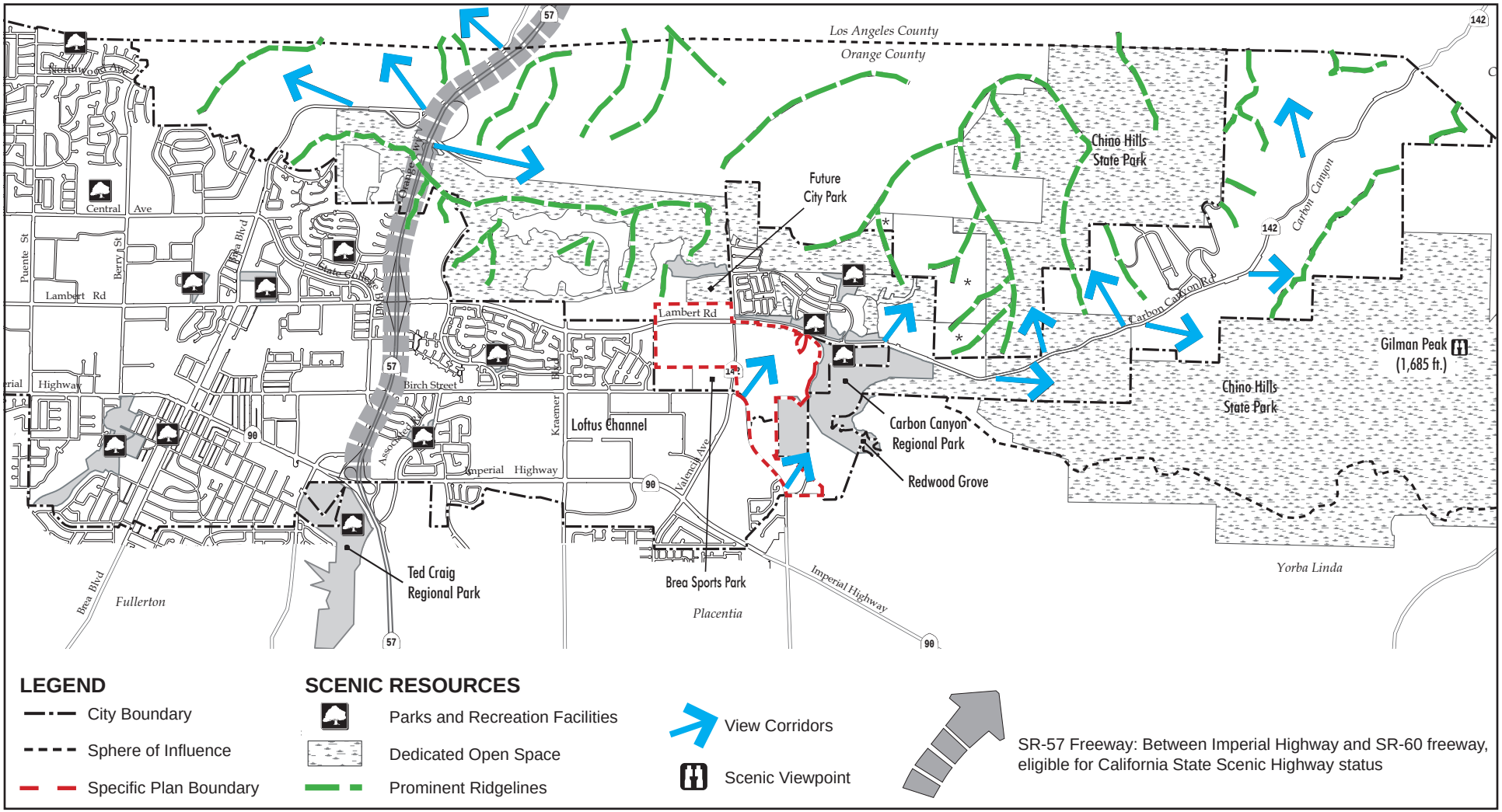

Note: Parcels identified with an asterik have the potential to become mitigation bank properties. This does not preclude any other parcel within the planning area from being designated for or used as mitigation bank properties.

Source: City of Brea, 2003; PlaceWorks, 2021

0 1
Scale (Miles)

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- **Policy CD-9.5.** Provide quality, affordable housing that would accommodate young families, college students, and educators.
- **Policy CD-9.6.** Preserve open space within this area, and provide outdoor recreation facilities.
- **Policy CD-9.7.** Strongly encourage the master planning of any large contiguous land holdings in this area.
- **Policy CD-9.8.** Strongly encourage the prezoning and annexation of the unincorporated properties in this area into the City the Brea in order to avoid the creation of new County islands.

The community development element provides an urban design plan at a citywide level, identifying programs and improvements that would enhance the visual character of Brea and create a distinct identity. Figure CD-13 of the general plan, Urban Design District Map, designates broad areas of community, each featuring a relatively consistent character and sometimes a highly unique identity. The project site encompasses three urban design districts, the East Brea Neighborhoods for the area west of Valencia Avenue, the East Hillsides for the majority of area east of Valencia Avenue, and the Hartley Center & Environs for the area near Rose Drive.

Brea Municipal Code

The Brea Municipal Code Chapter 20.206, HR Hillside Residential Zone (Hillside Management Ordinance), has objectives to facilitate and permit the orderly development of property within hillside areas through a set of hillside development standards that protect the public and preserve natural resources.

Municipal Code Chapter 20.208, R-1 Single Family Residential Zone, establishes permitted uses and development standards to provide an environment conducive to the development of single-family homes, with no mixed use or incompatible uses.

5.1.1.2 EXISTING CONDITIONS

Brea lies at the base of the Puente and Chino Hills, which provide a natural backdrop and scenic contrast to the relatively flat lands on which much of the city has been developed (Brea 2003). These hills offer a variety of scenic resources, including open space areas, ridgelines, creeks, view corridors and vista points, and vegetation and natural landscaping. The approximately 166.2-acre portion of the project site east of Valencia Avenue is designated Hillside Residential Zone, and the City's Hillside Management Ordinance emphasizes ridgelines and ridgetop protection to maintain viewsheds from the Chino Hills State Park and Telegraph Canyon.

The project site is currently being used for oil production, with a nursery on the eastern side. Numerous roadways associated with oil field exploration and production exist throughout the site. The southern portion of the project site, which is in the city, is used for agricultural purposes. The site was used extensively in the past for agricultural purposes. Small-scale sand and gravel quarrying also occurred on-site in the past. The Carbon Canyon flood control dam and flood basin lie immediately off-site of the south-central portion of the project site.

Several utilities cross the site within easements. A Metropolitan Water District easement crosses the far southern portion of the project area to Rose Drive. A 30-inch, high-pressure gas line crosses the southern portion of the project site below the Carbon Canyon dam, and a Mobil Oil gasoline line runs in a roughly north-south direction across the eastern portions of the site from Blake Road to Carbon Canyon Road. The Carbon Canyon Dam sewer line is present, as are numerous other utilities associated with the existing oil field production and the nursery.

Landform

The project site is characterized by low-lying terraces with minimal relief on the southern portions. The northeastern portion of the project site consists of rounded hills and ridgelines of moderate height with intervening canyons and draws. A draw is the low ground formed by two parallel ridges or spurs. Draws are similar to valleys on a smaller scale, but valleys are parallel to a ridgeline, and a draw is perpendicular to the ridge and rises with the surrounding ground, disappearing upslope. A steep slope is on the northeastern edge of the project area above the Carbon Canyon streambed.

Total relief on-site is approximately 201 feet, and elevations range from 586 feet to 385 feet. The natural slopes are gentle to very steep and range from 1:1 to 5:1 (horizontal : vertical). Vegetation consists of native grasses, shrubs, and trees and ranges from light to locally heavy areas, with the heavy vegetation and trees concentrated in the draws and canyons.

Scenic Vistas and Corridors

A highway may be designated as 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 on travelers' enjoyment of views. SR-91 between SR-55 and Weir Canyon Road in Anaheim is approximately 4.3 miles south of the project site and is the closest officially designated scenic highway to the project site. SR-57 between SR-60 and Imperial Highway is an eligible scenic highway and is approximately 1.4 miles to the west.

The City's community resources element identifies Carbon Canyon Road, Rose Drive, Brea Canyon Road, and SR-57 as view corridors, as shown in Figure 5.1-1, *Scenic Resources Map*. The community resources element also identifies prominent ridgelines and scenic viewpoints that are valuable to the city.

The Scenic Highway Plan of the County of Orange General Plan also designates Carbon Canyon Road as a viewscape corridor.

5.1.2 Thresholds of Significance

Appendix G of the CEQA Guidelines states that, "except as provided in Public Resources Code Section 21099," a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway Substantially damage scenic resources, including, but not limited to, 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.

5.1.3 Plans, Programs, and Policies

Project Design Features

PPP AE-1 The proposed project will be designed and constructed so that it would not conflict with the intent of the Municipal Code Chapter 20.206, Hillside Residential Zone. In accordance with Section 20.206.210(A), Other Regulations, Exterior Lighting, exterior lighting will be properly shielded to avoid glare and the spill of light to surrounding areas. Low-level lighting and the use of multiple low-profile fixtures will be used instead of fewer but taller fixtures. The proposed project will be designed so that emphasis on exterior lighting is on safety and landscaping lighting as opposed to building. The project applicant will present descriptions of exterior lighting in the design guideline manual required by Section 20.206.050 of the Municipal Code.

PPP AE-2 The proposed project will be designed and constructed to be consistent with the Brea 265 Specific Plan's Design Guidelines, which contain the community and neighborhood landscape, architecture, and community design guidelines.

5.1.4 Environmental Impacts

5.1.4.1 IMPACT ANALYSIS

The following impact analysis addresses the thresholds of significance; the applicable thresholds are identified in brackets after the impact statement.

Impact 5.1-1: The proposed project would not have a substantial adverse effect on a scenic vista. [Threshold AE-1]

Vista points can be found throughout Brea, both from urban areas to the hills and from open spaces and ridgelines looking to Brea. Long-distance views of and from Chino Hills State Park are identified as scenic resources by the City's and Chino Hills State Park's general plans. A designated view point is at Gilman Peak at approximately 1,685 feet elevation and approximately 3.7 miles east of the project site.

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The City of Brea community resources element identifies scenic resources in the city as shown in Figure 5.1-1. It identifies Brea Boulevard/Brea Canyon Road, Rose Drive, and Carbon Canyon Road as view corridors. The Scenic Highway Plan of the County of Orange General Plan further designates Carbon Canyon Road as a viewscape corridor.

Brea Boulevard/Brea Canyon Road follows the contours of Brea Canyon, providing views of natural features and abandoned and active oil wells. Large oil production and drilling towers create a rustic image of the oil industry, which was the cornerstone of the community's founding. The portion of Brea Boulevard/Brea Canyon Road identified as a view corridor is approximately 1.6 miles northwest of the project site. Due to the varying topography and existing development, the project site cannot be seen from Brea Boulevard/Brea Canyon Road. And as shown in Figure 5.1-1, the main viewing points are to the northwest and east from this corridor, and the project site is to the southeast, and therefore would not directly obstruct any viewsheds.

Lambert Road toward the north end of the project site turns into Carbon Canyon Road at the intersection with Valencia Avenue. Carbon Canyon Road runs along the north side of the project site and continues in a northwest direction toward the city of Chino Hills. In the vicinity of the project site, the community resources element identifies views from Carbon Canyon Road looking northwestward. Further along Carbon Canyon Road toward Chino Hills, the community resources element identifies viewsheds looking northward and eastward. Development of the proposed project would not block or create a substantial adverse effect on views from Carbon Canyon Road because the identified views from Carbon Canyon Road look away from the project site.

Rose Drive runs along the southern side of the project site. Rose Drive provides views to the northeast through the project site. The project site is largely undeveloped and includes scattered oil activities in the northern portion and agricultural uses on the southern portion. As seen in Figure 5.1-2, *Scenic Views from Rose Drive*, views from Rose Drive looking northeastward through the project site consist of the project site in the foreground that extends toward the background. The background includes the project site's varying elevations, with its highest elevations on the northeastern portion of the project site. Figure 4-2, *Existing Slope Analysis*, illustrates existing slope conditions at the project site. As show, the on-site slope ranges from 0 to 100 percent. Beyond the project site, mountain ranges of Chino Hills State Park can be seen in the distance. Development of the proposed project would include 1,100 dwelling units with a maximum height of 35 feet above grade (two stories high) for single-family units and 45 feet above grade (three stories high) for row townhomes, attached motorcourt homes, and multifamily homes. Therefore, the proposed project would change the existing topography and visual character and potentially block the existing views toward the northeast from Rose Drive. However, the City's General Plan recognizes that most properties are privately held, and the City must allow property owners to obtain some economic value from their lands. To balance its preservation goals with the realities of transitioning land uses, the City provides an approach that works to protect sensitive lands by regulating the type, location, density, and intensity of residential development permitted. To this end, the City has established the Hillside Development Ordinance and General Plan policies that guide development size, type, location, density, and intensity. The City's General Plan policies for protecting the hillside urban design district include:

Figure 5.1-2 - Scenic Views from Rose Drive

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Photo 1. View from Rose Drive near Valencia Avenue looking northeast through the project site.

Photo 2. View from Rose Drive near Vesuvius Drive looking northeast through the project site.

Specific Plan Boundary

Photograph Location and Direction (2)

0 2,300

Scale (Feet)

Source: Google Earth Pro, 2019

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- Preserve the scenic beauty of Brea's hillsides, and minimize the visual and environmental impact of development upon sensitive hillside areas.

- Prohibit the construction of dwellings or other structures on the most sensitive hillside areas. In particular, prominent ridgelines, drainage ways, and significant stands of mature vegetation should be left undisturbed.

- Require sensitive grading techniques and other design measures that minimize the visual impact of development and make dwellings unobtrusive.

The Specific Plan's development standards are based on the Hillside Development Ordinance, although some deviations have been made as allowed by the Affordable Housing Incentives. The deviations proposed do not conflict with the intent of the Hillside Development Ordinance. The proposed project would implement sensitive grading techniques and other design measures that meet the strict hillside grading standards. On the eastern side of Valencia Avenue, elevations would range from 400 feet to 580 feet above mean sea level, intended to respond to the project site's land forms and topography, and the conceptual grading plan has been designed to balance cut and fill on-site. Contour grading will be used, where permitted by slope conditions, at the visible transitional areas between development and open space. The intent is to vary the horizontal lengths and vertical heights of constructed slopes to blend manufactured slopes into natural upgraded areas. Appropriate plants will restore the look of new slopes. Contour grading will not be used in areas where it would increase manufactured slope height. In addition, the proposed project preserves approximately 45 acres of the most sensitive hillside area. Therefore, the proposed grading would minimize the disturbance of existing topography and reduce potential aesthetics impact.

Additionally, the City's Urban Design Principles have the following design principle and guidelines for the protection of view corridors:

Design Principle: Build strong visual and physical connections throughout the community, for instance, through the protection of view corridors, and the provision of a comprehensive network of public spaces and paths.

Design Guidelines

- **Community Character (CC) 2-1.** Maintain and extend the existing street pattern; multi-block developments that close existing streets and alleys are discouraged.

- **CC 2-2.** Provide safe and accessible paths that promote physical continuity and connection; continuous sidewalks, as well as mid-block and open air passages are encouraged.

- **CC 2-3.** Protect and frame important views of natural and built features and landmarks; developments that obscure existing views along public rights-of-way are discouraged.

- **CC 2-4.** Enhance important visual and physical connections; for instance, use streetscape and landscape improvements to communicate street hierarchy and function, and identify key pedestrian connections.

The proposed project would not change the existing street pattern of Rose Drive and would not close any existing streets or alleys. The proposed project has been designed to create a collection of pedestrian-oriented neighborhoods, and incorporates elements such as continuous street trees, curb-separated sidewalks, and a variety of street patterns, thereby promoting physical continuity and connections throughout the community. The proposed also includes low-density residential dwelling units with the maximum height ranging from 40 to 45 feet in the hillside near Carbon Canyon Regional Park, while placing medium density residential units in the low-lying area near Carbon Canyon Dam. The proposed project would also provide a minimum 55-foot-wide, landscape setback from the face of the street curb to the residential property line on the east side of Rose Drive, further minimizing visual impacts from Rose Drive (see Figure 3-17, *Streetscape: Valencia Avenue and Rose Drive*, and Figure 3-18, *Street Sections: Rose Drive, Blake Road, and Enhanced Interior Local Collectors*).

The project site is near the Carbon Canyon Regional Park and the Redwood Grove. However, considering the topography along the east boundary of the project site that abuts Carbon Canyon Regional Park, where the elevation difference could be over 50 feet, the proposed project is not expected to adversely impact vantage points from the Carbon Canyon Regional Park. The scenic views are generally to the northeast from the Carbon Canyon Regional Park, not to the southwest toward the project site. Additionally, the hills along the east boundary of the project site near Carbon Canyon Regional Park would be undisturbed and remain as open space. Figure 5.1-3, *East Boundary Interface*, illustrates a sectional view of the east boundary near Carbon Canyon Park. As shown, open space with a 14-foot, multipurpose trail would be provided along the east interface before reaching the existing slope to the Carbon Canyon Park. This open space is part of the fuel modification zones, which range from a minimum of 20 feet to up to 170 feet. Therefore, the proposed project would not have a significant adverse impact on scenic views from Carbon Canyon Park. Views to the project site from Redwood Grove near Carbon Canyon Dam are currently obstructed and would remain as generally obstructed by Carbon Canyon Dam. The dam is approximately 490 feet high in elevation, and Redwood Grove is approximately 420 to 430 feet in elevation. The project site west of the Carbon Canyon Dam would have an approximately 410- to 420-foot elevation, and the building heights would not exceed 50 feet and not exceed the height of the dam. Therefore, the proposed project would not adversely affect views toward the project from the nearby Carbon Canyon Regional Park or Redwood Grove.

The proposed project has been designed to incorporate applicable general plan policies and community design guidelines to protect scenic vistas and would not result in a substantial adverse effect on scenic vistas, including view corridors from Rose Drive.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.1-2: The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. [Threshold AE-2]

As discussed under Section 5.1.1.2, the closest designated or eligible state scenic highway to the project site is the SR-57 freeway between SR-60 and Imperial Highway. The SR-57 is an eligible scenic highway and is approximately 1.4 miles to the west. Views along SR-57 toward the project site are generally constrained by topographical changes, trees and other existing vegetation, and existing development.

Figure 5.1-3 - East Boundary Interface
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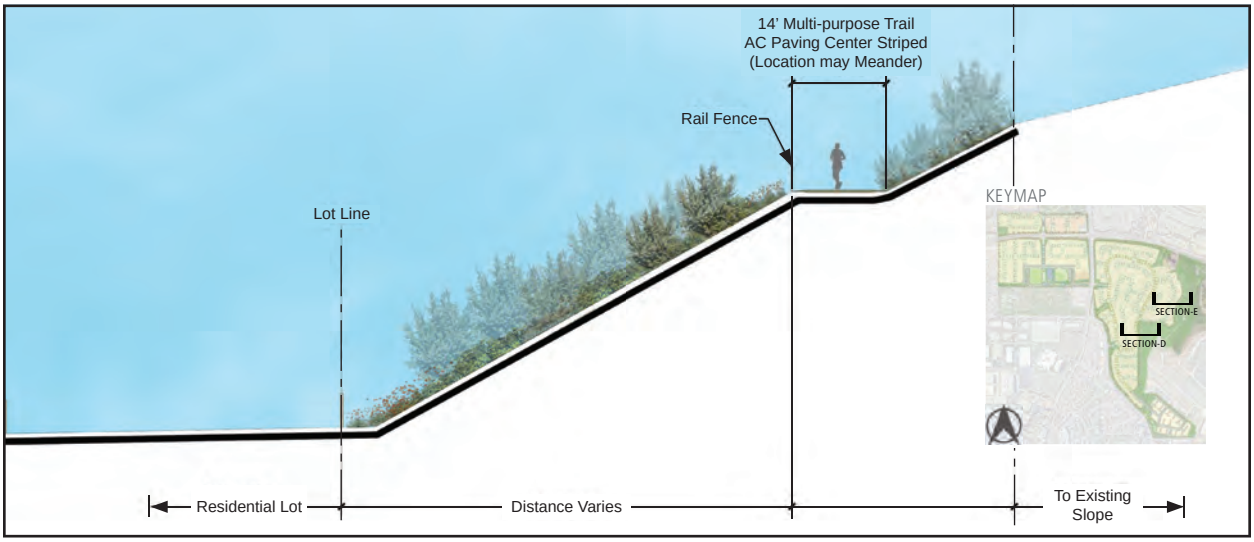

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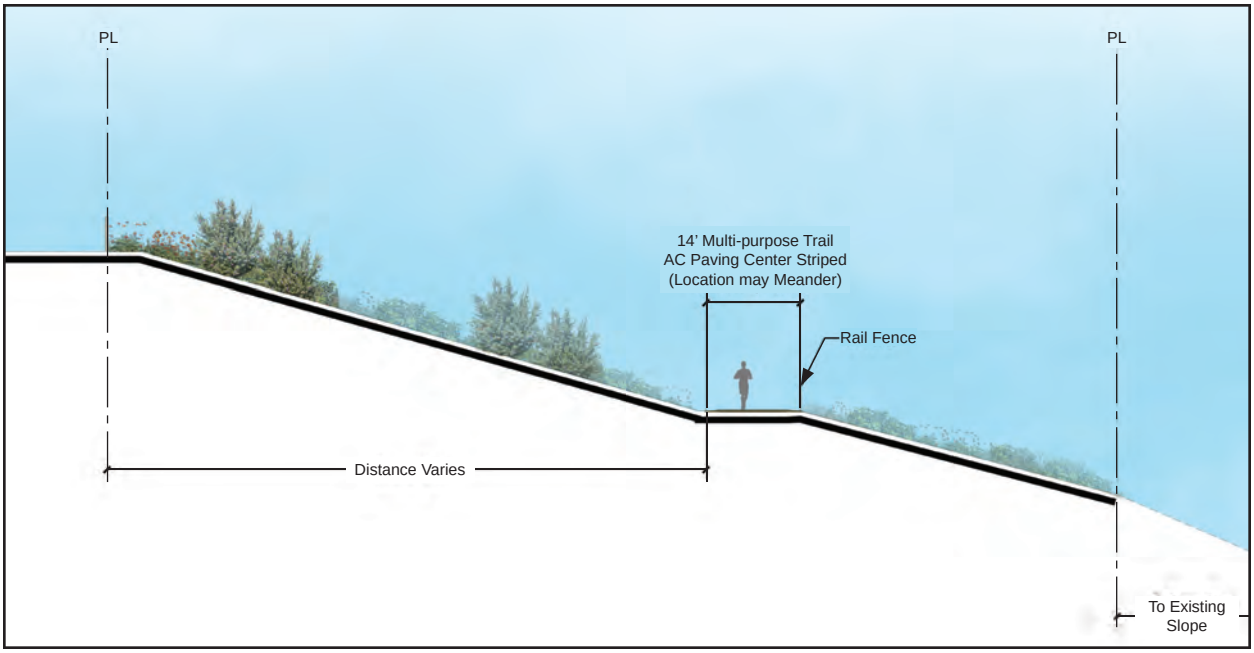

SECTION E

Source: KTGY Group, 2021

NOT TO SCALE

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As discussed in the Geotechnical Report prepared for the proposed project (Appendix F to the DEIR), the northeastern portion of the project site includes rounded hills and ridgelines of moderate height with intervening canyons and draws. A steep slope is on the northeastern edge of the property above Carbon Canyon stream bed (Alta 2018). So while the project site includes varying elevations, no significant rock outcroppings exist on the site. As discussed in Section 5.5, *Cultural Resources*, the proposed project would not result in an adverse change in the significance of historical resources. Policy CR-10.4 states "Manage stands of mature trees, particularly native species, as unique and visual resources." This policy is part of Goal CR-10, which seeks to preserve and protect scenic resources. Development of the proposed project would remove the existing native and/or mature trees on-site as identified in the Biological Resources Report (Appendix D to the DEIR). However, as discussed in Section 5.4, Biological Resources, these trees are not locally or regionally unique and they do not provide visual resources. The Specific Plan provides a landscape design guidelines that would provide quality visual character to the project site. Therefore, visual impacts of removing trees would not be considered significant impact.

The project site is not visible from any officially designated or eligible state scenic highways, and the proposed project does not contain any scenic resources, including but not limited to trees, rock outcroppings, and historic buildings. Impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.1-3: The project site is in an urbanized area, and the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. [Threshold AE-3]

The project site is located in an urbanized area within the City of Brea and its SOI. The project site is currently zoned HR (Hillside Residential) east of Valencia Avenue and R-1 (Single Family Residential) west of Valencia Avenue and Rose Drive. As part of the proposed project, the project site would be rezoned to Brea 265 Specific Plan. Future development in the Specific Plan area would be consistent with the design guidelines and development regulations and standards outlined in the Brea 265 Specific Plan. The proposed project includes the development of 1,100 dwelling units of low density residential (LDR) (450 dwelling units) and medium density residential (MDR) (650 dwelling units). The proposed project would also include approximately 47.5 acres of open space and 15.1 acres of parks and recreation area throughout the site.

In Chapter 3, Figure 3-4, *Brea 265 Land Use Plan*, shows the general locations of each of the uses. The MDR with 6.1 to 12.0 dwelling units per acre would be allowed on the southern end of the project site near the intersection of Rose Drive and Vesuvius Drive and on the western side of the project site south of Lambert Road. The LDR with 1.0 to 6.0 dwelling units per acre would be provided on the west side of Valencia Avenue north of Lambert Road and the area east of Valencia Avenue and Rose Drive north of Vesuvius Avenue. Brea 265 proposes seven residential product types with maximum height ranging from 40 feet to 50 feet above grade depending on the product type as listed below. In MDR, all seven residential product types are permitted and in LDR, all product types except attached motorcourt homes and apartment homes are permitted.

- Conventional Single Family Detached Homes – 40 feet above grade (3 stories)
- Front Loaded Zero-Lot Line Homes – 45 feet above grade (3 stories)

- Rear Loaded Homes – 45 feet above grade (3 stories)
- Detached Cluster Homes – 45 feet above grade (3 stories)
- Row Townhomes – 50 feet above grade (3 stories)
- Attached Motorcourt Homes – 50 feet above grade (3 stories)
- Apartment Homes – 45 feet above grade (3 stories)

While the proposed project would rezone the project site, the proposed project would not conflict with the intent of the Hillside Development Ordinance although some deviations have been made as allowed by the Affordable Housing Incentives. The architectural design guidelines would provide framework for high quality design consistently throughout the project site.

The proposed project would modify the character of the project site from oil-related uses, agricultural uses, and open space to a largely residential development. Although on-site visual character would change, the surrounding areas are developed with single-family residential, multifamily residential, and parks (to the east of the project site). The proposed project would incorporate attached residential product types—row townhomes, attached motorcourt homes, and apartment homes that would be visually similar to existing multifamily housing in the Brea community, such as the multifamily development north of the project site on Santa Fe Road. The proposed project's detached residential product types would be similar to existing single-family neighborhoods surrounding the project site. Single-family detached neighborhoods exist adjacent to the project site to the south, west, and north. Three-story condominium development exists along Rose Drive across from the project site. The proposed project would not substantially conflict with the visual character of the surrounding area.

The proposed project is not located within the Carbon Canyon and Olinda Village focus area nor the Hillsides and Unincorporated Brea focus area. Development on the project site would not conflict with the goals or policies outlined for these focus areas.

The southern portion of the project site, within the City of Brea, is within the Southeast Brea focus area. The General Plan describes Southeast Brea as containing oil-use-related (including the Unocal Research Center) and agricultural properties that are expected to transition over time to other uses. According to Goal CD-9, the objective for this focus area is to "[c]reate a dynamic, mixed-use urban village that integrates a range of housing types (including senior housing), moderate-intensity commercial uses, educational and public uses, and parks." The community design element identifies eight policies (CD-9.1 through CD-9.8; see Section 5.1.1.1) to accomplish this goal.

The proposed project would develop single-family detached residences, single-family attached residences, parks and open space along the perimeter of the site, and the recreational commercial use on the portion of the project site within the Southeast Brea focus area. Consistent with Goal CD-9.1, the proposed project created a mixed-use environment that integrates a range of housing types, commercial use, open space, and parks.

The proposed recreational commercial use would accommodate commercial uses that specifically provide a recreational or leisure focus that supports agricultural and recreational uses in the Specific Plan area. This recreational use would be reminiscent of the project site's agricultural history and provide space for farmers markets, dining opportunities, event space, and other retail/agricultural-based uses. This recreational

commercial use would complement the existing and proposed community with community-oriented activities and would not compete with existing commercial uses.

Consistent with Policy CD-9.2 through CD-9.6, the proposed project would accommodate a variety of housing options; within the Southeast Brea focus area, the proposed project provides single-family attached and detached opportunities. The project site, including the portion within the Southeast Brea area, connects the community with open space, parks, and walking paths. The development of the Specific Plan would also include a variety of amenities throughout the project site. The recreational commercial element of the proposed project would serve as a place of gathering and further connect the proposed project residents with the surrounding community. The proposed project further incorporates approximately 45 acres of open space and 20.9 acres of parks/recreational space on site. Open space and parks/recreational space would occur throughout the project site. Approximately 15.5 acres of open space would run along the project site's eastern border adjacent to Carbon Canyon Regional Park and open space.

Consistent with Policy CD-9.6 and Policy CD-9.7, the proposed project is a master-planned community that would create a cohesive community visually similar to surrounding communities. Upon approval of the proposed project, the unincorporated county area would be annexed into the City of Brea, thus eliminating an existing county island.

Based on the discussion under this impact (Impact 5.1-3), the proposed project would not conflict with existing zoning and other regulations governing scenic quality with the approval of the discretionary actions. The proposed project would result in a less than significant impact.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.1-4: The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. [Threshold AE-4]

Lighting effects are associated with the evening and nighttime use of artificial light. Excessive light and/or glare can impair vision, cause annoyance, affect sleep patterns, and generate safety hazards when experienced by drivers. Residences and natural outdoor spaces are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources, and wildlife's natural movements and activities can be disrupted. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination can vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light on surfaces that reflect the light, such as highly polished surfaces (e.g., glass, automobiles, and reflective materials) and light-colored surfaces (e.g., surfaces of buildings and structures). Perceived glare is the unwanted and potentially objectionable sensation experienced by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas, typically associated with buildings whose exterior façades are largely or entirely composed of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Daytime glare can

also be generated by light reflecting off passing or parked cars. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the day and year. Excessive glare not only impedes visibility, but also increases the ambient heat reflectivity in a given area. The adjacent residences are glare-sensitive uses.

The project site currently contains minimal sources of light and glare due to the project site being largely undeveloped. Scattered oil wells and associated facilities occur throughout the northern portion of the project site and generate negligible sources of light and glare. The project site is generally unlit except for nighttime lighting associated with the uses on-site, such as security lighting.

Existing light and glare sources in the surrounding area around the project site include typical residential lighting (such as light emanating from windows, outdoor lighting on private property, and security lighting), street lights, outdoor lighting in park areas (such as the basketball courts in Olinda Ranch Neighborhood Park), and security lighting and parking lot lighting associated with the commercial uses to the west of the project site. Existing glare sources include vehicles traveling along public rights-of-way adjacent to the project site and light-colored building material used in the adjacent residential developments.

The following is a discussion of the potential nighttime and daytime light and glare impacts associated with the proposed project.

Nighttime Light and Glare

The proposed project would develop 1,100 dwelling units and a recreational commercial use on a 260-acre site. The project site is bordered by residential uses and open space to the north; residential uses, Olinda Elementary School, and Brea Sports Park to the west; residential uses to the south; and open space and Carbon Canyon Regional Park to the east.

As shown in Figure 3-3, *Aerial Photograph*, the project site is largely undeveloped and is in an urbanized area of Brea, with residential, commercial, educational, and recreational uses in the vicinity of the project site.

The proposed project would include interior and exterior lighting. The proposed project exterior lighting would illuminate outdoor parking areas, common gathering spaces, rights-of-way, and the parks. Minimal decorative lighting would also light landscaping and architectural features. Nighttime lighting and glare introduced by the proposed project would be visible to the surrounding residents and neighboring parks from various vantage points and roadways.

Although the proposed project would introduce new light sources to the project site and surrounding area, the proposed light sources would be similar to the light sources of the surrounding residential uses and roadways. Considering the existing sources of lighting in the surrounding vicinity, the amount and intensity of nighttime lighting proposed on-site would not adversely impact the nighttime or daytime views in the area.

Further, with the implementation of PPP AE-1, the proposed project would comply with Municipal Code Chapter 20.206, Hillside Residential Zone. In accordance with Section 20.206.210(A), Other Regulations, Exterior Lighting, exterior lighting would be properly shielded to avoid glare and the spill of light to surrounding areas. Low-level lighting and multiple low-profile fixtures would be used, as opposed to the use of

fewer but taller fixtures. The proposed project would be designed so that emphasis on exterior lighting is on safety and landscaping lighting as opposed to building lighting.

As described in the design guidelines for Brea 265, the proposed project would reduce the use of energy-intensive or artificial interior lighting by maximizing skylights and other natural lighting and equip lighting systems with motion detectors so that lights are turned off when not necessary. Additionally, the proposed project would use high-efficiency lighting such as LED where possible.

The proposed project would further be required to comply with California Building Energy Efficiency Standards for Residential Buildings (California Code of Regulations, Title 24, Part 6), which outlines mandatory provisions for lighting control devices and luminaires. Compliance with lighting provisions of the Brea Municipal Code and Title 24 would ensure that the proposed project would not result in significant light impacts. Therefore, nighttime light and glare impacts related to the proposed project would be less than significant.

Daytime Glare

The proposed project would not include highly reflective building materials or architectural treatments that could cause substantial daytime glare. The development of the proposed project would produce glare sources that are typical of residential buildings and communities, such as building material (glass and light-colored building materials), plexiglass fences, and vehicles parked and traveling along neighboring streets. However, glare from these sources is typical of the surrounding area and would not increase glare beyond what is expected for a residential development. Therefore, daytime glare impacts from the proposed project would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

5.1.5 Cumulative Impacts

Scenic Views

The geographical area considered for cumulative analysis is the City of Brea and the vicinity encompassing the cumulative projects identified in Table 4-1, *Related Cumulative Projects*. As discussed in Impact 5.1-1, the proposed project would not result in significant impacts to scenic views. And it is anticipated that other cumulative projects as listed in Table 4-1, *Related Cumulative Projects*, would also be designed in compliance with applicable general plan policies and community design guidelines to protect scenic vistas. Therefore, the proposed project and related cumulative projects would not combine to impair scenic views from Brea Boulevard/Brea Canyon Road, Carbon Canyon Road, or SR-57. The proposed project's cumulative impacts on scenic views would not be considered cumulatively significant.

Visual Character

Similar to the proposed project, all related projects would be required to show consistency with applicable City development and design plans, such as the General Plan and its community development and community resources elements. Furthermore, the parcels adjacent to and surrounding the project site are largely built out

or are designated park and open space. Should new development be proposed adjacent to the site, such development would be subject to adopted plans and regulations that are in place to preserve a community's visual character. Based on the distance of the related projects to the proposed project and the proposed project's consistency with applicable plans and regulations, the proposed project's contribution to cumulative aesthetics impacts would be less than cumulatively considerable, and therefore less than cumulatively significant.

Light and Glare

Due to the developed nature of the project site area and the presence of light and glare from adjacent properties and from vehicles along adjacent roadways, the proposed project is not anticipated to add significantly to the creation of light or glare. Additionally, the proposed project would implement PPP AE-1 and comply with Municipal Code Chapter 20.206, Hillside Residential Zone, which outlines requirements for exterior lighting. The project applicant would further present descriptions of exterior lighting in the design guideline manual required by Section 20.206.050 of the Municipal Code. No related projects are immediately adjacent of the project site. One related project, La Floresta (Related Project #1), is approximately 0.5 mile southwest from the project site. The combination of the proposed project and the La Floresta project is expected to increase lighting and glare in the vicinity of the project site. However, similar to the proposed project, the La Floresta project is expected to comply with required measures to minimize light and glare impacts, such as Title 24. Therefore, cumulative light and glare impacts would be less than significant.

5.1.6 Level of Significance Before Mitigation

Upon implementation of the plans, programs, and policies, the following impacts would be less than significant: 5.1-1, 5.1-2, 5.1-3, and 5.1-4.

5.1.7 Mitigation Measures

No mitigation measures are required.

5.1.8 Level of Significance After Mitigation

Aesthetic impacts have been determined less than significant without mitigation. The proposed project would not have significant, unavoidable, adverse impacts to environmental aesthetics.

5.1.9 References

Alta California Geotechnical Inc. (Alta). 2018. EIR-Level Geotechnical Assessment: Brea Central Property, City of Brea, County of Orange, California.

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Cadre Environmental. 2019. Biological Resources Technical Report: Brea 265 Specific Plan City of Brea, Orange County, California.

California Department of Transportation (Caltrans). 2022. List of Eligible and Officially Designated State Scenic Highways. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

5. Environmental Analysis
AESTHETICS

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