



**ORTEGA OAKS PLAZA  
PLANNING APPLICATION No. 2019-80**

CONDITIONAL USE PERMIT No. 2022-05  
CONDITIONAL USE PERMIT No. 2024-06  
COMMERCIAL DESIGN REVIEW No. 2022-05

**CLASS 32 - IN-FILL DEVELOPMENT  
CATEGORICAL EXEMPTION CHECKLIST**

Prepared By:  
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Applicant:  
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Project Location:  
**15890 Grand Avenue, southeasterly corner of Ortega Highway and Grand Avenue**

APN:  
**381-320-025**

September 2024

## **A. BACKGROUND**

### **SURROUNDING LAND USES AND SETTING**

The project is located within the existing 7.07-acre commercial zoned property known as Ortega Oaks Plaza which is located on the southeastern corner of Grand Avenue and Ortega Highway and includes Assessor Parcel Number (APN) 381-320-025. The proposed area of disturbance for the subject project site consists of a 3.57-acre portion of the Ortega Oaks Plaza. The proposed area of disturbance is bordered by the existing surface parking lot, a one-story grocery building to the south, a two-story office building to the east and, a vacant commercial mixed-use parcel to the west. The location and boundaries of the subject project site are depicted in Figure 1.

### **PROJECT DESCRIPTION**

The project proposes the development of the following:

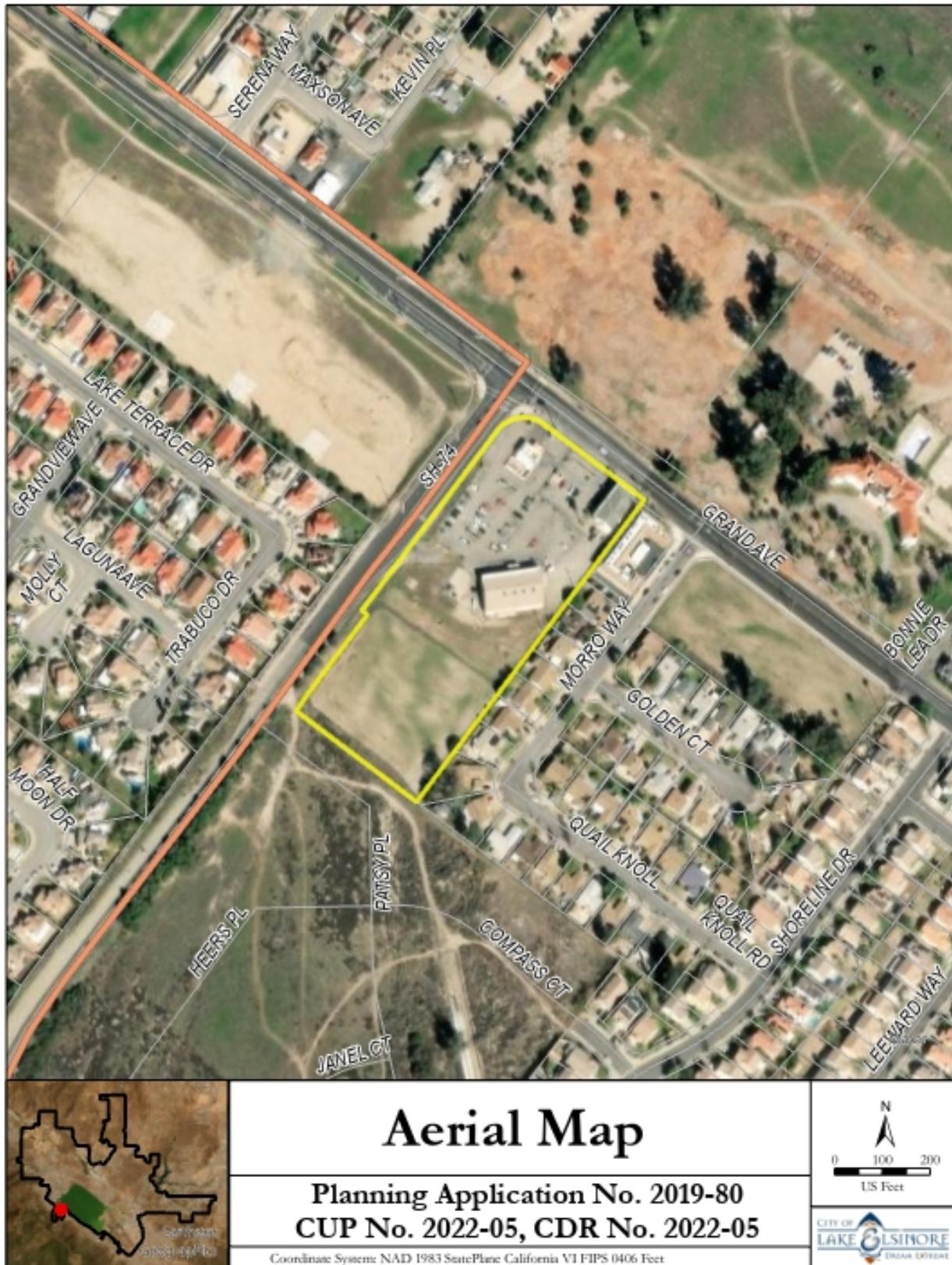
- On-Site Improvements
  - A one-story, 3,375-square-foot convenience store;
  - A one-story, 1,400-square-foot fast-food drive-through restaurant; and
  - A 3,427-square-foot gasoline fueling facility with ten (10) fueling stations.
- Off-Site Improvements
  - Ultimate half width improvements along property frontage on Grand Avenue
  - Ultimate half width improvements along property frontage on Ortega Highway
  - Traffic Signal at Grand Avenue and Macy Street

The project also proposes related site improvements including reconfiguring of the plaza's existing surface parking lot to provide 124 parking spaces and new landscaping including 24-inch box trees, shrubs, and groundcovers. Access to the property will be provided via three improved driveways with one located on Grand Avenue and the other two located on Ortega Highway. The existing one-story approximately 1,200-square-foot restaurant building is proposed to be demolished to accommodate the new buildings and gasoline fueling facility. Refer to Figure 2 for details of the proposed site plan.

**GENERAL PLAN DESIGNATION:** General Commercial (GC)

**ZONING:** Neighborhood Commercial Use (C-1)

Figure 1 - Aerial/Vicinity Map



## Figure 2 - Site Plan - Northern Portion

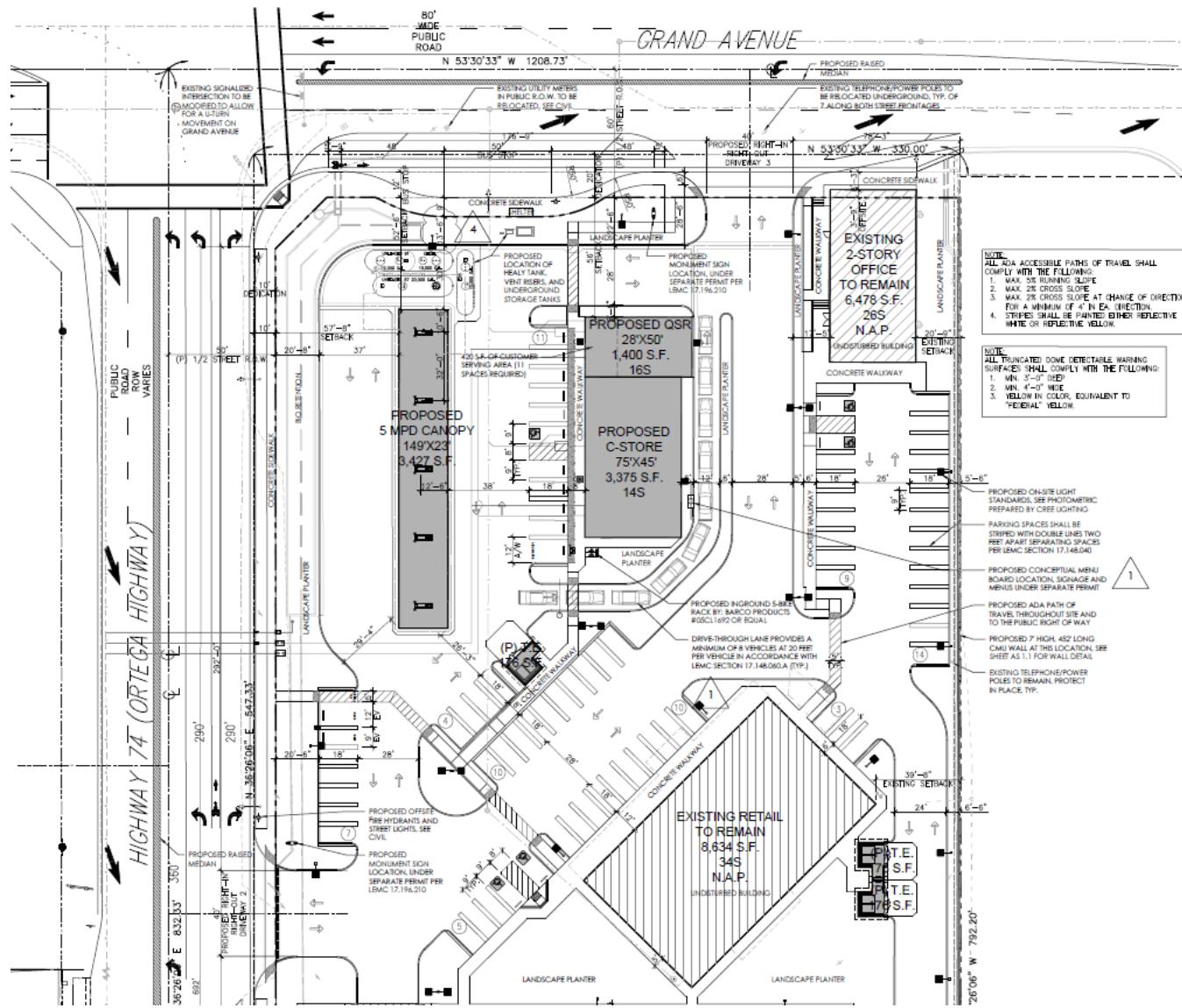
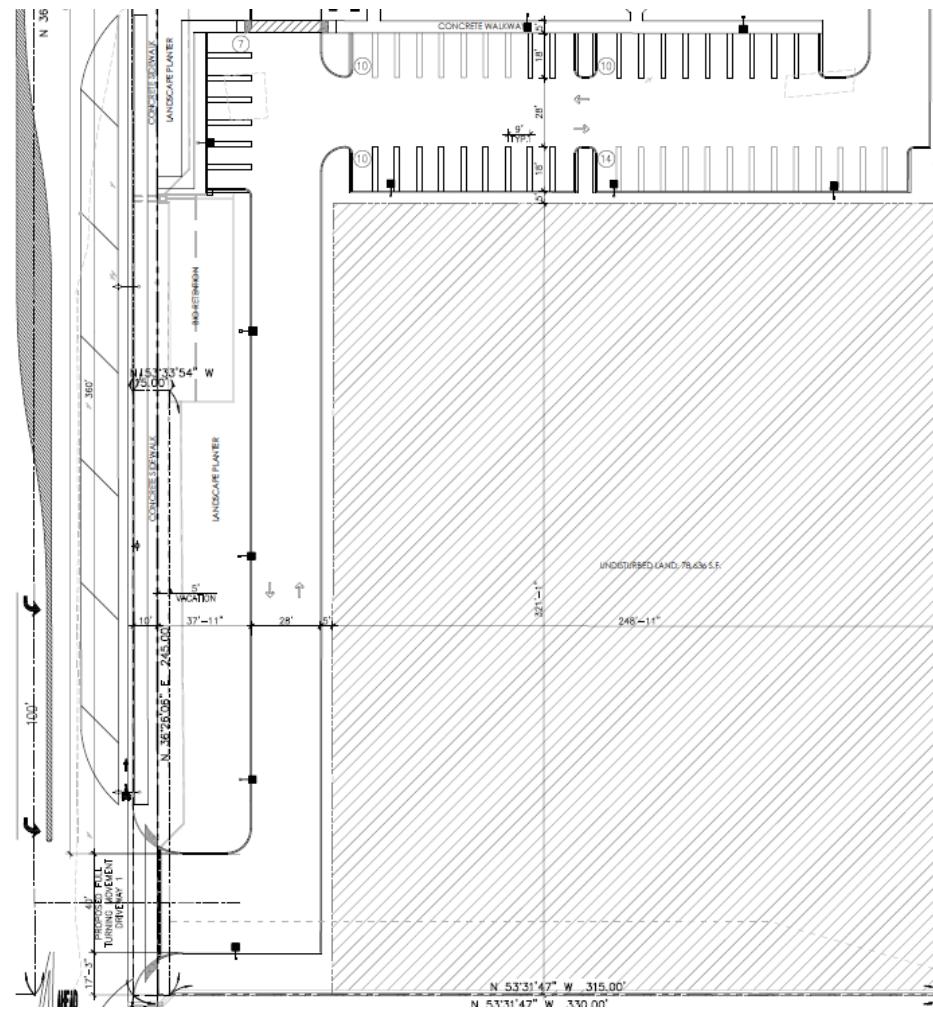


Figure 2 - Site Plan - Southern Portion



**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's area of disturbance is located on a 3.57-acre portion of an approximately 7.07-acre commercial property in the City of Lake Elsinore's General Commercial General Plan (GP) Land Use designation and is also currently zoned Neighborhood Commercial (C-1). The intent of the GC GP Land Use designation and zoning district is to provide locations for general retail and office uses which offer the sale of goods and services to the general public and serve primarily the day-to-day shopping needs of the local residents. The proposed convenience store, drive-through restaurant, and gasoline fueling facility are permitted or conditionally permitted land uses pursuant to Lake Elsinore Municipal Code (LEMC) Section 17.120.020 and 17.120.030. In addition, the project meets all required development standards pursuant to LEMC Section 17.120 for the C-1 zone including building setbacks, floor area ratio (FAR), parking, and landscaping. Therefore, the project is consistent with the general plan designation and policies as well as the zoning designation and regulations.

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

The proposed development site is located within City limits and is part of an existing commercial center that was originally entitled in the mid-to-late 1950's. The proposed development's area of disturbance is 3.57-acres in size which is less than five acres. The subject property is substantially surrounded by commercial and residential uses including the Lake Elsinore Market, Lake Shore Beauty Supply, and Ortega Beauty Hair Salon. Therefore, the project meets this criterion.

**Criterion (c): Does the project site have no value as habitat for endangered, rare, or threatened species?**

A Biological Report (Western Riverside County - MSHCP Biological Resources Compliance Analysis for the 3.57-acre Ortega Plaza - Commercial Retail Project Site, City of Lake Elsinore, Western Riverside County, California) dated June 10, 2022, was prepared by Searl Biological Services for the project. The findings in the Biological Report are informed by an extensive literature review, compilation of existing documentation, and field reconnaissance conducted on August 4, 2020 and February 28, 2022. The total 3.57 acres to be disturbed as a result of project are characterized as "Developed".

As part of the study, the project site was assessed for its value as habitat for endangered, rare, or threatened species and was identified as having potential habitat. However, according to the Biological Report, no suitable habitat (riparian Scrub, forest or woodlands for the least Bell's vireo, southwestern willow flycatcher, or western yellow-

billed cuckoo was documented within or adjacent to the project site, according to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the project area is not located in a predetermined survey area and no additional surveys are required. Furthermore, the existing conditions documented within the Project Site including developed/ruderal habitat do not currently represent potential nesting habitat for common and/or MSHCP covered sensitive bird and raptor species. Potential direct and/or indirect impacts to regulated nesting birds is not expected to occur as a result of project. The proposed action would not conflict with CDFG Codes Section 3503, 3503.5, and 3513. A preconstruction nesting bird surveys is not warranted.

Additionally, the project is not located within an MSHCP Criteria Area, Cell Group, or Linkage area. Therefore, no habitat Evaluation and Acquisition Negotiation Strategy (HANS) or Joint Project Review (JPR) are required.

In conclusion, the project site has no value as habitat for endangered, rare, or threatened species.

For additional information, refer to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Biological Resources Compliance Analysis Report included as Appendix A to this report.

**Criterion (d): Would 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 (VMT) Screening Evaluation prepared by Urban Crossroads dated March 2022 (included as Appendix B) for the project. The purpose of the VMT Analysis is to assess the potential traffic-related effects of the project on the existing road network.

The City of Lake Elsinore's criteria to identify projects that would have a less-than significant impact on VMT and therefore could be screened out from further analysis includes the following:

1. Transit Priority Area (TPA) Screening: Projects which are located within a TPA are presumed to have a less than significant impact on VMT.
2. Low VMT Area Screening: This screening threshold applies to residential or office projects that are located within a low VMT-generating area, which are identified by WRCOG as traffic analysis zones (TAZ) where total daily VMT per service population performs at or below the jurisdictional average of total VMT per service population under base year (2012) conditions. Projects which are located within a low VMT-generating area are presumed to have a less than significant impact on VMT.
3. Project Type Screening: Local serving projects listed in the TIA Guidelines and

projects that generate fewer than 110 net new daily vehicle trips (or 11 single-family residences) are presumed to have a less than significant impact on VMT. Also, projects that generate less than 3,000 MTCO<sub>2</sub>e per year are considered to have a less than significant impact related to VMT.

The applicability of each criterion to the proposed Project is discussed below.

Screening Criteria 1 - TPA Screening: According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact if the floor area ratio (FAR) is 0.75 or higher, includes no more parking for residents, customers, or employees than the City code mandates, and is consistent with the Sustainable Communities Strategy (SCS). The proposed project is not located in a TPA. The proposed project site is not located within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor.

Screening Criteria 2 - Low VMT Area Screening: The City Guidelines states that "Residential and office projects located within a low VMT- generating area are presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per service population that is similar to the existing land uses in the low VMT area." City Guidelines identifies low VMT generating traffic analysis zones as those that generate VMT per service population below the City of Lake Elsinore's baseline's VMT per service population.

The parcel containing the proposed project was selected and the Screening Tool was run for the Origin-Destination VMT per service population measure of VMT. Based on the Screening Tool results (see Appendix B), the Project TAZ is shown to generate a VMT per service population of 23.3. Whereas the Screening Tool shows the City of Lake Elsinore baseline 35.6 VMT per service population. Therefore, the project is located in a low VMT area.

Screening Criteria 3 - Project Trip Generation Screening: City Guidelines state that small projects that generate less than 400 daily vehicle trips are considered less than significant absent substantial evidence to the contrary. Trips generated by the Proposed Project have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021 (3). The proposed project is anticipated to generate 956 daily vehicle trip-ends per day. Therefore, the project does not meet the 400 daily vehicle trips threshold.

Additionally, the City Guidelines describe those projects consisting of local-serving retail less than 50,000 square feet may be presumed to cause a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the

convenience of shopping close to home and has the effect of reducing vehicle travel. The proposed project consists of a 10-vehicle fueling station and a 4,775 square foot convenience store/fast-food restaurant, which is less than the 50,000 square foot threshold, therefore, the project's impact on VMT is presumed to be less than significant.

In summary, the project was evaluated consistent with the available screening criteria. The project was found to meet the Low VMT Area and Project Type screening criteria. The proposed project is presumed to result in a less than significant impact for VMT; no further VMT analysis required.

For additional information, refer to the Vehicle Miles Traveled (VMT) Screening Evaluation included as Appendix B to this report.

## **II. Noise**

The following review of potential noise impacts is based on the Noise Impact Analysis prepared by Entech Consulting Group dated May 2024 (included in Appendix C) 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 Noise Impact 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 Noise Impact Analysis is provided below:

During project construction, it 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 accordance with the recommendations provided in the Noise Impact Analysis:

- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 7:00 a.m. and 7:00 p.m. on weekdays only, Monday through Friday. Construction is prohibited on weekends and holidays.
- During construction, the contactor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.
- The contractor should locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
- Idling equipment should be turned off when not in use.
- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. and 7:00 p.m. on weekdays. Construction is prohibited on weekends and holidays).
- The construction contractor shall utilize an ultra-quiet air compressor with a  $L_{max}$  noise level to no more than 65 dBA.

During project operation, it would result in ongoing noise generation caused by external speakers at the drive-through lane, outdoor eating area, parking noise and HVAC operations. However, project operation would not result in significant increase in ambient noise levels from project operational activities given the project setting and the proximity to Ortega Highway as well as the incorporation of a 461-foot-long sound wall at a height of seven (7) feet near the northeastern edge of the property line adjacent to the existing residential uses. No significant changes to ambient noise levels are expected as a result of existing ambient noise generated by vehicle traffic along the highway. The noise levels caused by project operation would not exceed the City's exterior noise standards. Therefore, impacts from operational noise would be less than significant.

In conclusion, the project's construction and operation would not exceed the City's established noise standards. Therefore, the project would not result in significant noise impacts from construction or operational activities.

For additional information, refer to the Noise Impact Analysis included as Appendix C 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 Entech Consulting Group dated March, 2022 (included in Appendix D) 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 Study 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).

### Project Construction

Project construction would result in Short-term emissions from equipment exhaust, fugitive dust, and architectural coatings. Short-term emissions would fall below all applicable SCAQMD local and regional daily thresholds of significance. Therefore, both regional and localized construction emissions from project construction would fall below SCQAMD daily significance thresholds and project construction would not result in significant regional or localized air quality impacts.

### Project Operations

During project operation, emissions of all criteria pollutants would 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, that would 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.

Project operation would produce an increase in project trip generation, electricity consumption, area sources, and evaporative emissions resulting in air quality impacts. However, regional and localized emissions from project operation would fall below SCQAMD daily significance thresholds and therefore 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. As such, the project would not result in any significant air quality impacts.

For additional information, refer to the Air Quality and Greenhouse Gas Study included as Appendix D 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.

A project-specific Preliminary Water Quality Management Plan (WQMP) dated September 11, 2020 (Revised May 03, 2024) 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. In drainage design, the proposed drainage pattern of the site will sheet flow stormwater runoff to the landscape areas fronting the property along Ortega Highway and Grand Avenue. Stormwater from the site (designated as - 7 - DMA 1 and DMA-2) will be treated by the bioretention systems located within the landscape areas. Stormwater treated by the bioretention systems will flow into the underdrains connected to the pump station before being discharged to the curb and gutter on Ortega Highway. Storm events exceeding the capacity of the bioretention system will discharge through the primary overflow system to the pump

structure. Secondary overflow structures have been included on each basin fronting the property and will discharge directly to the curb and gutter on Ortega Highway. In addition, there will be a dedication of approximately 0.74 acres of land (designated as DMA 3) for street improvement along Ortega Highway and Grand Ave. This area (DMA-3) will be alternatively included in sizing of the proposed basin (BMP-1) in DMA-1, although its runoff will not be possibly captured by the basin due to elevation constraints. Lastly, runoff from the Ortega Highway gutter will flow into the curb and gutter on Grand Avenue before discharging to an engineered swale and proceeding 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 E to this report.

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

**Fire Protection:** The project will be subject to City policies and ordinances relating to hazard mitigation and fire prevention. The project will be required to comply with applicable fire code requirements for construction and access to the site which will be reviewed by the City Fire Department to determine the project-specific fire 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 will incrementally increase demands for fire protection services associated with service calls, inspections, etc. However, 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 will 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 will participate in this development impact fee program to mitigate potential impacts to police protection resources. Additionally, the project will 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 will not result in substantial adverse physical impacts related to police protection. Therefore, the project will not significantly impact police protection resources or services.

**Schools** : The proposed development is located within the Lake Elsinore Unified School District (LEUSD). The project will be required to pay school impact fees as levied by the LEUSD, which will provide funding for school facilities. The project does not propose new housing and therefore no increase in demand for LEUSD facilities and services will 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 will 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 will 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 will 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 will 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 WQMP to identify post-construction BMPs that include drainage controls such as infiltration pits, detention ponds, bioswales, berms, rain gardens, and pervious pavement. Upon adherence to the approved 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 will 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.

**Carlos Serna**

Carlos Serna, Associate Planner

09/11/2024

Date

Appendices:

The following documents were used as information sources during preparation of this

document. They are available for public review on the City's CEQA Documents - Pending Projects Webpage here: <https://www.lake-elsinore.org/306/CEQA-Documents---Pending-Projects> or at the City of Lake Elsinore, Community Development Department, 130 South Main Street, Lake Elsinore, CA 92530, ph. (951) 674-3124.

- A) Western Riverside County - MSHCP Consistency Analysis for the 3.57-acre Ortega Plaza - Commercial Retail Project Site, City of Lake Elsinore, Western Riverside County, California prepared by Searl Biological Services (June 25, 2024)
- B) Ortega Plaza Vehicle Miles Traveled (VMT) Screening Evaluation prepared by Urban Crossroads (March 2022)
- C) Noise Impact Analysis prepared by: Entech Consulting Group (May 2024)
- D) Air Quality and Green House Gas Study prepared by: Entech Consulting Group (May 2024)
- E) Preliminary Water Quality Management Plan prepared by Plump Engineering, Inc. (Revised May 03, 2024)