



## REPORT TO CITY COUNCIL

**To:** Honorable Mayor and Members of the City Council

**From:** Jason Simpson, City Manager

**Prepared by:** Nancy Huynh, Principal Planner  
Tamara Harrison, Contract Planner

**Date:** February 24, 2026

**Subject:** **Planning Application No. 2024-15 (Dexter Village) – A Senate Bill (SB) 330 Application for a 451-Unit Residential Development with 137 Single-Family Units, 230 Apartment Units, and 84 Townhomes on a 23.05-Acre Property Located Along Dexter Avenue Between Second Street and Third Street**

**Applicant:** James Walters, Fairbrook Communities, LLC

### **Recommendation**

1. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION (ER-2023-02; SCH NO. 2025110457) FOR PLANNING APPLICATION NO. 2024-15 (TENTATIVE TRACT MAP 38512, CONDITIONAL USE PERMIT NO. 2024-08, AND RESIDENTIAL DESIGN REVIEW NO. 2024-07);
2. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, ADOPTING FINDINGS THAT PLANNING APPLICATION NO. 2024-15 (TENTATIVE TRACT MAP 38512, CONDITIONAL USE PERMIT NO. 2024-08, AND RESIDENTIAL DESIGN REVIEW NO. 2024-07) IS CONSISTENT WITH THE WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP);

OBJ:

[OBJ]

3. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, APPROVING TENTATIVE TRACT MAP NO. 38512 TO SUBDIVIDE 23.05 ACRES INTO A 6.6-ACRE PARCEL FOR AN APARTMENT DEVELOPMENT, TWO LOTS FOR CONDOMINIUM PURPOSES TOTALING 3.8 ACRES, AND 137 SINGLE-FAMILY RESIDENTIAL LOTS FOR THE DEXTER VILLAGE PROJECT LOCATED ON DEXTER AVENUE BETWEEN SECOND STREET AND THIRD STREET (APN: 377-090-013, 377-090-037, 377-090-039, AND 377-090-040);
4. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 2024-08 TO ALLOW THE DEVELOPMENT OF CONDOMINIUMS (84 TOWNHOMES) IN THE COMMERCIAL MIXED USE (CMU) ZONE FOR THE DEXTER VILLAGE PROJECT LOCATED ON DEXTER AVENUE BETWEEN SECOND STREET AND THIRD STREET (APN: 377-090-013, 377-090-037, 377-090-039, AND 377-090-040); and
5. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE ELSINORE, CALIFORNIA, APPROVING RESIDENTIAL DESIGN REVIEW NO. 2024-07 AND DENSITY BONUS AGREEMENTS, PROVIDING BUILDING DESIGNS AND RELATED IMPROVEMENTS FOR 230 APARTMENT UNITS, 137 SINGLE-FAMILY DWELLING UNITS, 84 TOWNHOMES, AND THREE AMENITY BUILDINGS FOR THE DEXTER VILLAGE PROJECT LOCATED ON DEXTER AVENUE BETWEEN 2ND AND 3RD STREETS (APN: 377-090-013, 377-090-037, 377-090-039, AND 377-090-040).

### **Planning Commission Action**

At the December 16, 2025, Planning Commission (Commission) meeting, the Commission raised concerns related to traffic, roadway improvements, vehicle queuing, access points into the development, and proposed color for the apartment building. Prior to the start of the meeting, staff also received a letter from the California Housing Defense Fund (CalHDF) in support of the project. At the conclusion of the meeting, the Commission continued consideration of the project to the January 20, 2026, Commission meeting to allow staff and the applicant time to address the Commission's concerns with a 4-0 vote.

At the January 20, 2026, Planning Commission meeting, staff and the applicant provided the following additional details and clarifications to address the Commission's concerns:

- **Traffic:** The project is required to provide the following improvements and pay development impact fees:
  - Construction of ultimate half-width street improvements of Dexter Avenue, Third Street, and Second Street along property frontage per their respective classification
  - Construction of a new traffic signal at the intersection of Second Street and Camino Del Norte
  - Modification of existing and installation of new signing and striping for required improvements
  - Install a traffic signal at the Dexter Avenue and Second Street intersection

- o Contribute \$3.5 million towards the future construction of Camino Del Norte
- o Pay the required Traffic Impact Fee (TIF) and Transportation Uniform Mitigation Fee (TUMF)
- **Access Points and Vehicle Queuing on Third Avenue:** Access to the multi-family apartment portion of the development would be provided through a primary 26-foot-wide driveway on Third Street, allowing full turning movements. From the primary driveway, residents would gain access through automated gates located farther into the project site, adjacent to Buildings 4 and 5 (See Figures 3 and 4 below). Given the proposed locations of the automated gates (approximately 100 feet to the northeast and southwest of the primary driveway) and assuming a vehicle length of 25 feet, the internal driveway may accommodate up to eight vehicles (four at each gate) per the project's TIA. A secondary 24-foot-wide, gated entry for residents and Fire Department access only would also be located on Third Street, north of the primary entry and would permit right-in and right-out movements only. Lastly, the project's TIA, determined that vehicle stacking at all gated access points is not expected to extend onto adjacent public roadways during peak hour conditions at any driveway location.
- **Exterior Color of Apartment Buildings:** The Santa Barbara architectural style is characterized by light, warm plaster-based wall colors that reflect Spanish and Mediterranean influences. Common colors include soft whites and off whites, warm neutrals, and earth-toned pastels. As a result of the Commission's concerns regarding the starkness of the proposed white color for the apartment buildings' exterior and potential compatibility issues with buildings in the surrounding area, the applicant's team provided alternative color palettes in similar neutral tones consistent with the Santa Barbara architectural style that addresses the Commission's concerns.

Prior to the start of the meeting, staff received a letter from Lozeau-Drury, LLP (dated January 16, 2026), on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") in opposition to the project and a representative from the same organization spoke during the meeting, raising concerns about the project's environmental determination. In addition, staff also received another letter from CalHDF (dated January 19, 2026) prior to the start of the January 20, 2026 meeting in support of the project. Both letters have been included as Attachment 11. A response to the SAFER comment has been included in Attachment 8 Response to Comments.

The Commission unanimously recommended approval of the project with a 5-0 vote on January 20, 2026.

**Background**

On June 26, 2024, the applicant submitted a Preliminary Application to the City pursuant to Senate Bill (SB) 330 (also known as the Housing Crisis Act). SB 330 aims to increase residential development, protect existing housing inventory, and expedite permit processing. “Housing development projects” that proposes either residential units only; mixed-use development in which at least two-thirds of the square footage is residential; or transitional, supportive, emergency, or farmworker housing can qualify for the expedited permit processing under the provisions of SB 330. The expedited permit processing requires a local agency to review eligible housing projects only against “objective standards” which are objective, quantifiable, written development standards, conditions and policies that involve no personal or subjective judgement. In addition, a local agency is limited to five (5) public hearings for SB 330 housing projects.

The applicant also submitted an application for a Density Bonus pursuant to California Government Code Sections 65915 – 65918 (also known as The Density Bonus Law [DBL]). The DBL is a state mandate that allows developers who meet the requirements of the state law to receive an increase in the allowable housing density (density is maximum number of dwelling units per acre). In addition to that, a developer is allowed “incentives/concessions” and “waivers” to deviate from any development standards or requirements that would be cost prohibitive or would preclude the developer from building the total number of units allowed with the density bonus. To qualify for the DBL and benefit from the incentives and waivers, the housing project must include affordable housing units at a minimum of 5% of the total units proposed.

**Project Location**

The project site is a 23.05-acre vacant property, consisting of four parcels bound by Third Street on the northwest, Dexter Avenue on the southwest, Second Street on the southeast and encompasses Assessor’s Parcel Numbers (APNs) 377-090-013, 377-090-037, 377-090-039 and 377-090-040. The project site is currently zoned Commercial Mixed Use (CMU) and has the same General Plan land use designation.

**Environmental Setting**

	<b>EXISTING LAND USE</b>	<b>GENERAL PLAN</b>	<b>ZONING</b>
Project Site	Vacant	Commercial Mixed Use (CMU)	Commercial Mixed Use (CMU)
North	Commercial Retail	CMU	CMU
South	RV Park	Commercial Office (CO)	Commercial Office (C-O)
East	Vacant	CMU	CMU
West	Restaurant	General Commercial (GC)	General Commercial (C-2)

*Table 1: Environmental Setting*

**Project Description**

Planning Application No. 2024-15 is a proposed residential development for Dexter Village which consists of 451 units including 137 single-family homes, 84 townhomes, and 230 apartment units.

The project proposes to provide 22 affordable units pursuant to the State’s DBL which would all be provided in the apartments. Refer to Table 2 below for a unit breakdown summary.

PRODUCT TYPE	UNIT COUNT	SQUARE FOOTAGES (SF)	BEDROOMS	PARKING
Single-Family	137 units	1,323 SF to 2,146 SF	3 to 4 bedrooms	<ul style="list-style-type: none"> <li>• Attached Two-Car Garage: 442</li> <li>• Driveway: 148</li> <li>• Open Spaces: 48</li> </ul>
Townhomes	84 units	1,230 SF to 1,508 SF	2 to 3 bedrooms	
Apartments	230 units*	657 SF to 1,371 SF	1 to 3 bedrooms	<ul style="list-style-type: none"> <li>• Garage Spaces: 226</li> <li>• Open Spaces: 214</li> </ul>

Table 2: Unit Breakdown Summary

The project’s requests include the following:

- **Tentative Tract Map (TTM) No. 38512** to subdivide the 23.05-acre project site into one 6.65-acre lot for the apartments, 137 single-family residential lots, and two lots totaling 3.8-acres for townhomes;
- **Conditional Use Permit (CUP) No. 2024-08** to allow condominiums in the CMU zone since the townhomes are proposed to be for sale as condominiums;
- **Residential Design Review (RDR) No. 2024-07** for a comprehensive design review based on objective standards for the project’s proposed architectural elevation and related site improvements including new parking, wall and fencing, and landscaping; and
- **Density Bonus Agreements** to set forth the terms and conditions of the 22 affordable units proposed pursuant to the DBL.

The project would be constructed in two phases, with the single-family residential component occurring first followed by the multi-family residential development.

The project would also include offsite improvements along the project’s frontage on Dexter Avenue, Second Street and Third Street, requiring the construction of these roadways to ultimate half-width conditions. Improvements include but are not limited to new sidewalk, curb and gutter.

Single Family Units

The single-family homes are proposed to be two-story detached products that would be configured in either 6-pack and 8-pack clusters with a shared common 24-foot-wide driveway or “front load” where units have individual driveways. The unit mixture includes three and four-bedroom units ranging in size from 1,323 to 2,146 square feet (SF). The architectural style for the homes would feature three distinct styles including Americana/Modern Farmhouse, French Country, and Santa Barbara.

Access to the single-family portion would be provided through a primary 60-foot-wide driveway on Dexter Avenue, featuring automated gates and a landscaped median. A secondary 24-foot-wide, gated resident-only driveway would be located along Second Street.

### Townhome Units

The townhomes are also proposed to be two-story but would be attached units with two-car garages. There are 12 townhome buildings proposed with seven units per building and the units would share a 24-foot-wide common driveway. The unit mixture includes two- and three-bedroom units ranging from 1,230 to 1,508 SF. The architectural styles for the townhomes would feature similar styles as the single-family products which include Americana/Modern Farmhouse and Santa Barbara.

In terms of access, the townhomes would utilize the same access driveways as the detached single-family units. Refer to Figures 1 and 2 below for the proposed access into the single-family and townhome units.

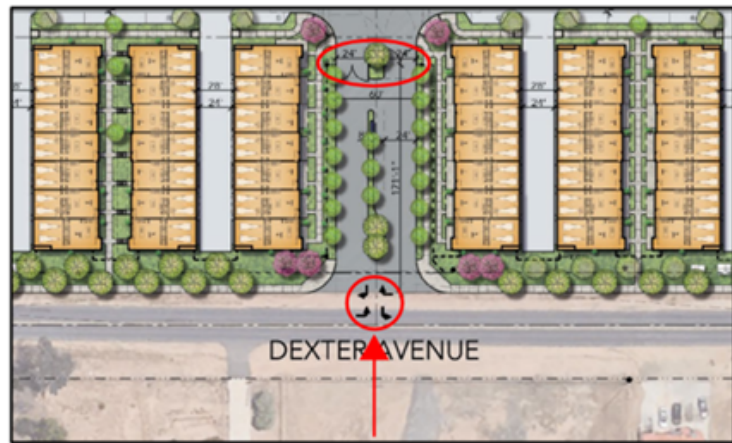


Figure 1 (Left): Single-Family/Townhomes Resident Only Entry

Figure 2 (Above): Single-Family/Townhomes Main Entry

### Apartment Units

The apartments are proposed to be three-story with a total of eight buildings each with 25 to 35 units per building. The unit mixture includes one- to three-bedroom units ranging from 657 to 1,371 SF and single-car and two-car tandem garages. The architectural style for the apartments is proposed to be Santa Barbara to be consistent with the overall architectural theme of the new residential development.

Access to the apartment portion would be provided through a primary 26-foot-wide driveway on Third Street, featuring automated gates located further into the apartment site (adjacent to Buildings 4 and 5). A secondary 24-foot-wide, gated entry for residents and fire access only would also be located on Third Street, north of the primary entry. Additionally, a 24-foot-wide, gated

resident-only exit driveway would be situated along Dexter Avenue. Refer to Figures 3 and 4 for the proposed access into the apartments.



Figure 3 (Left): Apartment Main Entry and Resident/Fire Only Entry on Third Street

Figure 4 (Above): Apartment Resident Only Exit on Dexter Avenue

### Onsite Recreational Amenities

In addition to the residential buildings, Dexter Village also proposes onsite recreational amenities including a recreation center for the single-family and townhomes and clubhouse for the apartments. The recreation center features a swimming pool, spa, outdoor seating areas/lawn, and 1,270 SF building with kitchen and lounge, restrooms, shower area, and a pool equipment room. The apartment's amenities would also feature a swimming pool and spa in addition to a playground as well as a 5,577 SF clubhouse building with a kitchen and lounge, gym, covered outdoor lounge, mailroom, and leasing office.

### Discussion

The analysis below provides a discussion of the proposed project's consistency with the General Plan and the Lake Elsinore Municipal Code (LEMC), including the residential development standards and requirements. In addition, the Design Review Committee, including Staff from Planning, Building and Safety, Fire, and Engineering Departments as well as outside agencies including Elsinore Valley Municipal Water District and Riverside County Flood Control, have reviewed the project and have included recommended conditions of approval to ensure compliance with adopted plans, policies, and regulations.

### General Plan Consistency

The project site has a General Plan Land Use designation of Commercial Mixed Use (CMU) and is located in the Business District. The CMU designation provides for a mix of residential and non-

residential uses within a single proposed development area, with an emphasis on retail, service, civic and professional office uses. Residential uses are allowed in a subordinate capacity. The maximum floor area ratio (FAR) for non-residential uses is 0.80 and a minimum of 50% of the total floor area shall be commercial uses. Residential densities shall be between 7 and 18 dwelling units per net acre (du/ac).

The proposed project is a residential development with 451 units consisting of three different product types (single-family detached, attached townhomes, and apartments) and includes recreational amenities for future residents. The development does not include commercial uses as required in the CMU designation. Instead, the applicant is requesting to use their DBL incentive to deviate from the minimum requirement of 50% of commercial uses and would be developing the project site as residential uses only. The proposed average net density for the project is 20.18 du/ac which does exceed the maximum of 18 du/ac allowed for the CMU designation. However, as discussed in the Background section above, the applicant is applying for a density bonus which allows the project to increase their allowable density by 20% in exchange for 5% (or 22 units) very-low-income affordable units. The maximum density allowed with the density bonus for the project is 21.6 du/ac which the project is consistent with. Since the project does not include commercial uses, the FAR is not applicable.

#### Municipal Code Consistency

The project site has a zoning designation of also CMU. Pursuant to LEMC Section 17.134.020, housing is a permitted use in the CMU except for condominiums which require a CUP. The project is proposing to sell the townhome units as condominiums and as such, a CUP is required. Staff has reviewed the proposed project with respect to the relevant objective development standards and requirements as identified in the CMU zone and other applicable sections of the LEMC. The project would comply with all applicable requirements including building setbacks and landscaping with the exception of the following: parking including parking setbacks, drive aisle widths, block wall height, separation between single-family structures, location of trash enclosures for apartments, privacy requirements, and minimum lot area.

The applicant is requesting to use the density bonus waivers to waive and deviate from these standards and requirements. Refer to the Density Bonus Requested Incentives and Waivers section below for further details on the requested waivers.

#### Design Review

The architectural design of the proposed residential buildings including the recreational and clubhouse buildings comply with the objective standards of the Residential Design Guidelines as well as the Residential Development Standards contained in LEMC Chapter 17.44. The residential development would feature compatible and complementary architectural styles which include Americana/Modern Farmhouse, Santa Barbara, and French Country.

The Americana/Modern Farmhouse style would feature white or blue stucco walls, gray or blue siding, gray and red shutters, white or black trim, gray garage doors, red or blue entry doors, gray roofing, and textured black outdoor light fixtures. The Santa Barbara style would include white stucco walls, green or brown shutters, gray or tan garage doors, tan, black or green entry doors,

Spanish inspired tile accents, red-tile roofing, and textured black outdoor light fixtures. Lastly, the French Country style would feature light gray stucco walls, gray and black shutters, light gray trim, gray and black garage doors, gray, blue, and black entry doors, stone accents, gray roofing, and textured black outdoor light fixtures. The recreational and clubhouse buildings are proposed to be in the Santa Barbara style. As such, the development would have a consistent and harmonious theme throughout. In addition, the architecture of the building has been designed to achieve harmony and compatibility with the surrounding area.

Landscaping proposed as part of the project would consist of ornamental trees, shrubs, and groundcovers throughout the common areas of the development, such as along entry points into the community, roadways, front yards of the single-family residences, common walls, perimeter of the site (along Dexter Avenue, Second Street and Third Street) and the open space/recreation areas. Trees would be distributed throughout the project site with an emphasis along Dexter Avenue, Second Street and Third Street. The primary entrance into the single-family portion of the project site would have a landscaped median with trees and other decorative landscaping. The proposed landscaping plan has been designed to complement the different architectural styles and to conform to the water efficiency standards under Chapter 19.08 of the Lake Elsinore Municipal Code (LEMC). The project includes approximately 76,000 SF of open space/landscaping area.

The project would also include a mix of six-foot-high decorative masonry walls, tubular steel fences, privacy vinyl fencing, and glass pool fencing, along with vinyl yard access gates, tubular steel pedestrian/fire access gates, and automated vehicular gates at identified entrances along Dexter Avenue and Third Street. To soften the appearance of the perimeter walls along the public streets, enhanced landscaping would be provided.

### Density Bonus

Pursuant to the State's DBL, the project is proposing to provide 5% of very low-income affordable units which equate to 22 units and would be distributed evenly across four of the eight apartment buildings. Affordable unit sizes provided vary with 14 one-bedroom/one-bath units, six (6) two-bedroom/two-bath units, and four (4) three-bedroom/two-bath units. Households with a median income level of very low would qualify for the affordable units which would be based on the County of Riverside's median income published periodically by the California Department of Housing and Community Development (HCD). The total affordability terms of the affordable units would be for a 55-year period. In other words, the 22 units would be restricted to very low-income households for at least 55 years.

To ensure the project fulfills its affordable housing obligations pursuant to the DBL, the applicant would be required to enter into a Density Bonus Housing Agreement (Exhibit A to Attachment 5) with the City which is intended to set forth the terms and conditions for the implementation of the project's requirement to provide affordable housing units in exchange for receiving density bonus units and associated incentives.

### *Requested Incentives and Waivers*

In exchange for providing affordable units, the DBL grants a developer a certain number of incentives and unlimited waivers. The applicant is allowed one incentive based on 5% of very low-income affordable units which the applicant is using to deviate from the CMU's requirement for 50% minimum commercial land uses. The applicant would be developing the project site as all residential uses and is not proposing any commercial uses.

In terms of the requested waivers, the applicant is requesting to deviate from the following requirements for the reasons described below:

- **Parking including Parking Setbacks:**
  - Parking: The applicant has elected to use the reduced parking ratios allowed pursuant to the DBL. Based on the DBL's reduced parking requirements, the project is required to provide 984 parking spaces. The project proposes to provide 1,078 parking spaces. Compared to the LEMC's residential parking requirements, the total provided exceeds it. The LEMC would have required 1,070 parking spaces.
  - Parking Setbacks: Per LEMC Section 17.148.100, where any parking area or driveway abuts a street, there shall be a minimum landscape setback of 15 feet and an average of 20 feet from the public right-of-way. A waiver has been requested from this requirement as certain areas of the project would have parking landscape setbacks that are less than the required 15 feet. According to the applicant, imposing this standard would physically preclude the construction of the project.
- **Drive Aisle Width:** Per LEMC Section 17.148.040, the required drive aisle width along covered residential parking spaces that are at a 90-degree angle is 28 feet. While a 28-foot-wide aisle is being provided between two of the townhome buildings, the aisle width between the remaining townhome buildings would be 24-foot-wide. Therefore, the applicant has requested a waiver from this requirement as it would physically preclude the construction of the project. The reduced drive-aisle width would still be sufficient for two-way vehicular travel as well as for emergency access (e.g. fire truck).
- **Block Wall Height:** Per LEMC Section 17.44.080, the maximum height allowed with Planning Commission's approval is eight feet. There are walls on the project site that exceed eight feet in height; therefore, a waiver has been requested from this requirement. Per the applicant, reducing the height of these walls would reduce lot areas and physically preclude construction of the project. As stated above in the Design Review section, the applicant proposes to install enhanced landscaping along the eight-foot walls to soften the appearance of it along the public streets.
- **Separation Between Single-Family Structures:** Per LEMC Section 17.44.100, where there is more than one structure on a site, the minimum distance between a habitable structure shall be 10 feet. The applicant proposes to waive this requirement as certain single-family structures within the project would be separated by less than 10 feet and increasing the separation between these dwellings would physically preclude construction of the project. The structures would still be required to provide the applicable minimum separation between units per the California Building Code.
- **Location of Trash Enclosures for Apartments:** Per LEMC Section 17.44.120, for multi-family projects, trash enclosure locations shall be convenient to the units they are meant to serve and in no case shall the enclosure be located further than 100 feet from the associated units. The applicant proposes to waive this requirement as there are trash enclosure locations within the apartment complex development that are located further than 100 feet from the

units they are serving. Per the applicant, increasing the number of trash enclosures would physically preclude construction of the project. However, the applicant has worked with staff to ensure trash enclosures are distributed evenly at reasonable distances from each apartment building.

- **Privacy:** Per LEMC Section 17.44.140, front and rear walls should be staggered to block views from unit to unit. Front doors should be prominent yet separate to give units individual entry identity and yet provide privacy. Landscaped walkways and thoughtful uses of fencing and trellises should also be used to make doorways and courtyards more private. As such, staff requested that the applicant vary setbacks for added privacy. While the project complies with most of the privacy standards, the applicant requested a waiver from the varied setbacks as this would eliminate backyards and physically preclude the construction of the project.
- **Minimum Lot Area:** Per LEMC Section 17.134.040, for a mixed use horizontal development, the minimum lot area required for each dwelling is 1,815 square feet of net lot area per unit. The project proposes a number of lots that are less than the required 1,815 square feet with the smallest proposed lot being 1,644 square feet. Therefore, the applicant requested a waiver from the minimum lot area requirement as application of the standard would physically preclude construction of the project.

### Traffic

A Traffic Impact Analysis (TIA) was prepared by LSA Associates for the project since one was required by the Engineering Department. The purpose of the analysis is to assess the project's potential traffic impacts, if any, to the surrounding road network including existing intersections and roadway segments. A typical TIA must also consider the current traffic conditions without the project, traffic conditions with the project, and traffic conditions with the project and future buildout. Future buildout would also include any planned roadway and/or freeway interchange improvements that are either planned through Caltrans, the City's Capital Improvement Projects, or as required by the City for new development projects.

The TIA has been reviewed and approved by the Engineering Department and the following would be required:

- Construction of ultimate half-width street improvements of Dexter Avenue, Third Street, and Second Street along property frontage per their respective classification. Improvements shall include widened section of new AC pavement and base material, curb and gutter, sidewalks, parkway landscaping, medians, curb ramps, signal relocation as applicable, utility relocations as applicable, signage relocations as applicable, and streetlight construction.
- Construction of new Traffic signal at the intersection of Second Street and Camino Del Norte. Ultimate intersection roadway improvements are required. Utility and signage relocations as required to accommodate improvements. If right-of-way constraints occur, ultimate improvements shall be determined during final design.
- Modification of existing and installation of new signing and striping for required improvements. The project shall be responsible for any additional paving and/or striping removal caused by the striping plan.
- Install a traffic signal at the Dexter Avenue and Second Street intersection;

- Contribute \$3.5 million towards the future construction of Camino Del Norte; and
- Pay the required Traffic Impact Fee (TIF) and Transportation Uniform Mitigation Fee (TUMF) which would be \$485,000.

#### Assembly Bill (AB) 52 – Tribal Consultation

AB 52 provides for a 30-day period in which all Native American Tribes that have been notified of the project may request to consult on the project. Staff received requests from Pechanga and Soboba Tribes within the 30-day period, requesting to initiate consultation. Consultation was concluded on October 30, 2025 with the Pechanga Band of Indians and on July 2, 2025 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 construction of the project.

#### Environmental Determination

Pursuant to CEQA Guidelines Section 15063, an Initial Study (Environmental Review No. 2023-02) 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 No. 2025110457) was prepared and was made available for public review and comment for a 30-day review period from November 12, 2025 and ending at 5:00 p.m. on December 12, 2025. The MND determined that the proposed project would have potentially significant environmental impacts upon Biological Resources, Cultural and Tribal Resources, Geology and Soils, and Land Use/Planning. These impacts would be mitigated to below a level of significance through compliance with the mitigation measures set forth 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 at the State Clearinghouse.

Six (6) comment letters regarding the MND were received during the 30-day public comment period which include letters or emails from the Department of Toxic Substances Control (dated November 14, 2025), Southern California Gas Company (dated November 20, 2025), Lozeau Drury LLP on behalf of Supporters Alliance for Environmental Responsibility (SAFER; dated December 10, 2025), Santa Ana Regional Water Quality Control Board (dated December 4, 2025), and Riverside County Flood Control and Water Conservation District (dated November 10, 2025 and December 12, 2025).

Responses to comments were prepared for the MND comments (including the supplemental comment letter submitted by Lozeau Drury LLP on behalf of SAFER) and are included with this staff report as Attachment 8. 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 a recirculation of the MND is not warranted.

MSHCP Consistency

The project is consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The proposed project site is not located in a Criteria Cell and was not required to be processed through the Lake Elsinore Acquisition Process (LEAP) and Joint Project Review (JPR) processes. The project complies with all other applicable requirements of the MSHCP.

**Public Notice**

Notice of the public hearing has been published in the Press-Enterprise newspaper and mailed to property owners within 900 feet of the subject properties. As of the writing of this report, no written comments concerning this application have been received by staff.

**Fiscal Impact**

The time and costs related to the processing of this application 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

**Attachments**

- Attachment 1 – CEQA Resolution
- Exhibit A – MMRP
- Attachment 2 – MSHCP Resolution
- Attachment 3 – TTM Resolution
- Attachment 4 – CUP Resolution
- Attachment 5 – RDR Resolution
- Exhibit A – Draft Density Bonus Housing Agreement
- Attachment 6 – Conditions of Approval
- Attachment 7 – IS/MND
- Attachment 8 – Response to Comments
- Attachment 9 – GIS Exhibits
- Attachment 10 – Project Plans
- Attachment 11 – January 20 PC Comment Letters
- Attachment 12 – Public Notice Materials