



2006091093

**NOTICE OF PREPARATION**

TO:	Responsible Agencies and Interested Parties	FROM:	City of Corona Community Development Department 400 S. Vicentia Avenue Corona, CA 92882
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SUBJECT: Notice of Preparation of a Supplemental Environmental Impact Report  
to the Arantine Hills Specific Plan EIR (SCH #2006091093)

The **City of Corona** will be the Lead Agency and will prepare a supplemental environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the supplemental EIR prepared by our agency when considering your permit or other approval for the project. The Project description, location, and the potential environmental effects are contained in the attached materials.

<input type="checkbox"/>	A copy of the Initial Study IS attached.
<input checked="" type="checkbox"/>	A copy of the Initial Study IS NOT attached.
<input checked="" type="checkbox"/>	The proposed project IS considered a project of statewide, regional or areawide significance.
<input type="checkbox"/>	The proposed project IS NOT considered a project of statewide, regional or areawide significance.
<input type="checkbox"/>	The proposed project WILL affect highways or other facilities under the jurisdiction of the State Department of Transportation.
<input checked="" type="checkbox"/>	The proposed project WILL NOT affect highways or other facilities under the jurisdiction of the State Department of Transportation.
<input type="checkbox"/>	A scoping meeting WILL be held by the Lead Agency.
<input checked="" type="checkbox"/>	A scoping meeting WILL NOT be held by the Lead Agency.

If the project meets the criteria requiring the scoping meeting, or if the agency voluntarily elects to hold such a meeting, the date, time and location of the scoping meeting are as follows:

Date: N/A	Time:	Location: N/A
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Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to **Sandra Yang** at the address shown above. We will need the name of a contact person in your agency.

Project Title:	DPR2019-0019, DPR2019-0020, and DPR2019-0021
Project Location – Specific: Identify street address and cross street or attach a map showing project site (preferably a U.S.G.S. 15' or 7 ½' topographical map identified by quadrangle name):	<p>The Project Site is located on the south side of Eagle Glen Parkway and west side of I-15 freeway. The Project Site is located within the United States Geological Survey (USGS) 7.5-Minute Topographic Map <i>Corona South</i> Quadrangle.</p> <p>The Project Site is owned by the Riverside County Transportation Commission and has Assessor's Parcel Numbers (APN) 279-240-033 (6.44 acres) and 279-240-019 (11.33 acres). (See attached maps.)</p>
Project Description:	See Project Description below.
Project Applicant (if any):	Glen Powles, Guardian Capital
California Environmental Protection Agency Hazardous Waste List (if applicable):	N/A

Date: <u>October 22, 2019</u>	Signature:	
	Name:	Sandra Yang
	Title:	Senior Planner
	Telephone:	(951) 279-3553

Consulting firm retained to prepare draft EIR (if applicable): **To Be Determined.**

Name:	
Address:	
City/State/Zip:	
Contact Person:	

**Reference:** California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

## PROJECT DESCRIPTION

### Overview

The Applicant, Bedford Marketplace, LLC, proposes to amend the Arantine Hills Specific Plan (AHSP) to increase the boundary of the AHSP by approximately 17.85 acres. A portion of the additional property, currently owned by the Riverside County Transportation Commission (RCTC), would increase the size of the planned commercial center within the Arantine Hills Specific Plan, referred to as Bedford Marketplace. The remainder of the RCTC surplus property would be designated open space.

The current specific plan permits 80,000 square feet of commercial uses on 10.03 acres zoned for commercial by the specific plan. The amendment to the specific plan, also referred to as AHSP Amendment No. 3, would increase the amount of commercial use to approximately 134,378 square feet plus a 135-room hotel on a combined approximately 21.67 acres. The amendment would also increase the amount of designated Open Space in the AHSP by approximately 6.21 acres.

The applications being processed at the city includes a General Plan Amendment, Specific Plan Amendment, Parcel Map, Noise Variance for construction hours, Precise Plan, and Conditional Use Permits.

While the proposed amendment encompasses both the RCTC property and the 10 acres within the AHSP, reference to the amendment project site pertains only to the 17.85-acre RCTC property, being added into the Arantine Hills Specific Plan boundary.

### **Location and Surrounding Land Uses**

The Arantine Hills Specific Plan and specific plan amendment project site is located in the Bedford Canyon area of the Santa Ana Mountain foothills in the southeastern portion of Corona. The City of Corona is generally situated southwest of the City of Riverside, south of the City of Norco, and north of the City of Lake Elsinore in Riverside County, California (Figure 1). Areas surrounding the amendment include the I-15 freeway to the east, Arantine Hills Specific Plan to the south and west; and Cajalco Road to the north (Figure 2). The Project Site for the amendment is located within the United States Geological Survey (USGS) 7.5-Minute Topographic Map *Corona South* Quadrangle.

The Project Site is owned by the Riverside County Transportation Commission and has Assessor's Parcel Numbers (APN) 279-240-033 (6.44 acres) and 279-240-019 (11.33 acres).

### **Existing Site Conditions**

The Project Site for the amendment is located between the new residential community of Bedford within the Arantine Hills Specific Plan, which has been graded, and the I-15 freeway, including the Cajalco Interchange, which is currently under construction. The Project Site contains ruderal vegetation and has been subject to areas of disturbance from both the grading of Arantine Hills and the construction of the Cajalco Interchange.

The 10-acre commercial property already located within the Arantine Hills Specific Plan adjacent to the Project Site, has been graded as a flat pad and utilities have been stubbed at the entrance to the pad. The extension of Bedford Canyon Road, which would form the western boundary of the Bedford Marketplace has been graded, paved, and curb, gutter, and sidewalk installed. All of this was done with the grading and public improvement permits issued by the city for the portions of the master planned Arantine Hills community currently under construction.

Bedford Canyon Wash, located to the south of the Project Site, is an ephemeral wash with a sandy bottom and sparsely vegetated alluvial fan sage scrub and non-native vegetation. The Wash receives flows from the Santa Ana mountains, through the Eagle Glen Golf Club, through the AHSP area, continuing downstream to Temescal Creek and ultimately the Santa Ana River. As part of implementation of the AHSP, Bedford Wash has been widened and improved with buried rip-rap along the banks and buried grade control structures to control erosion and scour. Two concrete crossings (upstream and downstream) provide access to the south side of the Wash and the associated maintenance access road. Restoration of Bedford Wash includes planting with an alluvial fan sage scrub seed mix.

### **Existing General Plan and Zoning**

The Project Site subject to the specific plan amendment is currently designated Agriculture on the City of Corona General Plan Land Use Map and is currently zoned Agriculture on the City of Corona Zoning Map.

### **Background**

The AHSP was first approved by the City of Corona on August 15, 2012, by Resolution No. 2012-091. Project approval included a General Plan Amendment (GPA09-005), a Specific Plan (SP09-001), a Tentative Tract Map (TTM 36294), and an EIR which authorized a 276-acre site, located west of Interstate 15 and south of Cajalco Road, for future residential and non-residential development. AHSP Amendment No.1 was adopted by City Council in June 2016. Project approval included a General Plan Amendment (GPA2015-001), a Specific

Plan Amendment (SPA2015-002), a Tentative Map (TTM 36294R), and a Supplement to the certified EIR. AHSP Amendment No.2 was adopted by the City Council on December 19, 2018. Project approval included a General Plan Amendment (GPA2018-001), a Specific Plan Amendment (SPA2018-001), a Parcel Map (PM 37036), and an Addendum to the SEIR. The AHSP as approved allows up to a maximum of 1,806 dwelling units and 80,000 square feet of General Commercial uses within the 307.8-acre Specific Plan area.

The following descriptions are used interchangeably:

- Approved Project = Original Arantine Hills Specific Plan, as modified by Specific Plan Amendment (SPA) No. 1 and SPA No. 2; and
- Amended Project = Proposed Project = Arantine Hills SPA No. 3 = additional 11.64 acres designated Commercial and 6.21 acres designated Open Space, resulting in an expansion of the commercial use from 80,000 square feet in the approved specific plan to approximately 134,378 square feet plus a 135-room hotel (Amended Project).

### **Project Description**

The Applicant, Bedford Marketplace, LLC, proposes to amend the Arantine Hills Specific Plan (AHSP Amendment No. 3) to increase the boundary of the AHSP by approximately 17.85 acres (Amended Project Site). The proposal would also increase the area designated Commercial in the AHSP from 10.03 acres to approximately 21.67 acres and increase the amount of commercial use from 80,000 square feet to approximately 134,378 square feet plus a 135-room hotel (with a height of four stories or 50 feet, whichever is greater). Approximately 6.21 acres of the Proposed Project would be designated Open Space within the AHSP. The Applicant is requesting a General Plan Amendment, Specific Plan Amendment, Parcel Map, Construction Hours/Noise Variance, Precise Plan, and Conditional Use Permits.

#### General Plan Amendment

The Project Site currently has a General Plan land use designation of Agriculture. The proposed General Plan Amendment would change the land use designation from Agriculture to General Commercial and Open Space.

#### Specific Plan Amendment (AHSP Amendment No. 3)

The proposed AHSP Amendment No. 3 would make the following changes to the Arantine Hills Specific Plan.

- Adjust the boundary of the AHSP to add the approximately 17.85 acres to the specific plan.
- Change the zoning on the 17.85 acres through the specific plan amendment from Agriculture to 11.64 acres of Commercial and 6.21 acres of Open Space.
- Designate the Amended Project Site as Planning Area 11 in the AHSP with a land use designation of Commercial and increase the acreage of PA 11 from 10.03 acres to 21.67 acres.
- Increase the total permitted commercial development in the AHSP from 80,000 square feet to 134,378 square feet<sup>1</sup> plus a 135-room hotel.
- Create Planning Area 12A with an Open Space Designation and increase the amount of open space in the AHSP by approximately 6.21 acres.
- Edits to Table 6-1 to clarify the application of shared parking and FAR requirements, and minor additional edits to the Specific Plan for data and text consistency.

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<sup>1</sup> The 134,378 square feet represents the current design of the proposed commercial center. Minor changes to the design of the center could occur during the entitlement and planning process resulting in minor changes to the square footage of the center. The AHSP has a process to accommodate minor statistical changes without requiring a subsequent Specific Plan Amendment.

- Permit the use of Farmhouse architecture for the commercial center.

### Parcel Map

Subdivide Assessor's Parcel Numbers 279-240-033 and 279-240-019 (17.77 acres) into nine parcels for commercial purposes with certain parcels being created for open space.

### Grading Plan - Construction Hours/Noise Variance

The Amended Project Site currently has a lower elevation than the existing graded commercial pad included in the Arantine Hills Specific Plan. The Amended Project Site is also lower in elevation than the newly constructed sewer lift station within the Arantine Hills Specific Plan, such that at the current elevation, the Amended Project Site would not gravity flow to the lift station, resulting in the need for additional pumps. To bring the Amended Project Site up to an elevation similar (within five feet) of the existing 10-acre commercial pad and at an elevation where sewer could gravity flow to the existing lift station, import of approximately 440,000 cubic yards of dirt is required.

Two alternatives have been identified for importing dirt onto the Amended Project Site.

Import Alternative 1: One alternative to importing dirt to the Amended Project Site would occur by truck from an off-site source. A potential source of import (Borrow Site) has been identified from the FST Sand and Gravel Mine, located east of I-15 and approximately ½ mile east of El Cerrito Road. The dirt would be hauled from a Borrow Site on El Cerrito to I-15 southbound, exit at Cajalco Road and enter the Amended Project Site by crossing Cajalco Road from the southbound off-ramp with traffic control. Trucks would return onto Cajalco Road, enter I-15 northbound to El Cerrito Road and travel east to the Borrow Site. This proposed haul route requires approval of a temporary encroachment permit from Caltrans and the City of Corona.

The Applicant proposes to import dirt during the nighttime hours (8 pm to 4 am) and complete grading operations both during daytime and nighttime hours. During the nighttime hours, dirt would be imported to the Amended Project Site, dumped, and placed by grading equipment. Double-belly dirt haulers would be used, which do not require backing or banging of tailgates. The trucks would drive a continuous route across the Amended Project Site while dumping their load. One (1) rubber tire bulldozer, such as a Caterpillar 834, would be used to move and compact the imported dirt. The site is large enough to avoid backing up and the use of warning signals. Additionally, the rubber tire equipment would be used to avoid the noise from tracked equipment. In addition to the bulldozer, one (1) water truck (4,000 gallon) and one (1) street sweeper would be used during the import operation.

The import operation would include 250 full loads per night, assuming 14 cubic yards per load, for a total of 3,500 cubic yards per night. To import 440,000 cubic yards, approximately 126 nights of import would be required. The grading contractor and dirt hauler can double the amount of import per night if no new significant environmental impacts or no substantial increase in the severity of previously identified significant impacts would occur, which would cut the import duration in half.

Daytime grading activities would initially last for approximately two weeks and begin before import and overlap with initial import operations. The daytime activities include remedial grading, which requires the over-excavation of approximately four to six feet below existing ground surface. To accomplish the over-excavation, the grading contractor would use three (3) Caterpillar 651 scrapers, one (1) tracked bulldozer (Caterpillar D-8), one (1) water truck, and one (1) street sweeper. The over-excavated material would be stockpiled on site. Additional daytime grading would occur after imported material has been placed in the over-excavated areas to bring the site closer to proposed grades. The stockpiled material would then be placed over the imported material to create the finished building pad, compacted to meet geotechnical specifications.

Import Alternative 2: Another alternative to import dirt to the Amended Project Site involves importing dirt from Planning Area 14 within the Arantine Hills Specific Plan (AHSP). Planning Area 14, approximately 26 acres, is located south of Bedford Canyon Wash and is designated Medium Density Residential. This area

forms an elevated plateau above Bedford Canyon Wash. Lowering the elevation of PA 14 by approximately 13 feet would generate approximately 425,000 cubic yards of fill for the Amended Project Site. The remaining 15,000 cubic yards could be generated by lowering PA 14 an additional half foot or importing the remaining fill from off-site.

To import dirt from PA 14, an access ramp would be graded in the northeast portion of PA 14 leading down to the existing concrete crossing of Bedford Canyon Wash. Grading the access ramp would require creating a notch in the existing bluff with side slopes opened at a 2:1 grade. The lower portion of the access ramp would be steeper than 2:1 and reinforced with geo-grid or similar stabilizer. Fill, ranging from 5 feet to 10 feet would be temporarily placed on top of the existing concrete pad crossing Bedford Canyon Wash to both protect the concrete pad and function as a ramp to gain elevation.

The ramp from PA 14 to the concrete crossing of Bedford Canyon Wash would be constructed by an excavator. Careful grading operations and BMPs would avoid dirt spoils in Bedford Wash. While this import operation would need to take place during the dry season, temporary pipe culverts would be placed on top of the concrete pad under the dirt ramp in case unexpected monsoonal storms caused Bedford Canyon Wash to flow. Following grading of the ramp, scrapers would move the fill dirt from PA 14 to the Amended Project Site. Only one scraper would fit on the dirt bridge across Bedford Canyon Wash, therefore, this part of the haul route would be limited to one-way traffic. After crossing Bedford Wash, scrapers would continue north, paralleling the I-15 freeway, on the Amended Project Site property to place the fill dirt. All dirt movement would be done off street.

Following completion of the import, the temporary dirt bridge and culverts would be removed from the concrete pad crossing Bedford Canyon Wash and the notch in the bluff for the access ramp would be reconstructed at 2:1 slopes and surface terrace drains would be added to control storm runoff to minimize erosion. The graded slopes would be replanted with a native coastal sage scrub mix.

For this alternative, the over-excavation work would be the same as described in Alternative No. 1. To move the soil from PA 14 to the Amended Project Site the grading contractor would use six (6) 657 scrapers, one (1) D-10 bulldozer, one (1) 834 Rubber Tire Compactor, three (3) water trucks, and on 14H Blade for finishing. Following dirt movement, the bluff would be reconstructed using one (1) 345 Excavator, one (1) 623 Scraper, one (1) 834 Rubber Tire Compactor, one (1) 980 Rubber Tire Loader, one (1) D-5 bulldozer, one (1) 84-inch Compactor, and a water truck,

#### Infrastructure Improvements

Domestic water and dry utility lines currently exist within the extension of Bedford Canyon Road adjacent to the existing 10-acre commercial pad within the AHSP. An update to the Water Supply Assessment will be prepared, but there is no indication any additional domestic water improvements would be necessary.

Sewer is planned to gravity flow to the existing lift station located within the AHSP.

Stormflows from the Amended Project Site would be collected in a new detention/water quality basin located south of the proposed commercial center. The basin would be sized to retard peak flows to below the level of existing peak discharge conditions. In addition to detaining flows, the basin would allow for infiltration and provide water quality treatment. The detention basin is planned to discharge to Bedford Wash. An outlet pipe and associated headwall would be constructed within the previously disturbed and newly constructed bank of Bedford Wash on the concrete spillway, which would avoid disturbing the soft bottom of Bedford Wash and impacting native vegetation.

#### Precise Plan

A Precise Plan is required to approve the final design of the entire Bedford Marketplace, which includes the Amended Project Site and the Approved Project Site (the existing 10 acres designated Commercial in the AHSP). Bedford Marketplace is planned as a neighborhood serving commercial center designed to bring commercial services to the Bedford and Eagle Glen communities. Bedford Marketplace would have three

entrances from the extension of Bedford Canyon Road. A combination 8-foot sidewalk and 6-foot trail would form the western boundary and provide pedestrian connectivity from the intersection of Bedford Canyon Road and Eagle Glen Parkway to the newly installed trail system located on the north side of Bedford Wash, including the new dog park, and to residential areas within the Bedford residential community.

While the retail and service users have not been finalized and are subject to change, potential uses within Bedford Marketplace include: a fuel facility with convenience store, auto-spa, quick serve coffee with drive thru, financial institution with drive thru, day care center, health and fitness , super market, pharmacy, sit-down restaurants, quick serve restaurants, and other retail stores that are consistent in other neighborhood serving centers. Located in the southeastern portion of the Amended Project Site is a planned hotel. The hotel is planned for 135 rooms with surface parking.

Parking consistent with the City's parking code is planned throughout Bedford Marketplace. Trail users could utilize the parking within Bedford Marketplace and access the trail along Bedford Canyon Wash by either using the new trail planned along the east side of Bedford Marketplace or by using the sidewalk along the east side of Bedford Canyon Road. The fuel facility and convenience store would provide convenient services for trail users, as well as the other restaurants and retail businesses within the center.



Shopping center identification monument signage is planned at the corner of Bedford Canyon Road and Eagle Glen Parkway. A tenant identification pylon sign facing I-15 is planned north of the hotel site and a pylon sign specific to the hotel is planned south of the hotel site along I-15. Certain uses, such as the hotel, will also have wall-mounted building signage on the eastern elevation of the building. A detailed master sign program outlines all proposed signage.

#### Conditional Use Permits

Several of the proposed uses will require a Conditional Use Permit (CUP). These include a carwash, drive-through coffee shop, drive-through restaurant, and daycare.

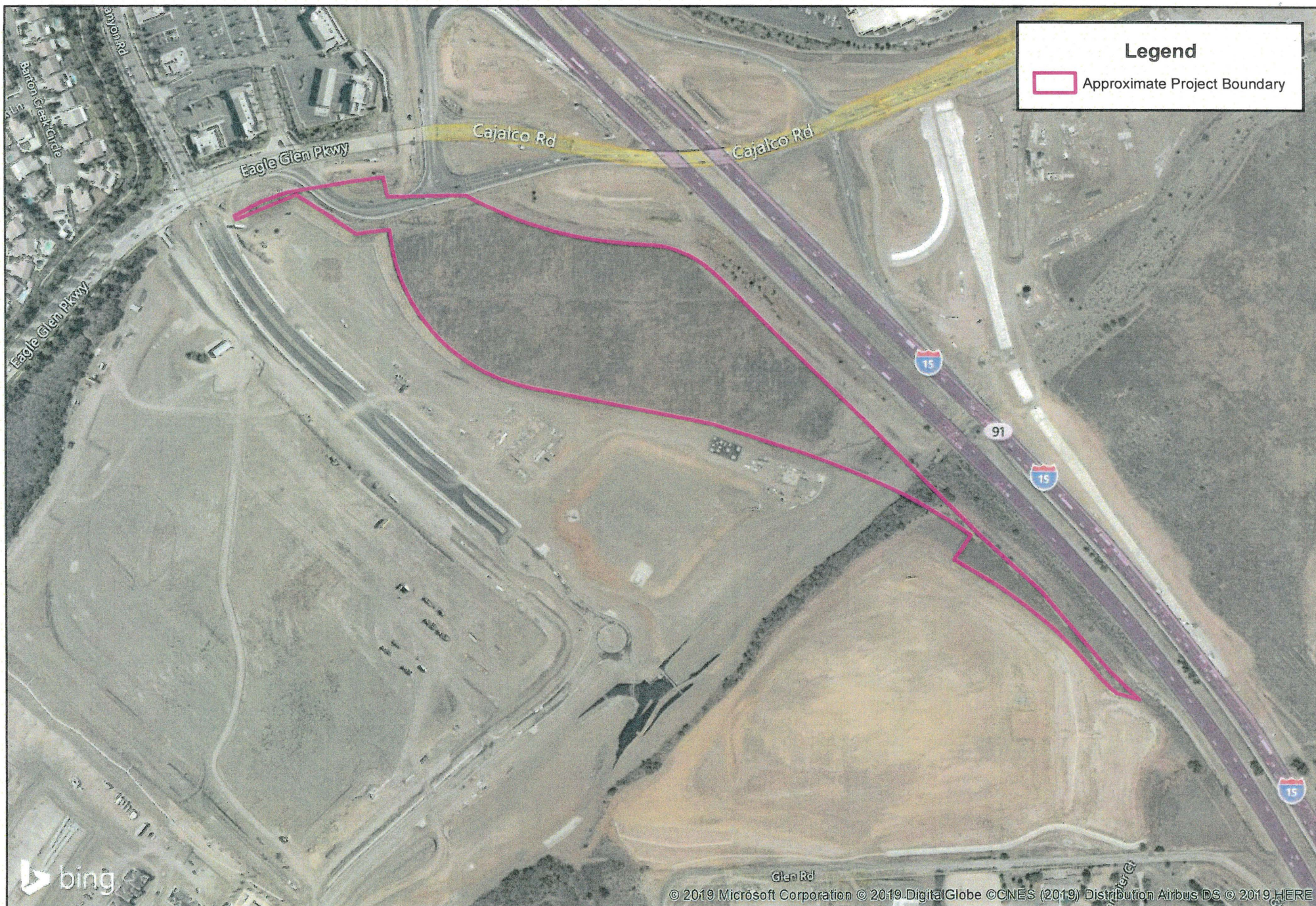




<p>GIS Prepared By: Carlson SLS</p> <p>Created: August 2, 2019</p>	<p>               1 inch = 5,000 feet         </p>	<p>Data Sources: Bing Maps</p>	<p><b>Guardian Capital: Bedford Marketplace Regional Map</b></p>
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**FIGURE 1**





**FIGURE 2**