



CORYDON III
PLANNING APPLICATION No. 2021-28

Conditional Use Permit No. 2021-06
Industrial Design Review No. 2021-04

CLASS 32 CATEGORICAL EXEMPTION CHECKLIST

Prepared By:

CITY OF LAKE ELSINORE

130 South Main Street
Lake Elsinore, CA 92530

Applicant:

BRAD WOODS

32097 Corydon Road
Lake Elsinore, CA 92530

Project Location:

32321 Corydon Road

APNs:

370-080-007, 370-080-006, 370-080-020

April 2022

SURROUNDING LAND USES AND SETTING:

The project area consists of three contiguous parcels of land located on the west side of Corydon Road between Palomar Street and Cereal Street within the East Lake Specific Plan, more specifically 32321 Corydon Road (APNs: 370-080-007, 370-080-006, 370-080-020). The project area is bounded by a one-story single-family residence to the south, vacant land to the west, an outdoor storage yard to the north, and vacant land to the east (across the Corydon Road right-of-way in the City of Wildomar). The location and boundaries of the project area are depicted in Figure 1.

PROJECT DESCRIPTION:

The project is a development proposal that requires Design Review approval (IDR 2021-04) to construct two industrial buildings totaling 63,030 square feet and related improvements, in conjunction with a Conditional Use Permit (CUP 2021-06) to establish two warehouses and an outdoor storage area on 3.04 acres of land within the Action Sports, Tourism, Commercial & Recreational and Airport Overlay districts of the East Lake Specific Plan. The proposed development is located on the west side of Corydon Road between Palomar Street and Cereal Street, more specifically 32321 Corydon Road (APNs: 370-080-007, 370-080-006, 370-080-020).

Building One (located in west portion of site) would be approximately 31 feet in height and include 21,687 square feet of gross floor area, including approximately 5,600 square feet of accessory office space. Building Two (located in east portion of site) would be approximately 32 feet in height and include 40,817 square feet of gross floor area, including approximately 10,204 square feet of accessory office. The outdoor storage yard would be located along the rear of the property and would have a gravel surface. The total building footprint area would be 47,226 square feet, or 35.6 percent of the lot area. The project would also include construction of related site improvements such as 79 on-site parking spaces and the installation of approximately 20,486 square feet of landscaped area, or 15.4 percent of the lot area. Off-site construction activities would include minor utility extensions to serve the proposed development and right-of-way improvements (sidewalk, street widening) along Corydon Road abutting the proposed development site.

The proposed buildings share a common architectural style (best characterized as modern industrial) and will incorporate flat roofs with parapets. Building exterior materials will consist of exposed concrete masonry blocks painted in black and gray, with metal and cement accent panels. Each building will feature an all-glass, articulated entry on the front elevation. Loading bays and overhead doors will be provided on the rear and side elevations, and one overhead door will be provided on the front elevation of Building One.

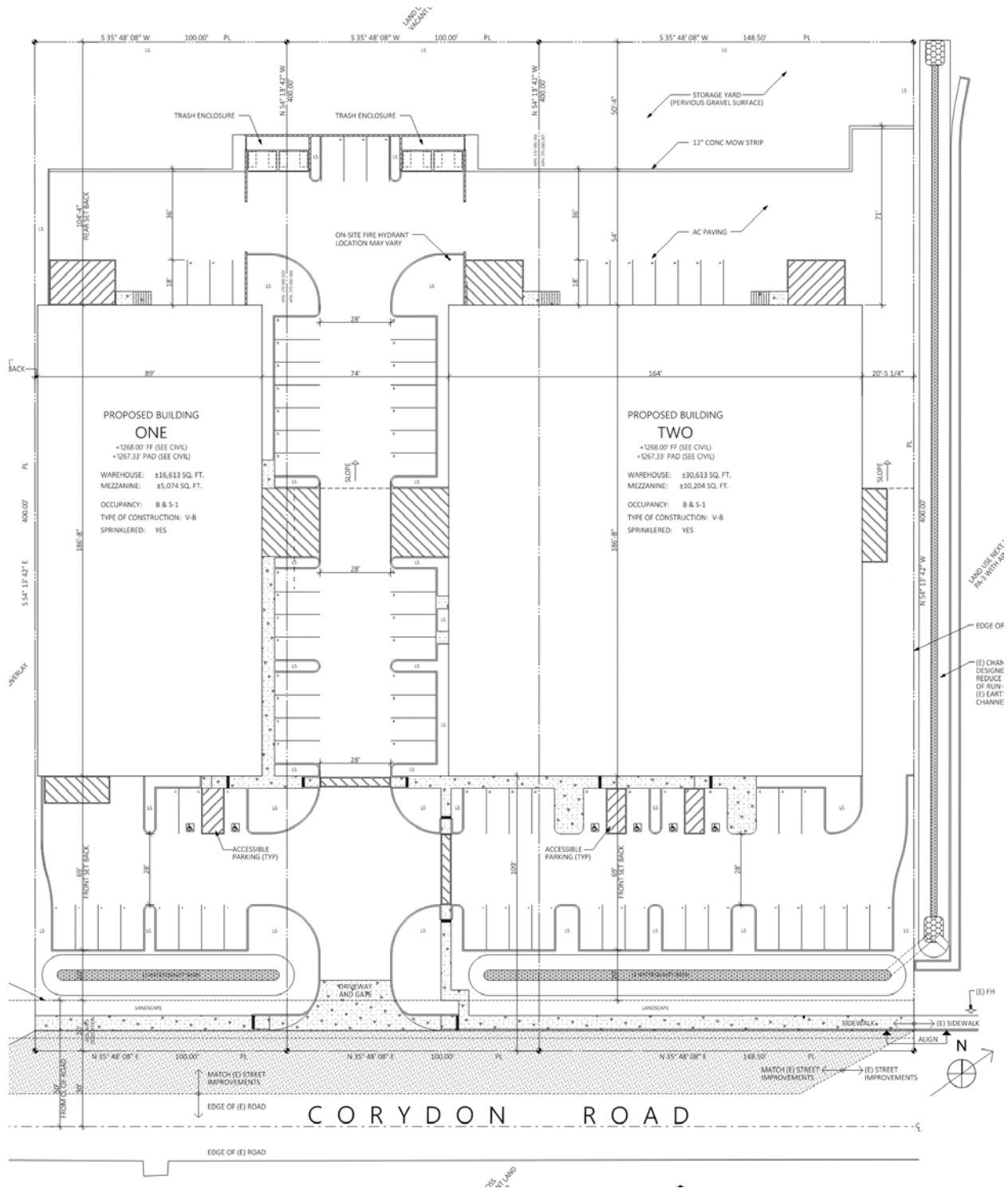
GENERAL PLAN DESIGNATION: Specific Plan

ZONING: Action Sports, Tourism, Commercial & Recreation; Airport Overlay

Figure 1 – Aerial/Vicinity Map



Figure 2 – Site Plan



INFORMATION DEMONSTRATING THAT THE PROJECT SATISFIES THE CONDITIONS DESCRIBED IN SECTION 15332 OF TITLE 14 OF THE CALIFORNIA CODE OF REGULATIONS:

Criterion (a): Is the project consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations?

The proposed development is located within Planning Area 3 of the ELSP, No. 11 and has an Action Sports, Tourism, Commercial and Recreation Land Use designation. This designation provides for a wide range of extreme action sports and accessory manufacturing, service and retail uses. In addition, the proposed development is located within the Airport Overlay Land Use designation which provides for facilities such as warehouses, storages facilities, maintenance and repair facilities, and hangars. The project is an infill development proposal to construct new warehousing facilities, which is supportive and compatible with other intended uses in both land use designations. The original ELSP and the subsequent amendments were subject to a consistency finding with the General Plan prior to adoption. Therefore, the project is consistent with applicable general plan designation and policies. Furthermore, the proposed development consists of establishing two warehouses which require a conditional use permit in the Action Sports, Tourism, Commercial and Recreation designation. Upon approval of the requested Conditional Use Permit, the project is consistent with the applicable zoning designation and regulations.

Criterion (b): Is the proposed development located within the City limits on a Project site of no more than five acres substantially surrounded by urban uses?

The proposed development site is 1.8 acres in size, is entirely located within a developed portion of East Lake District of the City of Lake Elsinore, and is substantially surrounded by various urban uses, as depicted in Figure 1.

Criterion (c): Does the Project site have value as habitat for endangered, rare, or threatened species?

The proposed development site is entirely disturbed does not contain suitable habitat for any candidate, sensitive, or special status plant or wildlife species. The proposed development site has been previously developed with three single-family residences. Furthermore, the proposed development is not located within a Criteria Cell of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and thus the project is not subject to the Lake Elsinore Acquisition Process and Joint Project Review processes. The project complies with the MSHCP and is consistent with all other applicable requirements of the MSHCP.

Criterion (d): Would approval of the Project result in any significant effects relating to traffic, noise, air quality, or water quality?

I. Traffic

The following review of potential traffic impacts is based on the Vehicle Miles Traveled Screening Report prepared by Overland Traffic Consultants, Inc. dated December 8, 2021 (included as Appendix A) for the Project. The purpose of the VMT Screening Report is to assess the potential effects of the project on the transportation system by estimating changes to vehicle

miles traveled (VMT) per capita. A summary of the VMT Screening Report is provided below:

- The project is expected to generate 108 daily trips based on 11th Edition Institute of Traffic Engineer's Trip Generation Manual
- The incremental change to VMT per capita caused by the project is presumed to be less than significant because the project meets the City-adopted impact screening criteria. The City's Traffic Impact Analysis guidelines provide that land use projects generating less than 110 daily trips may be presumed to result in less than significant VMT impacts. Therefore, the project would not cause a significant impact to VMT per capita.

Conclusion: The project would not significantly impact VMT per capita in accordance with the City's adopted Traffic Impact Analysis guidelines. For additional information, refer to the VMT Screening Report included as Appendix A to this report.

II. Noise

The following review of potential noise impacts is based on the Acoustical Analysis prepared by Eilar Associates, Inc. dated November 18, 2021 (included in Appendix B) for the project. Under Appendix G of the State CEQA Guidelines, any project would create significant noise impacts if the project would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generation of excessive groundborne vibration or groundborne noise levels; or
- Expose people residing or working in the project area to excessive noise levels if the project is located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport

The purpose of the Acoustical Analysis is to assess the potential noise impacts resulting from project construction and operation and to evaluate whether the project would expose people to excessive noise levels. A summary of the Acoustical Analysis is provided below:

- Project construction would not exceed the City's construction noise standards. Therefore, the project would not result in significant noise impacts from construction activities.
- Project operation would not exceed the City's exterior noise standards. Therefore, the project would not result in significant noise impacts from operational activities.
- The proposed development is located outside the applicable noise contours of the closest airport, Skylark Airport, which is a private airstrip. Therefore, the project would not expose people working in the project area to excessive noise levels and not create significant impacts.

Conclusion: Project construction would result in temporary noise impacts from transportation of

construction crews and equipment to and from the development site and construction activities such as operation of mobile and stationary construction equipment. However, any temporary increases in ambient noise levels caused by construction would not exceed the City's mobile and stationary construction noise standards. Therefore, impacts from construction noise would be less than significant. Although not required to mitigate any significant impacts under CEQA, the City will require the project to comply with the following Conditions of Approval to minimize noise from project construction in accord with the recommendations provided in the Acoustical Analysis:

- Staging areas should be placed as far as possible from residential receivers.
- Turn off equipment when not in use.
- Limit the use of enunciators or public address systems, except for emergency notifications.
- Equipment used in construction should be maintained in proper operating condition, and all loads should be properly secured, to prevent rattling and banging.
- Schedule work to avoid simultaneous construction activities that both generate high noise levels.
- Use equipment with effective mufflers.
- Minimize the use of backup alarms.

Project operation would result in an increase in ambient noise levels from the truck deliveries, forklift operation, exterior HVAC equipment, and project-generated traffic. However, the increases in ambient noise levels caused by operation would not exceed the City's exterior noise standards. Therefore, impacts from operational noise would be less than significant.

The nearest airport facility to the project area is a private airstrip located 1.5 miles away to the south of the proposed development. However, the airport conditions are not optimal to service frequent or significant levels of air traffic. Therefore, the project would not result in significant impacts because the project would not expose people working in the project area to excessive noise levels.

For additional information, refer to the Acoustical Analysis included as Appendix B to this report.

III. Air Quality

The following review of potential air quality impacts is based on the Air Quality and Greenhouse Gas Study prepared by BlueScape Environmental dated November 15, 2021 (included in Appendix C) for the project. Under Appendix G of the State CEQA Guidelines, any project would create significant impacts if a project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the

project region is non-attainment under an applicable federal or state ambient air quality standard;

- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

The purpose of the Air Quality and Greenhouse Gas Analysis is to assess the potential air quality impacts resulting from project construction and operation and to evaluate project compliance with applicable criteria pollutant thresholds set by the South Coast Air Quality Management District (SCAQMD). A summary of the Air Quality and Greenhouse Gas Analysis is provided below:

- Short-term emissions from project construction are below all applicable SCAQMD local and regional daily thresholds of significance. Therefore, air quality emissions from project construction, as well as cumulative impacts caused by project construction, are less than significant.
- Emissions of all criteria pollutants from project operation fall below applicable daily thresholds of significance. Therefore, the project would neither conflict with plans, violate an air quality standard, nor contribute to an existing or projected violation, result in a cumulatively considerable increase in ozone or particulate matter emissions or expose receptors to substantial pollutant concentrations. Therefore, air quality emissions from project operation are less than significant.

Conclusion: Project construction would result in emissions from equipment exhaust, fugitive dust, and architectural coatings. Both regional and localized construction emissions from Project construction would fall below SCQAMD daily significance thresholds. Therefore, project construction would not result in significant regional or localized air quality impacts.

Project operation would result in air quality impacts from increases in project trip generation, electricity consumption, area sources, and evaporative emissions. Regional and localized emissions from project operation would fall below SCQAMD daily significance thresholds. Therefore, project operation would not result in significant regional or localized air quality impacts.

Moreover, the project does not have the potential to expose sensitive receptors to substantial pollutant concentrations, result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, or conflict with or obstruct implementation of any air quality plan. In conclusion, the project would not result in any significant air quality impacts.

For additional information, refer to the Air Quality and Greenhouse Gas Analysis included as Appendix C to this report.

IV. Water Quality

The project area is located within the Lake Elsinore sub-watershed of the Santa Ana Watershed region of Riverside County. The Santa Ana Regional Water Quality Control Board (SARWQCB)

sets water quality standards for ground and surface waters within the region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (i.e. water quality objectives).

Project construction activities would include grading, excavation, installation of subsurface infrastructure, and other earthmoving activities which could potentially cause erosion that could degrade surface or ground water quality and/or violate water quality standards. Moreover, the use of heavy construction equipment could result in the accidental release of hazardous materials (e.g., oils, fuels, and other water quality pollutants) that could potentially affect surface and/or ground water quality. As required by the Clean Water Act, the project would comply with the Santa Ana Municipal Separate Storm Sewer (MS4) NPDES Permit. The NPDES MS4 Permit Program, which is administered in the project area by Riverside County and is issued by the SARWQCB, regulates storm water and urban runoff discharges from developments to natural and constructed storm drain systems in the City. Because the project would disturb one or more acres of soil, construction activities would be subject to the Construction General Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board. The Construction General Permit requires implementation of a Storm Water Pollution Prevention Plan (SWPPP) for site clearing, grading, and disturbances such as stockpiling or excavation. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, storm water collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways.

The project area is currently developed with three single-family residences and is covered by approximately 8,545 square feet of impervious surface. Existing onsite drainage flows in a southerly direction toward Lake Elsinore. The proposed development includes construction of two industrial buildings with parking lots, driveway, landscaping with a total impervious surface area of 104,213 square feet.

Conclusion: A preliminary project-specific Water Quality Management Plan (PWQMP-2021-10) dated July 23, 2021 (Revised March 2, 2022) has been prepared to address the increase in polluted runoff that would occur from the Project by describing the site design, source control and treatment control Best Management Practices (BMPs) that will be implemented and maintained throughout the life of the project. The water quality management plan proposes to collect and treat onsite stormwater run-off through use of an onsite self-retaining area and two bioretention basins. The onsite drainage from roofs and pavement areas will be collected by the two bioretention basins where stormwater would percolate through an engineered soil medium in which stormwater would be treated by physical, chemical, and biological processes. The plants and biological activity in the soil medium would function to take up pollutants and runoff, thus filtering the water before it is released into the storm drain system that eventually leads to Lake Elsinore. Furthermore, the project is required to implement a Storm Water Pollution Prevention Plan which will include measures such as construction-phase best management practices (BMPs) to protect against stormwater runoff. Through implementation of measures

specified in both the WQMP and SWPPP, along with adhering to applicable regulations, the project would meet applicable water quality standards and discharge regulations. Therefore, the project would not otherwise substantially degrade surface or ground water quality, and any water quality impacts resulting from the project would be less than significant.

For additional information, refer to the Water Quality Management Plan included as Appendix D to this report.

Criterion (e): Can the Project site be adequately served by all required utilities and public services?

Fire Protection: The project would be subject to City policies and ordinances relating to hazard mitigation and fire prevention. The project would be required to comply with applicable fire code requirements for construction and access to the site and as such, will be reviewed by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. Chapter 16.74 of the LEMC establishes a program for the adoption and administration of development impact fees by the City whereby as a condition to the issuance of a building permit or certificate of occupancy by the City, the property owner or land developer is required to pay development impact fees or provide other consideration to the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which will benefit such new development. Section 16.74.049 includes a “fire facilities fee” to mitigate the additional burdens created by new development for City fire facilities. The project would incrementally increase demands for fire protection services associated with service calls, inspections, etc. The increase in demand for fire protection services is not anticipated to require the construction of new facilities or infrastructure. Therefore, any impacts related to fire protection resulting from the project would be less than significant.

Police Protection: Chapter 16.74 of the LEMC establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which would benefit such new development. The project would participate in this development impact fee program to mitigate potential impacts to police protection resources. Additionally, the project would be required to comply with applicable law enforcement requirements and standards to ensure adequate law enforcement protection is available to serve the proposed development. Potential impacts would be considered incremental and can be offset through the payment of the development impact fee and compliance with regulatory requirements. The project would not result in substantial adverse physical impacts related to police protection. Therefore, the project would not significantly impact police protection resources or services.

Schools: The proposed development is located within the Lake Elsinore Unified School District (LEUSD). The project would be required to pay school impact fees as levied by the LEUSD, which would provide funding for school facilities. The project does not propose new housing and therefore no increase in demand for LEUSD facilities and services would be created. Therefore, any potential impacts would be considered incremental and would be offset through the

payment of the appropriate development impact fees for schools. Based on the above, the proposed project will not result in substantial adverse physical impacts related to schools. Any impacts would be less than significant.

Parks: The project does not propose residential uses so it would not generate additional residents who would need park facilities or services. Therefore, a direct increase in park usage is not expected because of the project. New commercial development may cause incremental indirect impacts to park facilities from the occasional use of a park by employees. Section 16.34.060 of the LEMC requires that prior to the issuance of a building permit, the property owner or developer must pay fees for the purposes set forth in that section. Section 16.34.060.D describes the City's Park Capital Improvement Fund and describes that the City Council has the option to request dedication for park purposes or in lieu thereof, request that the property owner or developer pay a fee for the purpose of purchasing the land and developing and maintaining the City park system. The project would be required to pay park fees to the City for the purpose of establishing, improving and maintaining park land within the City. Because the Project does not propose new housing, any potential impacts would be considered incremental and would be offset through the payment of the appropriate park fees. Based on the above, the project would not result in substantial adverse physical impacts related to parks. Any impacts would be less than significant.

Other Public Facilities: The City is a part of the Riverside County Library System. Section 16.34.060 of the LEMC requires that prior to the issuance of a building permit, the property owner or developer must pay fees for the purposes set forth in that section. Section 16.34.060.B establishes the City's Library Mitigation Fee program and provides that an in-lieu fee for future construction of library improvements shall be paid to the City to ensure that the necessary library facilities are provided to the community. Since the project would not include new housing, potential impacts to library services would be less than significant.

Chapter 16.74 of the LEMC establishes a program for the adoption and administration of development impact fees by the City for the purpose of defraying the costs of public expenditures for capital improvements (and operational services to the extent allowed by law) which would benefit such new development. Section 16.74.048 includes an "Animal shelter facilities fee" to mitigate the additional burdens created by new development for animal facilities. In addition, the property owner would be required to pay City Hall & Public Works fees, Community Center Fees, and Marina Facilities Fees prior to the issuance of building permits. Therefore, potential impacts associated with other public services and facilities would be less than significant.

Wastewater/Sewer: The proposed development is located within the wastewater/sewer service boundary of the Elsinore Valley Municipal Water District (EVMWD). The proposed development would connect with the EVMWD wastewater/sewer system. Connections to local sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the project will be required to pay sewer connection fees. Implementation of the project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the

construction of which could cause significant environmental effects. Any impacts would be less than significant.

Storm Water Drainage: On-site grading and drainage improvements proposed in conjunction with the proposed site work would be required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and the 2010 Santa Ana Municipal Separate Sewer Permit (MS4) Permit, as enforced by the Santa Ana Regional Water Quality Board (SARWQCB). Pursuant to the City's Municipal Code, all construction projects shall implement Best Management Practices (BMPs) to be specified in a submitted Stormwater Pollution Prevention Plan (SWPPP). The project was required to submit a project-specific Water Quality Management Plan (WQMP) in identifying post-construction BMPs that include drainage controls such as infiltration pits, detention ponds, bioswales, berms, rain gardens, and pervious pavement. With adherence to the WQMP, the project will not substantially alter the existing drainage pattern of the site or area, nor will it require new or expanded off-site storm drain facilities the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant.

Water Supplies: The proposed development is located within the water service boundary of the Elsinore Valley Municipal Water District (EVMWD). The proposed development would connect to the EVMWD water supply system. Connections to local water mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the project will be required to pay water connection fees and comply with water efficiency guidelines set by the City. Project implementation will not require, or result in, the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Given the relatively small scale of the proposed in-fill development, potential impacts are considered nominally incremental and would be less than significant.

Solid Waste Disposal: All development within the City of Lake Elsinore is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), and other local, state, and federal solid waste disposal standards. The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50% by and after the year 2000. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." The project is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, and other applicable local, state, and federal solid waste disposal standards as a matter of regulatory policy as standard condition of approval, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations. Any impacts would be less than significant.

Electricity, Natural Gas, Telephone, Television: The proposed development is in a

developed, urban setting. The site and the surrounding properties are fully served by various utility service providers. There are no anticipated significant service or system upgrades required to serve the proposed development. Any increase in the demand for public utilities by the project would be less than significant.

DETERMINATION:

I find that the answers given above are adequately supported by the information sources cited following each question and that the effects of the project are typical of those generated within that class of projects (*i.e.*, Class 32 – Infill Development Projects) characterized as in-fill development meeting the conditions of Section 15332 of Title 14 of the California Code of Regulations. The project will not cause a significant effect on the environment and is, therefore, categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act.

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| <u>Kevin Beery</u> Kevin Beery, Associate Planner | <u>April 20, 2022</u> Date |
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Appendices:

The following documents were used as information sources during preparation of this document. They are available for public review at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530, ph. (951) 674-3124.

- A) Vehicle Miles Traveled Screening Report prepared by Overland Traffic Consultants dated December 8, 2021
- B) Acoustical Analysis Report prepared by Eilar Associates, Inc. dated November 18, 2021
- C) Air Quality and Greenhouse Gas Analysis prepared by BlueScape Environmental dated November 15, 2021
- D) Water Quality Management Plan prepared by Ventura Engineering dated July 23, 2021 (Revised March 2, 2022)