



Agenda Report

File #: 20-0596

**PLANNING AND HOUSING COMMISSION
STAFF REPORT**

DATE: 7/6/2020

TO: Honorable Chair and Commissioners

FROM: Community Development Department

APPLICATION REQUEST:

PP2019-0008 (CONTINUED): Precise Plan application to review the development of the Bedford Marketplace consisting of 134,378 square feet of commercial/retail building area and a 135-room hotel on approximately 21.7 acres within the General Commercial designation of the Arantine Hills Specific Plan (Planning Area 11) located on the west side of Interstate 15 and south of Eagle Glen Parkway (Applicant: Glen Powles, Bedford Market Place, LLC, 5780 Fleet Street, Suite 225, Carlsbad, CA 92008).

RECOMMENDED ACTION:

That the Planning and Housing Commission adopt Resolution No. 2554 GRANTING PP2019-0008 based on the findings contained in the staff report and conditions of approval.

PROJECT SITE SUMMARY

Area of property: Approximately 28 acres

General Plan: Commercial (21.7 acres) and Open Space (6.21 acres)

Zoning: General Commercial (21.7 acres) and Open Space (6.21 acres) within the Arantine Hills Specific Plan

Existing land use: Vacant

Proposed land use: Commercial retail center and open space

Surrounding Zoning/Land Uses:

N: Commercial (Eagle Glen Specific Plan) / Commercial retail center

S: Open Space (Arantine Hills Specific Plan) / Arantine Hills water quality basin and Bedford Wash

E: Interstate 15 Freeway

W: Low Density Residential, Medium Density Residential, and High Density Residential (all within the Arantine Hills Specific Plan) / Attached and detached residential dwellings

BACKGROUND

Precise Plan 2019-0008 (PP2019-0008) is for the review of the Bedford Marketplace, a new commercial retail center proposed on the west side of Interstate 15 and south of Eagle Glen Parkway. The project proposes to construct 134,378 square feet of commercial/retail building area and a 135-room hotel. The project also includes open space slopes and the construction of a 1.77-acre water quality basin associated with the commercial center.

The Bedford Marketplace is proposed on two parcels totaling 21.7 acres. The western half is a 10-acre parcel that is located within Planning Area 11 of the Arantine Hills Specific Plan and zoned General Commercial. The parcel was created under the master subdivision tract map (Tract 36294) for Arantine Hills and was previously rough graded with the rest of Arantine Hills. The applicant recently acquired the parcel from Arantine Hills Holding (The New Home Company) on June 22, 2020. The eastern half is a 17.85-acre parcel that is currently under the ownership of the Riverside County Transportation Commission (RCTC) and is being acquired by the applicant for the project. The RCTC parcel was recently incorporated into the Arantine Hills Specific Plan through an associated specific plan amendment application, SPA2019-0005, which was approved by the Planning and Housing Commission on April 20, 2020 and City Council on May 20, 2020. SPA2019-0005 also rezoned the parcel from Agricultural to General Commercial and Open Space to facilitate the project.

Also associated with the project are a general plan amendment (GPA2019-0002) and parcel map (PM 37788) which were approved by the Planning and Housing Commission on April 20, 2020. GPA2019-0002 also received approval from the City Council on May 20, 2020 along with a Supplemental Environmental Impact Report (SEIR) which was prepared to analyze the potential environmental impacts associated with the proposed project. The Final SEIR was certified by the City Council on May 20, 2020.

The public hearing for PP2019-0008 was also on April 20, 2020 but was continued by the Commission at the request of the applicant. The applicant had not received owner authorization to process the precise plan application on the portion of the site owned by Arantine Hills Holdings. Since that meeting the applicant is now the owner of the subject property and can now move forward with the shopping center proposal described by PP2019-0008. The rescheduled public hearing for PP2019-0008 was on June 22, 2020. However, at the request of the Commission, the public hearing was continued to July 6, 2020, to allow the applicant the opportunity to evaluate additional on-site circulation scenarios to the hotel.

June 22, 2020 Public Hearing

At the June 22, 2020 Planning and Housing Commission meeting, staff presented the original site plan and alternative site plan to the Commission for discussion. The two primary topics that were discussed at the meeting included: 1) the hotel access and route through the shopping center, and 2) the hotel route potentially occurring in front of the daycare building. The Commission was not satisfied with the alternatives presented in Exhibit A3 and asked the applicant to explore another option. Since the public hearing, the applicant has presented three alternative site plans which are attached as Exhibits A4 (Alternative Option A), A5 (Alternative Option B), and A6 (Alternative Option C), respectively. The applicant discusses the current proposals in a memorandum which is attached

as Exhibit A7. The current proposals are summarized below.

Original Site Plan With Additional Signage and Crosswalk Striping

The applicant's preferred layout continues to be the original site plan (Exhibit A1) with hotel directional signage proposed onsite as described below.

- A directional monument sign would be placed on either corner of the shopping center's main signalized entrance to alert hotel guests to turn left at the signal for hotel access. The sign was originally not proposed at the first two public hearings and is intended to address comments made by the Planning Commission to encourage hotel guests to utilize the main entrance instead of using the south entrance by the daycare building.
- Once onsite, a directional sign will be placed along the main entry drive aisle prior to reaching Major A and Major B alerting hotel guests to turn right at the drive aisle that fronts the major tenant buildings.
- For any hotel guests that enter the shopping center from the south entrance, a directional sign will be placed directing drivers to continue straight eastward toward Major C for access to the hotel.

The signage described above is intended to steer hotel traffic towards the main entrance and not the south entrance. Also, to address the Commission's concerns about pedestrian safety in front of the daycare building, the applicant proposes to stripe a crosswalk from the daycare building to the parking lot east of the drive aisle. The proposed revisions to the original site plan have been analyzed by the applicant's consultants, including the civil engineer, architect and traffic engineer for safety. City staff also supports the design of this site plan.

Alternative Option A Site Plan

Alternative Option A (Exhibit A4) proposes to separate Major C (pharmacy) from the in-line Shops building to allow for a 30-foot wide drive aisle to be placed between both buildings. This creates a straight route from the south entrance at Bedford Canyon Road to the drive aisle located behind Major C where a directional sign would direct hotel guests to turn right to reach the hotel. This design places the pharmacy drive-through for Major C closer to the southern property line leaving approximately 10 feet of building setback from the property line. The drive-through would be signed to allow for one-way traffic in order to eliminate any possible conflict between drive-through traffic and drivers who are leaving the hotel.

With Option A, a hotel monument sign would remain at the south entrance on Bedford Canyon Road as originally proposed. However, no hotel sign would be placed at the main entrance and main drive aisle. Also, the parking lot behind Major C would need to be adjusted which would reduce the total number of parking spaces provided for the entire shopping center from originally 1,029 to 1,008 spaces. As the project's total required parking is 916 spaces, the site would still be adequately parked under Option A.

Overall, the applicant considers Option A a reasonable and feasible alternative to the original site plan and supports the design. City staff also supports the design of this site plan.

Alternative Option B Site Plan

Alternative Option B (Exhibit A5) proposes to create a one-way drop-off area in front of the daycare building with angled parking spaces and a 25-foot wide center drive aisle. This design would provide 18 parking spaces in front of the daycare building; however, there would be a loss of 19 spaces in front of Major C, but the shopping center would still be adequately parked. Note that the angled parking spaces would still need to be reviewed by the Community Development Department for compliance with the city's minimum angled parking stall dimensions.

The applicant considers Option B a feasible alternative to the original layout, but the prospective daycare tenants do not favor this site plan design. This design creates indirect vehicular movements for patrons of the day care. This design also places the designated 30-foot wide fire lane farther from the building's storefront with the space in-between having additional parking and another drive lane. The prospective tenants of the daycare prefer the original site plan or Alternative Option A. City staff prefers the original site plan or Alternative Option A instead of Alternative Option B.

Alternative Option C Site Plan

Alternative Option C (Exhibit A6) proposes to reconfigure the parking area in front of the daycare building to create somewhat of an enclosed parking area that separates the daycare parking area from the adjacent drive aisles. This layout would provide 19 parking spaces in front of the building; however, 18 spaces would be lost, but the overall center would still be adequately parked.

Option C is not favored by the applicant or prospective daycare tenants for two reasons: 1) the reconfigured parking lot creates a more confined space in front of the daycare building which may impact a driver's ability to safely back out of the parking stalls without creating conflict with pedestrians and other vehicles; and 2) drivers leaving the hotel from Major C could miss the 30-foot wide drive aisle right before the daycare parking lot and would have to enter the daycare parking lot, causing driver confusion and potential conflict with daycare traffic. City staff also does not prefer the design of Option C.

Summary of Alternative Plans

Overall, the applicant's preferred layout is the original site plan with the enhanced signage and crosswalk striping in front of the daycare. The applicant's second preference is Alternative Option A shown in Exhibit A4. Both options are also the preferred option by City staff.

Infrastructure Committee

The Infrastructure Committee at its meeting on June 5, 2019, was presented an overview of the project. The applicant discussed the pending acquisition of the RCTC parcel and explained the grading activity and the import of dirt required on the parcel. The RCTC parcel needs to be raised to an elevation that is close to the elevation of the adjacent 10 acres located in Planning Area (PA) 11 of the Arantine Hills Specific Plan. This is necessary in order to allow gravity flow to the existing sewer lift station constructed to the south in PA 12 of the specific plan. The applicant discussed the number of truck trips that would be required to import dirt to the site from an off-site location. Additionally, the applicant would need to request from the city a variance to allow trucks to haul dirt to the site during the nighttime hours between 8 PM and 4 AM in order to avoid traffic peak hours on

the Cajalco Road/I-15 interchange. The Committee talked about noise from the nighttime activities involving truck trips and the potential for the nearby residents to be disturbed by the sound. However, the Committee did not want the dirt hauling operation to conflict with the travel peak times for residents going to and from work and preferred the nighttime operation. The Committee also requested that access to the multi-use trail be maintained and enhanced from Cajalco Road.

PROJECT DESCRIPTION

Site plan

The Bedford Marketplace is located at the southwest quadrant of the I-15 and Eagle Glen Parkway interchange. The site is bordered by Bedford Canyon Road to the west and takes vehicular access from this street. Three driveways are proposed on Bedford Canyon Road. The center’s layout is designed to maximize its visibility from the adjoining streets and freeway while taking into consideration the neighboring residential and open space land uses within the Arantine Hills Specific Plan (aka Bedford Community). The smaller standalone retail and restaurant pads including a drive-through bank and daycare are situated along the center’s frontage on Bedford Canyon Road. A service station with a convenience store is located at the corner of Bedford Canyon Road and Eagle Glen Parkway. A carwash is located by Eagle Glen Parkway and is separated from the residential land uses to the west by the service station and Bedford Canyon Road. The carwash has a drive-through layout with a wash tunnel and 17 drying/vacuum stalls. Located along the I-15 freeway are two standalone restaurant pads, three anchor buildings for a gym, market, and pharmacy, an in-line shops building, and a four-story hotel with 135 rooms. The hotel entrance and a pool are located on the west side of the building. Table A summarizes the proposed pads, uses, and floor areas.

**Table A
Bedford Marketplace**

Building	Use	Floor Area (SF) / Rooms
Hotel	Hotel	135 rooms
Major A	Fitness	38,000
Major B	Market	35,000
Major C	Pharmacy	11,125
Shops 1	Retail	4,875
Restaurant A	Food	77,700
Restaurant B	Food	5,500
Pad A	Carwash w/drive-thru	3,600
Pad B	Service Station w/convenience store	4,000
Pad C	Restaurant, drive-thru	2,200
Pad D	Bank, drive-thru	3,562
Pad E	Restaurant	3,000
Pad F	Retail	5,826

Pad G	Daycare	9,990 (179 students)
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The project provides perimeter landscaping along both street and freeway frontages that exceeds the minimum 10-foot landscape setback requirement prescribed by the Arantine Hills Specific Plan for commercial developments. Pedestrian access is provided throughout the center. Exhibit E illustrates the pedestrian circulation within the center.

The project includes the construction of a water infiltration basin located on the southern portion of the site. The basin is a requirement of the project’s Water Quality Management Plan and is designed to accept and treat surface water runoff within the project site before outletting into the Bedford Wash.

Trash enclosures are provided throughout the site and are located nearby each building for easy accessibility. The applicant’s trash enclosure plan shown in Exhibit F which depicts a split-face block enclosure with metal gates and cover.

The Arantine Hills Specific Plan requires approval of a conditional use permit for the carwash (Pad A), drive-through restaurant (Pad C), and daycare (Pad G). The applicant is not processing individual conditional use permits for these uses at this time because the applicant has not identified specific users for these pads. As such, these pads are only being reviewed conceptually with the rest of the center under the precise plan, but each pad will ultimately require a conditional use permit to be submitted to the City to be reviewed by the Planning and Housing Commission prior to issuance of a building permit for each respective pad. At that time, the specific details of the pad including layout, architecture, operations, and floor plan as well as any modifications will be considered under the conditional use permit.

Parking

Parking is regulated by Chapter 17.76 of the Corona Municipal Code, which establishes parking requirements for commercial uses. As shown in Table B, the overall Bedford Marketplace is required to provide 916 parking spaces. The site is capable of accommodating 1,029 parking spaces based on the original layout in Exhibit A1. Table B also shows the number of provided spaces for Options A, B, and C layouts. The site will be adequately parked under all alternative plans. All parking spaces and drive aisles are reciprocal among the tenants within the center, including the hotel.

**Table B
Bedford Marketplace Parking Requirement**

Building	Use	Floor Area (SF) / Rooms	Parking Ratio	Parking Required
Hotel	Hotel	135 rooms	1/1 Room	141
Major A	Fitness	38,000	1/150	253
Major B	Market	35,000	1/250	140

Major C	Pharmacy	11,125	1/250	45
Shops 1	Retail	4,875	1/250	20
Restaurant A	Food	77,700	1/100	77
	Patio	1,160	1/100	12
Restaurant B	Food	5,500	1/100	55
	Patio	964	1/100	10
Pad A	Carwash, full service w/drive-thru	3,600	10 Spaces Min.	10
Pad B	Convenience store	4,000	1/250	16
	Gas Canopy		3 Spaces Min.	3
Pad C	Restaurant, drive-thru	2,200	1/100	22
Pad D	Bank, drive-thru	3,562	1/200	18
Pad E	Restaurant	3,000	1/100	30
	Patio	812	1/100	8
Pad F	Retail	5,826	1/250	23
Pad G	Daycare	9,990 (179 students and 12 employees)	1/10 Students, plus 1/Employee	30
Total Required Spaces				916
Total Provided Spaces for Original Site Plan				1,029
Total Provided Spaces for Option A Site Plan				1,008
Total Provided Spaces for Option B Site Plan				1,028
Total Provided Spaces for Option C Site Plan				1,030

Architecture and Floor Plans

The Bedford Marketplace commercial buildings have an American Farmhouse architectural style. This architecture was recently permitted for commercial use by the Arantine Hills Specific Plan through the approved specific plan amendment, SPA2019-0005. The American Farmhouse theme adopted by the Arantine Hills Specific Plan is a modern interpretation of the traditional version and is expressed with natural materials (stone, wood, metal) or materials that mimic a natural look, simple forms and details, low to moderate pitched roofs, clapboards, projecting eaves and earthen colors. Exhibit C contains the architectural elevations and color board for the project.

The GC designation permits commercial buildings to have a maximum of four stories or 50 feet, whichever is greater. All the buildings for this project are below 50 feet in height, including the hotel which is incorrectly shown on the elevation plans as having a building height of 58 feet. The applicant has confirmed with City Staff that the final construction drawings for the hotel will comply with the 50-foot building height limit. This will be verified by staff through the plancheck process.

Floor plans for each building are provided in Exhibit D. As the applicant is still in the process of identifying users for the center, no details on the interior layout are currently provided. With the exception of the daycare, drive-through restaurant, and carwash, the details of each building's interior layout will be reviewed by staff through the plancheck process. Since the daycare, drive-through restaurant, and carwash require conditional use permits, the floor plan details for these buildings will be reviewed through the conditional use permit process before being reviewed through the plancheck process.

Signage

Signage for commercial developments within the Arantine Hills Specific Plan are currently regulated by the same sign standards that are in the Corona Municipal Code for the C-3 General Commercial zone. That applicant is proposing a sign program that diverges from the C-3 sign standards which is allowed by the Specific Plan provided that the sign program is reviewed as part of a precise plan. Exhibit H1 contains the sign program for the shopping center. Exhibit H2 contains the hotel direction signage plan that coincides with the original site plan and as discussed under section *Original Site Plan With Additional Signage and Crosswalk Striping*, an additional hotel directional sign would be added at the main entrance and along the main drive aisle to direct hotel guests to the hotel. Exhibit H3 contains the hotel directional signage plan that coincides with the alternative site plan in Exhibit A2.

Entry Monumentation. The southeast corner at Bedford Canyon Road and Eagle Glen Parkway marks the gateway to the Bedford Marketplace. This corner is proposed with a serpentine stone wall with signage of the Bedford Marketplace name intertwined with olive trees. The wall is approximately 56 feet in total length flanked by decorative boulders on each end of the wall. The wall is 6.5 feet tall at the center and tapers down to 3 feet high to the boulders. The sign will advertise the center's name which will be lit by uplighting method.

Monument and Pylon Signs. Five multi-tenant monument signs are proposed along Bedford Canyon Road. Each sign is designed with a height of 7.5 feet tall and can advertise up to two tenants. A hotel monument sign is also proposed on Bedford Canyon Road and serves primarily to direct hotel patrons to the hotel site towards the back of the center. An approximately 7-foot high single-tenant monument sign is proposed on Eagle Glen Parkway. All monument signs are proposed as double-sided and will be placed perpendicular to the streets. Also, to minimize lighting impacts to the residences located across Bedford Canyon Road to the west, the cabinet signs will not be internally illuminated. However, external lighting methods such as uplighting or downlighting is permitted.

Two 40-foot high pylons are proposed along the site's freeway frontage. The north pylon sign is a multi-tenant sign that can advertise up to 9 tenants and the south pylon sign is devoted to advertising only the hotel. Both signs also advertise the name of the center. Both signs are designed to be internally illuminated. Similar to other freeway-oriented pylon signs, the pylon signs are required to have an automatic dimmer installed that will automatically dim the lighting within the

cabinets during the nighttime hours.

Architecturally, the signs have a white background with clean letterings supported by brown columns and a stone base. The design and colors of the signs are consistent with the American Farmhouse architecture proposed for the buildings.

Building Signage. Wall signage is proposed on up to all four sides of a building. The maximum allowable size of a sign will be calculated using a formula of 1.25 square feet of sign area per one lineal foot of store/building frontage. Tenants are allowed to have an increase of 20 percent to the maximum sign square footage at the landlord's discretion with the Community Development Department's approval if mix media or three-dimensional elements are incorporated into the wall sign. Wall signs may include logos and distinctive type styles as well different lighting methods including LED, cove lighting (indirect illumination), and the use of incandescent light bulbs. However, on external lighting shall be permitted for wall signs that are installed on the west sides of those buildings that are located along Bedford Canyon Road to minimize glare impacts for the residences located to the west.

Landscaping

The landscape plan proposed for the project is designed to be consistent with the approved planting theme for the Arantine Hills Specific Plan, which prescribes drought tolerant plant materials for reduced water consumption while providing a low maintenance, functional, and attractive landscape for the project and surrounding area. The palette consists of 11 types of evergreen and deciduous trees and almost 40 types of shrubs and groundcover that will be installed throughout the development. The plan is attached as Exhibit G.

Entrances. The corner at Bedford Canyon Road and Eagle Glen Parkway will have layers of accent planting in front of the serpentine entry wall sign which will be intertwined with olive trees. Behind the wall are several rows of citrus trees, a nod to the citrus orchards that once occupied the Arantine Hills area. The entrances on Bedford Canyon Road will be flanked by olive trees on both sides of each driveway to reinforce the area's historic agricultural use. Enhanced pavers with concrete bands are to be provided at the entrances to further enhance the center's entry points.

Parking Lot. The main internal drive aisles within the center and the drive aisles leading to the hotel will be lined with palm trees for vertical interest alternating with pink flowering Trumpet accent trees. The parking lots will be provided with large dense African Sumac shade trees with the ends of the parking rows enhanced by yellow flowering Palo Verde accent trees.

Drive-through Facilities, Restaurants, and Daycare. All drive-through facilities next to Bedford Canyon Road are required to have screen shrubs installed between the drive-through lanes and Bedford Canyon Road for headlight buffering purposes. Trees are proposed around the daycare playground for shade and for buffering and screening purposes for the benefit of the future residences located directly across the playground to the west. The two restaurants by I-15 are

proposed with outdoor dining patios that are oriented towards the freeway. Trees are proposed between the restaurant patios and freeway for buffering and sound attenuation purposes.

Hotel. The hotel landscaping includes palm trees and olive trees at the hotel entrance on the west side of the building. Additional accent and palm trees are proposed around the hotel including the east side facing the freeway. The vertical elements provide enhancements to the height of the hotel which proposes four stories with a building height of approximately 58 feet.

Slopes and Basin. The 2:1 slope along the east perimeter by I-15 will have slope planting consisting of a combination of shrubs, groundcover and trees for erosion control and to beautify the viewshed of the Bedford Marketplace from the freeway. The applicant will be landscaping the new water infiltration basin with a native wildflower hydroseed mix. In addition, screen shrubs will be installed between the project site and existing and new basins where these two areas interface.

Onsite Multipurpose Trail

The applicant is proposing to construct a six-foot wide multipurpose trail along the project frontage extending from Eagle Glen Parkway to just beyond the southern limit of the project site. The trail will connect to an existing access road at the existing water basin leading to the Bedford Wash south of the project site. The trail is located within the property's 10-foot landscape setback and will be constructed next to the existing 8-foot wide public sidewalk along Bedford Canyon Road to provide for an overall 14-foot wide pedestrian access. The trail will be constructed of decomposed granite and separated from the commercial center by a 3-foot high vinyl rail fence that will extend along the entire length of the property's frontage. The trail will be for public use but will be privately maintained by the center's property owners' association. The trail is depicted in Exhibit E and the fence detail is in Exhibit I.

Soil Import Operations

Development of the project will require the import of 440,000 cubic yards of dirt on the eastern 17.85 acres. This portion of the site is lower in elevation than the western portion by approximately 25 feet. The eastern half of the Bedford Marketplace needs to be raised to an elevation that is similar to the western half of the site in order for the development to have sufficient gravity flow to the City's sewer lift station located south of the project site. The applicant has identified two options for importing dirt. Option 1 entails the importing of dirt by truck from an off-site location east of the I-15 freeway on Minnesota Road. Option 2 entails importing dirt by scraper from Planning Area 14 (PA 14), which is an elevated plateau located within the Arantine Hills Specific Plan south of the Bedford Wash. PA 14 is zoned Medium Density Residential and currently vacant and under the ownership of the Arantine Hills master developer, The New Home Company.

The applicant prefers Option 2 and has been diligently working toward that solution; however, no final agreement has been made, so both options remain. Below is a summary of the two dirt import options.

Option 1 - Off-site Truck Hauling

- Several sources of dirt have been identified north of the project site. Trucks would haul dirt south on I-15 and exit at Cajalco Road.
- Trucks would cross straight across Cajalco Road from the I-15 Southbound Off-Ramp onto the project site. Refer to Exhibits G1-G2. The signal at Cajalco/SB Off-Ramp would be modified and a flagman would be present. This would require coordination with and an encroachment permit from the City and Caltrans.
- In order to reduce traffic at the Cajalco Road and I-15 interchange and avoid having trucks entering the new Bedford Communities which could disrupt home sales, the applicant is proposing to haul dirt during the nighttime hours between 8:00 p.m. to 4:00 a.m., which is outside of the City's allowable construction hours (7:00 a.m. to 8:00 p.m., Monday - Thursday, and 10:00 a.m. to 6:00 p.m., Sundays and federal holidays). The nighttime operations would require the applicant to process a Noise Variance application with the Community Development Department, which is subject to review by the City's Board of Zoning Adjustment and must be approved prior to issuance of a grading permit.
- Once on-site, trucks would use bottom dump to deposit the dirt. There would be no backing up, no warning beeps, and no banging of tailgates. A rubber tire bulldozer would move dirt dumped by the trucks. There would be no back-up warning beeps on the bulldozer and no clanking of metal tracks.
- The operation would take approximately 60,000 truck trips (30,000 full and 30,000 empty) over approximately 118 nights. This would require 250 full load truck trips per night.

Option 2 - Scraper Hauling from PA 14

- A temporary dirt ramp would be constructed across Bedford Wash and a notch would be graded into the bluff of the Bedford Wash to allow scrapers to bring dirt from PA 14 to the Bedford Marketplace site. Refer to Exhibit K.
- The import of dirt from PA 14 can only occur during the dry season (May 15 to October 15) in order to avoid unexpected storms that could cause Bedford Wash to flow. In order to meet this schedule, grading must begin in early June.
- The elevation of PA 14 would be lowered by approximately 14 feet.
- After the dirt is hauled across Bedford Wash, the temporary dirt ramp would be removed, the notch in the bluff re-graded, stabilized, and planted with native Coastal Sage Scrub seeds.
- All dirt would be moved by scraper during the daytime over an approximately 3-month period. No nighttime operations would be needed.

- Option 2 requires an agreement with Arantine Hills Holdings, LLC (The New Home Company) to grade and remove dirt from PA 14, and authorization from RCFC & WCD and the California Department of Fish and Wildlife.

ACCESS, CIRCULATION AND PUBLIC IMPROVEMENTS

Bedford Canyon Road will provide vehicular access to the project site from Eagle Glen Parkway. Three driveways are proposed on Bedford Canyon Road. The north driveway will allow for a right-in and right-out only turn movements due to an existing raised concrete median on Bedford Canyon Road. The north driveway will most likely as an exit for vehicles leaving the gas station and carwash. The central driveway is the center's main access and will be signalized for full turn movements. The south driveway will also allow for full turn movements. The project's traffic study (Urban Crossroads, January 2020) recommends that the existing southbound left-turn pockets on Bedford Canyon Road at the main and south driveways be extended to provide 200 feet and 100 feet, respectively, of vehicle queuing.

Bedford Canyon Road was fully constructed with Phase 1 by The New Home Company and has an overall right-of-way width of 97 feet with 72 feet of roadway width from curb to curb. Sidewalks and parkway landscaping are located on both sides of the roadway. The streetscape along the west side of Bedford Canyon Road will be landscaped by The New Home Company while the east side along the project frontage will be completed by the applicant with this project.

Traffic Impact Analysis

A traffic study (Urban Crossroads, January 2020) was prepared to evaluate the proposed Bedford Marketplace. Prior traffic studies were prepared in 2015 and 2018 for previous amendments to the Arantine Hills Specific Plan which analyzed the original 80,000 square feet of commercial use that was approved for the Specific Plan. The current traffic study was prepared as a supplement to the previous studies to analyze the expansion of the commercial use from 80,000 square feet to 135,000 square foot with a 135-room hotel.

The overall Bedford Marketplace is estimated to generate 7,014 trips per day with 394 AM peak hour trips and 686 PM peak hour trips. Of the 7,014 trips, 2,061 trips would be from the expansion of the commercial site (80,000 square feet to 135,000 square feet with hotel). Of the 394 AM peak hour trips, 281 trips would be from the expansion, and of the 686 PM peak hour trips, 285 trips would be from the expansion.

The traffic study analyzed the following conditions:

- Existing (2017 and 2018) Conditions
- Interim Year (2021) Without and With Project Conditions
- Horizon Year 2035 Without and With Project Conditions

The traffic study concluded that the circulation improvements required under the approved Arantine Hills Specific Plan are sufficient for the development of the commercial center and maintain acceptable levels of service with the inclusion of an additional 55,000 square feet of commercial and 135 room hotel that would extend on to the 17.85 acres covered by PM 37788.

For reference purposes, the master developer constructed the following circulation improvements during Phase 1 construction of the specific plan.

- Widening of Cajalco Road from a 2-lane divided roadway to a 4-lane divided roadway between Bedford Canyon Road and the I-15 Southbound Ramps.
- Widening of Cajalco Road from a 2-lane divided roadway to a 6-lane divided roadway between the I-15 Southbound and Northbound Ramps.
- Widening of Cajalco Road from a 5-lane divided roadway to a 6-lane divided roadway between the I-15 Northbound Ramps and Temescal Canyon Road.
- Installation of a traffic signal at Masters Drive/Eagle Glen Parkway.
- Installation of a traffic signal at Clementine Way/Eagle Glen Parkway.
- Completion of Bedford Canyon Road south of Eagle Glen Parkway including a roundabout at the Bedford Canyon Road/Hudson House Drive (internal roadway providing connection to the Bedford residential community).

Fair share contributions toward the cost of future traffic signals at the following intersections were also guaranteed by the master developer with the development of the Arantine Hills Specific Plan. The developer of the commercial center will also be contributing a fair share cost toward these future traffic signal improvements.

- Masters Drive/California Avenue
- Masters Drive/Bennett Avenue
- Bedford Canyon Road/Eagle Glen Parkway
- I-15 SB Ramps/El Cerrito Road
- Temescal Canyon Road/Cajalco Road
- Masters Drive/Christopher Lane Corona
- Via Castilla Street/Masters Drive Corona
- Morales Way/Masters Drive

ENVIRONMENTAL ANALYSIS

The City Council certified a Supplemental Environmental Impact Report (SEIR) on May 20, 2020 with associated application GPA2019-0002. The SEIR was prepared as a supplement to the Arantine Hills Specific Plan Final EIR certified August 5, 2012 (SCH# 2006091093), Supplement to the Final EIR certified May 19, 2016, and Addendum to the Final EIR adopted on December 19, 2018. The City of Corona has determined that no additional environmental review is necessary in connection with its consideration of PP2019-0008, as PP2019-0008 proposes no changes to the project analyzed under the certified SEIR or circumstances that would require further environmental review pursuant to CEQA Guidelines § 15162.

FISCAL IMPACT

The applicant paid \$82,560.75 in application processing fees.

PUBLIC NOTICE AND COMMENTS

A 10-day public notice was mailed to all property owners within a 500-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. As of the preparation of this report, the Community Development Department has not received any response from the public.

STAFF ANALYSIS

The Bedford Marketplace is consistent with the General Commercial designation of the Arantine Hills Specific Plan and General Plan. The project fulfills several General Plan policies as listed in the *Findings* below. The American Farmhouse architecture and landscaping reflect an agrarian quality that is in line with the character of the Arantine Hills community, is attractive, and enhances the I-15 and Cajalco interchange, a major entry point into the City. All public improvements associated with the proposed project are constructed with the exception of parkway landscaping which will be complete with the project. The project's environmental impacts have been analyzed in a Supplemental EIR certified May 20, 2020 and the project does not create any new significant impacts, and any new impacts will be mitigated to less than significant. Finally, development of the project site fulfills the intent of the Arantine Hill Specific Plan. Therefore, PP2019-0008 is recommended for approval based on the findings below and conditions of approval in Exhibit B.

FINDINGS OF APPROVAL FOR PP2019-0008

1. The City Council certified a Supplemental Environmental Impact Report (SEIR) on May 20, 2020 with associated application GPA2019-0002. The SEIR was prepared as a supplement to the Arantine Hills Specific Plan Final EIR certified August 5, 2012 (SCH# 2006091093), Supplement to the Final EIR certified May 19, 2016, and Addendum to the Final EIR adopted on December 19, 2018. The City of Corona has determined that no additional environmental review is necessary in connection with its consideration of PP2019-0008, as PP2019-0008 proposes no changes to the project analyzed under the certified SEIR or circumstances that would require further environmental review pursuant to CEQA Guidelines § 15162.
2. All the conditions necessary to granting a Precise Plan as set forth in Section 17.91 of the Corona Municipal Code do exist in reference to PP2019-0008 for the following reasons:
 - a. *The proposal is consistent with the project site's General Plan land use designation of General Commercial and the General Commercial land use designation of the Arantine Hills Specific Plan.*
 - b. *The proposal complies with the use, design guidelines, and development standards of the General Commercial designation of the Arantine Hills Specific Plan and the applicable provisions of the Corona Municipal Code.*
 - c. *The proposal has been reviewed in compliance with the California Environmental Quality Act and all applicable requirements and procedures of the act have been followed. A Final Supplemental EIR was certified on May 20, 2020 for the project,*

which recommends mitigation measures to be implemented with the project to reduce environmental impacts to less than significant, to the extent feasible.

- d. The site is of a sufficient size and configuration to accommodate the design and scale of proposed development, including buildings and elevations, landscaping, parking and other physical features of the proposal, as demonstrated by the project plans attached this report.*
- e. The design, scale and layout of the proposed development will not unreasonably interfere with the use and enjoyment of neighboring existing or future developments, will not create traffic or pedestrian hazards, and will not otherwise have a negative impact on the aesthetics, health, safety or welfare of neighboring uses because the proposal complies with the General Commercial designation of the Arantine Hills Specific Plan and the applicable development standards under the Corona Municipal Code. The project also includes a multipurpose trail for public use, implements diffused methods of sign lighting in consideration of the nearby residential land uses, and incorporates enhanced landscaping to beautify the project site and surroundings.*
- f. The architectural design of the proposed development is compatible with the character of the adjacent Arantine Hills neighborhood, will enhance the visual character of the neighborhood and City in general by improving vacant undeveloped property that is located at a major entry point into the City, attract commuters from the adjacent Interstate 15 freeway, and will provide for harmonious, orderly and attractive development of the site.*
- g. The design of the proposed development will provide a desirable environment for its occupants and visiting public as well as its neighbors through good aesthetic use of materials, texture, and color that is aesthetically appealing and will retain a reasonably adequate level of maintenance, as demonstrated by the architectural plans in Exhibit C.*

3. The proposal is consistent with the General Plan for the following reasons:

- a. The project is consistent with Land Use Policies 1.1 and 1.2 in that it supports the diverse needs of Corona's residents by accommodating a use that will help sustain Corona as a cohesive, distinct, and self-sustaining community, and minimize the need for Corona's residents to travel to surrounding communities for services and employment.*
- b. The project is consistent with Growth and Development Policy 4.3 as it would allow for the development of vacant lands within the City on the periphery of existing development that complements the scale and pattern of existing uses, protects development and population from natural hazards, and where it is logical and feasible to extend infrastructure improvements.*
- c. The project fulfills Land Use Policy 11.2 by providing a range of retail commercial uses that include larger-format uses, national retailers, restaurants, and overnight accommodations, that serve the region as well as the local community, and is located adjacent to freeway off-ramps for accessibility.*
- d. The project's architecture, landscaping, lighting, access, incorporation of a multipurpose trail, and building layout are designed to fit with the neighboring residential Bedford communities located within the Arantine Hills Specific Plan which*

- fulfills Community Design Policy 5.8.*
- e. The project is consistent with Land Use Policy 1.5 by accommodating land use development in balance with the preservation and conservation of open spaces for aesthetic relief, natural resource value, and public safety. The Bedford Marketplace includes extensive open space that includes slopes, a water infiltration basin, and the Bedford Wash.*
 - f. The project implements Community Design Policy 4.2 by providing a pedestrian-friendly multipurpose trail with a vinyl fencing barrier along the project's frontage to connect to off-site trails located in the vicinity of the project site.*
 - g. The project complies with Circulation Policy 7.1 by exceeding the project's minimum off-street parking requirement based on the parking requirements under Corona Municipal Code Chapter 17.76*
 - h. The project implements water conservation features and materials in the design of its landscape plan through the use of drought tolerant plant materials and water efficient irrigation system which fulfills Environmental Resources Policy 2.4.*
 - i. The project ensures that urban runoff from the development does not degrade the quality of the City's surface waters, groundwater system, and other sensitive environmental areas under Infrastructure & Utility Goal 5 through the required construction of a water quality management plan that will manage the project's surface water runoff before allowing the runoff to drain into the adjacent Bedford Wash.*
 - j. The project is consistent with the General Plan's Economic Development goals and policies in general because the project contributes to and helps strengthen the City's economic base by providing a commercial center that supports the local and neighboring communities while generating jobs.*

PREPARED BY: SANDRA YANG, SENIOR PLANNER

SUBMITTED BY: JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS

1. Resolution No. 2554
2. Locational and Zoning Map
3. Exhibit A1 - Original Site Plan (Scheme 4C) - *April 20, 2020*
4. Exhibit A2 - Alternate Site Plan (Scheme 4D) - *June 22, 2020*
5. Exhibit A3 - Hotel Circulation Route Comparison Exhibit - *June 22, 2020*
6. Exhibit A4 - Option A Site Plan - *July 6, 2020*
7. Exhibit A5 - Option B Site Plan - *July 6, 2020*
8. Exhibit A6 - Option C Site Plan - *July 6, 2020*
9. Exhibit A7 - Applicant's Memorandum dated June 25, 2020, discussing the Original Site Plan and the alternative site plans (Options A, B, and C)
10. Exhibit B - Conditions of Approval
11. Exhibit C - Elevations and Color Board
12. Exhibit D - Floor Plans
13. Exhibit E - Trail and Pedestrian Access Plan

14. Exhibit F - Trash Enclosure Plan
15. Exhibit G - Landscape Plan
16. Exhibit H1 - Sign Program
17. Exhibit H2 - Hotel Directional Signage for Original Site Plan
18. Exhibit H3 - Hotel Directional Signage for Alternate Site Plan
19. Exhibit I - Fence Plan
20. Exhibit J - Preliminary Grading Plan
21. Exhibit K1-K2 - Soil Import Option 1
22. Exhibit L - Soil Import Option 2
22. Exhibit M - Applicant's letter dated October 30, 2019, addressing criteria for Precise Plans

Case Planner: Sandra Yang (951) 736-2262