

## 4.1 Aesthetics

This section evaluates the potential impacts on aesthetics resulting from implementation of the Perris Airport Logistics Center Project (Proposed Project or Project).

This section describes the existing aesthetic condition of the Project Site and surrounding area. It also analyzes the visual character of the Proposed Project (such as building design and architecture, landscaping, and light and glare generation) and consistency with development standards and guidelines as outlined in the City of Perris General Plan and Perris Municipal Code. Descriptions of existing visual characteristics, both on-site and in the vicinity of the Project Site, are provided to assess the changes in visual character resulting from the Proposed Project. Information presented in this section is primarily based on the analyses of site photographs, reconnaissance, and Project design information prepared for the Project application and included in Chapter 2, Project Description, of this Draft Environmental Impact Report (Draft EIR). No comments were received in response to the Notice of Preparation regarding aesthetics. However, at the November 1, 2023, Draft EIR public scoping meeting, the Planning Commissioners requested more landscaping and screening, and that visualizations and renderings be produced for the Proposed Project.

### 4.1.1 Environmental Setting

#### 4.1.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address aesthetics.

#### **Federal**

No federal regulations apply to aesthetics.

#### **State**

##### ***California Scenic Highway Program***

The California Scenic Highway Program is managed by the California Department of Transportation (Caltrans). The program was created in 1963 with the goal of protecting the aesthetic significance of the state's scenic highways, as provided in the California Streets and Highways Code, Section 260 et seq. Accordingly, a highway may be designated as "scenic" based on certain criteria, including how much of the natural landscape can be seen by travelers, the landscape's scenic quality, and the extent to which development intrudes on the traveler's enjoyment of the view. The California Scenic Highway Program's Scenic Highway System List identifies scenic highways that are either eligible for designation or have already been designated as such. The California Scenic Highway Program also includes provisions for the Corridor

Protection Program, which includes ordinances and planning policies required by jurisdictions to maintain lands visible from the designated scenic highways (Caltrans 2024).

## **Local**

### ***County of Riverside Ordinance No. 655***

As there is no specific City regulation for the purpose of protecting astronomical observation and research, Riverside County Ordinance No. 655 would be applicable to the Proposed Project. On June 7, 1988, the County of Riverside Board of Supervisors adopted Ordinance No. 655, which restricts the permitted use of certain light fixtures emitting light into the night sky that may have a detrimental effect on astronomical observation and research. This ordinance establishes two zones in which different lamp types are allowed or prohibited: Zone A is the area within a 15-mile radius of Palomar Observatory, and Zone B is the area that extends from the outer limit of Zone A to 45 miles from Palomar Observatory. The Project Site is located within Zone B. Riverside County Ordinance No. 655 also provides a list of general prohibitions that apply to both zones (Riverside County 1988).

### ***Perris Comprehensive General Plan 2030***

The following are the applicable goals and measures from the Perris Comprehensive General Plan 2030 related to aesthetics.

#### **Open Space Element**

- **Goal III:** Conserve and protect significant land forms.
  - **Policy III.A:** Preserve hillsides and rock outcropping in the planning areas.
  - **Policy III.A.1:** Encourage the creative siting of buildings as a means of preserving rock outcroppings and hillsides.
  - **Policy III.A.2:** Discourage subdividing land as such subdivisions create lots that would require significant grading or removal of rock outcroppings to accommodate development.

### ***Perris Municipal Code***

The Perris Municipal Code contains provisions relevant to aesthetics/visual character and lighting:

#### **Section 19.02.110 – Lighting**

- a. Commercial and industrial parking areas. Commercial and industrial parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall maintain a minimum of one-foot candlepower across the surface of the parking area. Lighting standards shall be energy efficient and in scale with the height and use of the structures on site. All lighting, including security lighting, shall be directed away from adjoining properties and the public right-of-way.

- b. Commercial structures. Commercial structures shall incorporate exterior lighting to illuminate the exterior of the primary structure.

### **Section 19.02.130 – Landscaping**

- b. Commercial and industrial uses.
  1. All buildings and structures, including parking structures, shall have five feet of landscape areas and irrigation systems around their perimeter. If an opaque wall or fence at least five feet in height is installed either along the side yard area beyond the depth of the required front yard or the rear yard, no perimeter landscaping is required. A combination of soft and hard materials may be installed, provided the use of such materials form a cohesive, attractive, and functional design.
  2. All buildings and structures, including parking structures, shall have landscape areas and irrigation systems in the front yard areas and those side yard areas which front on the public right-of-way or are adjacent to required parking areas.
  3. All landscape areas, including the parking area, shall incorporate the theme utilized for the public right-of-way. A combination of soft and hard landscape material may be installed, provided the use of such materials will form a cohesive, attractive, and functional design. Such design is to be integrated with and, if appropriate, physically connected to the landscaping area provided in subsection (b)(1) of this section.

### ***City of Perris Good Neighbor Guidelines***

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Perris Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Perris Good Neighbor Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Perris Good Neighbor Guidelines contain the following policies related to aesthetics that are applicable to the Proposed Project:

- Goal 1** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
- Policy 1.2** Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.
- Policy 1.5** All lighting used in conjunction with a warehouse/ distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.
- Policy 1.20** The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined

by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.

- Goal 4** Provide Buffers between Warehouses and Sensitive Receptors
- Policy 4.2** A minimum 30-foot landscape setback shall be provided along property lines when adjacent to sensitive receptors.
- Policy 4.3** Percentage of landscaping for projects in the General Industrial (GI) Zone shall be increased from 10 to 12 percent and projects in the Light Industrial (LI) Zone shall be increased from 12 to 14 percent.
- Policy 4.4** Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
- Policy 4.5** The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.
- Policy 4.6** Sites shall be densely screened with landscaping along all bordering streets and adjacent/across the street from sensitive receptors. Trees along the landscape setbacks shall be at least 48-inch box in size and range in height between 14 and 25 feet be Trees should be planted a distance of 20 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box, evergreen trees. Palm trees shall not be utilized.
- Policy 4.9** Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.

#### **4.1.1.2 Project Site Visual Setting**

The Project Site consists of open, undeveloped land with low-lying vegetation, and does not contain any scenic aspects. The Project Site was previously used as agricultural land, specifically row crops and orchards, from at least the late 1930s to approximately the late 1960s. The Project Site is relatively level, with no areas of topographic relief.

#### **4.1.1.3 Scenic Vistas and Resources**

Scenic vistas are generally defined as the view of an area that is visually or aesthetically pleasing. Development projects may potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista or (2) blocking the view corridors or “vistas” of scenic resources. There are no designated scenic vistas within the vicinity of the Project Site.

#### 4.1.1.4 State Scenic Highways

The California Scenic Highway Program, maintained by Caltrans, protects scenic state highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a state scenic highway is based on vividness, intactness, and unity. The City of Perris does not contain any designated state scenic highways.

#### 4.1.1.5 Light and Glare

Under existing conditions, the vacant Project Site does not support any uses that create light or glare. Existing lighting on the Project Site is consistent with the type of nighttime illumination generated by the surrounding urban development within the Proposed Project vicinity that also includes nighttime illumination from street and parking lot lighting.

### 4.1.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on aesthetics if it would:

- **Threshold AE-1:** Have a substantial adverse effect on a scenic vista.
- **Threshold AE-2:** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- **Threshold 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, conflict with applicable zoning and other regulations governing scenic quality.
- **Threshold AE-4:** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### 4.1.3 Regulatory Implementation

**RI AES-1** All exterior lighting for the Project shall be designed to comply with County of Riverside Ordinance No. 655, which restricts the permitted use of certain light fixtures emitting light into the night sky that may have a detrimental effect on astronomical observation and research.

#### 4.1.4 Environmental Impacts

##### 4.1.4.1 Threshold AE-1: Scenic Vistas

###### Impact Analysis

Scenic vistas are generally defined as the view of an area that is visually or aesthetically pleasing. Development projects may potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista or (2) blocking the view corridors or “vistas” of scenic resources. The City is located on a flat broad basin. As described in the City of Perris General Plan 2030 EIR, virtually all building construction consistent with land use development standards will obstruct views of the foothills from at least some vantage points. However, these view corridors extend for miles along current and planned roadways, preserving scenic vistas from the broad basin to the surrounding foothills. The Project Site is currently undeveloped. Although the Project Site itself is not a scenic vista and does not currently block or diminish a scenic vista, the undeveloped character of the area may be adversely affected.

Development projects can potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista or (2) blocking the view corridors or “vistas” of scenic resources. The City of Perris is located within the Perris Valley, and the terrain is generally flat. According to the City of Perris General Plan EIR (Section 6.1, Aesthetics) (City of Perris 2004):

... [B]ecause the bulk of developable land within the City of Perris is located on the flat, broad basin, virtually all future building construction consistent with land use and development standards set forth in [the General Plan] will obstruct views to the foothills from at least some vantage points. The criterion, however, relates to a scenic vista more narrowly defined as a view through an opening, between a row of buildings or trees, or at the end of a vehicular right-of-way. To this end, the east–west and north–south oriented roadway network and streetscapes that define them will frame and preserve scenic vistas from public rights-of-way to the distant horizons and foothills. Owing to the flatness of the basin, the view corridors extend for miles along current and planned roadways preserving scenic vistas from the broad basin to the surrounding foothills.

The Proposed Project involves the construction and operation of two industrial warehouse/distribution buildings (Building 1 will be 795,109 square feet and Building 2 will be 71,961 square feet) on Site 1 and a trailer storage lot with a 100-square-foot guard shack on Site 2. This use is consistent with the City of Perris General Plan land use designation of Light Industrial (LI) and zoning of Light Industrial (LI) governing these portions of the Project Site. Additionally, the Proposed Project would comply with Chapter 19.44.030, Development Criteria. Consistent with the height limitations applicable to the Light Industrial (LI) Zone, Building 1 would have a maximum height of 50 feet, and Building 2 would have a maximum height of 45 feet (refer to Figures 2-5a through 2.5c, Elevations, in Chapter 2 for the site elevations). For Site 1, of the 59.82 net site acreage,

lot coverage would be 32.82 percent where a minimum of 50 percent is allowed, and the floor area ratio (FAR) would be 0.33. The landscaped area would cover 25.03 percent of the site, where a minimum of 15 percent is required. As with Site 1, Site 2 would comply with applicable standards and guidelines outlined in the City of Perris General Plan related to architecture and, in general, would have a modern industrial design. The landscape area provided on Site 2 would be 38.82 percent where 15 percent is required. Additionally, because the Project Site is not located within a scenic vista, and the Proposed Project would not block views of a scenic vista, potential impacts would be less than significant.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.1.4.2 Threshold AE-2: Scenic Resources**

##### **Impact Analysis**

The Project Site is not located within the vicinity of any scenic highway and no scenic resources are located at the Project Site. The nearest “eligible” state scenic highway is the segment of Highway 74 located approximately 0.5 mile north of the Project Site. However, the nearest “officially designated” state scenic highway is the segment of Highway 74, located east of the City of Hemet, located about 20 miles east of the Project Site (Caltrans 2024). Therefore, implementation of the Proposed Project would not have the potential to substantially degrade scenic resources within a state scenic highway. No impacts to state highways would occur.

Caltrans states that 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 upon the traveler’s enjoyment of the view. The City of Perris does not contain any designated state scenic highways, and therefore, the Proposed Project would not have the potential to result in impacts in this regard. However, State Route 74, which runs east to west through the City of Perris, is listed as an eligible state scenic highway. The closest segment of State Route 74 to the Project Site is located 0.5 mile north of the Project Site. While the Project Site would be visible from State Route 74, the proposed development would be consistent with the use and character of surrounding developments and would not damage scenic resources. The Proposed Project would not result in an adverse effect to a scenic vista or damage scenic resources within a state-designated or eligible scenic highway. Thus, there would be no impact.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.1.4.3 Threshold AE-3: Degradation of Existing Visual Character or Conflict with Zoning or Regulations for Scenic Quality**

##### **Impact Analysis**

The following analysis addresses the visual change resulting from the Proposed Project and determines if the Proposed Project would substantially degrade the existing visual character or quality of public views of the Project Site.

The visual impacts of a project include both the objective visual resource change created by the project and the subjective viewer response to that change. Distance from a project site, frequency of view, length of view, viewer activity, viewer perception, and viewing conditions contribute to the assessment of a visual impact. The perception of different viewer groups to the visual environment and its elements varies based on viewer activity and awareness. Activities such as commuting in traffic can distract an observer from many aspects of the visual environment. Off-site views for motorists are short lived. Conversely, pleasure driving or relaxing in a scenic environment can encourage an observer to look at the view more closely and at greater length, thereby increasing the observer's attention to detail. Sensitivity is also determined by how much the viewer has at stake in the viewshed. Typically, people who reside or own property in an area are more sensitive to change than those just passing/commuting through an area. The following analysis addresses public views and not private views, which mostly consist of travelers along Ellis Avenue, Goetz Road, and Case Road.

Due to the relatively flat topography of the Project Site and surrounding area, and existing development surrounding the Project Site, views of the Project Site are largely limited to vantage points adjacent to the site.

Development of the Project Site would involve the construction and operation of the following use on the currently vacant Project Site: two warehouse buildings with associated guard shack, truck trailer and automobile parking lots, landscaping, and infrastructure. Implementation of the Proposed Project would result in a permanent and obvious change in the visual character of the site from its current condition (i.e., undeveloped land) to an urban setting with industrial warehouse uses. The Project Site would be developed in compliance with the standards and guidelines outlined in the City of Perris General Plan and the Perris Municipal Code.

The Proposed Project's construction phase would have an anticipated duration of approximately 16 months. Project-related construction activities would be temporary in nature and all construction equipment would be removed from the Project Site following completion of the Project's construction activities. Temporary construction-related changes to local visual character would not substantially degrade the visual quality or character of the area; construction activity is common throughout developing areas of the City of Perris.

As previously identified, the Proposed Project buildings would comply with applicable standards and guidelines outlined in the City of Perris General Plan related to architecture and, in general, would have a modern industrial design. Consistent with the Perris Good Neighbor Guidelines, the landscaping and screening would be used to provide a buffer to nearby sensitive receptors. Landscaping would occupy 25.03 percent of the site, where 12 to 14 percent is required under the Perris Good Neighbor Guidelines and 15 percent is required per the Perris Municipal Code. Visual renderings of the Proposed Project, including structures, associated landscaping, sidewalks, bike lane, and materials, are provided on Figures 4.1-1 through 4.1-7. The truck court entries would be secured with an eight-foot-high wrought iron rolling gate and screened with 14-foot-high concrete wing walls. The southern and eastern property lines would be secured with an eight-foot-high tube steel fence, painted black. Landscaping would be provided along the site perimeter of the development. A 14-foot-high concrete painted screen wall would be provided on the northern edge of the trailer yard visible from Ellis Avenue. An eight-foot-high tube steel fence, painted black, would be provided along the westerly and southerly interior property lines shared with Perris Valley Airport. In conformance with the Perris Good Neighbor Guidelines, on-site exterior lighting would be provided throughout the Project Site as required for security and wayfinding as shown on Figure 4.1-3, Visual Rendering 2 – Night, and Figure 4.1-5, Visual Rendering 3 – Night. The City recently improved Goetz Road to the ultimate curb-to-curb width per the General Plan street designation of a 128-foot right-of-way arterial section. The Proposed Project would enhance the visual character of the existing site as it would be required to improve the 17-foot-wide parkway section within the Proposed Project's frontage with sidewalk and landscaping. Additionally, the Proposed Project would also improve the landscape setback along Site 2's Case Road frontage with a four-foot-high vinyl split rail fence, a 14-foot-wide Class I shared use path, a 15-foot-wide landscaped slope, a 14-foot-wide and six-foot-high earthen berm abutting a 14-foot-high concrete painted screen wall.

The primary form of the proposed buildings would be painted concrete tilt-up panels. The finish of the buildings would have low-reflectance characteristics. In general, the architectural style would consist of modern industrial design. The exterior color palette would be primarily neutral colors, consisting of various shades of white, gray, and browns with brick and tile veneer. These various architectural elements would effectively avoid monotony and repetition in building elevations. It should also be noted that rooftop equipment would be screened behind the parapet and would not be visible from adjacent streets.

In summary, although the visual character of the Project Site would change, the Proposed Project would be designed and constructed in compliance with applicable standards and guidelines outlined in the City of Perris General Plan and the Perris Municipal Code and would result in the development of the site in an attractive, well-designed manner using architectural elements, landscaping, and Project design. The streetscapes and screening adjacent to the Project Site would be the primary visual focal point for motorists traveling along Ellis Avenue, Goetz Road, and Case

Road. Therefore, the development of the proposed buildings and associated Project features would not degrade the visual character or quality of public views of the Project Site and its surroundings. Potential impacts would be less than significant.

### **Significance of Impact**

Less Than Significant Impact.

#### **4.1.4.4 Threshold AE-4: Light and Glare**

##### **Impact Analysis**

As previously identified, the Project Site is currently undeveloped. The temporary construction trailers include exterior lighting for security purposes. Existing sources of lighting in the surrounding area primarily include exterior lighting associated with existing development, and streetlights along Ellis Avenue. There are no existing buildings or other human-made features on or near the Project Site that are constructed of materials that cause substantial glare.

##### ***Light***

###### **Construction-Related**

Project-related construction activities would comply with applicable provisions of the Perris Municipal Code. Notably, Section 7.34.060 (Construction Noise) of the Perris Municipal Code states that “[i]t is unlawful for any person between the hours of seven p.m. of any day and seven a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise.” Additionally, nighttime lighting of construction staging areas would be needed to provide security for construction equipment and construction materials. This type of temporary lighting is often unshielded and may shine onto adjacent properties and roadways. The Proposed Project would implement mitigation measure MM AES-1, which requires that temporary nighttime lighting installed for security purposes be downward facing and hooded or shielded to prevent security lighting from spilling outside the staging area or from directly broadcasting security lighting into the sky or onto adjacent residential properties. With the implementation of mitigation measure MM AES-1, this potential impact would be reduced to a less than significant level.

###### **Operational-Related**

As described in Chapter 2, development of the Proposed Project with industrial uses would introduce new permanent sources of light into the area in the form of signage, building lighting, and parking lot lighting for nighttime operations, security, and safety. Lighting in loading areas would consist of building-mounted lighting. Exterior lighting would be similar to that provided for

the surrounding industrial buildings and other warehouse uses in the City and comply with Perris Municipal Code Section 19.02.110 and Perris Good Neighbor Guidelines Policy 1.5.

As previously indicated, through its Ordinance No. 655, the County of Riverside established two nighttime lighting zones that create a radius around the Palomar Observatory. While not located in unincorporated Riverside County, astronomical observations at the Palomar Observatory would be affected by cumulative increases in lighting sources. The nighttime lighting zones were created to ensure that the astronomical observations at the Palomar Observatory would not be affected by light pollution coming from urban development. Zone A encompasses a 15-mile radius centered on the Palomar Observatory, while Zone B encompasses a larger area with a 45-mile radius and extends from the outer limit of Zone A to the end of the 45-mile radius area. Since the Palomar Observatory is located approximately 35 miles southeast of the Project Site, the Project Site is located within Zone B of the Palomar Nighttime Lighting Policy Area. Ordinance No. 655 restricts the permitted use of certain light fixtures emitting undesirable light rays into the night sky, which may have a detrimental effect on astronomical observation and research at the Palomar Observatory. As stated in Section 5(A) of Ordinance No. 655, “low-pressure sodium lamps are the preferred illuminating source” in the Mount Palomar Nighttime Lighting Policy Area. Other types of lighting systems are permitted in parking areas if they do not exceed 4,050 lumens. Lighting “allowed” under Ordinance No. 655 must be fully shielded and focused to avoid spill light into the night sky and onto adjacent properties (Riverside County 1988).

As such, adherence to these lighting requirements would be mandatory and enforceable through the review and approval of the Project plans. Adherence to these requirements would ensure that the Proposed Project’s lighting would not significantly affect adjacent uses. Further, the Federal Aviation Administration (FAA) issued a determination of “No Hazard to Air Navigation” resulting from the Proposed Project. This determination confirmed that the Proposed Project buildings would not pose a hazard to air navigation, which would include air navigation operating from Perris Valley Airport. The Proposed Project must be marked/lighted in accordance with FAA Advisory Circular 70.7460-1 M, Obstruction Marking and Lighting, Red Light-Chapters 4, 5 (Red), and 15. Therefore, potential operational lighting impacts would be less than significant, and no mitigation would be required.

### **Glare**

Glare is caused by light reflections from the pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the intensity and direction of sunlight. Glare can create hazards to motorists and can be a nuisance for pedestrians and other viewers. The Proposed Project would comply with Perris Municipal Code Section 19.44.070, in that all lighting fixtures would be fully shielded with cut-off fixtures so that there is not glare emitted onto adjacent properties or above the lowest part of the fixture. As previously indicated, the warehouses consist of neutral colors and would use low-reflectance

facades where visible from the public. As mentioned above, the “No Hazard to Air Navigation” determination letters issued by the FAA found that the Proposed Project’s design would not pose a hazard to air navigation, which would include air navigation operating from Perris Valley Airport.

As identified in the building elevations presented in Chapter 2, the buildings would be constructed of painted concrete tilt-up panels and low-reflective materials. The Proposed Project would not create a new source of substantial glare. This potential impact would be less than significant, and no mitigation is required.

### **Significance of Impact**

Without mitigation, the Proposed Project would have a potentially significant impact related to construction-related light impacts.

#### **4.1.5 Cumulative Impacts**

The following sections address various potential cumulative impacts relating to aesthetics that could result from implementation of the Proposed Project.

##### **4.1.5.1 Cumulative Threshold AE-1: Scenic Vistas**

As identified in the analysis presented under Threshold 1, the Proposed Project would not adversely affect any scenic vista. Cumulative development projects would continue to result in the conversion of land that is currently undeveloped to more urbanized uses. However, these have been anticipated in the City of Perris General Plan and approved Specific Plans. Cumulative projects in the same viewshed as the Proposed Project would be considered to result in a cumulative aesthetic impact. If the projects were not near each other, the viewer would not perceive them in the same scene, and they would not result in a cumulative change in the visual character. Future development—which would contribute to a cumulative visual change along with the Proposed Project—would be required to comply with the standards and guidelines identified in the City of Perris General Plan and Perris Municipal Code. Since the potential Project impacts would be less than significant, the Proposed Project would result in a less than significant cumulative impact to scenic vistas.

##### **4.1.5.2 Cumulative Threshold AE-2: Scenic Resources**

As identified in the analysis presented under Threshold 2, the Project Site and surrounding areas are not located within proximity to any state scenic highways or eligible state scenic highways. Additionally, the Project Site does not contain any scenic resources including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway, and would have no impact to such resources. Therefore, the Proposed Project would not result in a cumulatively

considerable contribution to a significant aesthetic impact related to scenic resources within a scenic highway.

#### **4.1.5.3 Cumulative Threshold AE-3: Degradation of Existing Visual Character or Conflict with Zoning or Regulations for Scenic Quality**

As identified in the analysis presented under Threshold 3, the Proposed Project would have a less than significant impact related to degradation of the visual character of the Project Site. Because development in the same viewshed as the Proposed Project would be required to comply with the applicable standards and guidelines set forth in the City of Perris General Plan, including requirements related to architectural design and landscaping, or similar design requirements outlined in City regulations, these projects would also conform to the overall visual theme of the area. The Proposed Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to substantial degradation of the existing visual character or quality of public views of the site.

#### **4.1.5.4 Cumulative Threshold AE-4: Light and Glare**

As identified in the analysis presented under Threshold 4, the light and glare impacts from the Proposed Project and future development in the City would be reduced through the adherence to applicable lighting standards and through City regulations; applicable City regulations are outlined in this section. Implementation of mitigation measure MM AES-1 would ensure that potential construction-related lighting impacts from the Proposed Project would also be less than significant. The Proposed Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to light and glare.

### **4.1.6 Level of Significance Before Mitigation**

#### **4.1.6.1 Threshold AE-1: Scenic Vistas**

The Proposed Project would not have a substantial adverse effect on a scenic vista.

#### **4.1.6.2 Threshold AE-2: Scenic Resources**

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.

#### **4.1.6.3 Threshold AE-3: Degradation of Existing Visual Character or Conflict with Zoning or Regulations for Scenic Quality**

The Proposed Project would not degrade the existing visual character or conflict with zoning or regulations for scenic quality.

#### **4.1.6.4 Threshold AE-4: Light and Glare**

Without mitigation, the Proposed Project would have the potential to create a new source of substantial light or glare during construction, which would adversely affect day or nighttime views in the area.

#### **4.1.7 Mitigation Measures**

##### **4.1.7.1 Threshold AE-4: Light and Glare**

**MM AES-1:** Prior to the issuance of grading permits, the Project Proponent/Developer shall provide evidence to the City that the Contractor Specifications require that any temporary nighttime lighting installed during construction for security, or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.

#### **4.1.8 Level of Significance After Mitigation**

##### **4.1.8.1 Threshold AE-4: Light and Glare**

The Proposed Project would have a less than significant impact with incorporation of mitigation measure MM AES-1.

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Source: RGA Architectural Design 2024.



**Harris & Associates**

## **Figure 4.1-1**

Visual Rendering 1

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.



**Harris & Associates**

**Figure 4.1-2**

Visual Rendering 2

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.



**Harris & Associates**

### **Figure 4.1-3**

Visual Rendering 2-Night

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.

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Source: RGA Architectural Design 2024.



**Harris & Associates**

## **Figure 4.1-5**

**Visual Rendering 3-Night**

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.



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**Figure 4.1-6**

Visual Rendering 4

Perris Airport Logistics Center Project

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Source: RGA Architectural Design 2024.



**Harris & Associates**

**Figure 4.1-7**

Visual Rendering 5

Perris Airport Logistics Center Project

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