

5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the visual setting and aesthetic character of the Specific Plan Area and evaluates the potential for the Project to impact scenic vistas, the visual character and quality of the Specific Plan Area, and cause light and glare impacts. The analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from Project implementation would result in substantially degraded aesthetic conditions. Descriptions of existing aesthetic/visual conditions are based, in part, on site visits by the consulting team, analysis of aerial photography (Google Earth Pro, 2020), and the Project application materials submitted to the City of Perris and described in Section 3.0, *Project Description*, of this Draft EIR. This section is also based, in part, on the following documents and resources:

- *City of Perris General Plan 2030, Adopted 26 April 2005*
- *City of Perris General Plan 2030 Environmental Impact Report, Certified 26 April 2005*
- Perris Municipal Code
- California Department of Transportation (Caltrans) Scenic Highway Mapping System (Caltrans, 2018)

Aesthetics Terminology

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

5.1.2 REGULATORY SETTING

5.1.2.1 Federal Regulations

There are no federal regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.2 State Regulations

There are no State regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.3 Local and Regional Regulations

Riverside County Ordinances

Ordinance Number 655 County of Riverside Regulating Light Pollution. The intent of Riverside County Ordinance Number 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays, which have a detrimental effect on astronomical observation and research.

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to aesthetics that are applicable to the Project:

Conservation Element

Policy X.B.1 Explore the benefits of an urban forestry program such as Tree City USA, to capitalize on the environmental, social, aesthetic and economic benefits of trees in the urban environment.

Goal VII Protection of significant landforms.

Policy VII.A Preserve significant hillsides and rock outcroppings in the planning areas.

Open Space Element

Policy III.A.2 Discourage subdividing land if such subdivisions create lots that would require significant grading or removal of rock outcroppings to accommodate development.

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 City of 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 City of Perris Good Neighbor Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The City of Perris Good Neighbor Guidelines contain the following policies related to aesthetics that are applicable to future industrial developments within Phase 2 of the Specific Plan:

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 berm 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.

Perris Municipal Code

Section 19.02.110 Lighting. This Municipal Code section regulates the provision of lighting and requires that lighting be directed away from adjoining properties and public rights-of-way.

Chapter 19.70, Landscaping. This Municipal Code section regulates landscaping standards to promote the values and benefits of landscapes while recognizing the need to use water as efficiently as possible; provides criteria for designing, installing, and maintaining water-efficient landscapes in new projects; and establish landscape design criteria for development projects.

5.1.3 ENVIRONMENTAL SETTING

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

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Specific Plan Area is located in a primarily developed area with industrial and commercial uses, residences, and roadways. The City of Perris General Plan does not designate specific scenic resources or scenic vistas. Long distance background views of the surrounding foothills to the east are available from public vantage points along West Placentia Avenue, Orange Avenue, Frontage Road, Barrett Avenue, Perris Boulevard, and Indian Avenue.

Visual Character and Quality of Site and Surrounding Area

The Specific Plan Area includes two vacant single-family residences, remnants of two demolished single-family residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways, as shown in Figure 3-3, *Aerial View*, in Section 3.0, *Project Description*. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School.

The existing visual character of the area surrounding the Specific Plan Area is dominated by industrial warehouses, commercial buildings, residences, and educational uses. There is no consistent architectural or visual theme within the surrounding area.

The Specific Plan Area is generally bound by the I-215 freeway followed by industrial development to the west; the I-215 freeway and commercial uses the south; North Perris Boulevard followed by commercial, residential, and vacant land to the east; and West Placentia Avenue followed by industrial development to the north.

Scenic Highways

The nearest “officially designated” state scenic highway to the City of Perris is the segment of State Route 74 (SR-74) located east of the City of Hemet about 20 miles east of Perris. The closest Eligible State scenic highway is a portion of SR-74/West 4th Street, and the I-215 interchange with SR-74, both located approximately 1.3 miles south of the Specific Plan Area. The Specific Plan Area is not within the viewshed of the Eligible State scenic highway (Caltrans, 2019).

Light and Glare

The Specific Plan Area is mostly vacant land that has been disturbed from previous agricultural uses with exception of two single-family residences and remnants of two previously demolished single-family residences at the intersection of Orange Avenue and Indian Avenue, and Val Verde Elementary School located within the Overlay area. The Specific Plan Area is surrounded by sources of nighttime lighting that includes lamination from vehicle headlights, streetlights, off-site exterior industrial/commercial lighting, and interior lighting passing through windows. Sensitive receptors to lighting and glare include motorists and pedestrians passing through the Specific Plan Area and the residences to the east of the Specific Plan Area along Barrett Avenue.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Specific Plan vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near the Specific Plan Area that presently generate substantial glare since most of the buildings are limited to one- to two-story structures that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

5.1.4 THRESHOLDS OF SIGNIFICANCE

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

- AES-1 Have a substantial adverse effect on a scenic vista.
- AES-2 Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway.
- AES-3 In nonurbanized 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 a publicly

accessible vantage point), or if the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.

- AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Specific Plan Area and surrounding areas and the changes that would occur from Specific Plan buildout, including project-specific development of Phase 1. The significance determination for scenic vistas is based on whether the vista can be viewed from public areas within or near the Specific Plan Area and the potential for the Project to either hinder views of the scenic vista or result in its visual degradation. As the Specific Plan Area is located within an urban area, the evaluation of aesthetic character identifies the Project would conflict with applicable zoning and other regulations governing scenic quality.

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

5.1.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060-square-foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within

the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

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

Specific Plan Area

Less than Significant Impact. A majority of the Specific Plan Area is currently undeveloped and is frequently disked for weed abatement. Additionally, the Specific Plan Area includes two vacant single-family residences and remnants of two demolished single-family residences along Indian Avenue. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School. The Specific Plan Area is located in a primarily developed area with industrial, commercial, educational, and residential uses. The City of Perris General Plan does not designate specific scenic resources. Long range views of the surrounding foothills to the east from public vantage points along West Placentia Avenue, Orange Avenue, Frontage Road, Barrett Avenue, Perris Boulevard, and Indian Avenue, are mostly obstructed and fragmented by intervening buildings structures, utility poles, trees, and other elements of the built environment.

The Phase 1 development would result in the development of seven industrial buildings with a maximum height of 60 feet, and a commercial area with 10 total buildings and a maximum height of 50.5 feet. All development within the proposed Phase 1 site would be set back from adjacent streets and would not encroach on the limited existing public long-distance views. The proposed commercial buildings would be set back 25 feet from North Perris Boulevard, 42.02 feet from Harvest Landing Way, and 70 feet from Barrett Avenue. The Phase I MBU buildings would be set back 25.1 feet from Barrett Avenue, 25 feet from Frontage Road, and 100.8 feet from Orange Avenue. Therefore, the Phase 1 development will have a less than significant impact on scenic vistas.

All structures, including structures implemented in the future Phase 2 development would be required to adhere to Perris Municipal Code Chapter 19.70 requiring landscaped setbacks to screen buildings from public vantage points, as well as the Development Standards and Design Guidelines sections of the Harvest Landing Specific Plan. Phase 2 development would not affect the limited long range views of the surrounding foothills as they would continue to be available from public vantage points along surrounding streets as shown in Figure 5.1-1.

Therefore, the Project would not substantially damage scenic resources, obstruct any prominent scenic vista, or view open to the public. As such, potential impacts would be less than significant.

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

Specific Plan Area

No Impact. There are no officially designated State scenic highways adjacent to the Specific Plan Area. As discussed above, the nearest “officially designated” state scenic highway to the City of Perris is the segment of SR-74 located east of the City of Hemet and the closest Eligible State scenic highway is a portion of SR-

¹ The Phase 2 buildout square footage of 4,007,955 SF was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 SF. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 SF was assumed.

74/West 4th Street, and the I-215 interchange with SR-74, both located approximately 1.3 miles south of the Specific Plan Area (Caltrans 2022). The Specific Plan Area is not visible from either of these locations. Accordingly, Project implementation would not adversely impact the viewshed of scenic highways, and the Project would not impact scenic resources within scenic highways, including trees, rock outcroppings, and historic buildings.

IMPACT AES-3: THE PROJECT WOULD NOT, IN NONURBANIZED 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 A PUBLICLY ACCESSIBLE VANTAGE POINT), OR IF THE PROJECT IS IN AN URBANIZED AREA, CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.

Less than Significant Impact. According to Public Resources Code Section 21071(a), an urbanized area is an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and no more than two contiguous incorporated cities combined equals at least 100,000 persons. According to the US Census Bureau, in July 2023 the City of Perris' population was approximately 80,603, the population of Moreno Valley, the contiguous city to the north, was 212,392, and the population of Menifee, the contiguous city to the south, was 113,433; therefore, the Specific Plan Area is in an "urbanized area."

Project approval would amend the site's land use designations and zoning designations, which govern land use and building design.

Phase I Development

The Harvest Landing Specific Plan serves as a guide for development within the Harvest Landing Specific Plan planning area. The proposed Specific Plan Amendment includes new design guidelines in order to strike a balance between the creation of commercial and business/industrial developments that are aesthetically pleasing, while respecting use and function. The Specific Plan Amendment would amend the maximum floor area ratio for both Commercial and MBU uses from 0.35 to 0.75, which is consistent with the City of Perris General Plan Community Commercial and Light Industrial land use designations. As detailed in Section 3.0, *Project Description*, the seven Phase 1 Business Park buildings would have a floor area ratio ranging from 0.12 to 0.45 FAR and would, therefore, be well within the allowable onsite density. The Community Commercial Shopping Center would have a floor area ratio of 0.26 and the Commercial Big Box Retail site would have a floor area ratio of 0.17 and would, therefore, also be well within the allowable onsite density. The Specific Plan Amendment contains Design Standards and Design Guidelines for architecture, landscaping, outdoor furnishings, walls and fencing, lighting, color palette, access/parking, public art, and outdoor storage that are intended to regulate the scenic quality of the area, consistent with the City's General Plan, which are listed in Table 5.1-1.

Table 5.1-1: Phase 1 Consistency with the Harvest Landing Specific Plan Amendment Development Standards

Harvest Landing Specific Plan Amendment Development Standards		Phase 1 Consistency
MBU Land Use Designation		
Maximum FAR	0.75	0.28 (0.12-0.45)
Maximum Lot Coverage	50%	27.8% (12.4%-44.6%)
Maximum Structure Height	60 Feet	60 Feet
Minimum Front and Side Street Setbacks	Private street – 10 feet Arterial – 10 Feet Expressway and Freeway –15 Feet	Barret Ave: 25.1 ft Orange Ave: 100.8 ft Frontage Road: 25 ft
Parking	Warehouse 1 st 20K square feet building area: 1 stall/1,000 square feet (60 stalls) Above 20K square feet building area: 1 stall/2,000 square feet (70 stalls) High Cude Warehouse 1 st 20K square feet building area: 1 stall/1,000 square feet (80 stalls) 2 nd 20K square feet building area: 1 stall/2,000 square feet (40 stalls) Above 40K square feet building area: 1 stall/5,000 square feet (275 stalls) 525 total auto parking stalls	1,477 auto parking stalls
Minimum Landscaping	12% (858,050 square feet)	20.2% (1,239,079 square feet)
Commercial Land Use Designation		
Maximum FAR	0.75	Community Shopping Center – 0.26 Commercial Big Box Retail – 0.17
Maximum Lot Coverage	50%	25.80%
Maximum Structure Height	51 Feet	50.5 Feet
Minimum Front and Side Street Setbacks	Private street – 5 feet Local and Collector Street - -5 Feet Primary, Secondary, and Project Arterial- 10 Feet	N. Perris Blvd: 25 ft Orange Ave: 15.03 ft Harvest Landing Way: 42.02 feet Barret Ave: 70 feet
Parking	1 space per every 200 square feet (1,852 stalls)	1,960 stalls
Minimum Landscaping	10% (89,340 square feet)	18% (163,580 square feet)

The Specific Plan development standards are intended to minimize adverse aesthetic impacts associated with new development projects. As shown in Table 5.1-1, Phase 1 would be consistent with the Specific Plan development standards that are applicable to the proposed Project.

The Specific Plan Area is within an urbanizing area that is mostly developed with light industrial uses, vacant lots, residences, and commercial centers. The Project applicant would develop the Retail Center and Business Park with setbacks and would not encroach into public long-distance views. In addition, in order to visually reduce the size and bulk of the structures, Project frontages would be articulated with windows and different setbacks, heights, and architectural projections to provide separation between different portions of the site. Parking and landscaping areas would be located in the setback areas between roadways and the building, which would minimize the visual scale of the structures. The proposed Project would provide landscaping onsite and along adjacent streets. Areas adjacent to the buildings would be landscaped with trees and a variety of shrubs and ground covers in accordance with the proposed Landscape Plan and Harvest Landing Specific Plan landscape guidelines. The size and height of the proposed trees (that include vertical growing species) would reduce the visual perception of the structures and provide uniform landscaping onsite. Trees would be installed pursuant to the City’s standard requirements and pursuant to 2022 CALGreen Code requirements for landscape screening (as verified during the permitting process). Additionally, the layering of landscaping between the proposed structures and the surrounding roadways would provide visual depth and distance between the roadways and proposed structures. Moreover, the City of Perris Planning Department has reviewed the proposed Phase 1 developments and has determined the Project would not conflict with the Perris Municipal Code or General Plan design regulations involving building architecture, landscaping, infrastructure, and road system design standards. As discussed in Table 5.1-2 below, the Project would be consistent with the goals and policies related to scenic quality set forth by the City of Perris General Plan. Thus, the Project would not conflict with applicable zoning and other regulations governing scenic quality and potential impacts would be less than significant.

Table 5.1-2: Consistency with City of Perris General Plan Policies Related to Aesthetics

General Plan Policy	Project Consistency
Conservation Element	
Goal VII Protection of significant landforms.	Consistent. As discussed in Section 4.0, <i>Environmental Setting</i> , the Specific Plan Area is largely vacant with the exception of two single-family residences. The site is disturbed from previous agricultural activities and is vegetated with non-native grasses. The site is relatively flat. Thus, there are no significant landforms present onsite that would be removed as a part of the Project.
Policy VII.A Preserve significant hillsides and rock outcroppings in the planning areas.	Consistent. The Specific Plan Area is relatively flat and does not contain any hillsides or rock outcroppings that would be removed/graded during the development of the Specific Plan Area.
Policy X.B Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	Consistent. As discussed in Section 3.0 <i>Project Description</i> , total of 1,239,079 square feet or 20.2 percent of the business park site would be covered in drought tolerant landscaping, primarily along the boundaries of each proposed parcel and throughout parking areas. A variety of 24-inch box trees, 15 gal trees, shrubs, accents, and groundcover would be planted. Proposed tree species would include Blue Palo Verde, Desert Willow, Chitalpa, Camphor Tree, Olive, Canary Island Pine, Afghan Pine, London Plane, Chilean Mesquite, African Sumac, California Pepper, and Brisbane Box.

General Plan Policy	Project Consistency
Open Space Element	
<p>Policy III.A.2 Discourage subdividing land if such subdivisions create lots that would require significant grading or removal of rock outcroppings to accommodate development.</p>	<p>Consistent. A subdivision is not included as part of the proposed Project. In addition, the Specific Plan Area is relatively flat and does not contain any hillsides or rock outcroppings that would be removed/graded during the development of the Specific Plan Area.</p>

As shown above in Tables 5.1-1 and 5.1-2, the proposed Project would be consistent with the Harvest Landing Specific Plan and City regulations regarding aesthetics and scenic quality, which would be verified by the City during the development permitting process. Therefore, while the proposed Project would change the visual character of the site, it would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, potential impacts would be less than significant.

Phase II Buildout

As discussed above, future development would be required to comply with standards provided in the Harvest Landing Specific Plan for MBU, General Plan policies, and Perris Good Neighbor Guidelines. As shown in Table 5.1-3, future developments within the Phase 2 Specific Plan Area would be developed consistent with Good Neighbor Guidelines goals and policies related to aesthetics through adherence to Harvest Landing Specific Plan design standards. Therefore, the Project would not conflict with zoning and regulations, and potential impacts would be less than significant.

Table 5.1-3: Consistency with Good Neighbor Guidelines Related to Aesthetics

Good Neighbor Guidelines Policy	Project Consistency
Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.	
<p>Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.</p>	<p>Consistent. The Phase 2 development would comply with all development standards set by the Harvest Landing Specific Plan.</p>
<p>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.</p>	<p>Consistent. All outdoor lighting would be installed pursuant to Perris Municipal Code Section 19.02.110 to limit glare and spill over to adjacent properties.</p>
<p>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.</p>	<p>Consistent. As set forth within Section 4.2.6 of the Harvest Landing Specific Plan and in accordance with the Perris Municipal Code (Section 19.71.050), shade trees shall be provided within the vehicular parking areas to attain a minimum 50% shade coverage of the parking area within five years of planting.</p>
Goal #4: Provide buffers between warehouses and sensitive receptors.	
<p>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.</p>	<p>Consistent. As set forth in Section 4.2.4 of the Harvest Landing Specific Plan, all outdoor storage areas and operations within the MBU designation shall be screened by a screen wall. Screen walls exceeding 8 feet in height shall be softened with earthen berms and dense landscape.</p>
<p>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</p>	<p>Consistent. As specified within Section 5.2.1 of the Harvest Landing Specific Plan, buildings are encouraged to use of high-quality natural building materials such as brick, stone, tinted/textured concrete (tilt-up). Furthermore, buildings over 100,000 square feet would</p>

Good Neighbor Guidelines Policy	Project Consistency
result in interior and exterior areas that can be used by the general public, visitors, and employees.	be required to provide areas for employees to enjoy their break outdoors onsite, in addition to the proposed employee amenity area within Phase 1.
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.	Consistent. As set forth in Section 4.2.4 of the Harvest Landing Specific Plan, all outdoor storage areas and operations within the MBU designation shall be screened by a screen wall. Screen walls exceeding 8 feet in height shall be softened with earthen berms and dense landscape.

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

Less than Significant with Mitigation Incorporated. Existing sources of light in the Specific Plan vicinity include illumination from vehicle headlights, streetlights, building illumination, security lighting, and lighting from building interiors that pass-through windows. Development of the Project would introduce new sources of light and glare into the area from street lighting, parking lot, and outdoor lighting. The Specific Plan Area is located in a developed area with other industrial and commercial developments as well as I-215. The spill of light onto surrounding properties and “night glow” would be reduced by using hoods and other design features on the light fixtures used within the proposed Project.

Construction

Specific Plan Area

There would be limited, if any, nighttime lighting required for Project construction. Perris Municipal Code Section 7.34.060 limits construction between the hours of 7 a.m. to 7 p.m. Monday to Saturday, with no construction activity permitted on Sundays and national holidays. Thus, most construction activities would occur during daytime hours during the week. Construction-related illumination would be used for limited safety and security purposes. Such security lights may result in nighttime glare to motorists on the adjacent roadways. However, this potential impact would be reduced to a less than significant level through the City’s standard project review and approval process and with implementation of Mitigation Measure AES-1.

Operation

Phase I Development

As shown in Figures 3-9 through 3-15, the building exteriors within the MBU area would consist of painted concrete in shades of gray, white, and blue, metal clad canopies, and blue glazing. As shown in Figure 5.1-2, the Community Shopping Area would feature shades of white, beige, and grey with brown accents. Stone veneer, white brick veneer, and metal wall panels would be used as accent materials. Additionally, windows would be finished as black clear glass. Other features such as black metal trellises and metal canopies would provide shade within the shopping center. Figure 3-23 shows that the Commercial Big Box Building would have a modern architectural scheme featuring shades of white and grey with blue accents. The building exterior would not include large areas of reflective surfaces that could result in increased glare to surrounding land uses, and the Project would not expose any aircraft from March Air Reserve Base/Inland Port Airport to glare that would inhibit flight safety. The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with Perris Municipal Code Section 19.02.110 and Harvest Landing Specific Plan requirements, and the proposed landscaping along the Specific Plan

boundaries would screen some sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urbanizing environment. Thus, operation of the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and potential impacts would be less than significant.

Phase II Buildout

Development within the Phase 2 area, inclusive of the Specific Plan Overlay area, would be developed with similar architectural features as those in Phase 1 and would comply with the Perris Municipal Code Section 19.02.110 (Lighting) and Harvest Landing Specific Plan Development Standards and Design Guidelines. Future developments within the Phase 2 area would be reviewed by the City of Perris Planning Division to ensure that development would be consistent with Perris Municipal Code Section 19.02.110 and the Harvest Landing Specific Plan Development Standards and Design Guidelines. Accordingly, potential operational light and glare impacts from Phase 2 buildout would be less than significant.

Project Rendering - Site Entrance from Orange Avenue



VIEW FROM ORANGE AVE. AND FRONTAGE RD. LOOKING EAST

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Project Rendering - Community Retail Center



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5.1.7 CUMULATIVE IMPACTS

The cumulative aesthetics study area for the proposed Project includes the viewshed from public areas that can view the Specific Plan Area as well as locations that can be viewed from the Specific Plan Area. Although views of the surrounding hills are available within the Specific Plan Area, they are not panoramic and are partially obstructed by existing surrounding development. Additionally, these views are available throughout the cumulative study area and are not unique to the Specific Plan Area. As discussed previously, the proposed commercial buildings would be setback 25 feet from Perris Boulevard, 42.02 feet from Harvest Landing Way, and 70 feet from Barrett Avenue. The Phase I MBU area would be setback 25.1 feet from Barrett Avenue, 25 feet from Frontage Road, and 100.8 feet from Orange Avenue would not encroach into existing public long-distance views of surrounding foothills. Thus, the Project would not result in an impact that could be cumulatively considerable.

As shown in Figure 5-1, *Cumulative Projects*, and listed in Table 5-1, *Cumulative Projects List*, in Section 5.0, *Environmental Impact Analysis*, nearby projects include the Orbis Truck Yard located across Placentia Avenue, a Target store located just southeast of the Specific Plan Area, and a Habit and high turnover sit-down restaurants located at the northwest corner of Perris Boulevard and Orange Avenue. All are within the viewshed of the proposed Specific Plan Area. Implementation of the City's zoning design guidelines and development standards would result in a coordinated development that would be ensured through the City's development permitting process.

The Project would not conflict with applicable Harvest Landing Specific Plan or City design guidelines, as detailed in Tables 5.1-1 through 5.1-3. Therefore, the Project would have no potential to contribute to cumulatively considerable impacts related to conflict with applicable zoning and other regulations governing scenic quality. The cumulative change in visual condition that would result from the proposed Project, in combination with future nearby projects would not be considered adverse, because the proposed Project would implement the Specific Plan guidelines related to architecture, landscaping, signs, lighting, and other related items that are intended to improve visual quality.

Furthermore, the proposed Project would comply with Perris Municipal Code Section 19.02.110 regarding outdoor lighting. Cumulative projects, as with the Project, would not consist of highly reflective materials, and lights would be shielded consistent with Perris Municipal Code Section 19.02.110 requirements, and landscaping along project boundaries would screen some sources of light and reduce the potential for glare would also be required. Nearby projects would also be built in compliance with the Perris Municipal Code and would therefore not result in a cumulative impact related to lighting or glare.

5.1.8 EXISTING REGULATIONS

Riverside County Ordinance Number 655: Light Pollution

- Perris Municipal Code Section 19.02.110: Lighting
- Perris Municipal Code Section 19.70: Landscaping
- City of Perris Good Neighbor Guidelines Goal 1, Policy 1.5: Lighting

5.1.9 PROJECT DESIGN FEATURES

None.

5.1.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impact AES-1, AES-2, and AES-3 would be less than significant. Without mitigation, Impact AES-4 would be **potentially significant**.

5.1.11 MITIGATION MEASURES

Mitigation Measure AES-1: Construction Lighting. Prior to issuance of grading permits, the Project developer(s) shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.

5.1.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of Mitigation Measure AES-1 and compliance with regulatory requirements, potential Project impacts to aesthetics would be less than significant. No significant and unavoidable adverse impacts related to aesthetics would occur.

5.1.13 REFERENCES

- California Department of Transportation (Caltrans). (2019). *Caltrans State Scenic Highway System Map*.
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>
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