5.1 AESTHETICS

This section of the Draft Environmental Impact Report (DEIR) describes the existing landform and aesthetic character of the project site and surrounding area and describes views of the project site from surrounding areas. It also analyzes the potential aesthetic and visual impacts resulting from implementation of the Agua Mansa Commerce Park Specific Plan (proposed project).

5.1.1 Environmental Setting

5.1.1.1 REGULATORY BACKGROUND

Federal Regulations

There are no federal regulations that are applicable to the topic of aesthetics in Jurupa Valley.

State Regulations

There are no State regulations that are applicable to the topic of aesthetics in Jurupa Valley.

Regional Policies

There are no regional regulations that are applicable to the topic of aesthetics in Jurupa Valley.

City General Plan Policies

The specific policies outlined in the City's General Plan Land Use Element and Conservation and Open Space Element that are related to aesthetics and that apply to the proposed Project are listed in Table 5.9-2, *City of Jurupa Valley General Plan Consistency Analysis*.

5.1.1.2 VISUAL CHARACTER

The closed Riverside Cement Plant facility encompasses most of the project site. As shown on Figure 5.1-1, *Site Photos*, the facility includes several quarries in the southern portion of the site, concrete and steel structures used in cement manufacturing, paved roadways, soil and material stockpiles, machinery, and vacant buildings. Additional structures that remain onsite from plant operations include white- and grey-cement production lines, storage silos and sheds, cement bagging building, empty tanks, conveyor belts, soil and material stockpiles, utility tunnels, a control center, and a research and development facility, adjacent to Rubidoux Boulevard, on the west side of the property. Crestmore Lake, a large, water-filled limestone quarry, is at the southern portion of the cement plant (see Figure 3-3 *Aerial Photograph*). Vacant and undeveloped lands along the northern and western sides make up the rest of the project site. Many shrubs, grass, and trees are scattered on the project site and along the site perimeters.

Due to the nature of the former cement plant facility, the 302.8-acre project site has quite a large variation in ground elevation. Ground surface elevations vary from approximately 835 feet above mean sea level (amsl) to approximately 985 feet amsl. The southern portion of the site includes Crestmore Lake (from the flooded Chino Quarry), large open pits, and significant elevation relief. The Chino Quarry is flooded to an elevation of

approximately 815 feet amsl, and the ground surface elevation adjacent to the quarry is approximately 915 feet amsl, so the water level is about 100 feet below the adjacent ground surface elevation (see Figure 5.1-1, *Site Photos*).

Surrounding land uses include vacant land and low density single-family residences to the north in the City of Rialto; vacant land and industrial uses to the east along Hall Avenue and to the west along Rubidoux Boulevard; and industrial and public facilities uses to the south along Agua Mansa Road. Further west is Crestmore Heights, a semirural and low density residential neighborhood of Jurupa Valley (see Figure 4-1 *Surrounding Land Use*). The remaining project area is predominantly industrial uses.

5.1.1.3 LANDFORM

The San Gabriel and San Bernardino mountain ranges are located roughly 20 miles north of Jurupa Valley and the project site in San Bernardino County. Within the City, the Jurupa Mountains are north of State Route 60 (SR-60) and directly west of the project site. They are partially visible from various viewpoints on the project site; however, views from the site of the San Gabriel and San Bernardino Mountains are mostly obstructed due the site's elevation changes, existing tree lines in the northern portion of the site, and various soil and material stockpiles.

A predominant landform within the site is the large limestone boulder and hill, approximately 985 feet amsl, adjacent to what remains of the flooded Chino Quarry in the southern portion of the site.

5.1.1.4 SCENIC VISTAS AND CORRIDORS

According to the Jurupa Valley General Plan, there are no scenic corridors or vistas near the project site. The closest City-designated scenic corridors are segments of Crestmore Road and 46th Street, roughly 3.5 miles south of the project site (Jurupa Valley 2017).

5.1.1.5 LIGHT AND GLARE

The Riverside Cement plant facility and associated buildings are closed except for the research and development building in the CalPortland area. No light and glare are produced from within the project site except from the 23,000-square-foot research and development building in the northwest corner of the site. Light and glare from surrounding uses are limited to low-density residences to the north and industrial uses to the east, west, and south. Most of the areas directly across El Rivino Road to the north, Rubidoux Boulevard to the west, and Hall Avenue to the east are vacant or grazing lands with no light sources onsite.

There are no streetlights on El Rivino Road, Hall Avenue, Agua Mansa Road, or Rubidoux Boulevard except at larger intersections. Thus, there are generally minimal sources of light and glare in the project area.

5.1.2 Notice of Preparation (NOP)/Scoping Comments

A Notice of Preparation (NOP) for the proposed Project was circulated for public review on July 17, 2017. None of the comments received during the NOP comment period pertain to the topic of aesthetics.

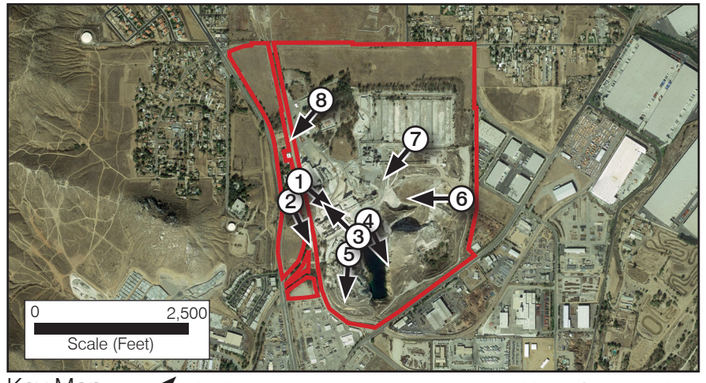
Figure 5.1-1 - Site Photos
5. Environmental Analysis

1

2

3

4



Key Map

1 Site Photo Locations and Directions (8)

Agua Mensa Commerce Park Specific Plan Area Boundary

5

6

7

8

Key Map Source: Google Earth Pro,2017

5. Environmental Analysis
AESTHETICS

This page intentionally left blank.

In addition, a scoping meeting was held on July 27, 2017, at the Jurupa Valley City Hall—8930 Limonite Avenue, Jurupa Valley, CA 92509—to elicit comments on the scope of the DEIR. A list of attendees is provided in Appendix A; no verbal or written comments were received during the scoping meeting.

5.1.3 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in §15064.7 of the State CEQA Guidelines. Criteria for determining the significance of impacts related to aesthetics are based on criteria contained in Appendix G of the CEQA Guidelines According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

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

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

AE-3 Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

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

5.1.4 Applicable Policies and Design Features

5.1.4.1 PLANS, POLICIES, AND PROGRAMS

No existing plans, policies, or programs are applicable to the proposed project's impacts to aesthetics.

5.1.4.2 PROJECT DESIGN FEATURES

PDF AE-1 As required by the Specific Plan, building heights shall comply with Table 3.2 *Development Standards*.

PDF AE-2 The Specific Plan includes a conceptual landscape plan that focuses on landscaping along public roadways; to soften hardscapes and buildings; to provide buffers between different uses; and to enhance the overall character of the Industrial and Business parks (see Figure 5.1-2 *Conceptual Landscape Plan*). Thematic landscaping design (i.e., heights, accents, and patterns) can further define the visual character of the site, emphasize focal points, provide shade, and add visual interest.

PDF AE-3 The Specific Plan includes lighting requirements that dictate the location, shielding, orientation, and height of lighting fixtures so as to contribute to the building identity and

provide enhanced safety and security for pedestrians and vehicles. All lighting shall comply with Table 3.8, *Lighting Requirements,* of the Specific Plan.

PDF AE-4 The Specific Plan includes requirements for walls, fences, and screens. The design requirements dictate the height, material, gates, enclosures, landscaping, and screening types so as to complement the prevailing architecture and design of the Specific Plan Area

PDF AE-5 The Specific Plan includes design requirements for signs and requires a Comprehensive Master Sign Program to be submitted with a Site Development Permit for review and approval by the Planning Director prior to the issuance of the first building permit.

5.1.5 Environmental Impacts

5.1.5.1 METHODOLOGY

Aesthetic/Visual Character Analysis

The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refer to the identification of visual resources and the quality of what can be seen, as well as an overall visual perception of the environment. This analysis attempts to identify and objectively examine factors that contribute to the perception of aesthetic impacts. Potential aesthetic impacts can be evaluated by considering proposed building setbacks, scale, massing, typical construction materials, and landscaping features of the proposed project. The Jurupa Valley Land Use Ordinance includes a variety of provisions related to development standards for residential and nonresidential development (i.e., building height limits, setbacks, landscaping, lighting and signage). However, there are no locally designated or defined standards or methodologies for the assessment of aesthetic impacts. Conceptual plans and perspectives of the Agua Mansa Commerce Park Specific Plan are included to help examine the aesthetic compatibility of the conceptual plans with the surrounding area and potential impacts to visual resources and viewers in the project area.

Light and Glare Analysis

Nighttime illumination and glare analysis address the effects of a project's exterior lighting upon adjoining uses and areas. Light and glare impacts are determined by comparing the existing light sources with the proposed lighting plan or policies. If the project has the potential to generate spill light on adjacent sensitive receptors or generate glare for receptors in the vicinity of the site, mitigation measures can be provided to reduce potential impacts, as necessary.

Figure 5.1-2 - Conceptual Landscape Plan

5. Environmental Analysis

Source: MIG, 2019

5. Environmental Analysis
AESTHETICS

This page intentionally left blank.

Impact AE-1 Threshold: Would the project have a substantial adverse effect on a scenic vista?

According to the City's general plan, there are no scenic corridors or vistas near the project site. Landforms with potential scenic vistas include the San Gabriel and San Bernardino mountain ranges roughly 20 miles north of the project site and the Jurupa Mountains directly west of the project site. Views toward these mountains from the project site and surrounding roadways are mostly obstructed due the site's and roadways' topographic changes and existing tree lines. Additionally, buildings developed onsite have maximum building height requirements of 100 feet for the Industrial Park District, 50 feet for the Business Park and Retail Overlay District, and 35 feet for the Open Space District. Views toward the mountains would not be substantially impacted by development of the proposed buildings.

Further, a major element of the proposed project is the environmental remediation of the existing brownfield site, which would reduce the blight and provide an opportunity for the development of a state of the art, modern industrial area. Impacts would be less than significant.

Level of Significance before Mitigation: With implementation of PDF AE-1, Impact AE-1 would be less than significant.

Impact AE-2 Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

According to the California Department of Transportation Scenic Highway System, there are no state scenic highways in or near the City of Jurupa Valley (Caltrans 2011). Additionally, according to the Jurupa Valley General Plan, there are no scenic corridors near the project site. The closest City-designated scenic corridors are segments of Crestmore Road and 46th Street that are roughly 3.5 miles south of the project site and cannot be seen (Jurupa Valley 2017). Thus, no impact would occur to scenic resources within a state scenic highway or a City-designated scenic corridor.

Level of Significance before Mitigation: Impact AE-2 would cause no impact.

Impact AE-3 Threshold: Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Development of the proposed Specific Plan would involve site clearing and mass grading, construction of new industrial, business park, and possible retail buildings and open space in the three proposed land use districts—Industrial Park, Business Park with Retail Overlay, and Open Space. Prior to any grading activities, the former Riverside Cement Plant facility and associated buildings would be demolished and much of the material will be recycled and reused on-site. The mass grading for the site includes cuts and fills up to 35 feet, with total grading yardage estimated at 2.1 million cubic yards. This is required to mass grade the site to even out the project site's topography, which currently varies from approximately 835 to 985 feet amsl.

The proposed Specific Plan includes development standards for each land use district that provide the regulatory framework for the Agua Mansa Commerce Park (see Table 5.1-1).

Table 5.1-1 Development Standards

Development Standards	Land Use Districts		
	Industrial Park	Business Park with Retail Overlay	Open Space
Maximum Lot Coverage	55%	60%	NA
Minimum Lot Dimensions			
Lot Size	20,000 SF	10,000 SF	NA
Average Width	100 feet	75 feet	NA
Building Height			
Maximum Height	100 feet	50 feet	35 feet
Minimum Landscape Setback			
Rubidoux Boulevard	NA	20 feet	NA
El Rivino Road	20 feet	20 feet	NA
Hall Avenue	20 feet	NA	NA
Agua Mansa Road	NA	NA	20 feet
Interior Side	0 feet	10 feet	NA
Interior Rear	0 feet	0 feet	NA
Minimum Building Setbacks			
Rubidoux Boulevard	NA	20 feet	NA
El Rivino Road	90 feet	20 feet	NA
Hall Avenue	90 feet	NA	NA
Agua Mansa Road	NA	NA	20 feet
Interior Side	10 feet	10 feet	NA
Interior Rear	10 feet	10 feet	NA

Source: Agua Mansa Commerce Park Specific Plan, 2019.

General development standards related to outdoor storage; lighting; landscaping; walls, fences and screening; and signs are also provided in the Specific Plan to ensure cohesive development of the whole Agua Mansa Commerce Park.

Further, design guidelines in the Specific Plan provide a framework for future development to maintain high quality and complementary design; create a functional and sustainable place; and establish themes or standards for building design and materials, landscaping, and site design.

Industrial and Business Park Districts

The proposed Industrial Park District would encompass about 190 acres and is conceptually planned for five logistics warehouse buildings, making up approximately 4,216,000 square feet of industrial uses—3,452,000 square feet of building footprint and up to 764,000 square feet of mezzanine area (see Figure 3-5, *Conceptual Site Plan*). Industrial uses may include, for example, manufacturing, research and development, fulfillment centers, e-commerce centers, high-cube, general warehousing and distribution, and cross-dock facilities. Trailer, truck, and/or car parking areas are also proposed in the southern portion of the Industrial Park area.

The proposed Business Park with Retail Overlay District encompasses 33.8 acres and has two development options:

- **Alternative 1:** 200,000-square-foot industrial building (no retail)
- **Alternative 2:** 150,000-square-foot business park building and 25,000 square feet of neighborhood serving retail use

An existing 23,000-square-foot building would remain in the southern portion of the Business Park area and would continue to be used as a research and development facility. The proposed Specific Plan allows for an additional 41,000 square feet of Business Park use(s) in this area, either through expansion of the existing building or new construction.

The intent of the design guidelines for the Industrial and Business park districts is to encourage visually interesting buildings that complement the surrounding uses while providing opportunities for economic activity. Figure 5.1-3, *Industrial and Business Park District Vision and Design*, illustrates examples of proper design, building materials, colors, and architectural features that can be envisioned for the proposed industrial and business park districts. Rather than conventional box-shaped industrial and business buildings, the design guidelines encourage contemporary designs with breaks, variations, different building materials, colors, and architectural form to create distinctive building designs. Maintaining consistency within architectural styles based on the Specific Plan's design guidelines would visually unify, define the character, and establish an appropriate, cohesive aesthetic for buildings in the Specific Plan. Pertinent design guidelines, from the Specific Plan, related to development of the Industrial and Business park areas include:

- Building Façade
  - Feature the highest level of articulation on façades visible from public streets.
  - Include a recognizable base, middle, and top in each facade. Typical base treatments include textured materials or change in materials or paint colors. Typical top treatments include cornice elements, roof overhangs, stepped parapets, textured materials, different materials or paint colors, and vertical expressions.
  - Offset or architecturally treat long expanses of wall surfaces every 150 feet with material changes, pilasters and posts, staggered walls, or landscape treatments to prevent monotony.
- Entries, Doors, and Windows
  - Portray a quality office appearance for primary entries and tie the entry into the overall mass and building composition. Design entry features as a significant aspect of the building's overall composition.
  - Provide shade and visual relief through recessed or covered entrances.
  - Highlight primary building entries through the massing of the building, special materials, colors, detailing, and/or other architectural treatment.
- Building Materials and Finishes

- Ensure consistency of materials, colors, fenestration, scale, and massing with the intended architectural style or theme.
- Incorporate similar and complementary massing materials and details into rear and side elevations.
- Materials such as decorative concrete, stucco, exterior plaster, tile, stone, metal, and glass are appropriate primary exterior materials for buildings.
- Unfinished exterior surfaces are not permitted on any building façade.

Additionally, given the industrial nature of the project, buffering and screening are important design features to screen truck courts and loading/service areas. Walls and fences used for screening and buffering would be used along with additional landscaping, including shrubs, trees, and ground-covering plants. Truck loading areas should be screened from the public rights-of-way but still designed to allow for safe, efficient space for trucks to maneuver.

Well-designed signs at the entryways and within the industrial and business park areas would also contribute to the cohesiveness of the two areas. The design guidelines require land use district–specific master sign programs that implement a unifying sign theme throughout the Industrial and Business parks. Signs must be constructed of high-quality materials such as wood, metal, stone and plexiglass; located in areas of the façade for easy viewing and not to obscure other key parts of the building; and carefully lit to provide adequate lighting but not distract motorists. They must provide simple, clear and easily legible text and be designed as an integral design element of a building's architecture, consistent with architectural style, scale, articulation, proportions, materials, and colors.

The Specific Plan's conceptual landscape plan focuses on landscaping along public roadways, softening hardscapes and buildings, providing buffers between different uses, and enhancing the overall character of the industrial and business parks (see Figure 5.1-2, *Conceptual Landscape Plan*). Thematic landscaping design (i.e., heights, accents, and patterns) can further define the visual character of the site, emphasize focal points, provide shade, and add visual interest. For example, parking lot landscaping can help reduce heat buildup, improve aesthetics, and enhance pedestrian paths connecting the parking lot to the industrial and business buildings. A drought-tolerant plant palette can include colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to the area or naturalized to the area, providing visual comfort along pedestrian paths and streetscapes and within public gathering areas.

Figure 5.1-3 - Industrial and Business Park District Vision and Design

Walls and fences complement building colors and design; adjacent plantings can grow to soften the wall or fence at maturity.

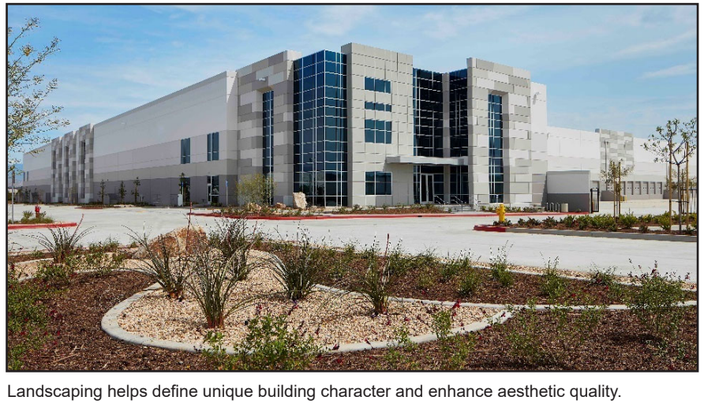
A combination of metal and glass establishes a unique building identity.

Exterior building facades such as a variation of materials and colors, articulation of building form, and architectural design elements (e.g. projecting features or lighting) create visual interest and break up the mass of buildings.

Window design creates a horizontal emphasis and frames the primary building entry.

A variety of colors, materials, and unique architecture highlight the building entry.

Loading areas can be screened from the public right-of-way while still being designed with sufficient space for trucks to maneuver.



Landscaping helps define unique building character and enhance aesthetic quality.

Signage scaled for motorists, pedestrians, and trucks provide clear signage and direction.

Pedestrian scale lighting used along pedestrian walkways and at building entries help subtly illuminate walkways and corridors.

Source: MIG, 2019

5. Environmental Analysis
AESTHETICS

This page intentionally left blank.

Retail Overlay Area

The Retail Overlay is intended to allow commercial and retail uses, typically multitenant in nature, and can include neighborhood-serving retail and personal services, food service, convenience stores, etc. In addition to the required development standards, the Specific Plan also includes design guidelines for the retail overlay area. Design guidelines include avoiding long, monotonous building facades; encouraging building step backs, cutouts, modulations, balconies, and patios; ensuring Crime Prevention Through Environmental Design best practices; utilizing techniques with varying textures, colors, materials, architectural styles, and visual graphics; installing appropriate signage that provide clear direction to visitors while also complementing and integrating into the exterior building design; installing decorative paving on walkways, pavement, and other pedestrian pathways; and encouraging porches, covered walkways, and awnings to create a sense of arrival at major retail entryways.

Open Space District

The Open Space District will be remediated in accordance with a DTSC approved Response Plan and will remain as open space and preserve the existing terrain and scenic resources. A recreational park could be developed which allows for a range of passive and active recreation uses. If a recreational use is proposed in the future, a Park Development Plan, Conditional Use Permit, and/or other entitlements, and additional environmental analysis will be required prior to any approval.

Conclusion

The project site has a long history of industrial activity as a cement manufacturing plant and limestone quarry/mine and is currently vacant. Development in accordance with the Specific Plan would substantially change the visual character of the current site conditions. However, development standards and design guidelines detailed in the Specific Plan would ensure that the industrial and business parks and open space areas are developed in a coordinated manner with compatible land uses and cohesive design. Therefore, the proposed project would not degrade the project site compared to its existing conditions and would instead remediate and redevelop the currently underutilized site with more economically viable developments.

Furthermore, according to the Census 2010 Urbanized Area Outline Maps, the project site is in the Riverside-San Bernardino, CA Urbanized Area (Census Bureau 2012). The land use entitlement requests for the project include rezoning the project site to "Specific Plan." Therefore, the proposed development is subject to the Specific Plan's development standards and no other zoning requirements. The project would not conflict with the Specific Plan development requirements, and impacts would be less than significant.

Level of Significance before Mitigation: With implementation of PDF AE-1, PDF AE-2, PDF AE-3, and PDF AE-4, Impact AE-3 would be less than significant.

Impact AE-4 Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed project would result in new lighting sources to provide nighttime illumination for the industrial, business park, and retail buildings (interior and exterior), internal streets, and sidewalks. Lighting would also be used to enhance security and safety for pedestrians and vehicles within the Specific Plan area. Nighttime lighting associated with the project would be partially visible to the residential neighborhoods to the north and to motorists on adjacent roadways (i.e., El Rivino Road, Hall Avenue, and Rubidoux Boulevard).

Project-related lighting would be regulated by the proposed Specific Plan development standards and design guidelines. Types of lighting for the project would include, but not be limited to, street lighting, parking lot and pedestrian lighting, landscape accent lighting, building monument lighting, and security lighting.

Table 3.7 of the Specific Plan establishes the following development standards for lighting within the project site:

- **Location:** Adequate lights would be provided for all parking areas, truck courts, vehicular and pedestrian circulation, building exteriors, service areas, courtyards, arcades, and seating areas.
- **Pedestrian Lighting:** All pedestrian walkways, building entries, and pathways would be illuminated to provide pedestrian orientation and clearly identify a safe and secure route between parking areas and points of entry to the building.
- **Service Area Lighting:** Service area and security lighting would be directed to areas within the limits of the service area. Wall-mounted, security-type, service area lighting fixtures would be used only in screened service areas and only if direct light is kept within these areas. In all other areas, wall-mounted service lighting would consist of cut-off fixtures.
- **Orientation:** All exterior lighting fixtures would be directed downward to illuminate pedestrian pathways and parking areas and avoid unnecessary glare and light pollution. However, uplighting effects to promote nighttime identity and character would be allowed provided such exterior lighting features use indirect or hidden lighting sources for wall washing or illuminating architectural elements, landscaping, entries, and pedestrian areas.
- **Height:** Pole-mounted, building-mounted, or tree-mounted lighting fixtures would be no more than 30 feet high to minimize direct glare beyond the parking lot or service area.
- **Shielding:** Pole-mounted lights would be shielded, and the light directed away from the public streets. Pole-mounted lights would use cut-off fixtures and would not be directed toward residences. Projects must ensure zero light spill offsite.
- **Light Fixtures:** Building entries shall be lit with soffit, bollard, step, or comparable lighting.

Design guidelines in the Specific Plan ensure all project-lighting is uniform in nature, provides safety, enhances the scenic quality of the project site, and minimizes glare. For example, pedestrian walkways and building entries would be illuminated to provide pedestrian orientation and to clearly identify secure routes between parking areas and point of entry to buildings. Pedestrian lighting would be human scaled, subdued, and warm-white in tone. Courtyards, arcades, and seating areas would be illuminated to promote pedestrian use and safety. Exterior lights would be used to accent entrances, activity areas, steps, ramps, and special architectural features.

The proposed project does not include any components that would include large expanses of reflective materials that would result in the generation of substantial amounts of glare. Moreover, proposed landscaping would screen some potential sources of glare from affecting nearby motorists or residents. To reduce potential glare effects, reflective or opaque glass and metal trims would be discouraged, and building materials would express earth tones Accordingly, a less than significant glare impact would occur.

Compliance with the development standards and design guidelines in the Specific Plan would ensure new sources of light and glare do not adversely affect day or nighttime views in the project area. As shown in Figure 3-5, *Conceptual Site Plan*, the proposed buildings are mostly set back from adjacent roadways, which would help in reducing project-related light spilling onto neighboring uses. No substantial light sources would be installed onsite, and most lighting would be similar to that of neighboring industrial uses. Thus, overall light and glare impacts associated with the proposed project would be less than significant.

Level of Significance before Mitigation: With implementation of PDF AE-3, Impact AE-4 would be less than significant.

5.1.6 Cumulative Impacts

5.1.6.1 AESTHETIC/VISUAL CHARACTER

When evaluating cumulative aesthetic impacts, a number of factors must be considered. The cumulative study area for aesthetic impacts is the viewshed that includes the project site and surrounding areas. The context in which a project is being viewed will also influence the significance of the aesthetic impact. The contrast a project has with its surrounding environment may actually be reduced by the presence of other cumulative projects. If most of an area is or is becoming more urbanized, the contrast may be less since the project would not stand out as much. In order for a cumulative aesthetic impact to occur, the proposed elements of the cumulative projects would need to be seen together or in proximity to each other. If the projects are not near each other, the viewer would not perceive them in the same scene.

Because aesthetic impacts are localized to the project site and immediately surrounding area, cumulative impacts would include nearby projects in the area. As shown in Figures 4-2, *Cumulative Projects Within 2-Miles of the Proposed Project*, and Table 4-1, *Related Approved and Pending Projects Within 2_Miles of the Proposed Project*, cumulative projects (approved as well as reasonably foreseeable) near the project site include Inland Empire Cold Storage, West Riverside Landfill Solar, Rubidoux Commercial Development, Rialto Commerce Center and Kiewit Infrastructure. As with the proposed project, these cumulative projects would alter the visual character within their immediate vicinity. However, because of the highly industrialized nature of the overall area, development of the proposed project and cumulative projects would not negatively impact the visual character of the area.

Additionally, this would not constitute a significant adverse impact because the project site and cumulative development sites are anticipated to be developed in accordance with the City's General Plan and Land Use Ordinance. Furthermore, as with the proposed project, the applicants of cumulative development projects would be subject to City's site development review and approval.

In consideration of the preceding factors, the project's contribution to cumulative aesthetic impacts would be rendered less than considerable, and therefore, less than cumulatively significant.

Light and Glare

Sources of light and glare from surrounding uses in the vicinity of the proposed project are limited to low-density residences to the north and industrial uses to the east, west, and south. Most of the areas directly across El Rivino Road to the north, Rubidoux Boulevard to the west, and Hall Avenue to the east are vacant or grazing lands with no light sources. There are no streetlights on El Rivino Road, Hall Avenue, Agua Mansa Road, or Rubidoux Boulevard except at larger intersections.

Lighting from the proposed project would combine with the potential increase in lighting associated with the aforementioned cumulative development. This would result in new lighting sources in the area. Project-related lighting would be regulated by the proposed Specific Plan development standards and design guidelines. Additionally, the cumulative development projects would be required to adhere to the lighting requirements of the City of Jurupa Valley Municipal Code. The municipal code requires that all lighting fixtures, including spotlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.

In consideration of the preceding factors, the project's contribution to cumulative light and glare impacts would be rendered less than considerable, and therefore less than cumulatively significant.

5.1.7 Level of Significance Before Mitigation

Impact AE-2 would cause no impact.

Upon implementation of PDF AE-1, Impact AE-1 would be less than significant.

Upon implementation of PDF AE-1, PDF AE-2, PDF AE-3, and PDF AE-4, ImpactAE-3 would be less than significant.

Upon implementation of PDF AE-3, Impact AE-4 would be less than significant.

5.1.8 Mitigation Measures

No mitigation measures are required.

5.1.9 Level of Significance After Mitigation

Impacts would be less than significant.

5.1.10 References

California Department of Transportation (Caltrans). 2011, September. Scenic Highway System. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.

Jurupa Valley, City of. 2017, September. City of Jurupa Valley 2017 General Plan.

United States Census Bureau (Census Bureau). 2012, May 22. 2010 Census Urban Area Maps – Riverside, San Bernardino. https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua75340_riverside--san_bernardino_ca/.

5. Environmental Analysis
AESTHETICS

This page intentionally left blank.