

## 4.1 AESTHETICS

### 4.1.1 Introduction

The purpose of this section is to describe the visual resources and aesthetic qualities present on and near the Beaumont Summit Station Specific Plan (Project), while also assessing the potential impact the Project could have on those resources within the City of Beaumont (City). Per the California Environmental Quality Act (CEQA), the emphasis in this Draft Environmental Impact Report (Draft EIR) is on impacts to aesthetics which are assessed on their effects on scenic vistas, scenic resources (e.g., trees, rock outcroppings, or historic buildings) within scenic highways, or the degradation of the visual quality of the area. The analysis also considers the potential effects of light and glare generation from the Project. Information provided in this section was primarily obtained from the City of Beaumont General Plan (Beaumont GP) and the City of Beaumont Municipal Code (MC).

#### Visual Resource Terminology and Concepts

When viewing the same landscape, people may have different responses to that landscape and any proposed visual changes, based upon their values, familiarity, concern, or expectations for that landscape and its scenic quality. Due to each person's unique attachment to and value for a landscape, visual changes to that landscape inherently affect viewers differently. However, generalizations can be made about viewer sensitivity to scenic quality and visual changes. Recreational users (e.g., hikers, equestrians, tourists, and people driving for pleasure) are expected to have high concern for scenery and landscape character. People commuting daily through the same landscape generally have a moderate concern for scenery, while people working at industrial sites generally have a lower concern for scenic quality or changes to existing landscape character.

The visual sensitivity of a landscape is affected by the viewing distances at which it is seen, such as close-up or far away. The visual sensitivity of a landscape is also affected by the travel speed at which a person is viewing the landscape (high speeds on a highway, low speeds on a hiking trail, or stationary at a residence). The same project feature can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to a viewed object in the landscape, greater detail is visible, and there is greater potential influence of the object on visual quality because of its form or scale (relative size of the object in relation to the viewer). When the same object is viewed at background distances, details may be imperceptible but overall forms of terrain and vegetation are evident, and the horizon and skyline are dominant. In the middle ground, some detail is evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetation patterns (e.g., the background).

The following terms and concepts are used in the discussion below to describe and assess the aesthetic setting and Project impacts.

**Scenic Vista.** An area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, state, or local agency.

**Scenic Highway.** Any stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency.

**Sensitive Receptors.** Viewer responses to visual settings are inferred from a variety of factors, including distance and viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are considered to have low sensitivity.

**Viewshed.** A project's viewshed is defined as the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations. "Project viewshed" is used to describe the area surrounding a Project site where a person standing on the ground or driving a vehicle can view the Project site.

**Visual character.** Typically consists of the landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures, among other characteristics.

#### **4.1.2 Environmental Setting**

The Project site contains primarily vacant land within the western and southern portions of the site. The central and eastern portion of the site include concrete pads/foundations and several outbuildings that supported poultry and egg farm operations of the former Sunny-Cal Egg and Poultry Ranch. The site's surface elevation of the site is approximately 2,524 feet above mean sea level (amsl) and topography slopes down toward the southwest. The Project site contains primarily vacant land and no trees, rock outcroppings, or other visually significant features. A jurisdictional waterway with a sharply incised channel crosses the Planning Area 3 in the southern portion of the site in a southeast to northwest direction.



Southeast facing view of the site.



Facing west within are of lower topographic between two gentle slopes.



Facing south.



Facing northwest.



View of slight depressional area facing southwest.



Looking southwest towards erosional feature.

#### Exhibit 4.1-1: Site Photos

Beaumont Summit Station Specific Plan EIR

*City of Beaumont*



Not to scale

Kimley » Horn

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## Scenic Vistas

Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the public. The Beaumont GP does not designate any scenic vistas near the Project site or in the City. Although no area within the City is officially designated as a scenic vista, the City is situated at a half-mile elevation in the County's The Pass Area Plan, south of southern California's highest peak, San Gorgonio Mountain, and north of San Jacinto Peak which provide the most prominent views from the City.

## Scenic Highways

Scenic highways and routes are a unique component of the circulation system as they traverse areas of unusual scenic or aesthetic value. No state scenic highway traverses the Project site, nor is a scenic highway located in the immediate vicinity. The nearest designated Scenic Highway is State Route (SR)-243, located approximately nine miles east of the Project site.

## Light and Glare

Generally, there are two types of light intrusion. Light which emanates from the interior of structures and passes through windows and light that projects from exterior sources, such as exterior building parking, street lighting, security lighting, and landscape lighting. "Light spill" is typically defined as the presence of unwanted and/or misdirected light on properties adjacent to the property being illuminated. Glare is the sensation produced by luminance within the visual field that is significantly greater than the luminance to which the eyes are adapted, which causes annoyance, discomfort, or loss in visual performance and visibility.

The Project is in a largely vacant area of the City, bordering Interstate 10 (I-10). Light and glare in the Project area are typical of that found in urban and rural environments. Sources of light and glare include light from I-10 and local roadways and related traffic. No stationary light sources are present in the Project site.

### 4.1.3 Regulatory Setting

#### Federal

There are no federal regulations related to aesthetics that are applicable to the Project.

#### State

##### *California Department of Transportation (Caltrans)*

The Project site is located adjacent to I-10 and north of SR-60. Caltrans manages the California Scenic Highway Program (CSHP), which is intended to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. State laws governing State Scenic Highways are found in Streets and Highways Code (SHC) §§ 260 to 263. A highway may be designated as scenic based on certain criteria, including how much of the natural landscape can be seen by travelers, the landscape's scenic quality, and the extent to which development intrudes on the

traveler's enjoyment of the view. The CSHP's Scenic Highway System List identifies scenic highways that are either eligible for designation or have already been designated as such. The list can be found here:

- [https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019\\_a11y.xlsx](https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx)

## Local

### ***Beaumont Municipal Code Chapter 8.50 – Outdoor Lighting***

Chapter 8.50, of the Beaumont MC (referred to herein as the "City's Outdoor Lighting Ordinance") establishes regulations and standards which will reduce light pollution generated by residential, commercial, and industrial lighting fixtures and devices, minimize light pollution which has a detrimental effect on the environment and the enjoyment of the night sky, reduce and minimize lighting and lighting practices which cause unnecessary illumination of adjacent properties, correct problems of glare and light trespass, and reduce energy use. (Beaumont MC, § 8.50.010.)

To these ends, Beaumont MC § 8.50.030 establishes three Lighting Zones in the City for the purpose of regulation and establishing standards for the reasonable use of outdoor lighting. These lighting zones, which are defined on the basis of land uses are: The Residential Lighting Zone, consisting of all areas of the City zoned exclusively for residential uses; The Commercial Industrial Lighting Zone, consisting of all areas of the City zone exclusively for commercial and industrial uses; and The Special Use Lighting Zone, consisting of specific land uses, which require more accurate color rendition, such as automobile sales lots, outdoor recreation facilities, outdoor advertising displays, service stations, and industrial area where higher pole heights are required to avoid interference with vehicle operations. (Beaumont MC, §§ 8.50.030 and 8.50.080.1.) The City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and lighting fixtures within the City. This includes "lighting curfews" generally applicable to commercial and industrial properties to reduce illumination of affected properties and preserve dark skies.

### ***Beaumont Municipal Code Title 17- Zoning***

Beaumont MC Title 17, Chapter 17.07 – Signs are intended to make the City attractive to residents, visitors and commercial, industrial, and professional businesses while maintaining economic stability and vitality through an attractive signing program.

Chapter 17.07.010 (A) – Recognition of Needs; Goals. The City recognizes the need for signs as a means to identify businesses and other necessary and beneficial activities within the community. The City finds that signing is an important design element of the physical environment. Provisions consistent with the goals and objectives of the community are necessary to ensure that the special character and image the community is striving for can be attained while serving business and other needs in the community. The City is striving to provide an economically stable and visually attractive community through high-quality site planning, building designs, landscaping, and signing. As a planned architectural feature, a sign can be pleasing and can harmonize with the physical character of its environment. Proper controls can achieve this goal and will make the City a more attractive place to live, work and shop.

## ***City of Beaumont 2040 General Plan***

### *Conservation and Open Space Element*

**Goal 8.5:** **A City that preserves and enhances its natural resources.**

**Policy 8.5.2:** Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer, minimize new impervious surface, minimize light pollution, and emphasize native landscaping.

**Goal 8.6:** **A City that protects and enhances its scenic vistas and views.**

**Policy 8.6.1:** Protect and preserve existing, signature views of the hills and mountains from the City.

**Policy 8.6.4:** When grading is necessary, encourage grading for new development that complements the surrounding natural features.

**Policy 8.6.6:** Limit light pollution from outdoor sources, especially in rural, hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.

### **4.1.4 Impact Thresholds and Significance Criteria**

*State CEQA Guidelines* Appendix G contains the Environmental Checklist Form, which includes questions concerning aesthetics. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; and
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### **Methodology and Assumptions**

The Project is evaluated against the aforementioned significance criteria/thresholds, as the basis for determining the impact's level of significance concerning aesthetics. This analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the Project's potentially significant environmental impacts.

Additionally, the Summit Station Specific Plan (Specific Plan) has been developed as both a regulatory and a land use policy document, which, upon adoption by ordinance will constitute the zoning for the

property. Development plans or agreements, tract or parcel maps, site plans or any other action requiring ministerial or discretionary approval for the subject property must be consistent with the Specific Plan. California Government Code, § 65454 requires that a Specific Plan be consistent with the General Plan. Upon adoption, actions deemed to be consistent with the Specific Plan would be judged to be consistent with the City of Beaumont General Plan as amended. Where conflicts exist between the standards contained in the Specific Plan and those found in the City of Beaumont Zoning Ordinance or Municipal Code, the regulations and standards in the Specific Plan would take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan would be subject to the provisions of the City Zoning Code, Municipal Code or General Plan, using the context and objectives of this Specific Plan as a guide. As such, applicable Specific Plan standards have been considered in the preparation of the section.

## Approach to Analysis

This analysis of impacts on aesthetic resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts; and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on scenic resources or visual character considers the site's aesthetic resource value and the severity of the Project component's visual impact (e.g., the nature and duration of the impact). For example, a Project component resulting in a severe impact on a site with a low aesthetic resource value would result in a less than significant impact concerning scenic or visual character. In other words, new conspicuous structures or visual changes in areas with a low aesthetic resource value may not necessarily result in substantial adverse effects on visual resources.

Visual sensitivity can be described as viewer awareness of visual changes in the environment and is based on the viewers' perspective while engaging in activities from public areas near a project site. The Project site is visible to various users. The sensitivity of those users to changes within a project site varies with the type of use, length of time that the viewer would be within a project site's zone of visual influence (ZVI), and the viewer's distance from a Project site. Viewers of the Project site may include nearby residents, future e-commerce/commercial employees, travelers, and commuters within the Project's ZVI.

### 4.1.5 Impacts and Mitigation Measures

*Impact 4.1-1      Would the Project have a substantial adverse effect on a scenic vista?*

*Level of Significance: Less than Significant Impact*

The Project site consists of primarily vacant land on the west and south portions. The central and east portions of the Project site are developed with multiple concrete foundations and several outbuildings that are related to prior operations as a poultry and egg farm that previously occupied the Project site. The topography of the Project site slopes towards the southwest. The Project site is vacant and has been subject to regular human disturbances from previous agricultural uses and grading/construction activities. The disturbed nature of the site caused by agricultural activity, contributes to the diminished aesthetic value of the Project site and the surrounding area. The City does not contain any designated scenic vistas. The most prominent scenic vistas are provided by the San Bernardino Mountains located approximately eight miles north and the San Jacinto Mountains located approximately 12 miles southeast.

## Construction and Operations

Construction of the Project would require grading for recontouring and leveling purposes of the site. Trenching and installation of water, wastewater, recycled water pipelines, and dry utilities would be necessary. Project construction would also require the temporary use and storage of heavy equipment and vehicles on-site which may be visible off-site. Project construction equipment and activity would temporarily alter views of the site but would not obstruct any scenic vistas. The associated visual impacts from the construction phases are anticipated to occur over the duration of construction and would cease upon completion of the Project, resulting in a less than significant impact.

The visual character of the Project site would be permanently altered by the Project.

As noted in **Section 3.0, Project Description**, and in **Exhibit 3.0-6, Conceptual Site Plan**, the Project site is approximately 200 acres of vacant land that would be divided into three planning areas comprised of five parcels. Phase 1 will include Parcels 1, 2, and 3. Planning Area 1 is designated for e-commerce; Planning Area 2 is designated for commercial; Planning Area 3 is designated for open space. The Project would change the character of the site with the following uses:

Planning Area 1 (Parcels 1, 2, and 3) is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

The Project proposes to amend the existing General Plan designation from Single-Family Residential to Industrial for Parcels 1, 2, and 3 to allow for the proposed e-commerce/warehouse uses.

Planning Area 2 (Parcel 4) would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

The Project proposes to amend the existing General Plan designation from Single-Family Residential to General Commercial for Parcel 4 to allow for commercial uses.

Planning Area 3 (Parcel 5) would remain as open space. The existing General Plan designation of Single Family Residential would be changed to Open Space.

According to the Specific Plan, Planning Area 1 buildings are subject to a 60 foot maximum height and Planning Area 2 buildings are subject to a 50 foot maximum height.

Because there are no scenic vistas on the Project site or in the vicinity of the Project site and the implementation of the Project would not obstruct views of the scenic vistas provided by the San Bernardino Mountains and the San Jacinto Mountains from any publicly accessible point outside of the Project site, impacts in this regard would be less than significant.

#### **Mitigation Measures**

No mitigation is necessary.

#### **Level of Significance**

Less than significant impact.

**Impact 4.1-2      *Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

***Level of Significance: No Impact***

#### **Construction and Operations**

No State Designated Scenic Highway traverses the Project site nor is the Project site in the vicinity of a State Designated Scenic Highway.<sup>1</sup> The nearest State Designated Scenic Highway is SR-243, located approximately nine miles southeast of the Project site, south of the Banning city limits. Due to distance and topography, the Project is not visible from the State Designated Scenic Highway portion of SR-243. Additionally, no structures exist on-site; the Project site is not near a State Designated Scenic Highway, or scenic resources, including but not limited to trees, rock outcroppings, or historic buildings. Thus, impacts to scenic resources within a State Designated Scenic Highway would not occur.

#### **Mitigation Measures**

No mitigation is necessary.

#### **Level of Significance**

No impact.

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<sup>1</sup> Caltransg. (2019). State Scenic Highway Map. Retrieved from: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa>. (accessed June 16, 2021).

**Impact 4.1-3** *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

**Level of Significance: Less than Significant Impact**

## Construction and Operations

Construction activities will require the use of heavy equipment and machinery typically utilized for grading and compaction activities. Construction machinery will be shielded from public views at the end of each working day with fencing and screens. Long-term development of the site is anticipated to alter the site from vacant to an e-commerce and commercial destination. Limited public views of the Project site are available to fast-moving traffic along I-10 and local roadways.

Although construction activities and long-term development are anticipated to change the existing conditions of the site, the Project would not degrade the visual character of the site as much of the site's view from the public right-of-way is limited and those areas that are currently visible contain remnants of the former eggs and poultry farm. As such, the proposed Project development is anticipated to enhance the Project site in the long-term through the incorporation of aesthetically pleasing building, landscaping, ornamental trees, lighting, among other features.

Site grading and other construction activities would be required to comply with the Beaumont GP provisions and the Beaumont MC construction requirements included in Title 15.<sup>2</sup> Construction activities also would have to comply with all other applicable state, regional, and local requirements.

Conformance to these codes would help reduce the potential stark changes to the visual environment during construction. Additionally, construction equipment and activities would be shielded as much as possible from public views through the use of privacy fencing. Therefore, construction impacts to the existing visual character or quality of the site and its surroundings would be less than significant.

Project implementation and operation would allow for new development within a currently undeveloped vacant space, which would result in permanent alteration of the existing landforms and visual quality in the area. The Project would involve grading, landform alteration, and the development of several buildings involving commercial and e-commerce uses. The Project development would be consistent with the high-cube warehouse buildings planned north of Cherry Valley Boulevard, San Gorgonio Crossing (refer to **Table 4-1, Cumulative Projects**, identified as TAZ-22). Further, high quality development with visually appealing elements including landscaping and natural-like building materials would create cohesive designs with other similar facilities in the general vicinity.

The Project site would transition from a former egg and poultry farm currently containing building pads which are remnant of previous buildings among other debris from the previous use. The Project site has

<sup>2</sup> Beaumont MC. (2021). Title 15- Buildings and Construction. Retrieved from: [https://library.municode.com/ca/beaumont/codes/code\\_of\\_ordinances?nodeId=TIT15BUCO](https://library.municode.com/ca/beaumont/codes/code_of_ordinances?nodeId=TIT15BUCO). (accessed June 16, 2021).

been previously graded to serve the previous use. The site is anticipated to change from its existing condition to a fully developed site containing the proposed uses. The development would not substantially degrade the existing visual character of the site or public views. To further reduce changes in the visual environment, the Project would incorporate perimeter landscaping, trees, and ground covers to visually buffer the structures. For this reason, it is anticipated that implementation of the commercial and e-commerce uses would not degrade the visual characteristics that are already considered low. Impacts in this regard would be less than significant.

### **Mitigation Measures**

No mitigation is necessary.

### **Level of Significance**

Less than significant impact.

***Impact 4.1-4      Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?***

#### ***Level of Significance: Less than Significant Impact***

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There would be two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the clear night sky's view and, if uncontrolled, can cause disturbances.

The Project site is vacant and undeveloped and does not currently create any light or glare. New sources of light and glare would be introduced by the Project within the Project site. Additionally, lighting would also occur mainly along Cherry Valley Boulevard, but could also reach as far as Brookside Avenue. Because Brookside Avenue is contiguous to the Planning Area 3 which is designated as open space, less lighting would be introduced into this area and beyond to Brookside Avenue, compared to Planning Areas 1, 2 and Cherry Valley Boulevard. Typical light sources will include street lighting, exterior night lighting of the structure, and lighting necessary for safety and security. City Zoning Ordinance, Chapter 8.50, "Outdoor Lighting" currently contains restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts. In this regard, the City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and light fixtures within the City.

The Project is analyzed below for its potential to generate obtrusive light, infusing spill light, glare, and sky glow. With respect to obtrusive lighting, the degree of impact would vary widely depending on the amount of light generated, light sources heat, presence of barriers/obstructions, type/design of light source, and weather conditions.

## Construction and Operations

Project construction would result in the temporary increase of light and glare from construction equipment, staging areas, lighting poles, and security lighting. Construction of the commercial and e-commerce uses would be limited to daytime hours. Nighttime security lighting could be utilized for security purposes of the site and equipment. Additionally, it is a common practice to provide night-time lighting when a guardhouse/shack is provided on-site for security personnel. No short-term, construction-related impacts associated with light and glare are expected to occur.

Project build out would increase nighttime lighting in this portion of the City. Sources of lighting include interior and exterior lighting sources, streetlights, signage, and on-building and freestanding security lighting. According to Project Design Guidelines, the Project would incorporate design elements to reduce sources of lighting as approved by the City. In addition, all future development within the City limits would be subject to the provisions of Chapter 8.50, Outdoor Lighting of the Beaumont MC. Chapter 8.50 sets forth restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts. In this regard, the City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and light fixtures within the City.

Operational impacts resulting from new sources of light or glare would be less than significant with implementation of Project Design Guidelines and adherence to Beaumont MC Chapter 8.50.

### **Mitigation Measures**

Mitigation is not required.

### **Level of Significance**

Less than significant impact.

## **4.1.6 Cumulative Impacts**

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

A significant cumulative impact would occur if cumulative projects would adversely impact views of a scenic vista or scenic resources within a Designated State Scenic Highway. Although the Project would change the current visual quality of the Project site, the changes would not result in degradation of the site. As noted in Section 4.0 Design Guidelines of the Specific Plan, the architectural design guidelines

describe the intended architectural themes and styles for buildings permitted within the Specific Plan area and are intended to provide a basis for decisions regarding the built environment that contributes significantly to the visual order and consistency of the entire Specific Plan area and provide a high-quality development. specific planning and development objectives for the Project are identified in Section 3.8, Project Purpose and Objectives. The applicable Project objectives that would guide the aesthetics of the Project include the following:

1. Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.
2. Develop a state-of-the-art logistics/e-commerce center with complimentary commercial uses that take advantage of existing and planned infrastructure, is feasible to construct, is economically competitive with, and in the general vicinity of, similar logistics/e-commerce center uses.
3. Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.
4. Provide and plan that incorporates appropriate buffers with the surrounding development through the use of landscaped setbacks and expanded parkways along Cherry Valley Boulevard and Brookside Avenue.

These objectives specifically have some bearing on the aesthetic design of the development within the Specific Plan. As such, the Project would not adversely affect any protected public viewsheds or destroy any scenic vistas, nor would it impede views of the San Jacinto Mountains or the San Bernardino Mountains. Therefore, the Project, in conjunction with other cumulative projects, would not result in a cumulatively considerable contribution. The cumulative impact related to scenic vistas and resources would be less than significant.

#### **4.1.7      Significant Unavoidable Impacts**

No significant unavoidable aesthetic impacts have been identified.

#### **4.1.8      References**

City of Beaumont. 2020. *Beaumont General Plan*.

[https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU\\_Final-rev-22521](https://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521).

City of Beaumont. 2020. *Draft Program Environmental Impact Report, Beaumont General Plan, SCH*

*No. 2018031022.* <https://www.beaumontca.gov/DocumentCenter/View/36627/DEIR-090720>.