

RESOLUTION NUMBER 5841

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA DENYING GOLDEN STATE ENVIRONMENTAL JUSTICE ALLIANCE'S APPEAL AND AFFIRMING THE PLANNING COMMISSION CERTIFICATION OF THE ENVIRONMENTAL IMPACT REPORT (EIR) 19-05180 (SCH#: 2019100297) AND APPROVAL OF DEVELOPMENT PLAN REVIEWS 19-00004 AND 19-00006 AND TENTATIVE PARCEL MAPS 37437 AND 37438, CONSISTING OF CONSTRUCTION OF TWO HIGH-CUBE WAREHOUSES TOTALING 1,353,586 SQ. FT. ON THE EAST SIDE OF REDLANDS AVENUE BETWEEN RIDER STREET AND MORGAN STREET, AND TO CONSOLIDATE NINE (9) LOTS INTO TWO PARCELS, AND INCLUDING RELATED IMPROVEMENTS TO THE PERRIS VALLEY STORM DRAIN CHANNEL (PVSD CHANNEL) AND RIDER STREET BRIDGE, SUBJECT TO THE CONDITIONS OF APPROVAL AND FINDINGS CONTAINED HEREIN.

WHEREAS, On June 28, 2021, the appellant, Golden State Environmental Justice Alliance (“GSEJA”), submitted an Appeal Application (21-05140) to the City Council in order to appeal the June 16, 2021, Planning Commission’s certification of the Environmental Impact Report (EIR) 19-05180 (SCH#: 2019100297) and approval of Development Plan Review (DPR) 19-00004 and Tentative Parcel Map 37437 (TPM 19-05058) and DPR 19-00006 and TPM 37438 (TPM 19-05096) (aka “Rider II & IV”), including improvements to the Perris Valley Storm Drain (PVSD) channel and Rider Street bridge required by the Project’s (as defined below) Conditions of Approval; and

WHEREAS, on March 15, 2019, IDI Logistics, Inc. submitted a Development Plan Review application (DPR 19-00004) and Tentative Parcel Map (TPM 37437) for consideration of architectural design and site layout which proposes to allow construction of an 805,567 SF high cube warehouse building on 39.5-acres and to combine five (5) parcels into one (1) to facilitate site development at the NEC Redlands Avenue & Rider Street within the Perris Valley Commerce Center (PVCC) Specific Plan area (Assessor Parcel Nos (APN): 303-170-004, 005, 011, 014 & 303-130-022) (“Rider II”); and

WHEREAS, On April 26, 2019, IDI Logistics, Inc. submitted a Development Plan Review application (DPR 19-00006) and Tentative Parcel Map (TPM 37438) for consideration of architectural design and site layout which proposes to allow construction of a 548,019 SF high cube warehouse building on 33-acres and to combine four (4) parcels into one (1) to facilitate site development at the SEC of Redlands Avenue & E. Morgan Street within the Perris Valley Commerce Center (PVCC) Specific Plan area (APN Nos.: 303-160-002, 003, 007, & 009) (“Rider IV”); and

WHEREAS, Rider II and Rider IV are hereafter referred to as the “Project”; and

WHEREAS, the proposed Project, including the related improvements to the Perris Valley Storm Drain Channel (PVSD Channel) and Rider Street bridge as required by the Projects' Conditions of Approval, are considered a "project" as defined by the California Environmental Quality Act ("CEQA"); and

WHEREAS, during review of the Project, it was determined that an Environmental Impact Report (State Clearinghouse No. 2017101009) pursuant to the California Environmental Quality Act ("CEQA") was required to assess environmental impacts associated with the Project; and

WHEREAS, pursuant to CEQA and the State CEQA Guidelines (14 Cal. Code Regs. § 15000 *et seq.*), the City is the lead agency for the Project, as it is the public agency with general governmental powers over the Project; and

WHEREAS, the City, as lead agency, determined that an Environmental Impact Report ("EIR") should be prepared pursuant to CEQA in order to analyze all potentially significant adverse environmental impacts of the Project; and

WHEREAS, an EIR was prepared for the Project in accordance with Sections 21000 through 21177 of the California Public Resources Code and Sections 15000 through 15387 of the California Code of Regulations (*CEQA Guidelines*); and

WHEREAS, a scoping meeting was conducted for the proposed Project on November 6, 2019, by the Planning Commission to hear from public agencies, the public, and all other interested parties concerning the Project's potential environmental impacts, site planning and building architecture; and

WHEREAS, between September 30, 2020, and November 16, 2020, the Project's Draft Environmental Impact Report ("DEIR") was made available for public review and comment during a state-mandated 45-day public review period; and

WHEREAS, the DEIR identified air quality, greenhouse gas and noise impacts that would result in environmental impacts for which mitigation measures are not available to reduce impacts below levels of significance and a Statement of Overriding Considerations of Environmental Impact must be adopted prior to approval of the Project; and

WHEREAS, the DEIR identified all other potential environmental impacts as either not an impact, a less than significant impact, or a less than significant impact with mitigation and a Mitigation Monitoring and Reporting Program has been prepared for those potential impacts requiring mitigation, which is part of the Final EIR; and

WHEREAS, on November 16, 2020, the appellant, GSEJA, submitted a comment letter during the 45-day public review and comment period for the Draft EIR by way of their attorneys, Blum Collins; and

WHEREAS, on June 4, 2021, the Project's Final EIR was distributed to those agencies and persons that commented in writing on the Draft EIR ("Final EIR"), including to the appellant's attorneys, Blum Collins; and

WHEREAS, the Final EIR addressed all of the appellant's November 16, 2020 comments and determined that no new or more severe environmental impacts were identified that could not be avoided or mitigated and all feasible mitigation measures have been implemented; and

WHEREAS, on June 16, 2021, GSEJA submitted a comment letter in response to the Final EIR and did not raise any new potentially significant environmental issues that were not already covered in their November 16, 2020 letter and the Final EIR, stating they believe "the EIR is flawed and an amended EIR must be prepared ... and recirculated for public review"; and

WHEREAS, on June 28, 2021, GSEJA submitted an appeal application along with an appeal narrative, two findings for denial, and their two previously submitted letters to the City Council to contest the June 16, 2021 Planning Commission approval of its Resolution No. 21-10 (3 ayes, 0 noes, 0 abstain); and

WHEREAS, City staff has determined that the issues raised in Appeal 21-05140 have been addressed in the Final EIR and a recirculation of the EIR is not required; and

WHEREAS, Section 13.1.2 of the Perris Valley Commerce Center Specific Plan grants approval authority for Development Plan Reviews and Tentative Parcel Maps to the Planning Commission; and

WHEREAS, the Project is located within Airport Overlay Zones ("AOZ") C1 (Primary Approach/Departure Zone) and D (Flight Corridor Buffer Zone) of the 2014 March Air Reserve Base/Inland Port Airport Lands Use Compatibility Plan; and

WHEREAS, City staff has determined that the Project is consistent with the 2014 March Air Reserve Base/Inland Port Airport Lands Use Compatibility Plan and therefore does not require ALUC (Airport Land Use Commission) review; and

WHEREAS, ALUC requires mandatory findings for approval of all discretionary actions requiring a public hearing or notice that are located within the AOZ; and

WHEREAS, on June 16, 2021, the Planning Commission conducted a duly noticed public hearing concerning the Project, and at the meeting certified the Final EIR and approved the Project based on unanimous vote (3 ayes, 0 noes, 0 abstain); and

WHEREAS, on July 27, 2021, the City Council conducted a duly noticed public hearing regarding the appellant's appeal of the Project and the Project, at which time all interested persons were given full opportunity to be heard to present evidence; and

WHEREAS, prior to taking action, the City Council has heard, been presented with, and/or reviewed all of the information and data which constitutes the administrative record for the above-mentioned approvals, including all oral and written evidence presented to the City during all Project meetings and hearings; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PERRIS does resolve as follows:

Section 1. The above recitals are all true and correct and incorporated herein by this reference.

Section 2. Based upon the forgoing, substantial evidence and in light of the whole record based upon information and findings contained in this Resolution, all oral and written statements and reports and exhibits presented by City staff and members of the public, including but not limited to, such statements, and reports, and exhibits presented at its public hearing on July 27, 2021, the City Council further finds and determines that the City has complied with the California Environmental Quality Act based upon the information and findings contained in this Resolution, the staff report and its supporting exhibits, and all written and oral testimony presented at the public hearing, and this finding and determination reflects the independent judgment of the City.

Section 3 Environmental Impact Report. Based upon the forgoing, substantial evidence and in light of the whole record based upon information and findings contained in this Resolution, all oral and written statements and reports and exhibits presented by City staff and members of the public, including but not limited to, such statements, and reports, and exhibits presented at its public hearing on July 27, 2021, the City Council denies Appeal 21-05140 of the Project and affirms the Planning Commission's certification of the Final EIR 19-05180 (State Clearinghouse No. 2019100297) and finds that:

- A. The City has complied with the California Environmental Quality Act (CEQA) and the Final EIR is an accurate and objective statement that fully complies with CEQA and CEQA Guidelines; and
- B. No evidence of new significant impacts as defined by CEQA Guidelines Section 15088.5, has been received by the City after circulation of the DEIR which would require recirculation; and
- C. The Final EIR has identified and discussed significant impacts to air quality (long-term NOx emissions), greenhouse gas emissions (cumulative annual), and noise (cumulative off-site) which may occur as a result of the Project, and which require mitigation but cannot be mitigated to less than significant levels, thereby requiring adoption of a Statement of Overriding Considerations as set forth in this Resolution; and
- D. The Final EIR has identified and discussed significant environmental impacts which may occur as a result of the Project and which require mitigation, and can be mitigated to less than significant levels (except for unavoidable significant impacts as discussed in Section 2C (above); and
- E. Environmental, economic, social and other considerations and benefits derived from the Project override and make infeasible any alternatives or further Mitigation Measures beyond those incorporated into the Project; and
- F. The issues raised by Appeal 21-05140 have been addressed by the Final EIR 19-05180 (State Clearinghouse No. 2019100297)

Section 4. Statement of Overriding Considerations. Based upon the forgoing, information and findings contained in the *Statement of Facts and Findings and*

Statement of Overriding Considerations Regarding the Environmental Effects for the IDI Rider 2 & 4 High Cube Warehouses and PVSD Channel Improvement Project, June 2021 (Findings and SOC), available at <https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-240>, substantial evidence and in light of the whole record based upon information and findings contained in this Resolution, all oral and written statements and reports and exhibits presented by City staff and members of the public, including but not limited to, such statements, and reports, and exhibits presented at its public hearing on July 27, 2021, and certification of the EIR and approval of the Project, the City Council hereby denies Appeal 21-05140 of the Project and affirms the adoption by Planning Commission of a Statement of Overriding Considerations of Environmental Impact, and finds that:

- A. Pursuant to CEQA Guidelines Section 15093, the City has balanced the benefits of the Project against any unavoidable environmental impacts in determining whether to approve the Project. The benefits include creating temporary construction and long-term operational jobs that would result in increased spending throughout the region, including the City. Also, annual personal earnings would increase through the generation of jobs, and these earnings would ripple through the local and regional economy, creating a one-time increase in output and earnings associated with construction jobs and an on-going increase in output and earnings associated with permanent jobs. Since the benefits of the Project outweigh the unavoidable adverse environmental impacts, those impacts may be considered “acceptable”; and
- B. The City has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project, which includes but is not limited to, the Mitigation Monitoring and Reporting Program attached in the Final EIR; and
- C. To the extent any Mitigation Measure recommended in the Final EIR or Project conditions of approval could not be incorporated, such Mitigation Measure is infeasible because it will impose restrictions on the Project that will prohibit the realization of specific economic, social and other benefits that the City finds outweigh the unmitigated impacts; and
- D. Except for the Project, all other alternatives set forth in the Final EIR are infeasible because they will prohibit the realization of Project objectives and/or specific economic, social and other benefits that the City finds outweigh any environmental benefits of the alternatives; and
- E. Having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the proposed Mitigation Measures, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable adverse impacts after mitigation, the City has determined that each of the following social, economic and environmental benefits of the Project outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the Findings of Fact and Statement of Overriding Considerations attached hereto and incorporated herein by reference as if set forth in full; and
- F. The foregoing benefits provided to the public through approval and implementation of the Project outweigh the identified significant adverse environmental impacts of the Project, which cannot be mitigated; and

- G. Each of the Project benefits separately and individually outweighs the unavoidable adverse environmental effects identified in the Final EIR and therefore finds those impacts to be acceptable.

Section 5. Airport Analysis. Based upon the forgoing, all oral and written statements and reports and exhibits presented by City staff and members of the public, including but not limited to, such statements, and reports, and exhibits presented at its public hearing on July 27, 2021, the City Council denies Appeal 21-05140 of the Project and affirms the Planning Commission's finding that certain Conditions of Approval have been adopted such that the Project use and design comply with the noise compatibility policies, noise attenuation policies, non-residential density standards and other required development conditions, the airspace protection policies, and the overflight policies of the MARB ALUCP. The relevant Conditions of Approval are as follows:

- A. Prior to issuance of building permits, the landowner shall have conveyed an aviation easement to the March Joint Powers Authority (MJPA).
- B. The following uses shall be prohibited:
- i. Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - ii. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - iii. Any use which would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower and row crops, trash transfer stations that are open on one or more sides, recycling centers contain putrescible wastes, construction and demolition debris facilities, and incinerators.)
 - iv. Highly noise-sensitive outdoor nonresidential uses.
 - v. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- C. A "Notice of Airport in the Vicinity" regarding proximity to the March Air Reserve Base (i.e. to be provided by March Air Reserve Base) shall be given to all prospective purchasers of the property and tenants of the building.
- D. Any new detention basin(s) on the site (including aboveground infiltration areas) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around infiltration areas that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the infiltration areas shall not include trees that produce seeds, fruits, or berries..
- E. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communication could result. Sources of electromagnetic radiation include radio wave

transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

- F. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
- G. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
- H. Based on the location and proximity to the runway, the project height may exceed the FAA threshold for height obstruction, which would require Form 7460-1 review from the FAA.

Section 6. Tentative Parcel Maps. Based upon the forgoing, all oral and written statements and reports and exhibits presented by City staff and members of the public, including but not limited to, such statements, and reports, and exhibits presented at its public hearing on July 27, 2021, the City Council denies Appeal 21-05140 of the Project and affirms the Planning Commission approval of Tentative Parcel Maps (TPMs) 37437 (TPM 19-05058) and 37438 (TPM 19-05096) with respect to the Rider II/IV Project, and finds that:

- A. *The proposed map is consistent with applicable general and specific plans.*

The proposed tentative parcel maps have been reviewed by the City Engineering Department and the Planning Department to ensure compliance with the city codes and all other applicable regulations. Per the PVCC Specific Plan, the project site is zoned “LI” (Light Industrial) with a Specific Plan (SP) General Plan Land Use designation. The proposed warehouses are permitted in the “LI” zone. According to the General Plan, the proposed development is located in Planning Area 1 “North Commercial/Industrial” which is primarily designated for industrial land uses. Therefore, City staff has determined that subject sites created by TPMs 37437 and 37438 are consistent with the applicable general and specific plan designations.

- B. *That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans.*

The General Plan land use designation is the Perris Valley Commerce Center Specific Plan which designates the sites as Light Industrial. The proposed project is consistent with this designation. This land use designation is intended for an industrial development that supports a wide range of manufacturing and nonmanufacturing uses, from warehousing and distribution facilities to industrial activities.

- C. *That the site is physically suitable for the type of the proposed development.*

The 72.5-acre site consists of relatively flat land and regularly shaped parcels with frontage on Redlands Avenue, and Rider and Morgan Streets. Redlands Avenue and Morgan Street are designated truck routes that connect directly to Harley Knox Blvd. and Perris Boulevard, which are or connect to designated truck routes that access I-215 at the Harley Knox and Placentia interchanges. Utilities are existing within the adjacent

streets and PVSD Channel and Rider Bridge improvements will address potential flooding in the area. On-site storm drain facilities will be constructed as part of the project to collect off- and on-site flows and direct them into the master storm drain facilities serving the area. This is a suitable site for the warehouse building proposed.

D. That the site is physically suitable for the density of the proposed development.

The 72.5-acre site consists of relatively flat land and regularly shaped parcels with frontage on Redlands Avenue, and Rider and Morgan Streets. The Perris Valley Commerce Center Specific Plan identifies this site as Light Industrial which allows up to 50% lot coverage and 0.75 floor area ratio. The Project does not exceed 47% lot coverage or 0.47 floor area ratio.

E. That the design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.

Pursuant to the California Environmental Quality Act and the Guidelines for Implementation of the California Environmental Quality Act, an EIR (EIR 19-05180 (State Clearinghouse No. 2019100297)) was prepared for the Project that determined that less than significant impacts to wildlife and their habitat would occur as a result of the Project with implementation of the required mitigation measures. The site consists of vacant land consisting of mixed tilled soils and overgrown vegetation. The Mitigation Monitoring and Reporting Program is attached to the Final EIR and is available for review at the City of Perris Development Services Department or on the City website.

F. That the design of the subdivision or the type of improvements will not cause serious public health problems.

The EIR (EIR 19-05180 (State Clearinghouse No. 2019100297)) determined that less than significant impacts to people would occur as a result of the project, except for certain identified environmental impacts that will result from the construction and operation of the proposed Project, even with implementation of mitigation measures. See the CEQA Findings for the Project, Sections 3 and 4 of this Resolution, above.

G. The design of the subdivision of the type of improvements will not conflict with easements of record or easements established by court judgment, acquired by public at large, for access through or use of property within the proposed subdivision. In this connection the planning director may recommend approval of a map if he/she finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to the ones previously acquired by the public.

The Project, as proposed will not conflict with easements of any kind that provide access through or use of the property. Parcels are being consolidated and “paper streets” vacated to create two parcels fully accessible from public streets. Easements required for regional drainage facilities are retained/relocated such that they will be substantially equivalent to the ones previously acquired by the public for the Perris Valley Storm Drain Channel, Rider Street bridge and the Colorado River Aqueduct.

H. *All requirements of CEQA have been met.*

See Sections 3 and 4 of this Resolution, above.

I. *That the discharge of waste from the proposed subdivision into an existing community sewer system would not result in violation of existing requirements prescribed by a state regional water quality control board pursuant to division 7 (commencing with section 13000) of the Water Code.*

The project area is located within the Santa Ana Regional Water Quality Control Board (RWQCB District 8) jurisdiction. Prior to grading permit issuance for the Project, a Notice of Intent shall be filed with District 8 for coverage under the State National Pollutant discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction. The Project is also required to prepare and provide a Storm Water Pollution Prevention Plan (SWPPP) and Project-specific Water Quality Management Plans (WQMPs), which comply with the City of Perris Water Quality Ordinance 1194, which revised Chapter 14.22 of the City of Perris Municipal Code. These will assure that all surface and storm water run-off does not violate RWQCB District 8 requirements.

In addition, the Project will not discharge waste into an existing sewer system that would result in a violation. Eastern Municipal Water District (EMWD) is responsible for wastewater collection and treatment in Perris. There is an existing 33-inc sewer line in Redlands Avenue into which all project waste will be discharged. The Perris Valley Regional Water Reclamation Facility (PVRWRF) will serve this site. The PVRWRF has adequate current and future capacity to serve the Project and therefore is not at risk of resulting in a water quality violation.

Section 7. Development Plan Review. Based upon the forgoing, all oral and written statements and reports and exhibits presented by City staff and members of the public, including but not limited to, such statements, and reports, and exhibits presented at its public hearing on July 27, 2021, the City Council hereby denies the Appeal 21-05140 of the Project and affirms the approval by Planning Commission regarding Development Plan Reviews (DPR) 19-00004 and 19-00006, and finds that:

A. *The location, size, design, density and intensity of the proposed development and improvements are consistent with the City's General Plan, any applicable Specific Plans, the purposes and provisions of the P.M.C., the purposes of the Zone in which the site is located, and the development policies and standards of the City.*

The proposed site development was reviewed by City staff and determined to be in compliance with all applicable provisions of the General Plan, Perris Valley Commerce Center Specific Plan (PVCCSP), and the Zoning Code. The development standards for Light Industrial (LI) development including use, setbacks, height of buildings, lot coverage, architecture, lighting and landscaping are provided by the PVCCSP, with parking regulations contained in Chapter 19.69 of the Zoning Code. Staff determined the proposed Project meets or exceeds all development standards of the Specific Plan for Light Industrial (LI) land use. In addition, the Project has been deemed consistent with the 2014 March

ARB/Inland Port Airport Land Use Compatibility Plan. The Project has been conditioned as necessary to ensure compliance with all PVCCSP and Zoning regulations.

- B. The subject site is physically suitable, including but not limited to parcel size, shape, access, and availability of utilities and services, for the type of development proposed.*

The Project site is relatively flat, with regularly shaped parcels with frontage along Redlands Avenue, Rider Street and Morgan Street. Utilities already exist within portions of Redlands Avenue and Rider Street that will serve this industrial development. This is a suitable site for the warehouse building proposed.

- C. The proposed development and the conditions under which it would be operated or maintained are compatible with abutting properties and will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.*

The proposed warehouse buildings and the conditions under which it would be operated or maintained are compatible with industrial properties to the west and approved industrial properties to the south. All truck traffic will be directed north and west of the site so no residential neighborhoods to the east will be affected, and the Project will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity that conform to the existing zoning. Full-width street improvements exist on Redlands Avenue for the entire length between Rider Street and Morgan Street. Rider and Morgan Streets will be built to full half-width requirements adjacent to the Project. The proposed Project meets or exceeds all development standards of the Specific Plan for Light Industrial land use. Furthermore, the Conditions of Approval prepared for the Project will ensure the Project will not be detrimental to the public health, safety or welfare.

- D. The architecture proposed is compatible with community standards and protects the character of adjacent development.*

As stated above, the proposed architecture meets PVCC-SP design standards for LI (Light Industrial) development, and thereby protects the character of adjacent development, and is compatible with the surrounding industrial development area. The Project is adjacent to similar industrial development to the west on Redlands Avenue and Rider Street and within the PVCCSP Light Industrial areas. Enhanced architecture, site design, and landscaping have been provided for the Project. The building design features symmetry and balance with enhanced architectural treatments intermittently along the façade. The proposed color palette and materials provide variety and interest through the use of color tones that are used around the building base and to further accentuate the corner and pop-out façade elements.

- E. The landscaping plan ensures visual relief and provides an attractive environment for the public's enjoyment.*

The conceptual landscape plan conforms to the requirements of the Landscaping Ordinance and the PVCC Specific Plan. The proposed on-site landscaped areas total

approximately 457,722 square feet, with 13% of the Rider II site landscaped and 16% of the Rider IV site landscaped. This exceeds the minimum 12% landscape requirement within Light Industrial areas of the PVCC Specific Plan. Landscaping has been provided throughout the parking areas, around the site's perimeter, adjacent to the buildings and truck court walls, and within the setbacks and street parkways. All driveway entrances are required to have multi-trunk, 36-inch box trees with shrubs, and groundcover to accent all entrances. This level of enhanced landscaping will provide improved visual relief and an attractive environment for the public in this area.

F. The safeguards necessary to protect the public health, safety and general welfare have been required for the proposed Project.

The proposed project provides the safeguards necessary to protect the public health, safety and general welfare through the conditions of approval, which will ensure that the project is developed in compliance with City and affected service agency codes and policies. The truck courts are gated for security and provided with Knox box locks to allow Fire Department access. In addition, automobiles have access and parking area separate from trucks to the extent feasible and any driveways used by both cars and trucks are conditioned to provide distinctive on-site controls to isolate the truck and automobile maneuvers directly past the driveway.

Section 8. Based upon the forgoing, substantial evidence and in light of the whole record based upon information and findings contained in this Resolution, and all oral and written statements and reports and exhibits presented by City staff and members of the public, including but not limited to such statements, reports, and exhibits presented at its public hearing on July 27, 2021, the City Council hereby denies Appeal 21-05140 of the Project and affirms the June 16, 2021 decision of the Planning Commission to certify Final EIR 19-05180 (State Clearinghouse No. 2019100297), adopt a Statement of Overriding Considerations, and adopt the Mitigation Monitoring and Reporting Program (MMRP); approve Tentative Parcel Maps (TPMs) 37437 (TPM 19-05058) and 37438 (TPM 19-05096); and approve Development Plan Reviews DPRs 19-00004 and 19-00006, subject to the Conditions of Approval attached to this Resolution.

Section 9. The City Council declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Resolution shall remain in full force and effect.

Section 10. The Mayor shall sign this Resolution and the City Clerk shall certify to the adoption of this Resolution.

ADOPTED, SIGNED and APPROVED this 27th day of July 2021.

Mayor, Michael M. Vargas

ATTEST:

City Clerk, Nancy Salazar

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF PERRIS)

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO
HEREBY CERTIFY that the foregoing Resolution Number 5841 was duly and regularly
adopted by the City Council of the City of Perris at a regular meeting held the 27th day of
July 2021, by the following called vote:

AYES: CORONA, RABB, ROGERS, VARGAS
NOES: NAVA
ABSTAIN: NONE
ABSENT: NONE

City Clerk, Nancy Salazar