

4.1 Aesthetics

This section evaluates the potential impacts on aesthetics resulting from implementation of The Cubes at Placentia Industrial 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 Perris Valley Commerce Center Specific Plan (PVCCSP). 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 architectural renderings, reconnaissance, and Project design information prepared for the Proposed Project application and included in Chapter 2, Project Description, of this Environmental Impact Report (EIR).

No comments were received in response to the Notice of Preparation regarding aesthetics. However, at the December 19, 2023, Draft EIR public scoping meeting, there were comments with regard to lighting, aesthetics, landscaping, and requests for visualizations and renderings 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 2008).

Local

County of Riverside Ordinance No. 655

In the absence of a 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).

City of Perris Comprehensive General Plan 2030

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

City of Perris 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 in 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, landscaping, and lighting.

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.

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.

4.1.1.2 Existing Conditions

Project Site Visual Setting

The Project Site consists of vacant, undeveloped land with low-lying vegetation, and does not contain any scenic aspects. The Project Site was previously used as agricultural land. Based on historical research and interviews, the subject property was undeveloped land in 1901. By 1938, it appears that the subject property and adjacent properties were agriculturally developed. From 1938 to 2021, the subject property was agriculturally developed or vacant land. From 1953 to at least 1979, a small structure was located adjacent to the southwest boundary, along Placentia Avenue. The Project Site is relatively level, with no areas of topographic relief.

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.

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. There are no designated state scenic highways within the City of Perris.

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 Requirements

RR AES-1 **County of Riverside Ordinance No. 655:** All exterior lighting for the Project shall be designed to comply with Riverside County 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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. These Standards and Guidelines summarized below are incorporated as part of the Proposed Project and are assumed in the analysis presented in this section. The Proposed Project is required to comply with these Standards and Guidelines. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

4.0 On-Site Design Standards and Guidelines

4.1 Perris Valley Commerce Center On-Site Development Standards

To ensure the orderly, consistent, and sensible development of the PVCCSP, land use standards and design criteria have been created for each land use category, and are summarized in Table 4.0-1, Development Standards by Land Use, of the PVCCSP. A summary of the standards applicable to aesthetics for industrial projects within the PVCCSP area is provided below.

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses and Standards Shall Be Developed in Accordance with the Specific Plan
- Uses and Standards Shall Be Developed in Accordance with City of Perris Codes
- Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan
- No Changes to Development Procedures Except as Outlined in the Specific Plan
- Visual Overlay Zones

4.2.2 Site Layout for Commerce Zones

- 4.2.2.1 Building Orientation/Placement: Building Frontages/Entrances; Distinct Visual Link; Create Diversity and Sense of Community; and Utilize Building for Screening
- 4.2.2.4 Parking and Loading: Screening Parking Lot
- 4.2.2.5 Screening: Screen Loading Docks; Screening Methods; Screen Outdoor Storage Areas; Work Areas, etc.
- 4.2.2.6 Outdoor Storage: No Outdoor Storage Permitted Other Than as Specified
- 4.2.2.7 Water Quality Site Design: Best Management Practice (BMP) Features in “Visibility Zone”

4.2.3 Architecture

- 4.2.3.1 Scale, Massing and Building Relief: Scaling in Relationship to Neighboring Structures; Variation in Plane and Form; Project Identity; Do Not Rely on Landscaping;

Distinct Visual Link; Break Up Tall Structures; Avoid Monotony; Avoid Long, Monotonous and Unbroken Building Facades; Provide Vertical or Horizontal Offsets; and Fenestration

- 4.2.3.2 Architectural Elevations and Details: Primary Building Entries; Elements of a Building; Large Sites with Multiple Buildings; Discernible Base, Body and Cap; Visual Relief; and, Building Relief
- 4.2.3.3 Roofs and Parapets: Integral Part of the Building Design; Overall Mass; Varied Roof Lines; Form and Materials; Avoid Monotony; Variation in Parapet Height; Flat Roof and Parapets; and Conceal Roof Mounted Equipment
- 4.2.3.5 Color and Materials: Facades; Building Trim and Accent Areas; Metal Siding; and High Quality Natural Materials

4.2.4 Lighting

- 4.2.4.1 General Lighting: Safety and Security; Lighting Fixtures Shield; Foot-candle Requirements Sidewalks/Building Entrances; and Outdoor Lighting
- 4.2.4.2 Decorative Lighting Standards: Decorative Lights; Complimentary Lighting Fixtures; Monumentation Lighting; Compatible with Architecture; Up-Lighting; Down- Lighting; Accent Lighting; and High-Intensity Lighting
- 4.2.4.3 Parking Lot Lighting: Parking Lot Lighting Required; Foot-candle Requirements Parking Lot; Avoid Conflict with Tree Planting Locations; Pole Footings; and Front of Buildings and Along Main Drive Aisle

4.2.5 Signage Program

- 4.2.5.1 Sign Program: Multiple Buildings and/or Tenants; Major Roadway Zones/Freeway Corridor; Location; Direct On-site Traffic Circulation; Monument Signs; Address Identification Signage; Neon Signage; and Prohibited Signs

4.2.6 Walls/Fences

- Specific Purpose
- Materials
- Avoid Long Expanses of Monotone Fence/Wall Surfaces
- Most Walls Not Permitted within Street Side Landscaping Setback
- Height
- Gates Visible from Public Areas
- Prohibited Materials

4.2.7 Utilities

- Pad-mounted Transformers and Meter Box Locations
- Electrical, Telephone, CATV and Similar Service Wires and Cables
- Electrical Transmission Lines

- All Equipment Shall be Internalized

4.2.9 Visual Overlay Zone Development Standards and Guidelines

- **4.2.9.1 Freeway Corridor Visual Zone:** Orientation, Architectural Enhancements, Rear Building Elevations, Outdoor Storage, Screening, Anti-Graffiti Protection, Signage, Lighting, Window, Wall/Fences, Billboards, Line of Sight Study
- **4.2.9.2 Major Roadway Visual Zones:** Quality Architectural Presence; Full-Building Articulation and Enhancement; Integrated Screenwall Designs; Enhanced Landscape Setback Areas; Enhanced Entry Treatment; Entry Point; Screening, Loading and Service Areas; Limit or Eliminate Landscaping Along Side or Rear Setbacks; Uplight Trees and Other Landscape; Landscaped Accent Along Building Foundation; Heavily Landscape Parking Lot; and Limited Parking Fields

6.0 Landscape Standards and Guidelines

6.1 On-Site Landscape General Requirements

- Unspecified Uses
- Perimeter Landscape
- Street Entries
- Slopes
- Main Entries, Plaza, Courtyards
- Maintenance Intensive/Litter Producing Trees Discouraged
- Avoid Interference with Project Lighting/Utilities/Emergency Apparatus
- Scale of Landscape
- Planters and pots

6.1.1 On-Site Landscape Screening

- Plant Screening Maturity
- Screenwall Painting
- Trash Enclosures

6.1.2. Landscape in Parking Lots

- Minimum 50 percent Shade Coverage
- Planter Islands
- Parking Lot Screening
- One Tree per Six Parking Spaces
- Concrete Curbs, Mow Strips or Combination
- Planter Rows Between Opposing Parking Stalls or Diamond Planters
- Pedestrian Linkages

6.1.3 On-Site Plant Palette

6.2 Off-Site Landscape General Requirements

6.2.1 Streetscape Landscape

- Secondary Arterial (with Striped Median)

8.0 Industrial Design Standards and Guidelines

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

- 8.2.1.1 Orientation/Placement: Industrial Operations
- 8.2.1.4 Employee Break Areas and Amenities: Outdoor Break Areas
- 8.2.1.5 Screening: Truck Courts

8.2.2 Landscape

- No Landscape in Screened Truck Courts

Airport Overlay Zone (Chapter 12.0 of the PVCCSP)

12.1.3 Compatibility with March ARB/IP ALUCP

- Lighting Plans

The PVCCSP EIR does not include mitigation measures relevant to the analysis of aesthetics impacts; however, it does include mitigation measures to address potential hazards to March Air Reserve Base/Inland Port Airport (March ARB/IPA) operations that are also relevant to the analysis of light and glare impacts. These mitigation measures are incorporated as part of the Proposed Project and assumed in the analysis presented in this section. These mitigation measures will be included in the Mitigation Monitoring and Reporting Program for the Proposed Project.

MM Haz 3 Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.

MM Haz 5 The following uses shall be prohibited:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- (e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

4.1.4.1 Threshold AE-1: Scenic Vistas

Impact Analysis

The PVCCSP EIR Initial Study (Section 13, Aesthetics) concluded that the Perris Valley Commerce Center (PVCC) area is not located within a scenic vista, nor will the development under the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista. Further, the PVCCSP EIR Initial Study concludes that the PVCCSP restricts building heights and includes architectural design and landscape guidelines that will meet the City's development standards, further reducing the potential for visual impacts (City of Perris 2009).

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. From various vantage points within the City, there are views of Lake Perris Dam to the northeast; the Bernasconi Hills to the east; Gavilan Hills and the Motte-Rimrock Reserve to the west; and March ARB/IPA to the north. Development projects can potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista, or (2) by 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 2005):

. . . [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.

As previously described, the Project Site is vacant and undeveloped. The Project Site is relatively flat and is located within the PVCC area, which was identified in the PVCCSP EIR Initial Study as not being within a scenic vista. Further, the PVCCSP EIR Initial Study concluded that development allowed by the PVCCSP would not adversely impact a scenic vista.

The Proposed Project would be developed in compliance with the Standards and Guidelines summarized above and identified in the PVCCSP to address visual character. The Proposed Project involves the construction and operation of a 573,265-square-foot concrete tilt-up warehouse building with a 5,000-square-foot mezzanine, for a total building area of 578,265 square feet, as shown in Figures 4.1-2 through 4.1-4. This use is consistent with the Light Industrial land use designation and with the PVCCSP's anticipated industrial land uses for the surrounding areas. Furthermore, the surrounding roadway network has been established and therefore is preserving the view corridors. Additionally, the Proposed Project would comply with Table 4.0-1 of the PVCCSP. Landscaping would be provided along the entire site perimeter of the Project Site totaling 154,728 square feet, except for the boundary along the storm channel dedication area at the northeast corner. The Proposed Project would provide 170,049 square feet of landscaped area, covering 14.32 percent of the Project Site where a minimum of 12 percent is required. On-site exterior lighting would be provided throughout the warehouse and Project Site as required for security and wayfinding. The building would have a maximum height of 50 feet where 50 feet is allowed. The lot coverage would be 48.28 percent where a maximum of 50 percent is allowed, and the floor area ratio would be 0.4870, where 0.75 is allowed.

As previously indicated, the Project Site is not located within a scenic vista and would not block view of a scenic vista. Therefore, based on the foregoing analysis, the implementation of the Proposed Project would not result in a substantial adverse effect on a scenic vista. Potential Project impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.1.4.2 Threshold AE-2: Scenic Resources Within a State Scenic Highway

Impact Analysis

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 PVCCSP EIR Initial Study (Section 13) concluded that no specific scenic resources such as trees, rock outcroppings, or unique features exist within the PVCCSP boundaries, which includes the Project Site, and that the PVCC area is not located within a state scenic highway corridor (City of Perris 2009). Consistent with the findings in the PVCCSP EIR Initial Study, the Project Site is not located within view of any state scenic highway. The nearest "Officially Designated" state scenic highway is Highway 243, located approximately 21 miles east of the PVCC area. The closest eligible highway is State Route 74 which is located approximately 3.4 miles southwest of the Project Site. Therefore, implementation of the Proposed Project would not have the potential to substantially degrade scenic resources within a state scenic highway. Thus, there would be no impact.

Significance of Impact

No 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 PVCCSP EIR Initial Study (Section 13) identifies that the development of future projects in the PVCC area would change the visual character of the PVCC area from scattered residential, commercial, industrial, and agricultural uses to a more modern commerce and industrial center. Further, the PVCCSP EIR Initial Study concludes that projects developed in compliance with the Design Standards and Guidelines of the PVCCSP would not substantially degrade the existing visual character or quality of the area or surrounding properties, resulting in a less than significant impact for this threshold of significance (City of Perris 2009). In summary, Chapter 4.0, On-Site Design Standards and Guidelines, of the PVCCSP identifies techniques and minimum standards for achieving the level of design quality that the City desires in new development within the PVCC area and addresses site layout for commerce zones, architecture, and visual overlay zone development Standards and Guidelines. Chapter 6.0, Landscape Standards and Guidelines, outlines general on-site and off-site landscape requirements within the PVCC area. Chapter 8.0, Industrial Design Standards and Guidelines, provides guidance on industrial site layout and landscaping.

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 Proposed 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 Placentia Avenue and Wilson Avenue.

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 Project Site.

Development of the Project Site would involve the construction and operation of the following use on the currently vacant Project Site: a tilt-up warehouse building with associated 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 Project 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 PVCCSP.

The Proposed Project's construction would occur in one phase and is anticipated to begin in spring 2025 and is anticipated to be completed by summer 2026. Project-related construction activities would be temporary in nature and all construction equipment would be removed from the Project Site following completion of the Proposed 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 building would comply with applicable Standards and Guidelines outlined in the PVCCSP related to architecture and, in general, would have a modern industrial design. The proposed finishing schedule for the Proposed Project is shown on Figure 4.1-1, Materials Board. The primary form of the proposed building would be painted concrete tilt-up panels. In general, the architectural style consists of modern industrial design. The exterior color palette would be primarily whites, grays, and blues. 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.

Associated landscaping and sidewalks can be shown on Figure 2-6, Landscape Plan. The Project Site would be surrounded by an 8-foot-high tube steel fencing with 24-inch square block pilasters at 50 feet on center separation along the north and east property line and a 14-foot-high concrete tilt-up screen wall along the south property line. A 14-foot-high concrete painted screen wall would be provided along the Project Site to the existing drainage channel at the northwest corner. Landscaping would be provided along the entire Project Site perimeter of the Project Site totaling 154,728 square feet, except for the boundary along the storm channel dedication area at the northeast corner. The Proposed Project would provide 170,049 square feet of landscaped area, covering 14.32 percent of the Project Site. On-Project Site exterior lighting would be provided throughout the warehouse and Project Site as required for security and wayfinding.

The Proposed Project would enhance the visual character of the existing Project Site as it would involve improvements to adjacent roadways, consistent with the PVCCSP and the City of Perris General Plan. Additionally, the Proposed Project would include associated hardscape and landscape improvements as previously indicated.

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 PVCCSP and would result in the development of the Project Site in a 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 Wilson Avenue and Placentia Avenue. Therefore, the development of the proposed building 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

The PVCCSP EIR Initial Study (Section 13) concluded that development of the PVCCSP land uses would introduce new sources of nighttime light and glare into the area from street lighting and from outdoor lighting from the planned uses, but that compliance with applicable lighting regulations and use of lighting shield and other design features on light fixtures within the PVCC area would ensure that impacts associated with light and glare are less than significant (City of Perris 2009).

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

immediate surrounding area primarily include exterior lighting associated with existing development, and streetlights along Wilson Avenue and Placentia Avenue. Development to the south of the Project Site consists of residential development that are not constructed with materials known to cause substantial glare. 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.

It should be noted that, to prevent conflicts with aircraft operations at March ARB/IPA, all lighting and building materials installed as part of the Proposed Project would comply with the requirements outlined in PVCCSP EIR mitigation measures (MM) Haz 3 and MM Haz 5 (identified above), which are incorporated into the Proposed Project. In summary, light fixtures are required to be hooded or shielded to prevent either the light spillover or reflection into the sky, and lights that direct a steady light or flashing light or cause sunlight to be reflected toward an aircraft during takeoff or final approach for landing are prohibited.

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 7 p.m. of any day and 7 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 Project-specific 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 Project-specific 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.

All development in the PVCC area, which includes light generated from the planned retail and industrial uses, is required to adhere to lighting requirements contained in the PVCCSP. The PVCCSP requires compliance with Riverside County Ordinance No. 655 and Perris Municipal Code Section 19.02.110. As previously indicated, through its Ordinance No. 655, the County of Riverside has established two nighttime lighting zones that create a radius around the Mount Palomar Observatory. While not located in unincorporated Riverside County, astronomical observations at the Mount 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 Mount Palomar Observatory would not be affected by light pollution coming from urban development. Zone A encompasses a 15-mile radius centered on the Mount 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 Mount Palomar Observatory is located approximately 40 miles southeast of the Project Site, the Project Site is located within Zone B of the Mount Palomar Nighttime Lighting Policy Area. Riverside County 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 Mt. Palomar Observatory. As stated in Section 5(A) of Riverside County 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 Riverside County Ordinance No. 655 must be fully shielded and focused to avoid spill light into the night sky and onto adjacent properties (Riverside County 1988).

The Proposed Project would be required to comply with lighting requirements outlined in Section 4.2.4, Lighting, of the PVCCSP, which identifies that any illumination, including security lighting, shall use full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. The PVCCSP also requires that parking area lighting associated with the Proposed Project be designed pursuant to Perris Municipal Code Section 19.02.110, which includes requirements for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way.

These lighting requirements are uniformly applied to all development in the PVCC area. As such, adherence to these lighting requirements would be mandatory and enforceable through the review and approval of the Proposed Project plans. Adherence to the PVCCSP would ensure that the Proposed Project’s lighting would not significantly affect adjacent uses. 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 PVCCSP Standards and Guidelines related to colors and materials (Section 4.2.3.5) encourage the use of low-reflectance facades and prohibits metal siding where visible from the public. Allowed building materials generally include wood, brick, native stone, and tinted/textured concrete. Further, as identified in Section 12.1.3, Compatibility with March ARB/IPA ALUCP, of the PVCCSP, any use that would cause sunlight to be reflected toward an aircraft engaged in a climb following takeoff or descent toward a landing at an airport is prohibited. As previously indicated, the proposed building would be constructed with painted concrete tilt-up panels. Compliance with the requirements of the PVCCSP related to building materials would ensure that glare does not create a nuisance to on- and off-Project Site viewers of the Project Site. The Proposed Project would also 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.

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.

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. As previously noted, the PVCC area, which includes the Project Site, is not located within a scenic vista. The City of Perris General Plan EIR acknowledges that east–west and north–south roads and streetscapes preserve scenic vistas in developed areas.

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. Because the Project Site and surrounding undeveloped areas to the west, north, and east, are within the PVCC, 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 PVCCSP, and with other applicable City regulations. The PVCCSP EIR concludes that development of the land uses identified in the PVCCSP in compliance with the established Standards and Guidelines for the respective uses, would not result in cumulative aesthetic impacts. Since 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 PVCCSP, 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 Project Site.

4.1.5.4 Cumulative Threshold AE-4: Light and Glare

As with existing development in the area, light and glare impacts from the Proposed Project and future development in the City, including the development allowed by the PVCCSP, would be reduced through the adherence to applicable lighting standards and through City regulations; applicable PVCCSP and City regulations are outlined in this section. Implementation of Project-specific 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

Threshold AE-4

- | | |
|-----------------|---|
| MM AES-1 | Prior to the issuance of grading permits, the Project Owner/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. |
| MM Haz 3 | Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane. |
| MM Haz 5 | <p>The following uses shall be prohibited:</p> <p>(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than</p> |

an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

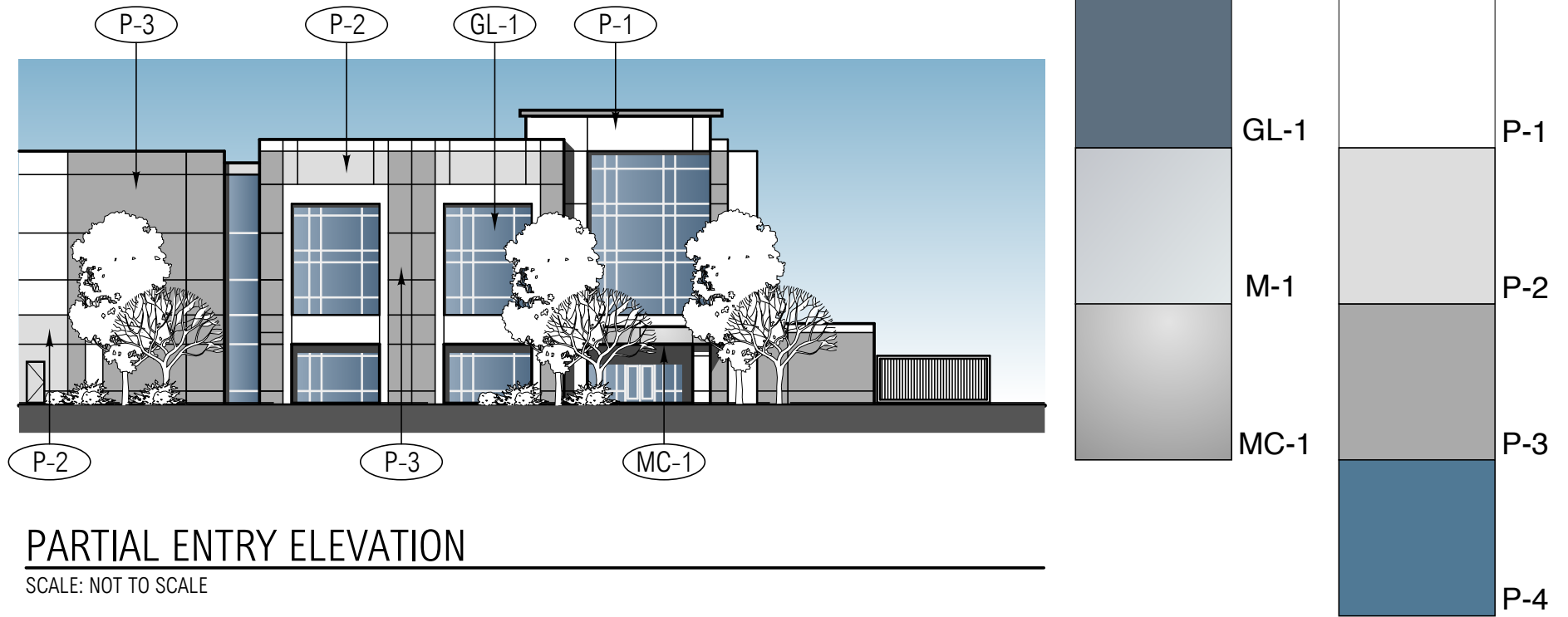
(e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

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 Project-specific mitigation measure MM AES-1.

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FINISH SCHEDULE		
CODE	MATERIAL	DESCRIPTION
P-1	FIELD COLOR	COLOR: NEBULOUS WHITE - #SW 7063
P-2	MEDIUM ACCENT COLOR	COLOR: ONLINE - #SW 7072
P-3	BRICK BY BRICKSNAP	COLOR: STEELY GRAY - #SW 7664
P-4	ACCENT COLOR	COLOR: LEISURE BLUE - #SW 6515
GL-1	GLAZING	BLUE REFLECTIVE GLAZING
M-1	MULLIONS	CLEAR ANODIZED ALUMINUM
MC-1	METAL CLAD CANOPY	ALUCOBOND; COLOR: BRUSHED STAINLESS

Source: RGA Office of Architectural Design 2023.



Harris & Associates

Figure 4.1-1
Materials Board

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-2

Visual Rendering View 1 Day

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-3

Visual Rendering View 1 Night

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-4

Visual Rendering View 2 Day

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-5

Visual Rendering View 2 Night

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-6

Visual Rendering View 3 Day

The Cubes at Placentia

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Source: Mike Johnson, 2025.



Harris & Associates

Figure 4.1-7

Visual Rendering View 3 Night

The Cubes at Placentia

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