

## 4.1 Aesthetics

This section analyzes impacts to visual resources that could result from implementation of the project, which consists of the 2021 General Plan Update (GPU), Housing Element Update, and Climate Action Plan. The analysis area covers the entire city of Moreno Valley (city) and sphere of influence, which are collectively referred to as the Planning Area. This analysis relies on secondary source information including maps and historical records.

### 4.1.1 Existing Conditions

The total area of land in the Planning Area is approximately 42,900 acres or 67 square miles, of which 33,000 acres are within the city. Land outside of the city but within the sphere of influence is largely undeveloped natural open space.

#### 4.1.1.1 Significant Features

##### a. Viewsheds and Scenic Vistas

A viewshed is generally defined as an area that can be seen from a given vantage point and viewing direction. A viewshed is composed of foreground items (items closer to the viewer) that are seen in detail and background items (items at some distance from the viewer) that frame the view.

A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated federal and state lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

Moreno Valley is located in Riverside County in an east-west oriented valley bordered by the Box Spring Mountain Range to the north, the Badlands Mountain Range, also known as San Timoteo Badlands, to the northeast, and the Bernasconi Hills with Lake Perris to the southeast. Moreno Valley connects to the San Jacinto Valley in the southeast between the Badlands Mountain Range and Bernasconi Hills. To the west, lower hill ranges including Sycamore Canyon are located between the cities of Riverside and Perris, and the Saddleback formation, which is part of the Santa Ana Mountain Range, lies further in the west beyond Lake Mathews. These topographic features provide numerous scenic vistas within the Planning Area.

The principal scenic resources in the Planning Area are all visible from State Route 60 (SR-60), a major regional east-west transportation corridor. Upon entering Moreno Valley from the west, the dominant view is of Box Springs Mountain to the immediate north and the Bernasconi Hills to the south. Both mountain ranges display numerous rock outcroppings and boulders that add visual character to these landforms. Moreno Peak is part of a prominent landform located within the city limit, south of SR-60 along Moreno Beach Drive. This landform only rises a few hundred feet above the valley floor but has a unique location near the center of the valley. Moreno Beach Drive, the main route to Lake Perris from SR-60, offers views of Moreno Peak and a panoramic view of Moreno Valley.

At the eastern edge of the city, SR-60 passes through the Badlands area, characterized by steep and eroded hillsides. Expanses of open land are found throughout this portion of the Planning Area and these tracts of land allow for uninterrupted scenic vistas from SR-60, Gilman Springs Road and other roadways and provide views of the San Jacinto Valley and the ephemeral Mystic Lake. Views of the San Bernardino and San Gabriel mountains are evident at times from the valley floor. Winter snows in the San Bernardino and San Jacinto Mountains often provide a striking view.

Within the city, several hills and rock formations present natural landmarks, particularly on the eastern part of the city between Moreno Beach Drive and Nason Street, just south of the SR-60, at Alessandro Boulevard and Lasselle Street, and along the northern edge of the city near Ironwood Avenue. The terrain gradually slopes from north to south, starting from the northern mountain range to the southern border of the city with an elevation change of approximately 300 feet between SR-60 and Iris Avenue. The nearest mountain ranges, as well as the more distant San Bernardino Mountains, Santa Ana Mountains, and San Gabriel Mountains, are visible from many locations in the Planning Area, particularly higher elevations in the city. A notable landmark is the 3,083-foot-tall Box Springs Mountain on the northeast side of Moreno Valley, which features a prominent “M” marker at its peak facing Moreno Valley. The “M” is lit at night during holidays and special events.

## **b. Structure and Urban Form**

Moreno Valley’s structure, its physical form, is based on the north-south and east-west oriented one-square-mile gridiron plan laid out at the end of the nineteenth century as part of the settlement expansion to the American West. Much of this layout remains with some modifications, resulting in “superblocks” defined by major arterial roads. Most of Moreno Valley is organized in half-mile squares that are sometimes divided in half or four quarters by continuous roads, while some half-mile squares contain an irregular street grid within. One-mile squares or even larger blocks exist on the east side of the city.

A finer-grained urban fabric with a smaller street grid exists in the Sunnymead and Edgemont area, where Moreno Valley’s development first started. The grid structure is broken up to follow the natural topography at the Lake Perris area in the southeast and along the northern hills and mountains. Although not located within the city limits, March Air Reserve Base/Inland Port Airport (MARB/IPA) is located immediately adjacent to the southwestern boundary of the city and the street grid ends at the Base’s northern and eastern

boundary. SR-60 traverses Moreno Valley in an east-west direction with most of the city located on the south side of the highway.

The city has a decentralized structure with commercial, retail, public, and institutional uses distributed across the Planning Area, typically located along major arterials and at intersections of major arterials. Large-scale retail centers are concentrated along SR-60, with smaller neighborhood retail centers interspersed throughout the city fabric. Residential uses are spread out within the grid pattern, mainly consisting of single-family home subdivisions, some older small parcel residential areas, as well as a number of multi-family complexes. Light Industrial areas are located along the southern boundaries near the MARB/IPA and south of SR-60 on the east side of the city and are home to a variety of industries including large-scale distribution centers.

Large areas of vacant land are located on the city's east side beyond Lasselle Street. Here, some areas still remain rural in character with stand-alone buildings or compounds accessed by narrow roads, which in some cases are unpaved roads. Open land, a limited amount of which is used for agriculture, is lining Gilman Springs Road at the eastern edge of the city.

Major open spaces are the Lake Perris Recreation Area at the southern edge of the city along the Bernasconi Hills and the Box Spring Mountain Reserve Park in the northwest. A unique feature is Juan Bautista de Anza Multi-Use Trail, formerly named Aqueduct Trail, which runs diagonally through the western part of the city along the underground California Aqueduct Pipeline from the Moreno Valley Mall to Lake Perris State Park.

The City was formed in 1984, uniting the unincorporated communities of Sunnymead, Moreno, and Edgemont, during a time of significant growth. The regular street grid and amount of available land resulted in auto-oriented low-density development. Large single-family residential subdivisions were built in or within a portion of the half-mile square blocks or along the hillsides. Interspersed auto-oriented neighborhood retail centers serve these communities and are located along major four- or six-lane arterials. In the business and industrial areas, very large distribution centers and warehouses with building footprints between 1 and 1.5 million square feet are common. Existing structures within the Planning Area consist primarily of auto-oriented low-density development. With the exception of medical facility buildings, most buildings in Moreno Valley are one or two stories high, with some multi-family buildings or hotels going up to four stories. Large distributions centers have building heights of up to 50 to 60 feet and building lengths between 600 and 900 feet. The most significant source of light and glare occurs from artificial lights from buildings, including MARB/IPA in the southwestern portion of the Planning Area.

### **c. Historic Resources**

Historic Resources are evaluated in Section 4.5, Cultural and Tribal Cultural Resources. A description of each of these resources is provided in Table 4.5-1, and the locations of each of these resources is presented in Figure 4.5-1. Of the 48 historic resources that were identified within the Planning Area, the following were determined to be significant:

- Old Moreno School (P-33-007278) – listed as a California Point of Historical Interest.
- Two single-family properties (P-33-007287 and P-33-007288) – recommended eligible at the local level.
- Three single-family properties (P-33-007284, P-33-007286, and P-33-007289) and one multi-family property (P-33-007285) – recommended eligible for the NRHP.
- First Congregational Church – Listed as significant in the existing 2006 General Plan.

## **4.1.2 Applicable Regulatory Requirements**

### **4.1.2.1 Federal**

#### **a. Federal Aviation Administration**

The Federal Aviation Administration (FAA) requires that any temporary or permanent structures exceeding an overall height of 200 feet above ground level be marked and/or lighted. While development associated with the project is not anticipated to exceed 200 feet in height, the FAA may also recommend marking and/or lighting of a structure that does not exceed 200 feet above ground level because of the particular location of a structure. MARB/IPA is located immediately adjacent to the southwestern boundary of the city and may trigger necessary notification of the FAA to ensure that proposed structures do not affect navigable airspace.

### **4.1.2.2 State**

#### **a. The California Scenic Highways and Historic Parkways Program**

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. The California Department of Transportation (Caltrans) maintains its State Scenic Highways and Historic Parkways Program, through which segments of the state highway system are designated as being of particular scenic value or interest. A highway may be designated 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. Interstates, state highways, byways, and parkways are eligible for designation or

for recognition as eligible for designation. The program is governed by the regulations found in the California Streets and Highways Code, Section 260 et seq.

California Streets and Highway Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit off-site outdoor advertising and control of on-site outdoor advertising;
- Pay careful attention to and control of earth moving and landscaping; and
- Scrutinize the design and appearance of structures and equipment.

California Streets and Highway Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a “scenic corridor protection program” that restricts development, outdoor advertising, and earth moving activities along the affected segment or corridor (“Corridor Protection Program”). Caltrans must also indicate that the highway segment meets established criteria in order for the roadway or segment to be designated as scenic.

There are no state-designated or eligible scenic highways in the Planning Area. The closest eligible state scenic highway is State Route 74 (SR-74), located approximately 8 miles south of the Planning Area, and the nearest officially designated segment of a state scenic highway is a portion of SR-74 located approximately 20 miles southeast of the Planning Area (Caltrans 2017a).

## **b. California Building Standards Code**

Title 24 of the California Building Standards Code serves as the basis for the design and construction of buildings in California. In addition to safety, sustainability, new technology and reliability, the California Building Standards Code addresses light pollution and glare hazards through the establishment of maximum allowable backlight, up light, and glare (BUG) ratings.

### **4.1.2.3 Local**

#### **a. County of Riverside General Plan**

Foothills and mountainous areas are visible from many locations within the county of Riverside (county) and create a varied visual background within many local communities, including Moreno Valley. The County of Riverside General Plan (CRGP) acknowledges that hillside development requires careful siting, grading, and/or design measures to maintain and enhance the scenic quality of the county’s aesthetic resources. The CRGP identifies the importance of the county’s natural visual resources, including low-lying valleys, mountain ranges, rock formations, rivers, and lakes, and acknowledges that views of these features are frequently experienced by travelers along the county’s roadways. The CRGP more specifically addresses the regulation of scenic corridors within the Circulation, Land Use, and

Multipurpose Open Space elements. The CRGP Circulation Element officially recognizes several county roadways as either Eligible or Designated State or County Scenic Highways. However, there are no Eligible or Designated State or County Scenic Highways within the Planning Area.

The CRGP Land Use Element includes goals, objectives, and policies aimed at hillside protection to ensure that the design and appearance of proposed landscaping, structures, equipment, signage, and grading are compatible with the surrounding visual setting, and to provide long-term protection of the county's hillsides as an important aesthetic resource. The Land Use Element identifies various policies, in order to conserve significant scenic resources along designated scenic highways for future generations and to manage development along scenic highways and corridors so as not to detract from the area's scenic quality.

## **b. City of Moreno Valley Municipal Code**

Title 9 of the Municipal Code contains design guidelines that regulate the aesthetic quality of new development with respect to structures, signs, walls, landscaping and other improvements.

Chapter 9.08 General Development Standards, Section 9.08.100 Lighting establishes regulations and standards for outdoor lighting which will reduce light pollution and trespass generated by residential and nonresidential lighting fixtures and devices, while maintaining dark skies.

Chapter 9.10 Performance Standards provides standards for proposed development projects that may impact the surrounding neighborhood. Municipal Code Section 9.0.110 regulates light and glare by providing that no sign or lighting fixture shall create illumination which exceeds 0.5 foot candles minimum maintained on any adjacent property, whether the illumination is direct or indirect light from the source. Additionally, it is required that all lighting be designed to project down-ward and not create glare on adjacent properties.

Chapter 9.16 Design Guidelines contains design guidelines intended to promote quality site planning to ensure compatibility of surrounding development, while encouraging variety and distinctiveness in design and architectural styles. Municipal Code Section 9.16.020 specifies design principles relating to urban design, site planning, architecture, landscaping, lighting and sign design.

Chapter 9.17 Landscape and Water Efficiency Requirements identify landscape design issues and provide standards to create aesthetic and water conserving landscape areas. These requirements apply to landscape development in public rights-of-way, areas adjacent to the public right-of-way, easements, setbacks, slopes, parking areas, public, quasi-public, commercial, industrial and specified residential on-site landscape areas.

### 4.1.3 Methodologies for Determining Impacts

The visual resource analysis is based on field review of the Planning Area and review of topographic conditions. Any evaluation of visual impacts is necessarily subjective; however, community aesthetic values can be used to evaluate changes in views within a particular community. These values are found in General Plan policies, zoning ordinances, and, where specific policies are absent, general design theory and visual analysis methods can be incorporated to evaluate aesthetic impacts.

### 4.1.4 Basis for Determining Significance

Thresholds used to evaluate impacts related to aesthetics are based on applicable criteria in the CEQA Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact related to aesthetics would occur if the project would:

- 1) Have a substantial adverse effect on a scenic vista;
- 2) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway;
- 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 points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or
- 4) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.

### 4.1.5 Impact Analysis

#### 4.1.5.1 Topic 1: Scenic Vistas

*Would the project have a substantial adverse effect on a scenic vista?*

The Planning Area is surrounded by mountain and hillside terrain that offer scenic vistas, the view of which are available throughout the Planning Area and major roadways. Implementation of the project would result in new development and redevelopment throughout the Planning Area that may detract from the existing scenic vistas. Additionally, new infrastructure such as road improvements, could interrupt or detract from a scenic vista. Future development and redevelopment would be focused into Concept Areas that primarily consist of vacant and underutilized parcels of land. However, many hillside areas, excluding the hillsides reserved for open space uses, would also be developed with low density residential uses. The valley floor would also be developed into a mixture of residential and nonresidential uses. Such views might be more or less aesthetically appealing depending on the nature of the resulting structures, walls, and how those properties are maintained.

Overall, because development could result in changes to the existing patterns of development and scenic opportunities, future development and redevelopment would have the potential to result in an impact to scenic vistas.

Future development and redevelopment would be required to adhere to relevant portions of the Municipal Code including Chapter 9.6 Design Guidelines which includes specific design and architectural guidelines applicable to new development (and remodeled development). Overall, these design guidelines function as a tool to ensure future projects would be compatible with the character and design of surrounding land uses. Additionally, this section of the Municipal Code includes design guidelines requiring that views are not blocked and scenic vistas are maintained. Specifically, design principals apply to mass, scale, proportion, texture, color, light and shade, solid to void, and unity/diversity (Municipal Code Section 6.16.020(A)). Additional guidelines are included to preserve hillsides (Municipal Code Section 9.16.235) and ensure future projects fit into their surroundings and are compatible with General Plan design policies (Municipal Code Section 9.16.110). All future development and redevelopment would be required to adhere to the proposed goals, policies, and actions included in the Open Space and Resource Conservation Element (OSRC) Element of the 2021 GPU.

### ***Goal***

OSRC-2: Preserve and respect Moreno Valley's unique cultural and scenic resources, recognizing their contribution to local character and sense of place.

### ***Policies***

OSRC.2-1 Limit development on hillsides and ridgelines where structures interrupt the skyline.

OSRC.2-2 Incorporate significant rock formations into the design of hillside developments.

OSRC.2-3 Minimize alteration of the topography, drainage patterns and vegetation of land with slopes of ten percent or more and maintain development standards to protect the environmental and aesthetic integrity of hillside areas.

OSRC.2-4 Reduce or avoid visual intrusion from energy and telecommunications infrastructure. Encourage the undergrounding of utility lines wherever feasible and promote the use of "stealth" designs that locate wireless infrastructure on existing poles, buildings and other structures.

OSRC.2-5 Recognize Gilman Springs Road, Moreno Beach Drive, and State Route 60 as local scenic roads and provide large setbacks from scenic roads, as possible, to avoid encroachment of buildings on scenic views of the surrounding mountains. The view of Mystic Lake from Gilman Springs Road should also be protected.

OSRC.2-6 The use of natural materials such as stone, brick, and wood is preferable to metal posts and rails for roadside appurtenances along local scenic roads.

- OSRC.2-7 Ensure any signage along local scenic roads does not detract from the area's scenic character.
- OSRC.2-8 Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas.

### **Actions**

- OSRC.2-A Update the Municipal Code to require a Hillside Development Permit as part of a proposed subdivision, for proposed development or new land use on that portion of a site with a slope of 10 percent or greater.
- OSRC.2-B Maintain a map of sensitive archaeological sites in Moreno Valley and use it to inform project applicants of the need for cultural resource assessments.

As described above, the OSRC Element includes goals and policies to limit development on hillsides and ridgelines where structures interrupt the skyline, avoid encroachment of buildings on scenic views of the surrounding mountains, and preserve the view of Mystic Lake from Gilman Springs Road. Therefore, adherence to applicable Municipal Code design requirements and 2021 GPU policies would ensure that future development would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

### **4.1.5.2 Topic 2: Scenic Resources**

*Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?*

As described in Section 4.1.2.2.a above, there are no state-designated or eligible scenic highways within the Planning Area. The closest eligible state scenic highway is SR-74, located approximately 8 miles south of the Planning Area, and the nearest officially designated segment of a state scenic highway is a portion of SR-74 located approximately 20 miles southeast of the Planning Area (Caltrans 2017). Future development within the Planning Area would not be located within the viewshed of SR-74, including the segment designated as a state scenic highway. Therefore, the project would not project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway. No impact would occur.

### **4.1.5.3 Topic 3: Visual Character or Quality**

*In non-urbanized areas, 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 points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

### **a. Construction Related Visual Quality Impacts**

Implementation of the project would result in construction activities throughout the Planning Area. Temporary construction activities would involve the use of heavy machinery that would be visible from the immediately surrounding areas. These could degrade the existing visual character and quality of the respective development sites and their surroundings during the construction phase.

All project-related construction activities would be temporary in nature and all construction equipment would ultimately be removed from individual project sites following completion of construction activities. Therefore, changes to local visual character and quality associated with construction of future development would be temporary, and impacts would be less than significant.

### **b. Post Development Visual Quality Impacts**

Future development and redevelopment would be focused into Concept Areas that primarily consist of vacant and underutilized parcels of land. This would result in an intensification of uses in previously developed urbanized areas of the community. In the northern and eastern parts of the city, the project would generally maintain existing land use designations that allow for low density residential development, commercial development, and industrial development on vacant land (see Figure 3-2). Development in the eastern part of the city north of SR-60 would primarily consist of low density housing at between 0.4 and 5 dwelling units per acre, consistent with existing land use and zoning regulations and the scale of existing development in the vicinity. Proposed 2021 GPU Action LU-3.F calls for the establishment of residential design guidelines for single-family neighborhoods which will help ensure compatibility of new development with the existing context. Within the proposed Highway Office/Commercial designation, a new employment campus with office and accessory commercial uses is envisioned and the designation specifically states that "the architectural style of development should blend to the rural character intended for the surrounding area." Proposed 2021 GPU policies pertaining to this area would reinforce this requirement and call for the incorporation of scenic views of surrounding hills into new development.

Land within the proposed Downtown Center designation is largely vacant under current conditions, although prominent existing development includes the Riverside University Medical Center and the Kaiser Permanente Medical Center, as well as some residential development. This proposed Concept Area would see significant new commercial, retail, office, recreational and residential development, as well as new roadways and bicycle and pedestrian facilities to create a vibrant central business district for the city and focal point for residents and visitors. Pursuant to proposed GPU Policy LU-2.2, new development in the Downtown Center would be required to prepare an area plan, master plan, or site plan demonstrating consistency with principles established in the 2021 GPU for land use, transportation, and open space and the illustrative buildout projections for the area. Policies in the proposed 2021 GPU also call for high-quality architectural standards, a variety of building types and scales to create a distinct identity, and the incorporation of public art.

Similarly, the proposed Center Mixed Use and Corridor Mixed Use designations would facilitate significant new residential and commercial development, including mid to high density housing between 15 and 25 dwelling units per acre in the corridors, and up to 30 dwelling units per acre in the centers. As underutilized parcels and surface parking lots are redeveloped, policies in the proposed 2021 GPU would promote entrances to new buildings along the street frontage to activate the pedestrian realm; result in streetscape improvements along the corridors that would see the addition of bicycle lanes and landscaped buffers along the sidewalks; and call for the City to explore options for encouraging new “People Places” such as public plazas with seating, art, play features near shopping and business districts including outdoor areas, and encouraging restaurants to create sidewalk outdoor seating areas to activate sidewalks.

Once the proposed plan is approved by the City Council, the Planning and Zoning Code and other City regulations would be updated for consistency with the approved Plan, thereby eliminating any conflicts. Furthermore, architectural palettes of future development would be required to be designed for compatibility with surrounding land uses, and all future development would adhere to landscaping requirements specified in Municipal Code Chapter 9.17 that sets forth requirements for landscape design. Adherence to these requirements would enhance the aesthetic quality of future development and create visual continuity with surrounding land uses. The landscape regulations detail design standards applicable to turf areas, shrubs and tree, and wall treatments for all types of development including streetscapes, parking areas, residential, and commercial landscape plans. In addition to requiring water efficient landscape plans, the regulations require individual projects to complement surrounding areas whether within fully developed or adjacent to open space. Therefore, adherence to applicable 2021 GPU policies and Municipal Code requirements would ensure that future development would not degrade the existing visual character or visual character or quality public views of the site and its surroundings or conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

#### **4.1.5.4 Topic 4: Light or Glare**

*Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Implementation of the project may introduce new sources of daytime glare and may change nighttime lighting and illumination levels.

Lighting nuisances typically are categorized by the following:

- 1) Glare – Intense light that shines directly, or is reflected from a surface into a person’s eyes;
- 2) “Skyglow”/Nighttime Illumination – Artificial lighting from urbanized sources that alters the rural landscape in sufficient quantity to cause lighting of the nighttime sky and reduction of visibility of stars and other astronomical features; and

- 3) “Spillover” Lighting – Artificial lighting that spills over onto adjacent properties, which could interrupt sleeping patterns or cause other nuisances to neighboring residents.

The main sources of daytime glare in the Planning Area are from sunlight reflecting from structures with reflective surfaces such as windows. A source of glare during the nighttime hours is artificial light. Future development would include residential and commercial uses containing structures and other potential sources of light and glare both during the day and at night. Building materials (i.e., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times. The sources of new and increased nighttime lighting and illumination include, but are not limited to, new residential development, lighting from non-residential uses, lights associated with vehicular travel (i.e., car headlights), street lighting, parking lot lights, and security related lighting for nonresidential uses. Increased nighttime lighting and illumination could result in adverse effects to adjacent land uses. Title 24 of the California Building Standards Code serves as the basis for the design and construction of buildings in California. In addition to safety, sustainability, new technology and reliability, the California Building Standards Code addresses light pollution and glare hazards through the establishment of maximum allowable BUG ratings (State of California 2011). Future development would also be required to adhere to Municipal Code Section 9.08.110 which addresses citywide night lighting standards. Among other things, it requires non-residential lighting to be fully shielded and directed away from surrounding residential uses. It also restricts non-residential lighting to not exceed 0.25 foot-candle of light measured from within five feet of any property line. Therefore, adherence to applicable state building standards and Municipal Code regulations aimed at protecting against the effects of light and glare on day and nighttime views in the Planning Area would ensure that future development would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

### 4.1.6 Cumulative Analysis

The geographic scope of the cumulative impact analysis for aesthetics includes the immediate vicinity of view corridors, view sheds, or scenic resources in the city. Future development would be required to adhere to all relevant local plans, Municipal Code regulations and proposed policies contained in the updated elements of the 2021 GPU. Specifically, design standards, landscape plans, and light regulations would be applied to all project specific development.

New development would be reviewed on a project-by-project basis, in order to ensure each city’s development standards are met and new development is compatible with its existing surrounding area and visually compatible with existing land uses. Therefore, the project would not contribute to a cumulative impact related to aesthetics.

### **4.1.7 Significance of Impacts before Mitigation**

With respect to all issues discussed under Section 4.1.5, compliance with local plans, the city's Municipal Code requiring standards design measures, and proposed 2021 GPU policies would be required. As future development would be consistent with all relevant regulations, impacts related to aesthetics would be less than significant.

### **4.1.8 Mitigation**

Impacts would be less than significant. No mitigation is required.

### **4.1.9 Significance of Impacts after Mitigation**

Impacts would be less than significant. No mitigation is required.