



REPORT TO CITY COUNCIL

To: Honorable Mayor and Members of the City Council

From: Grant Yates, City Manager

Prepared by: Damaris Abraham, Senior Planner

Date: January 12, 2021

Subject: Planning Application No. 2019-69 (Corydon Gateway) for a New Commercial Center with Six (6) Buildings (38,395 sq. ft. Total) and 143 Parking Spaces

Applicant: Mark Cooper, RED Corydon, LLC

Recommendation

1. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION (ER 2020-04) (SCH NO. 2020100576) FOR PLANNING APPLICATION NO. 2019-69 (TENTATIVE TRACT MAP NO. 37977, CONDITIONAL USE PERMIT NO. 2020-05 AND COMMERCIAL DESIGN REVIEW NO. 2020-02);
2. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, ADOPTING FINDINGS THAT PLANNING APPLICATION NO. 2019-69 (TENTATIVE TRACT MAP NO. 37977, CONDITIONAL USE PERMIT NO. 2020-05 AND COMMERCIAL DESIGN REVIEW NO. 2020-02) IS CONSISTENT WITH THE WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP);
3. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, APPROVING TENTATIVE TRACT MAP NO. 37977 SUBDIVIDING 6.05 ACRES INTO SIX PARCELS RANGING IN SIZE FROM 0.63 ACRES TO 1.11 ACRES AND ONE DETENTION BASIN LOCATED AT APN 370-050-026 AND A PORTION of 370-050-030;
4. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 2020-05 TO ESTABLISH THE CORYDON GATEWAY PROJECT LOCATED AT APN 370-050-026 AND A PORTION of 370-050-030; and
5. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, APPROVING COMMERCIAL DESIGN REVIEW NO. 2020-02 PROVIDING BUILDING DESIGN AND RELATED IMPROVEMENTS FOR THE CORYDON GATEWAY PROJECT LOCATED AT APN 370-050-026 AND A PORTION of 370-050-030.

Planning Commission Action

On December 15, 2020, the Planning Commission conducted a duly noticed public hearing, accepted public oral and written testimony, provided recommendations, and by a unanimous (4-0) vote recommended City Council approval.

Project Location

The Project site is located within the East Lake Specific Plan, at the northwestern corner of the intersection of Mission Trail and Corydon Street. The Project site encompasses Assessor Parcel Number (APN) 370-050-026 and a portion of 370-050-030.

Environmental Setting

	EXISTING LAND USE	GENERAL PLAN	ZONING
Project Site	Vacant	East Lake Specific Plan	Action Sports, Tourism, Commercial and Recreation
North	Vacant	East Lake Specific Plan	Action Sports, Tourism, Commercial and Recreation
South	Light Industrial	East Lake Specific Plan	Action Sports, Tourism, Commercial and Recreation
East	Commercial/Industrial	City of Wildomar	City of Wildomar
West	Motorsports	East Lake Specific Plan	Action Sports, Tourism, Commercial and Recreation

Table 1: Environmental Setting

Project Description

The Corydon Gateway Project consists of applications for a Tentative Tract Map No. 37977, a Conditional Use Permit No. 2020-05, and a Commercial Design Review No. 2020-02 which collectively are being processed under Planning Application No. 2019-69.

Tentative Tract Map No. 37977 is proposing to subdivide the 6.05-acre site into six (6) lots ranging in size from 0.63 acres to 1.10 acres and one (1) detention basin. Table 2 below provides lot summary information:

Parcel Number	Phase Number	Approximate Parcel Size (acres)	Approximate Building Size (SF)	Proposed Use
1	1	0.63	2,300	Fast food restaurant with drive-thru
2	1	1.09	4,088	Convenience store with gas station
3	1	1.10	4,333	Tunnel car wash
4	2	0.86	5,200	Tire store
5	2	1.04	9,600	Flex-tech condos
6	2	1.10	12,480	Flex-tech condos
Lot A	2	0.22	N/A	Detention basin

N/A = not applicable; sf = square feet

Table 2: Lot Summary

Conditional Use Permit No. 2020-05 and Commercial Design Review No. 2020-02 are proposing to establish the Corydon Gateway Project as outlined below:

- Lot 1: will include a 2,300 sq. ft. fast food restaurant with a drive-thru.
- Lot 2: will include a 4,088 sq. ft. 7-Eleven convenience store (with the concurrent sale of beer and wine – Type 20 ABC license) and gas station with 16 fueling stations under a 4,285-sf fueling canopy (with a maximum throughput of 1.87 million gallons of gasoline per year).
- Lot 3: will include a 4,333 sq. ft. Superstar Car Wash express tunnel car wash with vacuum bays.
- Lot 4: will include a 5,200-sf tire store.
- Lots 5 and 6: will include 22,080 sq. ft. including 10 1,920 sq. ft. condominiums and one (1) 2,880 sq. ft. condominium. Each of the flex-tech condominiums would include 500 sq. ft. of office space. The remaining area would be used for storage or warehouse space. As the flex-tech condominiums would be leased, internal improvements may be conducted after initial project development to meet the layout requirements of prospective tenants.

The 7-Eleven proposes to operate 24 hours per day, seven days per week. The Superstar Car Wash proposes to operate from 8:00 a.m. to 9:00 p.m. seven days per week. The hours of operation of the remaining uses would be based on tenants that occupy the uses.

Project Phasing and Construction

The project is proposed to be developed in two phases. Phase 1 would include all off-site improvements, utility infrastructure, convenience store and gas station, tunnel car wash, fast food restaurant, and the detention basin. Phase 2 would include the flex-tech condominiums and tire store. Earthwork for the site is anticipated to require 2,809 cubic yards (cy) of cut and 5,975 cy of fill for a net import of 3,166 cy.

Architecture and Treatments

Buildings would range in height from 26 feet (for the fast-food restaurant and tire shop) to 30 feet (for the flex-tech condominiums). Each building would incorporate varying façades and architectural elements (such as parapets) of different heights that would provide for a varying roofline. The buildings would be constructed of earth tone (off-white, light brown, and gray) exterior cement plaster, brick veneer, and brown composite siding. The material type, as well as massing and height, would vary for the multiple façades and architectural components proposed for each building. Portions of the building fronts would be anodized clear aluminum. The buildings would incorporate decorative architectural features including light fixtures, aluminum canopies, and aluminum cornices that would be either clear or anodized dark bronze, as well as galvanized sheet metal coping on the top of the exterior walls.

Landscaping

The proposed landscaping plan has been designed to complement the architectural style for the proposed buildings. The project site would include approximately 40,826 sq. ft. of landscaping, representing 15.5 percent of the site, which would include the installation of trees along the project boundaries. A continuous line of trees along the southwestern boundary of the project site would provide visual screening between the project site and the adjacent light industrial uses. Trees, as

well as shrubs and 30-inch tall screen hedges, would also be provided within the numerous parking lot islands throughout the site. A variety of shrubs is proposed to be utilized for landscape massing, accent plantings, groundcover, and screening. Vines or other landscape screening would be provided around all trash enclosures, and landscape screening would be provided for above-ground equipment.

Signage

The project's conceptual sign program presents a coordinated signage theme encompassing all phases of the project. The signs would reflect the architecture proposed for the project as related to style, materials, and colors. No individual signs are approved as part of this approval. A sign plan that incorporates City identification signs is required to be submitted to the City for review.

Access, Circulation, and Parking

Access to the site would be provided via an ingress/egress located just north of the intersection of Mission Trail and Corydon Street (central access) and an additional ingress/egress to be provided farther south along Corydon Street (southern access). The project would extend Lemon Street west from Mission Trail along the northern property boundary via a proposed reciprocal access easement, which would provide northern access to the project site. The existing traffic signal at the intersection of Mission Trail and Lemon Street would be modified to accommodate the new roadway segment.

Analysis

The Project is located within the East Lake Specific Plan (ELSP) 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. Per Section 2.5.1.a.5 and 6 of the ELSP Retail Sales and Restaurants and eating-places, including a drive-through service are permitted uses. Per Section 2.5.1.b.10 of the ELSP, the Community Development Director has deemed Car washes, Gasoline Service Stations, and Automotive Service Stations compatible with the intent of the Action Sports, Tourism, Commercial and Recreation land use category as requiring a Conditional Use Permit. The ELSP was subject to a consistency finding with the General Plan before adoption. Therefore, the Project is found to be consistent with the General Plan.

Staff has reviewed the proposed Project with respect to the relevant development standards as identified in the Action Sports, Tourism, Commercial and Recreation Land Use Designation of the ELSP and the Lake Elsinore Municipal Code (LEMC) and has detailed the requirements and the proposed development standards as follows:

Development Standard	Required	Proposed
Front yard Setback	15 ft.	15 ft.
Rear yard setback (interior lot lines)	No Minimum	-
Side yard setback (interior lot lines)	No Minimum	-
Parking Setback – Front	Ave. 25 ft., no less 20 ft.	Ave. 25 ft., no less 20 ft.
Building Height	45 ft.	30 ft.
<i>Landscape improvements</i>		
Adjacent to Street	15 ft. min./ Ave. 20 ft.	15 ft. min./ Ave. 20 ft.
Buffer Landscaping	15%	15.4%

Table 3: Development Standards

The project complies with the onsite parking standards listed in the Lake Elsinore Municipal Code (LEMC), Chapter 17.148 (Parking Requirements). Section 17.148.030.A of the LEMC requires one (1) parking space for every 250 square feet of retail floor area. Section 17.148.030.E.13 of the LEMC requires one (1) parking space for every 45 square feet of customer area, plus one space for every 200 square feet of noncustomer area for food establishments. Section 17.148.030.E.15 of the LEMC requires three (3) parking spaces for each service bay, plus one space for every 250 square feet of office, sales, and storage areas. The project will provide 143 parking spaces, including seven (7) accessible spaces and 11 clean air vehicle parking spaces. The proposed parking would exceed the minimum 121 parking spaces required for the site per the Lake Elsinore Municipal Code (LEMC), as well as the current California Building Code and California Green Building Standards Code (CALGreen) requirements for accessible and clean air vehicle parking, respectively.

The Project also complies with the architectural guidelines and development standards outlined in Chapter 8 of the ELSP. The Project provides a variety of building design features and forms by employing treatments, such as articulated planes along the exterior walls, an attractive storefront window system, and a variety of rooflines, which will create depth and shadow. The proposed landscaping improvements will serve to enhance the building designs and soften portions of building elevations, provide shade, and break-up expanses of pavement.

The Design Review Committee that includes staff from Planning, Building and Safety, Fire, and Engineering has reviewed the proposed Project, and have conditioned the Project to mitigate any potential concerns.

AB 52 Tribal Consultations

On May 1, 2020, the City provided written notification of the Project in accordance with AB 52 to all of the Native American tribes that requested to receive such notification from the City. Staff received requests from Rincon, Pechanga, and Soboba Tribes within the 30 days, requesting to initiate a consultation. Consultation was concluded on June 17, 2020, with the Rincon Band of Luiseño Indians, on October 26, 2020, with the Pechanga Band of Luiseño Indians, and on October 20, 2020, with the Soboba Band of Luiseño Indians. Mitigation measures have been added to address a concern over the potential for uncovering tribal cultural resources (TCRs) or other tribal-affiliated resources during the construction of the project.

Environmental Determination

Pursuant to CEQA Guidelines Section 15063, an Initial Study (Environmental Review No. 2020-04) was prepared for the Project to assess potential environmental impacts. The Initial Study revealed that the Project would have potentially significant environmental impacts but those potentially significant impacts could be mitigated to less than significant levels. A Mitigated Negative Declaration (MND) (SCH# 2020100576) was prepared and was made available for public review and comment for a 30-day review period from November 2, 2020, to December 1, 2020. The MND determined that the proposed Project would have potentially significant environmental impacts upon Biological Resources, Cultural and Tribal Resources, and Greenhouse Gas Emissions. These impacts will be mitigated to below a level of significance through compliance with the mitigation measures outlined in the MND. Notice to all interested persons and agencies inviting comments on the MND was published in accordance with the provisions of CEQA, and posted at the Office of the County Clerk of Riverside County and the State Clearinghouse on November 2, 2020, for a 30-day public comment period.

Three (3) comment letters regarding the MND were received during the 30-day public comment period from the Riverside County Flood Control and Water Conservation District (dated November 20, 2020), the Rincon Band of Luiseño Indians (dated December 1, 2020), and the Inland Empire Biking Alliance (dated December 1, 2020). Responses to comments were prepared and are provided in the attached Final IS/MND. There were no public comments or changes to the text or analysis contained in the MND that resulted in the identification of any new significant environmental effects. Only clarifications were made to the MND in response to public comments. Therefore, in accordance with Section 15073.5 of the CEQA Guidelines, recirculation of the MND is not warranted.

MSHCP Consistency

The Project has also been reviewed for consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A portion of the project site (1.12 acres) is located within the MSHCP Elsinore Area Plan, Criteria Cell # 5131. On September 24, 2020, the Western Riverside County Regional Conservation Authority (RCA) completed the Joint Project Review (JPR# 20-06-09-01) process and concluded that the Project is consistent with both the Criteria and other plan requirements of the MSHCP.

Fiscal Impact

The time and costs related to processing this extension of time request have been covered by application fees paid for by the applicant. No General Fund budgets have been allocated or used in the processing of this application.

Exhibits

- A – CEQA Resolution
 - A1 - Mitigation Monitoring and Reporting Program
- B – MSHCP Resolution
- C – TTM Resolution
- D – CUP Resolution
- E – CDR Resolution
- F – Conditions of Approval
- G – Final IS/MND
- H – Vicinity Map
- I – Aerial Map
- J – TTM 37977
- K – Design Review Package
- L – Perspective Street Views