

**CORONA MAGNOLIA
SPECIFIC PLAN
SP01-002**



SEPTEMBER, 2002



AMENDMENTS TO CORONA MAGNOLIA SPECIFIC PLAN (SP01-002)

Case No.	Amendment	Approval Date	Ordinance No.
SPA06-006	Amendment to permit with a minor conditional use permit and establish regulations for tobacco stores and smoking lounges in the Commercial designation of the specific plan. (Applicant: City of Corona)	City Council September 11, 2006	2857
SPA05-012	Amendment to incorporate approximately 62 acres of land into the specific plan boundary with a BP (Business Park) designation and to conform the text to reflect the land use plan changes.	City Council October 18, 2006	2859
SPA12-003	To revise and expand the permissible land uses within the Business Park land use designation, to revise and establish certain development standards for Planning Area 6, to update and establish a new street section for Magnolia Avenue between Trademark Circle and East Sixth Street, and to update commensurate text pertaining to the Magnolia Avenue design according to the General Plan.	City Council November 20, 2012	3127
SPA2023-0002	Commercial (C), Office Park (OP), Business Park (BP), Commercial, Office, Business Park Flex (COBP)	City Council June 7, 2023	3375



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Related Documents

Johns Manville Site Economic Study - City of Corona
Stanley R. Hoffman, Associates, August 2001

Final Environmental Impact Report for the Redevelopment Project "A" –
City of Corona -RDA, July 5, 1979

Amended and Restated Plan for the Merged Downtown and Amended Project Area "A"
Project Areas - City of Corona - RDA, July 1, 1998

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1.0 Introduction

1.1 Purpose

The Corona Magnolia Specific Plan provides a framework for the development of a 53 acre site formerly occupied by the Johns Manville fiberglass manufacturing plant (Phase 1) and of 62 acres of varied ownership east of El Camino Avenue (formerly Compton Avenue), north of Magnolia Avenue and south of Sixth Street (Phase 2).

The Corona Magnolia Specific Plan serves as a foundation for the City of Corona to create a unique city entry statement along Interstate 15 (I-15) and the Magnolia Avenue and Sixth Street corridors that would add to the identity and character of Corona. The strong market potential, superior location, visibility, natural setting and resource of property are strong assets upon which an innovative design can be developed. After commissioning and reviewing an economic study for the site at the original inception of the project, the City of Corona undertook the completion of this specific plan to introduce a mixed land use concept on 53 acres located at the northeast corner of Magnolia Avenue and the I-15 Freeway that would have an ability to provide an employment base and attract businesses and patrons from throughout Corona and neighboring communities. The intent of the specific plan was also to serve as a catalyst to spur redevelopment of an older industrial area as well as provide services and shopping opportunities to traffic traveling the I-15 corridor. With the successful completion of the 53 acre Corona Pointe Center with retail, office and business park development (Phase 1), expansion of the specific plan boundaries is the logical next step in the perpetuation of redevelopment in the general area for higher and better use (Phase 2).

The purpose of the Corona Magnolia Specific Plan is to set forth the overall policies, plans and regulations guiding the re-use and redevelopment of the referenced site. When implemented, this document will establish site-specific development criteria that will apply to future development and uses.

1.2 Project Location and Description

1.2.1 Location

The City of Corona is located in a rapidly growing area just east of the Orange County/Riverside County line. The cities of Norco and Riverside share the northerly and easterly boundaries of Corona, and the southerly boundary is mainly adjacent to the Cleveland National Forest. The remainder of the City is bounded by unincorporated areas of Riverside County (See Figure 1-1, Regional Context Map). The Specific Plan Area forms a visual and circulation gateway to Corona from I-15 at Magnolia Avenue, serving as an important element of the City's character and image.



1.2.2 Specific Plan Area Boundary

The Corona Magnolia Specific Plan area is located on the eastern edge of the City of Corona city limits approximately 2 miles south of the I-15/ State Route-91 interchange. The specific plan encompasses approximately 53 acres in Phase 1 and approximately 62 acres in Phase 2 (see Figure 4.1). The area is bordered on the west by the I-15 Freeway, on the south by Magnolia Avenue, and on the north by Sixth Street and an existing improved Riverside County Flood Control District flood control channel (Temescal Wash) which also bisects a portion of the site. Vehicular access to the planning areas is taken from Magnolia Avenue, Sixth Street, and El Camino Avenue. On- and off-ramps to the I-15 Freeway exist along Magnolia Avenue, just west of the project site. (See Figures 1.1 and 1.2). Appendix I contains the legal descriptions of the planning areas within the project.

1.2.3 Background

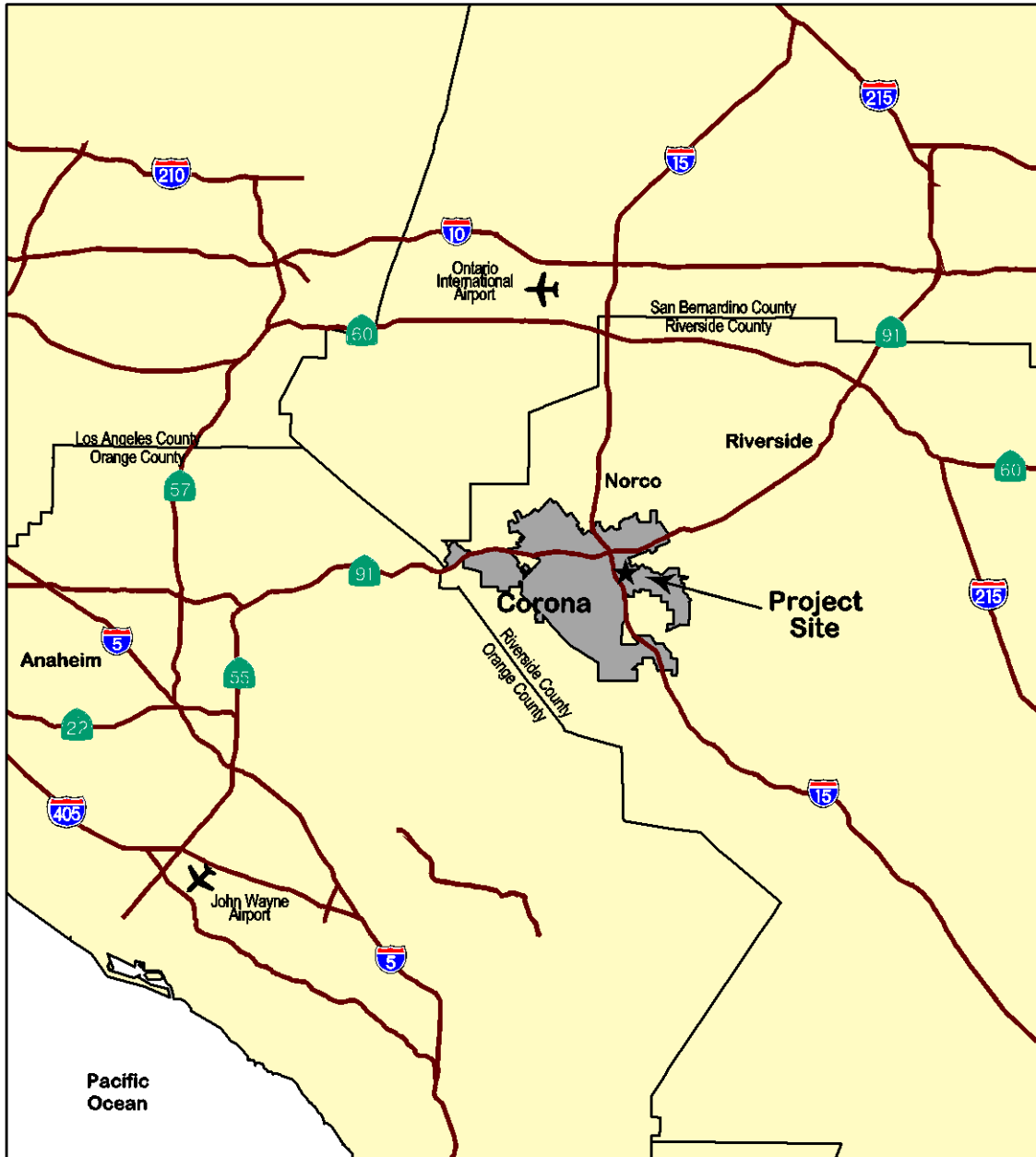
Phase 1 of the specific plan historically contained the Johns Manville fiberglass manufacturing plant, which operated there for 50 years ceasing in the summer of 2001. Phase 2 of the specific plan encompasses properties that, as of the date of amendment, contain a variety of general industrial uses.

In 2002, the City of Corona amended its General Plan to introduce a new land use known as “Mixed Use Specific Plan” which was a new designation that enabled the mix of commercial and light industrial/business park land uses. This General Plan was applied to the original 53 acres (Phase 1) with the inception of this specific plan. In 2004, the City of Corona comprehensively updated its General Plan re-introducing the same mixed use designation as “Mixed Use 2, Commercial/Industrial” concurrently applying that land use designation to a wider land area encompassing Phase 1 and Phase 2 of this specific plan as well as additional acreage southward beyond Magnolia Avenue.

1.3 Authority and Scope

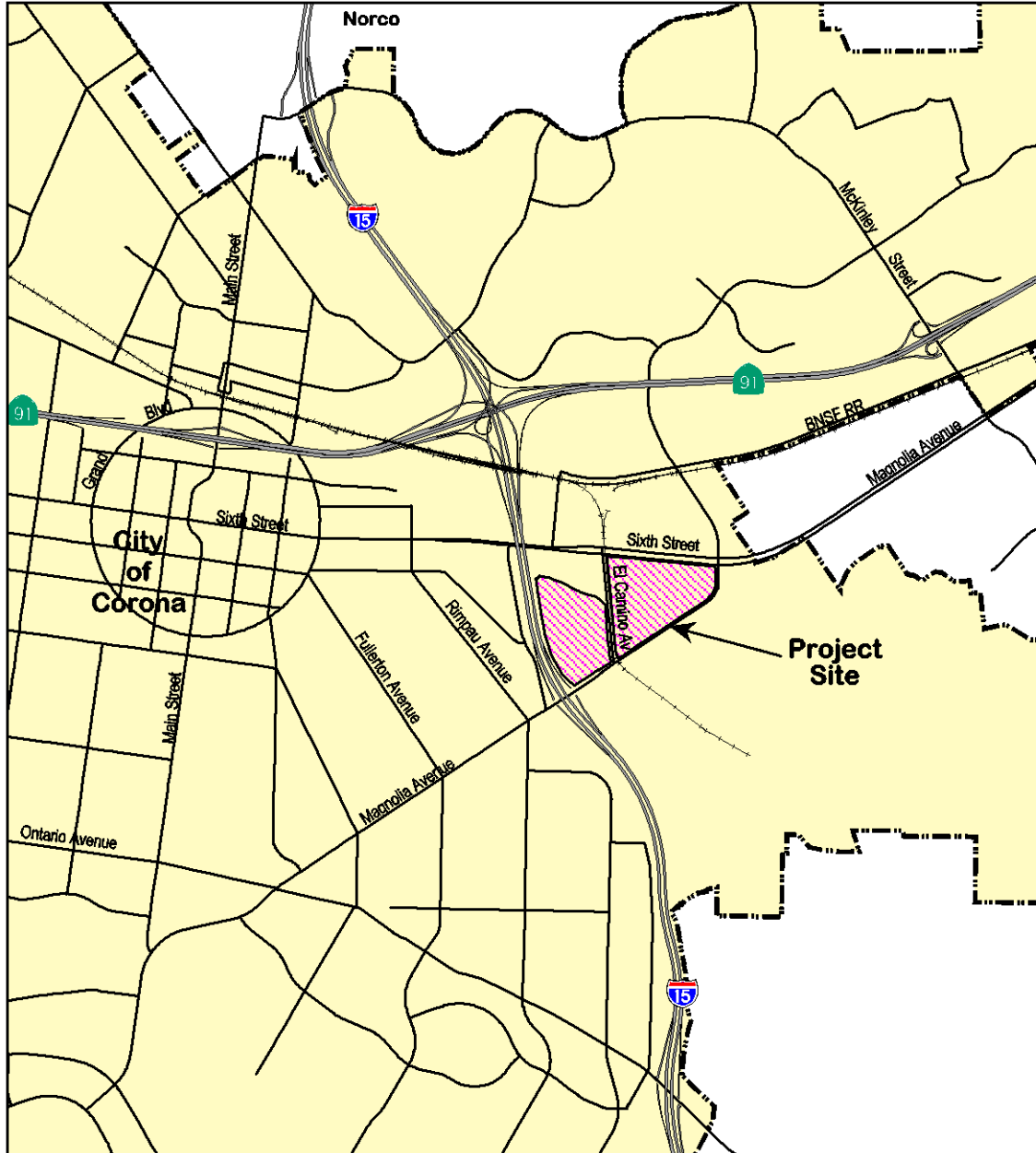
1.3.1 Relevant State Law

This Specific Plan has been prepared and established under the authority granted to the City of Corona by the California Government Code, Title 7, Division 3, Article 8, Section 65450 and CMC Chapter 17.53. The State of California, under the authority of these code sections, encourages cities to adopt Specific Plans either by resolution to establish a policy document, or by ordinance to establish a regulatory document. The Corona Magnolia Specific Plan is intended to be a regulatory document and is subject to Planning Commission review and City Council adoption and amendment by ordinance.



Regional Context Map

Figure 1.1



Vicinity Map

Figure 1.2



Unless otherwise specified within the plan, it is intended that the Specific Plan will replace the base City of Corona zoning designations and that the Development Standards contained in the Corona Magnolia Specific Plan will take precedence over the Corona Municipal Code, where applicable. Where the Specific Plan is silent regarding a development or improvement standard, the Corona Municipal Code standard shall apply.

In the event that any provision of this plan is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan shall not be affected.

All future development plans, subdivision maps, precise plans, or other similar entitlements for properties located within the boundaries of this Specific Plan area shall be consistent with the regulations set forth in this Specific Plan and with all other applicable city regulations.

1.3.2 Local Enabling Legislation

In accordance with the City of Corona Municipal Code Chapter 17.53, Specific Plans may be established to achieve the following purposes:

- A. To promote and protect the public health, safety and welfare.
- B. To minimize the intrusion of new development into environmentally sensitive areas.
- C. To ensure the timely provision of essential public services and facilities consistent with the demand for such services.
- D. To promote a harmonious variety of housing choices and commercial and industrial activities; to attain a desirable balance of residential and employment opportunities, a high level of urban amenities, and preservation of natural and scenic qualities of open space.
- E. To facilitate quality development within the city by permitting greater flexibility and encouraging more creative and aesthetically pleasing designs for major urban development projects subject to large scale community planning.



2.0 Planning Objectives

2.1 Specific Plan Objectives

- A. Develop The Specific Plan Area as a gateway from the I-15 (easterly gateway to the City).
- B. Provide a mix of economically viable land uses that respond to market opportunities in Corona, the city as a whole, and neighboring communities.
- C. Create a mixed-use Specific Plan that incorporates commercial, office, and clean operating light industrial business park uses on the site. Desirable activities include big box retail uses, restaurants, offices, hotels, in-line shops and other smaller retail uses, research and development, and service/shopping uses that attract people to the area, and provide employment and revenue.
- D. Provide locations for offices, retail and employment activities that set a thematic precedence and are compatible with the district.
- E. Provide a high quality, cohesive site design.
- F. Develop clear circulation linkages and access points to adjacent streets: Magnolia Avenue, Sixth Street, and El Camino Avenue.
- G. Establish high quality architecture and landscape design guidelines for the Specific Plan Area.
- H. Provide appropriate landscape buffers between the site and surrounding properties and between differing on-site uses.
- I. Provide shopping, relaxation and dining opportunities for the traveling public utilizing I-15.

2.2 Economic Projections

At the initial adoption of this specific plan encompassing originally only the Phase 1 area, Stanley R. Hoffman Associates conducted a Site Economic Study which included a Highest and Best Use Analysis and a Fiscal Benefits Analysis for the City of Corona, in order to identify and establish optimum uses providing the highest economic returns for the Specific Plan area. Four potential development scenarios were reviewed. However, the mixed-use scenario was determined to be the highest and best use, and is used as a guide to establish the specific land uses in the Specific Plan area.

Since the selection of land uses was based on market conditions and competitive factors which could not be precisely determined at the time the original plan was adopted, the Corona Magnolia Specific Plan provides reasonable flexibility in permitted land uses and intensities.

Because of the visibility and proximity of the site to I-15, the mixed-use scenario development supports and reinforces a variety of uses within the Corona Magnolia Specific Plan. Another benefit of the mixed-use scenario is that no single use is so large that a long-term absorption time would be



required, although design and financing could be more complex than the other scenarios. The successful completion of Phase 1 in terms of design and thriving market has created a potential catalytic response on adjacent properties eastward.

2.3 Plan Concept and Elements

The Corona Magnolia Specific Plan creates a mixed-use focus as a unifying element that takes advantage of the various opportunities afforded by excellent freeway visibility and access, possibility of alternative redevelopment opportunities, quality employment creation, site size and surrounding existing land use. The objective is to develop a high-quality environment with enhanced landscaping, properly placed pedestrian plazas or courtyards, and arcaded building fronts and inviting walkways joining uses and buildings.

The plan calls for unified architectural design, enhanced landscaping with visual amenities and building placement for maximum freeway view shed benefit. Easy vehicular and appropriate pedestrian access combine to link the mixed uses.

2.4 Relationship to the Corona General Plan

The land use designations of the Corona Magnolia Specific Plan and the City of Corona General Plan are made consistent by virtue of GPA01-006 which established a Mixed Use Specific Plan designation on the site enabling potential land use mixes of office professional, general commercial, freeway commercial and business park with clean operating light industrial uses. Subsequently, in 2004, the City of Corona comprehensively updated its General Plan re-introducing the same mixed use designation as “Mixed Use 2, Commercial/Industrial.” The Mixed Use 2 designation was re-applied to the original site (Phase 1), to the area known as Phase 2 in this specific plan, as well as to areas southward beyond Magnolia Avenue.

The Corona General Plan lists several Goals and Objectives relevant to the Corona Magnolia Specific Plan. The Specific Plan has been formulated to implement each of the applicable Goals and Policies outlined through related development processes.

GOALS AND POLICIES RELATED TO LAND USE

GENERAL PLAN GOAL 1.1 – Land Uses

A community that contains a diversity of land uses that supports the needs of and provides a high quality of life for its residents, sustains and enhances the City’s economy and fiscal balance, is supported by adequate community infrastructure and services, and is compatible with the environmental setting and resources.

Policy 1.1.2

Emphasize the development of uses that sustain Corona as a cohesive, distinct, and self-sustaining community and minimize the need for Corona’s residents to travel to surrounding communities for retail goods, services, and employment.



Policy 1.1.4

Accommodate the types, densities, and mix of land uses that can be adequately supported by transportation and utility infrastructure (water, sewer, etc.) and public services (schools, parks, libraries, etc.).

GENERAL PLAN GOAL 1.14 – Mixed Use Districts

Economically vital districts that are characterized by and benefit from their integrated mix of industries, retail, and office uses.

Policy 1.14.1

Accommodate the development of properties for mixed-use projects that integrate industrial, commercial, and/or office uses on the same site or within a unified corridor, or the development of the property exclusively for light industrial uses (without commercial) in accordance with the Land Use Plan's designations and applicable density standards and design and development policies.

Policy 1.14.2

Limit the industrial uses to those that are compatible with commercial and office development, emphasizing nonpolluting light industries, such as research and development, e-commerce, high technology, and related uses.

Policy 1.14.3

Require that a Specific Plan be approved for mixed use projects that provides for cohesive and integrated development of industrial and commercial uses in accordance with the principles stipulated herein and to ensure compatibility with adjoining uses.

Policy 1.14.4

Require that mixed-use projects be designed to convey a high level of architectural and landscape quality and ensure compatibility among commercial and industrial uses in consideration of the Design and Development policies stipulated independently for these uses.

GENERAL PLAN GOAL 1.19 – Special Corridors

Enhancement of the eastern portion of Sixth Street and Magnolia Avenue into an integrated mix of vital commercial, office and industrial nodes.

Policy 1.19.1

Promote the redevelopment of East Sixth Street and the Magnolia Avenue corridor east of I-15 for light industrial, retail commercial, and professional office uses in accordance with the Land Use Plan's "Mixed Use: Industrial and Commercial" designation and applicable density standards and design and development policies.



Policy 1.19.2

Promote the development of sites for any of these uses individually or integrated as a cohesive mixed-use project that creates economic synergy and contributes job opportunities for local residents.

Policy 1.19.3

Promote the consolidation of small, underutilized lots into larger parcels to support viable and cohesive development projects.

Policy 1.19.4

Require that a Specific Plan be prepared for mixed-use projects that provides for cohesive and integrated development of industrial and commercial in accordance with the principles stipulated herein and to ensure compatibility with adjoining uses.

Policy 1.19.5

Require that mixed-use projects be designed to convey a high level of architectural and landscape quality and ensure compatibility among commercial and industrial uses in consideration of the Design and Development policies stipulated independently for these uses.

GOALS AND POLICIES RELATED TO COMMUNITY DESIGN

GENERAL PLAN GOAL 2.1 – Street Landscape

Public street landscapes that unify the City of Corona and contribute to the unique identity of its neighborhoods, districts, and public places.

Policy 2.1.1

Maintain a street landscape master plan that identifies species to be used along public streets throughout the City, which would be differentiated to uniquely identify primary transportation corridors, residential neighborhoods, commercial districts..., industrial districts, and entries at key freeway interchanges. A high density of street trees should be encouraged, as an “urban forest,” to provide shade and enhance the City’s aesthetic quality.

GOALS AND POLICIES RELATED TO CIRCULATION

GENERAL PLAN GOAL 6.1 – Local Thoroughfares and Transportation Routes

Provide a system of streets that meets the needs of current and future residents and businesses, and facilitates the safe and efficient movement of people and goods throughout the City, while accommodating future growth consistent with the Land Use Element



Policy 6.1.8

Limit driveway and local street access on arterial streets to maintain a desired quality of traffic flow. Wherever possible, consolidate driveways and implement access controls during the redevelopment of adjacent parcels.

GENERAL PLAN GOAL 6.4 – Public Transportation

Support the development of a public transportation system that provides mobility for residents and encourages use of public transportation as an alternative to automobile travel.

Policy 6.4.6

Require new development to provide transit facilities, such as bus shelters and turnouts, where deemed necessary.

Policy 6.4.7

Preserve options for future transit use when designing improvements for roadways.

GENERAL PLAN GOAL 6.5 - Bicycle, Pedestrian, and Hiking Facilities

Develop and maintain convenient bikeway and hiking trail systems to satisfy both recreational desires and transportation needs. Coordinate with the Riverside County Plan and the Santa Ana River Trails plan.

Policy 6.5.1

Provide for safety of bicyclists, equestrians, and pedestrians by adhering to national standards and uniform practices.

Policy 6.5.4

Develop bicycle routes in accordance with the City's adopted Bicycle Master Plan and implement other elements of the Plan.

Policy 6.5.5

Develop and maintain a bikeway system that is compatible with routes of neighboring jurisdictions.

GENERAL PLAN GOAL 6.7 – Truck Routes/Goods Movement Systems

Support goods movement to and from land uses in the City without adverse impacts to residents or businesses of rail or truck congestion, noise or air quality impacts.



Policy 6.7.1

Provide primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.

Policy 6.7.2

Provide appropriately designed and maintained roadways for the truck routes so that they can safely accommodate truck travel.

**GENERAL PLAN GOALS AND POLICIES RELATED TO
INFRASTRUCTURE AND UTILITIES**

GENERAL PLAN GOAL 7.1 – Water Systems

Establish and maintain secure water supply, water treatment, distribution, pumping and storage systems to meet the current and project future daily and peak water demands of Corona.

Policy 7.1.5

Construct, upgrade, maintain, and expand water supply, distribution, pumping, storage, and treatment facilities, as recommended in the November 1997 Amendment to the 1995 Water Master Plan, or as subsequently amended in the future.

GENERAL PLAN GOAL 7.4 – Sewer/Wastewater Systems

Provide a wastewater collection and treatment system that supports existing and planned development within Corona. Where necessary, upgrade existing deficient systems and pursue funding sources to reduce costs of wastewater service.

Policy 7.4.1

Maintain, upgrade, and expand existing wastewater collection and treatment facilities where existing systems are deficient.

GENERAL PLAN GOAL 7.6 – Storm Drainage

Establish and maintain adequate planning, construction, maintenance, and funding for storm drainage and storage control facilities to support permitted land uses. If necessary, upgrade existing deficient systems to accommodate new permitted development and protect existing development with the City of Corona as well as pursue public funding sources to reduce fiscal impacts of implementation.



Policy 7.6.1

Maintain and upgrade public storm drains and storage control facilities and construct or expand storm drain and flood control facilities to protect the community from risks to lives and property associated with flooding and stormwater runoff.

Policy 7.6.5

Ensure the provision of storm water conveyance and storage control facilities to be constructed coincident with new development.

GENERAL PLAN GOALS AND POLICIES RELATED TO ENERGY

GENERAL PLAN GOAL 7.12 – Energy

Provide an adequate, safe, and orderly supply of electrical energy to support existing and future land uses within the City.

Policy 7.12.1

Require that new development is approved contingent upon the ability to be served with adequate electrical facilities and service.

Policy 7.12.2

Work with Southern California Gas Company, SCE, and the City Department of Water and Power to ensure that adequate electrical facilities are available to meet the demand of existing and future developments.

Policy 7.12.3

Continue to provide for the under-grounding of new and existing electrical distribution lines unless it is determined not to be economically or practically feasible as a result of significant environmental or other constraints.

**GENERAL PLAN GOALS AND POLICIES RELATED TO
TELECOMMUNICATIONS**

GENERAL PLAN GOAL 7.13 – Telecommunications

Allow for the provision of an adequate, safe, and orderly supply of telecommunication infrastructure to support existing and future land uses within the City.



Policy 7.13.1

Require that new development be approved contingent upon its ability to be served by adequate telecommunication and other supporting infrastructure.

Policy 7.13.2

Provide for the continued development and expansion of telecommunications systems including cable and, as feasible, fiber optics, for access of data and information, and communication purposes.

Policy 7.13.4

Promote the extension of the regional fiber optic network into the City.

Policy 7.13.5

Require that all new construction intended to be used for professional offices be wired to link with cable, fiber optic systems, or other modern standards for communication cabling.

IMPLEMENTATION

All of the General Plan goals and policies will be implemented through means outlined in the General Plan which include but are not limited to requirement of adherence to the Corona Magnolia Specific Plan, the Corona Municipal Code, Development Plan Review and Precise Plan approvals, and Environmental Impact Mitigation and Monitoring.



3.0 Site History and Land Use

3.1 Phase 1

Phase 1 of the site has historically contained the operations of the Johns Manville fiberglass manufacturing plant between 1958 and 2001. It is located at the northeast corner of the intersection of Interstate 15 and Magnolia Avenue and is approximately 53 acres in size.

Additions to the main building were made in 1970. During the 1970's, Highway 15 was built west of the property. In the 1980's, Temescal Wash on the north edge of the property was improved into a concrete flood control channel. In 1990, the expansion of Highway 15 into Interstate Highway 15 was completed.

Figure 3.1 illustrates the aerial view of the Phase 1 area when this specific plan was originally adopted. Prior to specific plan adoption, the site was designated as General Industry on the City of Corona General Plan map with a historic zoning of M-2 (General Manufacturing). A General Plan Amendment to redesignate the site to "Mixed Use Specific Plan" was processed to enable this specific plan. The "Mixed Use Specific Plan" designation was the original mixed use General Plan designation that pre-dated the comprehensive General Plan update in 2004. It allowed for the mix of Office Professional, General Commercial, Freeway Commercial, Light Industrial/Business Park, Open Space and limited circumstance Attached Residential uses where enabled only by a specific plan. The subsequent General Plan update in 2004 re-established the designation as Mixed Use 2, Commercial/Light Industrial which was applied to all of the specific plan area and properties beyond. The Corona Magnolia Specific Plan would enable commercial/light industrial and business park uses within comprehensive developments of single sites.

3.2 Phase 2

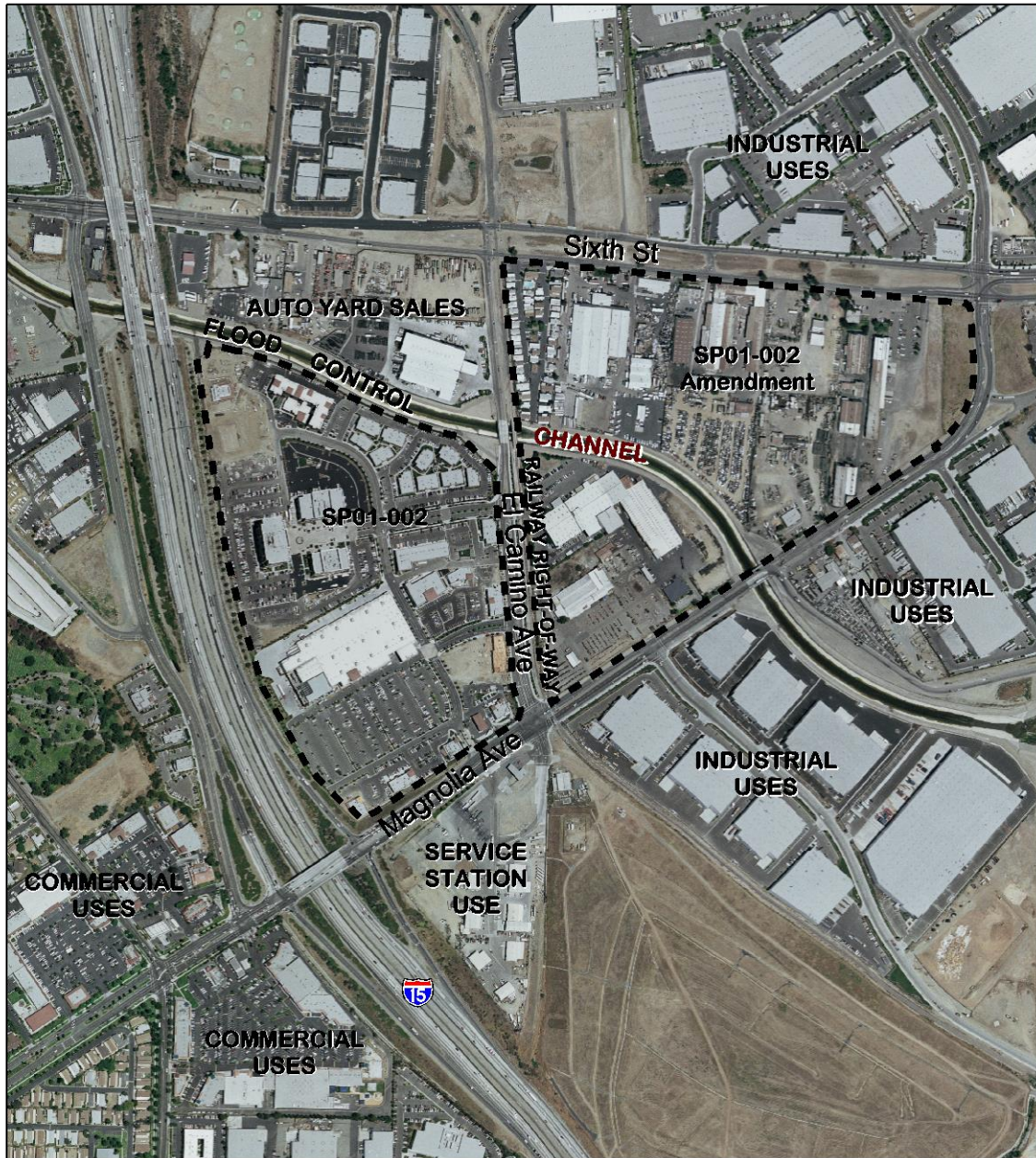
The Phase 2 area of the specific plan lies east of El Camino Avenue (Figure 3.1) and is incorporated into the plan by amendment. Phase 2 encompasses 62 acres that contain a number of general to heavy industrial uses under multiple ownerships. The specific plan serves as a tool to implement a vision for Phase 2 that reflects what has successfully been developed in Phase 1. The historic zoning of the Phase 2 properties has been M-3 (Heavy Industry). This specific plan applies a BP (Business Park) designation across all of the Phase 2 area, excepting the flood control channel.

3.3 Surrounding Land Uses

As depicted on Figure 3.3, industrial uses lie to the north, east and south of the site while commercial uses lie to the west of the site beyond the freeway.

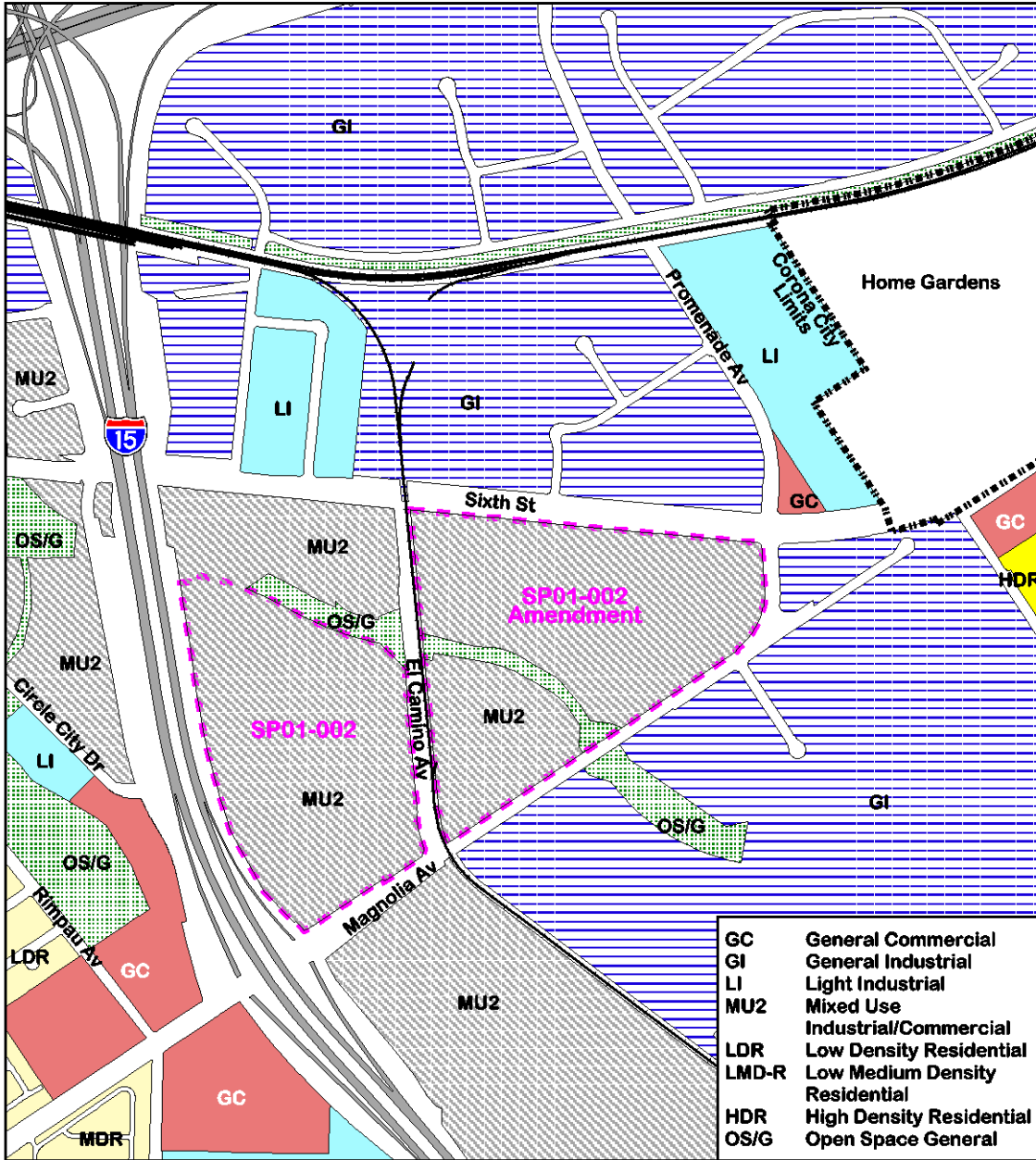
3.4 Topography

The topography of the site slopes gently from south to northwest with a gradient of approximately 0.7%. The high point of the area is located on the southern edge along Magnolia Avenue with an elevation of approximately 647 feet above mean sea level. The site descends northwestward to a lower elevation of approximately 629 feet above mean sea level.



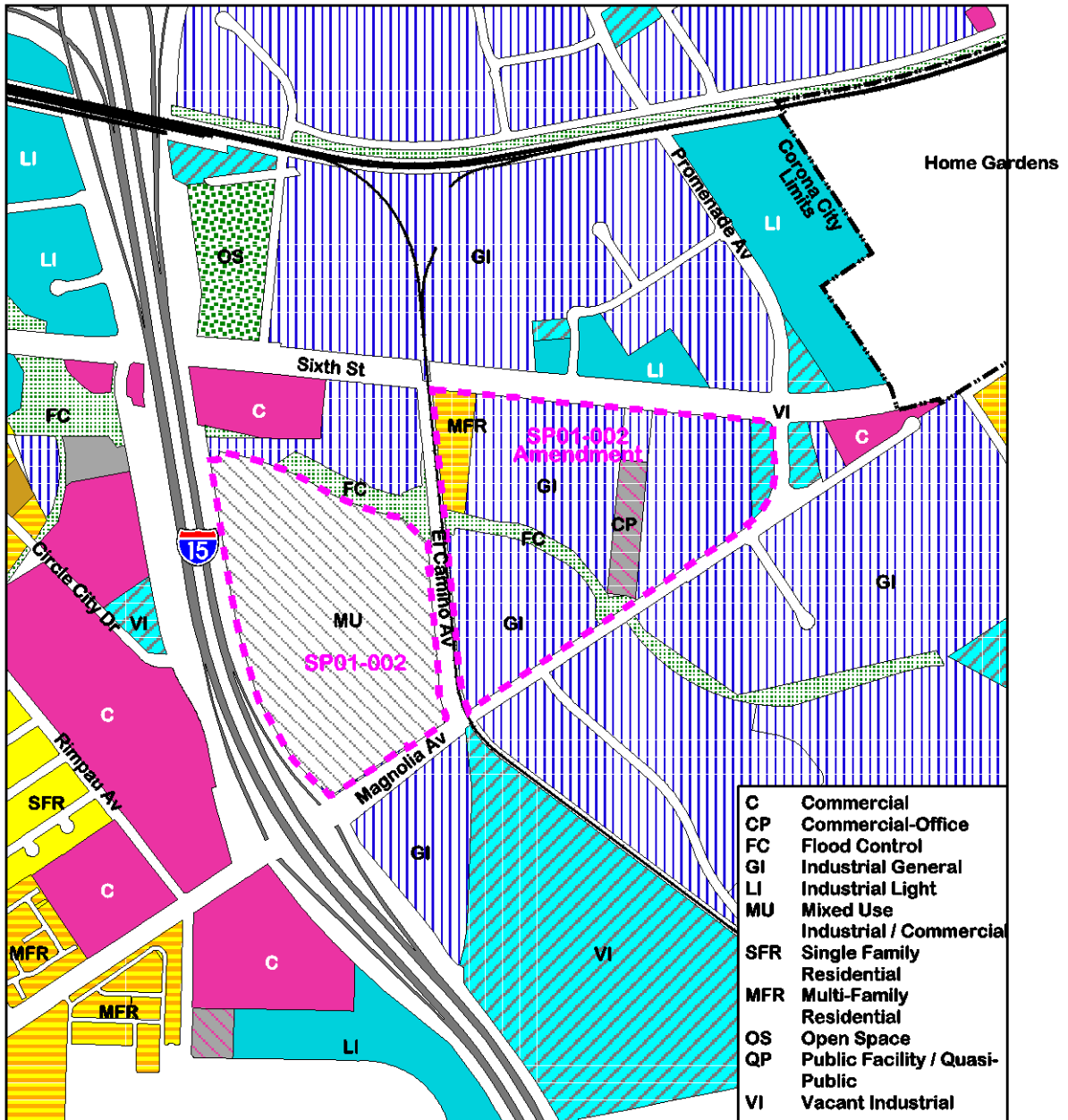
***Aerial Photo
Existing Conditions and Land Uses***

Figure 3.1



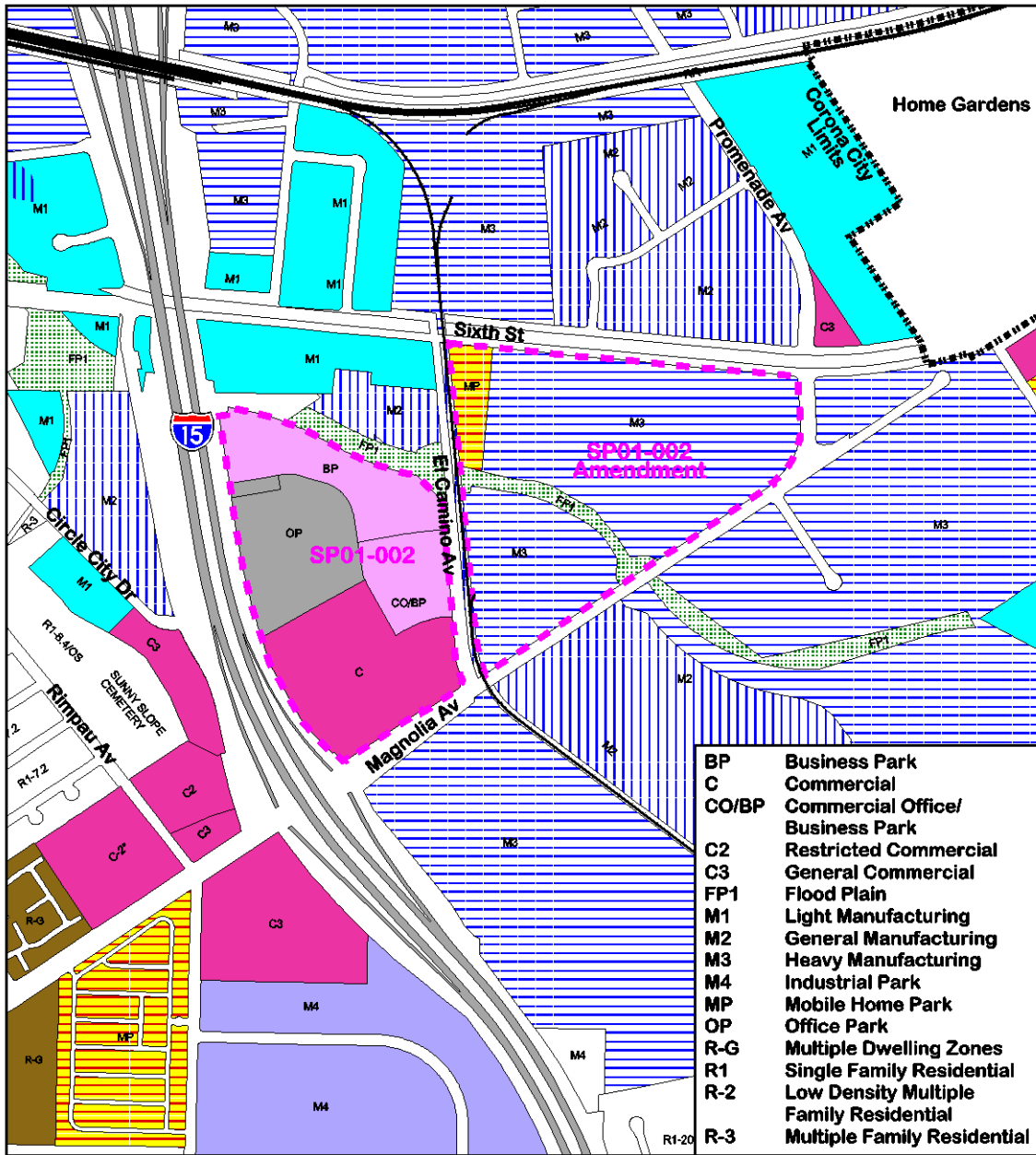
Existing General Plan

Figure 3.2



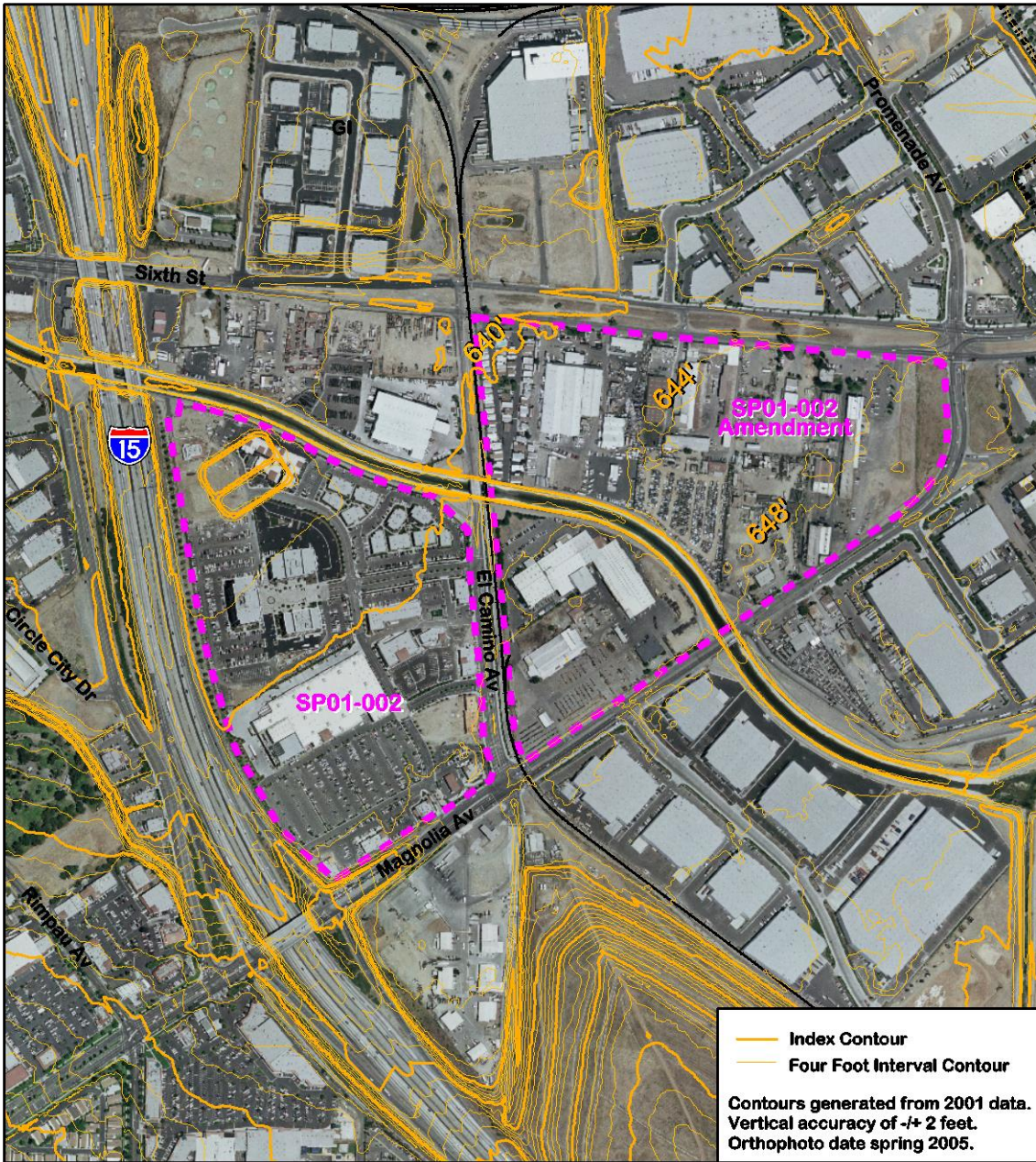
Existing Land Use

Figure 3.3



Existing Zoning

Figure 3.4



Existing Topography

Figure 3.5



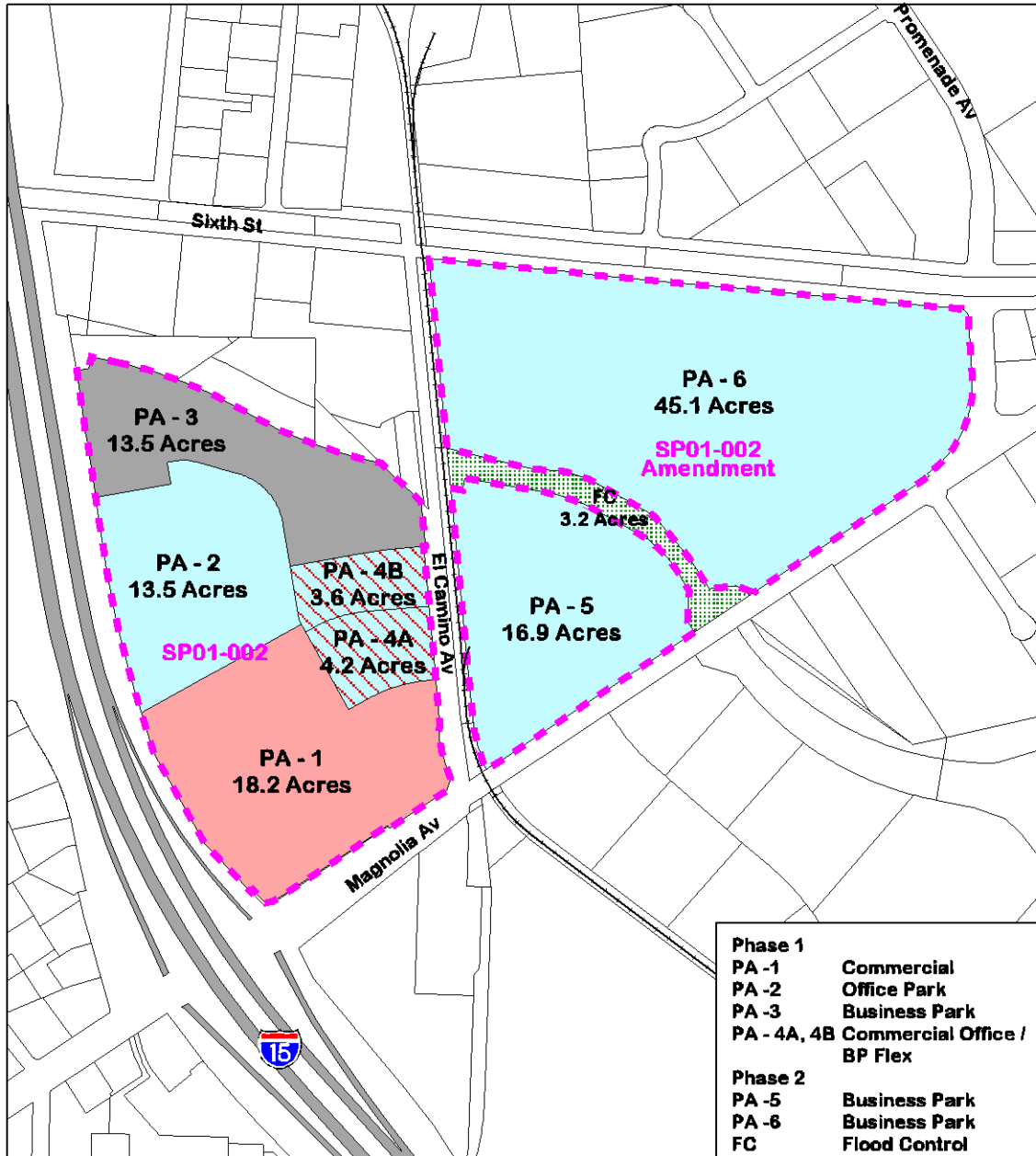
4.0 Land Use Plan

Figure 4.1 illustrates the Land Use Plan for the Corona Magnolia Specific Plan. Table 4.1, Land Use Summary, lists the land use distribution with an overview of Permitted Land Uses in each Planning Area. Sections 4.1 through 4.4 hereafter address the permitted and conditionally permitted land uses for each planning area.

The Land Use Plan is designed to create a unified mixed-use scenario that promotes functional circulation and relationship among varying land uses. The Land Use Plan creates six Planning Areas within the Specific Plan, one of which is a divided “flex” area that can be devoted to either commercial or business park uses or divided between the two types of uses subject to market persuasion. Permitted Land Uses and Development Standards listed in Section 5 are organized according to the following sub-districts:

**TABLE 4.1
LAND USE SUMMARY**

PLANNING AREA	LAND USE DISTRICT	ACRES
1	(C) Commercial	18.2
2	(OP) Office Park	13.5
3	(BP) Business Park	13.5
4	(COBP) Commercial/Office Park/Business Park Flex	7.8
Phase 1	Total	53
5	(BP) Business Park	16.9
6	(BP) Business Park	45.07
	Flood Control Channel	3.2
Phase 2	Total	65.17
	SPECIFIC PLAN GRAND TOTAL	118.17



Land Use Plan
Figure 4.1



4.1 Planning Area 1 - Commercial (C)

4.1.1 Purpose

Planning Area I offers the opportunity for Big Box Retail and supporting commercial uses along the I-15 right-of-way access ramp and along Magnolia Avenue. Area I will enable general commercial uses that benefit from immediate freeway access.

4.1.2 Permitted Uses

The following uses are permitted in the Commercial (C) district subject to the development standards within Section 5. All such uses shall be contained wholly within an enclosed building. All building floor areas shall meet the required parking based on respective use.

A. Eating, Entertainment and Assembly Establishments

- Delicatessen, food service, take-out or catering
- Ice cream, yogurt, and candy shops
- Microbrewery/Craft brewery (defined in CMC Chapter 17.04)
- Museum or cultural center
- Performing arts center
- Restaurant, café or dinner house (indoor and outdoor dining, free-standing or inline food establishments including take-out and excluding drive-through service, including entertainment, but excluding adult entertainment)
- Restaurant, drive-through (maximum 2 in the Commercial designation only subject to Design Standards of Section 5.7).
- Theater

B. Retail Commercial

- Antique shops
- Appliance stores
- Art gallery, supplies, framing
- Auto supply store
- Bookstore, stationer, gift shop
- Clothing and shoes (new)
- Convenience store (off-sale only liquor)
- Computer, hardware, software sales and service
- Department store
- Drug store or pharmacy (no drive-through)
- Electronics store
- Furniture store, home and office
- Grocery store, specialty
- Home and garden supply stores
- Interior decorating shop
- Music store
- Pet shop and grooming



Tire shop (tire sales and installation only)
Video store

C. Service Commercial and Office Professional

Animal hospital
Auto service station (minor repair) and fueling facilities
Bank and similar financial institutions
Barber shop or beauty salon
Business and professional offices including medical and dental
Business services including supplies, business equipment rental, sales & repair
Day care facility
Digital film studio and film editing service
Dry cleaner
Gymnastics or marital arts studio
Health Club or fitness center
Hotel
Photocopying service
Photographer studio
Post office or mail service
Locksmith
Tailor and clothing rental
Travel agency

D. Miscellaneous

A housing development project proposed pursuant to Cal Gov't Code § 65852.24, subject to the requirements of Corona Municipal Code Chapter 17.31.
A housing development project proposed pursuant to Cal Gov't Code § 65912.100 et seq.
Car wash (ancillary to auto service station)
Construction trailer (as project office during construction under a valid permit)
Library, public or private
Parking structure

4.1.3 Conditional Uses

The following uses may be permitted in the Commercial district subject to the approval of a Conditional Use Permit pursuant to Chapter 17.92 of the Corona Municipal Code.

Car wash (stand alone)
Convention center/meeting hall
Dance club or night club (excluding adult entertainment)
Drive-through facilities
Outdoor recreational or sports facilities

4.1.4 Minor Conditional Uses

Indoor recreational facilities
Smoking lounge (refer to CMC Section 17.33.160 for supplemental development standards)



Tobacco store (subject to CMC Chapter 5.19)



4.2 Planning Area 2 - Office Park (OP)

4.2.1 Purpose

Planning Area 2 is situated along the mid-point of the western half of the site. This planning area will benefit from prominent freeway visibility enabling uses such as office buildings, hotels, financial institutions and dine-in eating establishments. Strong emphasis will be placed on pedestrian amenities in this area to benefit an enclave of synergistic uses providing a strong employment base. A parking structure is also envisioned for this planning area.

4.2.2 Permitted Uses

The following uses are permitted in the Office Park (OP) district subject to the development standards within Section 5. All such uses shall be contained wholly within an enclosed building. All building floor areas shall meet the required parking based on respective use.

A. Eating, Entertainment and Assembly Establishments

Microbrewery/Craft brewery (defined in CMC Chapter 17.04)

Performing arts center

Restaurant, café or dinner house (indoor and outdoor dining, free-standing or inline food establishments including take-out and excluding drive through service, including entertainment, but excluding adult entertainment)

Theater

B. Commercial, Service, Office Professional

Art gallery, supplies, framing

Bank and similar financial institutions (without drive through)

Bookstore, stationery, gift shop

Bookbinding

Book, periodical and newspaper publishing

Business and professional offices including medical and dental

Business services including supplies, business equipment rental, sales and repair

Day care facility

Digital film studio and film editing service

Health club or fitness center

Hotel

Photocopying service

Photographer studio

Post office or mail service

Travel Agency

C. Miscellaneous

A housing development project proposed pursuant to Cal Gov't Code § 65852.24, subject to the requirements of Corona Municipal Code Chapter 17.31.



A housing development project proposed pursuant to Cal Gov't Code § 65912.100 et seq.
Construction trailer (as project office during construction under a valid permit)
Library, public or private
Parking structure

4.2.3 Conditional Uses

Convention center/meeting hall
Dance club or night club (excluding adult entertainment)

4.3 Planning Areas 3, 5 and 6 - Business Park (BP)

4.3.1 Purpose

The intent of the Business Park district is to allow flexibility in the mix of land uses that could include office type development, cleaner light industrial development, and limited commercial that supports and enhances business park uses. Enhanced development standards and buildings of high quality design ensure that uses within the Business Park districts are of a higher quality than conventional light industrial type development.

Planning Area 3 is situated along the northern edge of Phase 1 adjacent to the flood control channel extending between Interstate 15 and El Camino Avenue. This planning area can function as a transition area between the higher quality development that has occurred on the southern portion of this site and the existing industrial operations that are located to the north beyond the flood control channel.

Planning Area 5 in Phase 2 is specifically located at the northeast corner of Magnolia Avenue and El Camino Avenue and bounded on the north side by the Flood Control Channel. This planning area is envisioned to directly reflect the same type of office and business park development that has successfully been developed in Planning Areas 2 and 3.

Planning Area 6 also in Phase 2 is located north of the flood control channel, south of Sixth Street, east of El Camino Avenue, and north of Magnolia to the point where it terminates into Sixth Street. The acreage of this planning area enables a wider potential of land uses that could range from office development, light supporting commercial, to light industrial park.

4.3.2 Permitted Uses

The following uses are permitted in the Business Park (BP) district subject to the development standards within Section 5. All such uses shall be contained wholly within an enclosed building. All building floor areas shall meet the required parking based on respective use. Certain uses as noted are only permitted in the respectively identified planning areas.

A. Eating, Entertainment and Assembly Establishments

Microbrewery/Craft brewery (defined in CMC Chapter 17.04)



Restaurant, café or dinner house (indoor and outdoor dining, free-standing or inline food establishments including take-out and excluding drive- through service, including entertainment, but excluding adult entertainment)

4.3 Planning Areas 3, 5 and 6 - Business Park (BP)

4.3.2 Permitted Uses

The following uses are permitted in the Business Park (BP) district subject to the development standards within Section 5. All such uses shall be contained wholly within an enclosed building. All building floor areas shall meet the required parking based on respective use. Certain uses as noted are only permitted in the respectively identified planning areas.

A. Eating, Entertainment and Assembly Establishments

Microbrewery/Craft brewery (defined in CMC Chapter 17.04)

Restaurant, café or dinner house (indoor and outdoor dining, free-standing or inline food establishments including take-out and excluding drive- through service, including entertainment, but excluding adult entertainment)

B. Retail/Service Commercial

Appliance stores

Auto supply, retail and wholesale

Auto accessory installation (no outdoor display, storage or operations)

Computer, hardware, software sales and service

Electronics store

Furniture store, home and office

Gymnastics and martial arts studios

Home and garden supply stores

Hotel

Retail sale of products produced in whole or in part on the premises

(provided that parking is provided at the retail ratio for the applicable floor area)

Small equipment retail, wholesale, leasing and service (no outdoor display, storage or operations)

C. Service Commercial, Office Professional and Light Industrial Business Park

Antique restoration

Automobile assembly plant and storage (PLANNING AREA 6 ONLY)

Automobile (electric) and/or electric vehicles, assembly of (PLANNING AREA 6 ONLY)

Blueprinting

Business and professional offices including medical and dental

Business services including supplies, business equipment rental, sales & repair

Catalog distribution

Catering



Communications equipment sales, engineering and repair
Cosmetics production
Digital film studio and film editing service
Drafting instruments and goods production
Electronics, production of equipment, components and products
Film processing center
Food processing and packaging
Laboratories
Locksmith
Manufacturing, assembly and fabrication of goods from metal, wood and plastics.
Musical instrument production
Offices for professional and technical firms
Office equipment production, repair, leasing and purchase
Optical goods production
Packaging
Parcel delivery service
Pharmaceutical processing
Photocopying service
Photographer studio
Post office or mail service
Print shop (small)
Machine shop (precision) (no outdoor operations or storage)
Research and development and testing laboratories and facilities
Retail sale of products manufactured, assembled, fabricated or processed in whole or major part on the premises.
Retailing, leasing, wholesaling and servicing uses, all of which have as their sole purpose the provision of goods, materials, equipment and services for industrial, construction and agricultural uses or similar type of uses (PLANNING AREA 6 ONLY)
Scientific optical, medical, dental, and photographic equipment production
Silk screening and similar reproductive processes
Toy production
Trade schools (not including heavy equipment or truck driving)
Warehouse and distribution

D. Miscellaneous

A housing development project proposed pursuant to Cal Gov't Code § 65852.24, subject to the requirements of Corona Municipal Code Chapter 17.31.
A housing development project proposed pursuant to Cal Gov't Code § 65912.100 et seq.
Construction trailer (as project office during construction under a valid permit)
Parking structure

4.3.3 Conditional Uses

The following uses may be permitted in the Business Park district subject to the approval of a Conditional Use Permit pursuant to Chapter 17.92 of the Corona Municipal Code.

Animal Hospital



Boat repair and equipment sales (no outdoor display, operations)
Convention center/meeting hall
Day Care Center
Dance club or night club (excluding adult entertainment)
Outdoor recreational or sports facilities
Production of materials from the following materials (not the production of the materials themselves): Canvas, Cellophane, Cloth, Leather, Paper, Plastic, Stones (precious or semi-precious), Plaster
Storage (indoor, climate-controlled only)

4.3.4 Minor Conditional Uses

Indoor recreational facilities
Small scale production of materials made of metals storage or

4.4 Planning Area 4 - Commercial/Office/Business Park Flex (COBP)

4.4.1 Purpose

Planning Area 4 is situated along the mid-point of the eastern half of the site adjacent to Compton Avenue. This planning area is split into Subareas A and B to flexibly accommodate either Commercial uses extending from Planning Area 1, Office Park uses extending from Planning Area 2 or Business Park uses extending from Planning Area 3, depending on the sway of the market. In order to extend adjacent uses into these Subareas, there must be contiguity with the related planning area and the Subarea must be devoted only to those uses of the chosen land use category.

All development in Planning Area 4 is subject to the development standards within Section 5. All such uses shall be contained wholly within an enclosed building. All building floor areas shall meet the required parking based on respective use.

4.4.2 Land Use Alternatives

A. Alternative 1

All of Planning Area 4 can be devoted to the Commercial Uses listed in Section 4.1.

B. Alternative 2

All of Planning Area 4 can be devoted to the Office Park Uses listed in Section 4.2.

C. Alternative 3

All of Planning Area 4 can be devoted to the Business Park Uses listed in Section 4.3

D. Alternative 4

Planning Area 4 is split into Sub-areas A and B. Each Sub-area can function as an extension of an adjacent planning area. For example, Sub-area A can function as an extension of Planning Area 1



containing Commercial uses listed in Section 4.1. Sub-area B can function either as an extension of Planning Area 2 containing Office and Professional uses listed in Section 4.2 or as an extension of Planning Area 3 containing Business Park uses listed in Section 4.3.

E. Alternative 5

All of Planning Area 4 can be devoted to the following residential uses:

- A housing development project proposed pursuant to Cal Gov't Code § 65852.24, subject to the requirements of Corona Municipal Code Chapter 17.31.
- A housing development project proposed pursuant to Cal Gov't Code § 65912.100 et seq.

4.5 Unlisted Uses

Unlisted uses that are not found to be similar uses under Section 4.6 herein are not permitted.

4.6 Similar Uses

When a particular use is not listed, the Planning Director is authorized herein to make a use determination to decide if the proposed use is similar to a listed use. The determination by the Planning Director is subject to the criteria outlined in Corona Municipal Code, Section 17.88.050(B), Subsections 1 through 8.

4.7 Relationship to the Corona Municipal Code

All uses shall be subject to the applicable provisions of Title 17, the Zoning Ordinance of the Corona Municipal Code. Where differences between this Specific Plan and the Zoning Ordinance occur, the Specific Plan shall prevail. All definitions listed in Chapter 17.04 of the Zoning Ordinance shall apply to this Specific Plan. No land shall be used, and no structure erected, structurally altered or enlarged, except as permitted in Section 4.



5.0 Development Standards

5.1 General Provisions

- A. The following minimum site development standards shall apply to all land and buildings in all land use districts in the Corona Magnolia Specific Plan area.
- B. Unless otherwise specified, the Corona Municipal Code and other relevant ordinances and city regulations shall govern the design, development and construction within the Corona Magnolia Specific Plan Area.
- C. Each building or lot shall have permanent access to the street on which the building or lot abuts unless a minor variance is granted there from under the provisions of CMC Chapter 17.98.
- D. Where buildings or uses legally existing on the effective date of this specific plan are not in conformity with the provisions of this specific plan, it is the intent and purpose of the city to declare such buildings and uses nonconforming for the purpose of protecting the public health, safety and general welfare. The nonconforming provisions of the Corona Municipal Code Chapter 17.90 shall apply to all nonconforming buildings and uses.
- E. Outdoor storage is prohibited except for that associated with applicable businesses, as reviewed and approved in conjunction with a Precise Plan.
- F. No outdoor sales or display of merchandise is permitted unless enabled by Corona Municipal Code Chapters 19.98 and 17.99 or for appropriate uses such as a building supply store or florist in areas approved through a precise plan for such a use.

5.2 Building Setbacks

5.2.1 Site Perimeter

The minimum landscape setback from adjacent public streets shall be as follows. On-site parking and drive aisles are not permitted within this landscaped area, except that parking stalls may overhang into a required landscape setback by not more than two feet six inches (2'- 6").

I-15 Freeway: Ten feet where buildings are designed with elevations that do not appear as rear elevations toward the freeway (i.e., enhanced freeway frontage elevations); an average of 20 feet where any rear or side service area is oriented toward the freeway.

Magnolia Avenue: Fifteen (15) feet.

Magnolia Avenue (east of El Camino): Ten (10) feet

El Camino Avenue: Fifteen (15) feet.

Sixth Street: Fifteen (15) feet.

Flood Control Channel: Ten (10) feet.



5.2.2 Site Interior/Use Buffering

Buildings shall be separated from adjacent parking and drive aisles by a minimum ten (10) foot setback which shall be improved with a combination of landscaping and decorative paving subject to precise plan review. This requirement does not apply to rear areas of the building that do not have pedestrian or customer access.

There are no minimum side or rear yard setback requirements from interior property lines other than those set forth in this section. However, because of the expanded array of uses recognized for this mixed use specific plan, appropriate buffering among uses must be established through separation by parking, drive aisles and enhanced landscape areas.

5.3 Building Height

Maximum building height allowed is six stories or ninety-five (95) feet. Architectural projections above the height limit are permitted subject to the provisions of CMC Chapter 17.66.

5.4 Minimum Lot Area, Width and Depth

No minimum.

5.5 Lot Coverage

No requirement.

5.6 Parking

Parking Standards will comply with Section 17.76 (Off-Street Parking) of the Corona Municipal Code except as herein provided:

- 5.6.1 All surface parking shall comply with city standards for stall size (nine feet wide by 20 feet long with 25 feet of clear back-up space for 90 degree angled parking).
- 5.6.2 Parking structure stall sizes may be designed with reduced stall length (nine feet wide by 18 feet long with 25 feet of clear back up space for 90 degree angled parking) subject to design approval by the Planning Director and the Public Works Director.
- 5.6.3 Compact parking is allowed for surface parking areas in excess of required parking. Parking structures may be designed with up to 25 percent compact spaces (8 1/2 feet wide by 17 feet long).
- 5.6.4 Required parking and vehicular access for individual commercial buildings may be allowed to extend to adjacent commercial parcels within the center, provided that a reciprocal parking and access agreement is approved and recorded for all parcels within the development and the total parking requirement has been met for all uses.
- 5.6.5 Parking fields for major retail tenants and home improvement stores which typically provide shopping carts to their customers shall include cart storage areas within the associated



parking lot(s). Such cart storage areas shall be adequately distributed and clearly marked in the parking area for the convenience of the public. Such areas cannot be located in required parking stalls.

5.6.6 Parking for stored vehicles as a result of vehicle manufacturing subject to the following development standards:

1. Vehicles shall be screened from public rights-of-ways and public view with decorative walls.
2. Vehicles shall be stored in spaces clearly marked for storage purposes.
3. Vehicles shall not be stored in required parking or encroach into required drive aisles.

5.7 Drive-through Standards

A maximum of two drive-through restaurants is permitted within the Commercial designation of the specific plan area. The drive-through facilities are not subject to a conditional use permit provided that they meet the following standards:

- a. The drive-through lane must be no less than twelve (12) feet in width at all points (wider at turns to allow sufficient turning radius for larger vehicles).
- b. Drive-through turns shall be no sharper than 90 degrees.
- c. The drive-through lane must accommodate no less than six (6) car stacking spaces before the menu/order board.
- d. A canopy or porte cochere shall be provided over the pick-up window area.
- e. No pedestrian crossing is permitted across the drive-through lane.

5.8 Loading

The provisions of Chapter 17.78 (Off-street Loading) of the Corona Municipal Code shall apply. All commercial operations have need of loading areas by the nature of the operations receiving and possibly shipping goods. In order to prevent delivery truck traffic from blocking circulation within the site, it is imperative that loading spaces in adequate numbers and proper location be provided for all buildings on the site.

- For multi-tenant commercial buildings, one designated loading space per 15,000 square feet of gross floor area must be provided.
- For freestanding buildings less than 15,000 square feet and office buildings, one loading area per building must be provided per the dimensions provided in CMC Chapter 17.78 in logical proximity to the buildings they serve.
- For large-scale anchor tenants greater than 15,000 feet in gross floor area, corporate standards for loading are recognized, provided however, that operations do not lead to storage or detention of delivery vehicles or trailers on the site.

Buildings should be designed so that loading docks, platforms, and vehicle or other service openings are oriented to the rear or side of a building and not directly adjacent to a public street. In the event that design constraints result in loading areas facing a street, such area shall be



screened from view with extended walls and dense landscaping. Screen walls shall be constructed of the same materials as the primary structure and include compatible architectural enhancements. In any case, loading areas cannot be located closer than *twenty-five* feet to the property line abutting any street.

5.9 Landscaping

In addition to the standards of Section 17.70 of the Corona Municipal Code, the following also shall apply:

5.9.1 On-Site Landscaping

Landscaping within parking areas shall comply with the following minimum requirements.

- a. Landscaped planters at a minimum of five (5) feet in planting width (six feet including exterior curbs) shall be located at the end of each parking row, adjacent to primary on-site circulation routes, and every ten (10) parking stalls around the site perimeter.
- b. Diamond planters no less than five (5) feet square including curbs shall be placed every six (6) parking stalls for interior, double-loaded parking areas.
- c. Shade trees shall be distributed throughout the parking areas and along perimeter landscape areas at a minimum number of one (1) tree for every three (3) parking stalls.
- d. The overall tree total shall be provided in the following sizes:
 - 15 gallon: Maximum 50 percent;
 - 24 inch box: Minimum 40 percent;
 - 36inch box: Minimum 10percent.
- e. Larger trees may also be provided and are encouraged to be utilized at entry points and key focal points within the site.
- f. Foundation shrub beds in 100 percent five gallon size shall be planted in spacing and numbers to achieve 100 percent shrub bed coverage at plant maturity.
- g. All landscape areas must have 100 percent shrub or sub-shrub coverage.
- h. A continuous headlight buffer must be provided with a variety of 5 gallon shrub species along areas where headlights in parking areas are directed toward streets or drive aisles.
- i. All plant materials must be chosen in consideration of drought tolerance, water efficiency and suitability in Corona's climate.

5.9.2 Parkway Landscaping

Parkways will consist of five feet of landscaping at the right-of-way adjacent to street perimeter property lines. Street trees are to be provided according to the following standards:



- Magnolia Avenue - 30 foot brown trunk height *Washingtonia filifera* palms alternated with *Koelreuteria bipinnata* at 35 feet on center.
- El Camino Avenue - 24 inch box *Pistache Chinensis* at 35 feet on center.
- East Sixth Street – 24 inch box *Eucalyptus Citriodora* alternated with *Gleditsia* “Sunburst.”

5.9.3 Vacant pad treatment

Vacant, graded building pads that are left fallow indefinitely shall be cleared and hydroseeded. The property owner(s) have the option to either run temporary irrigation to these areas or manually water to maintain the areas in a green and growing condition in order to prevent weed growth causing a fire hazard and unsightly appearance. The improvement requirement does not apply to ungraded/unfinished portions of the site that may develop in future phases.

5.10 Trash Enclosures

The provisions of CMC Chapter 17.79 shall apply. Prominently visible trash enclosures must be decoratively designed with features that screen contents from public view. Trash enclosures shall be placed in a manner so as not to obstruct the visibility of vehicle or pedestrian circulation.

5.11 General Performance Standards

All uses established or placed into operation after the effective date of this Specific Plan as adopted by the City of Corona City Council shall comply at all times hereafter with the performance standards set forth in Chapter 17.84 in Title 17 of the Corona Municipal Code. All performance measurements, unless otherwise specified, shall be taken at the property line of the operation in question.

5.12 Signage

Signs shall be regulated and controlled as specified under Section 17.74 of the Corona Municipal Code for the Corona Magnolia Specific Plan Center Specific Plan, except for modifications as herein stated. Parcels that are not part of a comprehensive development plan are bound by the CMC Sign Standards applicable to the original respective zones (M-3 and M-P) per Figure 3.4.

- A. Comprehensive Sign Program Required:** A comprehensive sign program subject to the standards of this section is required to be submitted to the city for review and approval in conjunction with a Precise Plan for any new development in the specific plan area. The sign program shall include the following information for each sign: site plan locations, dimensions of the sign area and structure, building materials and colors, and sketches and elevations of the signs to scale, showing the architectural detail and overall size of the structure. The Planning Director may approve the final design details and modifications provided that the signs are in substantial conformance to the Comprehensive Sign Program approved with the precise plan.
- B. Signage Materials:** Proposed freestanding sign structures shall incorporate the design theme, materials, colors and elements of the center’s architecture. Signs shall be constructed of high quality, durable materials and professionally prepared and installed. Plexiglass “can” signs are not allowed as freestanding signs or on building elevations. Channel letters, externally lit signs, 3-



dimensional cabinet signs and similar designs are permitted for tenant wall-mounted signs. Neon is permitted in limited use and for strictly retail or food service establishments.

- C. Directional Kiosk Signs:** The Comprehensive Sign Program should include provisions for on-site directional kiosk signs at principal entry points and intersections within the center to guide the public to their destination points. The exact location and number are subject to approval by the Planning Director. The message area for directional signs shall be a maximum of five (5) feet in height and twenty-five (25) square feet in area. The signs must be designed with a decorative architectural base consistent with the design theme and materials used in the center.
- D. Wall/Building Mounted Signs:** For all tenants, a maximum of 1.25 square feet of sign area for each linear foot of building or tenant space frontage (1.25:1 ratio) is permitted. Each business or center tenant shall be permitted one wall mounted sign per lease area building face up to a maximum of three sides of the building. For major tenants of over 50,000 square feet, secondary signs indicating specific services areas are also allowed, provided that the total sign area on the building face does not exceed the maximum sign area allotment.
- E. Retail and Multi-tenant Blade Signs:** Blade signs are tenant identification signs oriented for pedestrian benefit. These signs may be installed under the building canopy or perpendicular to the building face. One blade sign per tenant space may be installed. The maximum size for a blade sign is eight (8) square feet, although blade signs should appear uniform in size. The minimum clearance under the blade sign must be maintained at 7'6", and they can project no further than 3'6" from the building face. The materials must be consistent with the design theme established for the center.
- F. Decorative Banners:** Decorative banners are permitted on light standards or projecting from buildings containing general commercial operations. The banners must be of a consistent design and color theme and complement the theme of the center. They can only be installed by the master developer/owner, not individual tenants. Banners shall be kept clean and in good condition.
- G. Project Entrance Pylon Signs:** One Project Entrance Pylon Sign may be permitted along Magnolia Avenue for each of the Planning Areas 1, 5 and 6. One Project Entrance Pylon Sign may be permitted along the west side of El Camino Avenue to serve Planning Areas 1, 3 and 4. One Project Entrance Pylon Sign may be permitted on the east side of El Camino Avenue for each of the Planning Areas 5 and 6. One Project Entrance Pylon Sign may be permitted along East Sixth Street for Planning Area 6. The signs shall not exceed 200 square feet in sign face area, forty feet (40) in height and may have up to six (6) tenants and the name of the center displayed on the sign. The signs shall be situated proximate to but no further than 50 feet from a primary access drive. The sign materials shall be consistent with the architectural design theme and materials used in the respective center.
- H. Freeway Oriented Signs:** Two Freeway Oriented pylon signs are permitted with a minimum separation spacing of 300 feet. The maximum overall height of each sign shall not exceed sixty (60) feet. One square foot of sign area per one linear foot of freeway frontage is permitted up to a maximum sign face area of 350 square feet excluding the name of the center. A maximum of eight (8) tenants per sign are permitted to be displayed on the sign.



I. Monument Signs: Two types of street-oriented monument signs are permitted in the specific plan area as described below:

1. Project Identification Monument Signs: These optional signs shall contain only the name of the center and be incorporated into the project entry walls at key project entry locations. The overall structure shall not exceed six (6) feet in height and thirty (30) feet in length. Project Identification Monuments may be located at the primary access drives into the planning areas and at project corners where public streets intersect.

2. Tenant Identification Monument Signs:

Phase 1 (Planning Areas 1-4)

Up to two (2) Tenant Identification Monument Signs are permitted adjacent to Magnolia Avenue. Up to three (3) Tenant Identification Monument Signs are permitted adjacent to El Camino Avenue. Each sign may identify up to three (3) onsite tenants per sign. The overall area of the sign shall not exceed forty-eight (48) square feet, and the overall height of the sign shall not exceed six (6) feet. All monument signs shall be placed out side of corner cut-off areas for vehicle and pedestrian visibility.

Phase 2 (Planning Areas 5 and 6)

One (1) Tenant Identification Monument Sign is permitted for each street frontage adjacent to Planning Area 5. One (1) Tenant Identification Monument Sign is permitted for the Magnolia Avenue street frontage and El Camino Avenue street frontage in Planning Area 6. Two (2) Tenant Identification Monument Signs are permitted for the East Sixth Street frontage in Planning Area 6.

J. Non-Conforming Signs:

Individual businesses that are not part of a comprehensively planned business center are permitted to maintain any legal signage that exists as of the date of this ordinance. Individual owners are not entitled under this ordinance to the signage enabled by this specific plan intended for comprehensively developed centers.

K. Prohibited Signs:

- 1) Pole signs (except for Freeway Pylon Signs)
- 2) Moving signs; or signs with moving parts
- 3) Flashing or chasing light signs
- 4) Car signs
- 5) Painted signs
- 6) Changeable copy or reader board signs
- 7) Product advertisement signs
- 8) Roof mounted signs
- 9) Snap-lock signs on lamppost, buildings, or similar structures except for theme banners permitted under this specific plan chapter.
- 10) Portable signs within street or access way right-of-way and adjacent landscaped areas.



6.0 Infrastructure Plan

6.1 Circulation

6.1.1 Existing Conditions

The western boundary of the specific plan area is Interstate Highway 15. Northbound and southbound on-ramps and off-ramps at the I-15/Magnolia Avenue interchange allow easy regional access to the site. Existing streets in and immediately adjacent to the Corona Magnolia Specific Plan Area include Magnolia Avenue, El Camino Avenue, and East Sixth Street.

Magnolia Avenue forms the southerly project boundary. It is a 4-lane divided roadway that extends from the on and off ramp intersection with I-15 at the southwesterly boundary of the Specific Plan project. The lanes vary in width from 11 feet to 12 feet, and an additional 13-foot wide right turn on-ramp access lane fronts the project site. Magnolia Avenue is the major surface street connecting the southern and eastern sections of the city. The street is heavily used by heavy trucks transiting to and from industrial and mining sites to the east. Magnolia Avenue extends southwestward to connect with South Main Street. Adjacent to the site, Magnolia Avenue contains a 15 foot wide raised center median tapering and ending adjacent to Planning Area 1.

El Camino Avenue is currently a 50-foot wide two-lane street, which runs north from Magnolia Avenue to its termination at East Sixth Street. The existing driving lanes are 13 feet wide. El Camino Avenue bisects the specific plan area between Phases 1 and 2.

East Sixth Street is a four-lane divided roadway that extends from the easterly city boundary to El Sobrante Road which lies west of the specific plan boundary. East Sixth Street contains an 80 foot wide center median.

6.1.2 Planned Improvements

6.1.2(a) Streets

The street classifications and cross-sections for Magnolia Avenue, El Camino Avenue, and East Sixth Street are determined by this Specific Plan. The following circulation improvements are proposed:

Magnolia Avenue is classified as a Major 6-lane Arterial with an ultimate variable right-of-way width of 120 to 130. The City of Corona currently has plans showing ultimate right-of-way improvements to Magnolia Avenue as illustrated in Figure 6.3c. The improvements include a Class III bike lane posted along Magnolia Avenue.

Interstate-15 as it forms the westerly boundary consists of a northbound on-ramp and is a signalized intersection. Figure 6.3a-b illustrates interchange improvements that are imminent for the Magnolia Avenue northbound on- and off-ramps. The illustrated improvements primarily affect properties that lie to the south of the current specific plan boundary along Magnolia Avenue.

El Camino Avenue is currently classified in the Circulation Element of the General Plan as a Collector Street with an ultimate right-of-way width of 106 feet, with two moving lanes and two parking lanes. A streetscape concept plan is depicted in Figure 6.2c and is currently accepted by the city as the ultimate 106-foot right-of-way improvement for El Camino Avenue.



El Camino Avenue will feature two (2) right turn pockets and two (2) left turn pockets onto Magnolia Avenue. An “available width” raised island would be installed on the centerline with variable numbers and widths of lanes proposed in each direction. The El Camino Avenue right-of-way will also include a five foot wide sidewalk to be constructed adjacent to the street curb.

The El Camino Avenue Street section also provides for an off-site decorative screen wall to be constructed at the easterly edge of the El Camino Avenue right- of-way. This will serve as a critical visual buffer between the subject site and the more intense industrial uses to the east.

East Sixth Street is classified as a major 6-lane Arterial Street with a right-of-way width of 180 feet. A proposed streetscape concept plan is shown in Figure 6.2a. Ultimate improvements would include preservation and upgrade of the existing 80-foot wide median, three through lanes in each direction, a Class II bike lane, and curb-adjacent sidewalks.

6.1.2(b) Site Access and Entry Treatment

Phase 1

Two access drives will be provided from El Camino Avenue into the Phase 1 planning areas. The access widths would be a minimum of 25 feet on each side of a landscaped median with enhanced landscaping and pavement. Entry monumentation at each site access point is governed by Chapter 5, Development Standards.

Secondary access into the Phase 1 planning areas is proposed from Magnolia Avenue with each driving lane to be a minimum of 25 feet in width. This access would intersect with Magnolia Avenue approximately midway along the southerly boundary and would consist of a right turn only into and out of the Specific Plan area. All access points will connect with the interior system of drives. Parking would not be allowed along the secondary access.

Phase 2

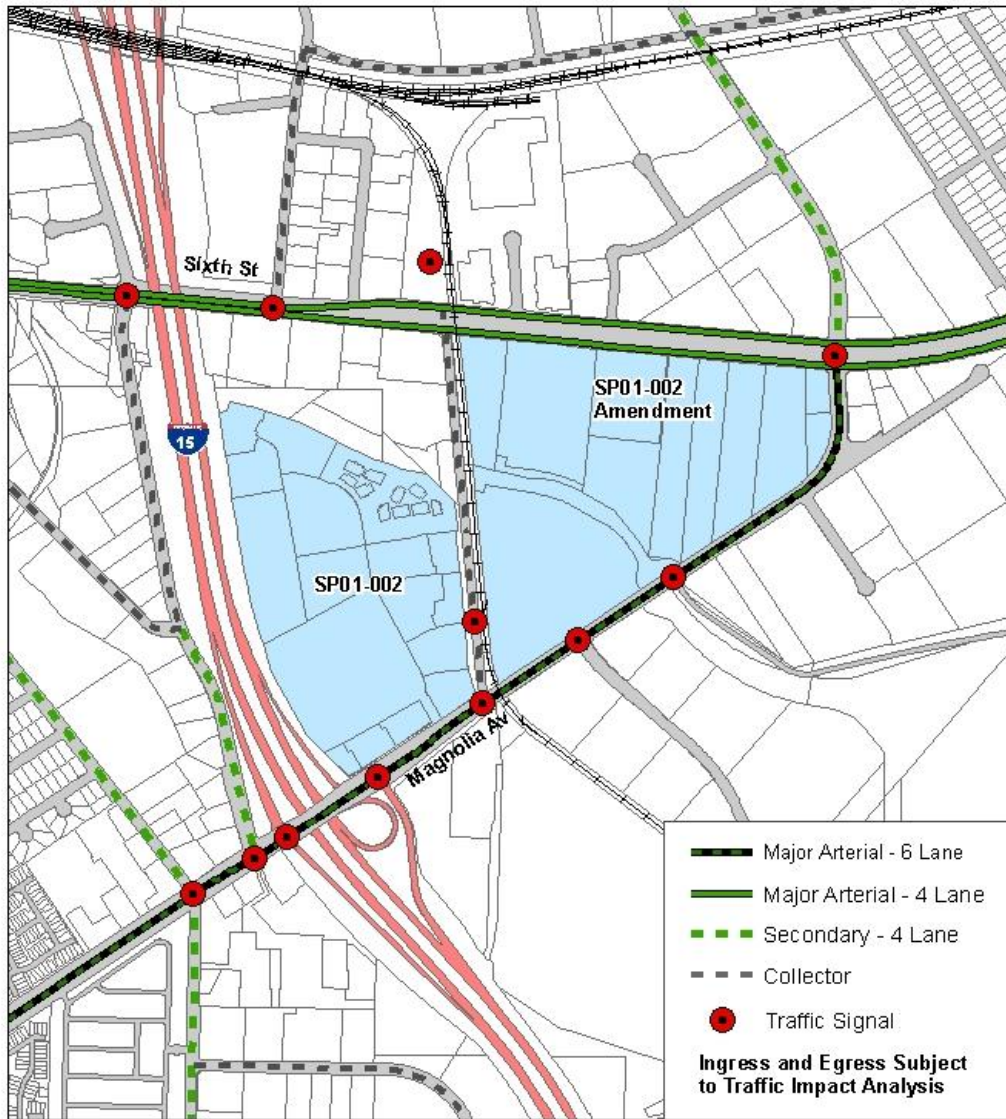
Figure 6.1.2a illustrates the conceptual access points into Planning Areas 5 and 6 within Phase 2. All site access to these planning areas must be evaluated in a site specific traffic study the recommendations of which are subject to the review and approval of the Public Works Director.

Site development should be designed with a pedestrian and/or vehicular connection across the flood control channel to connect Planning Areas 5 and 6.

6.1.2(c) Traffic Signals

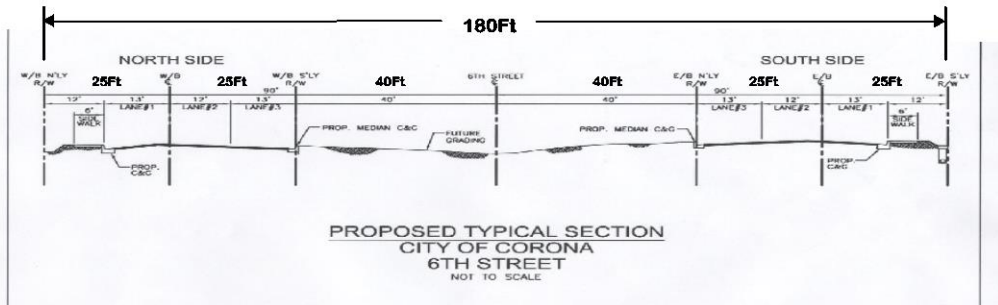
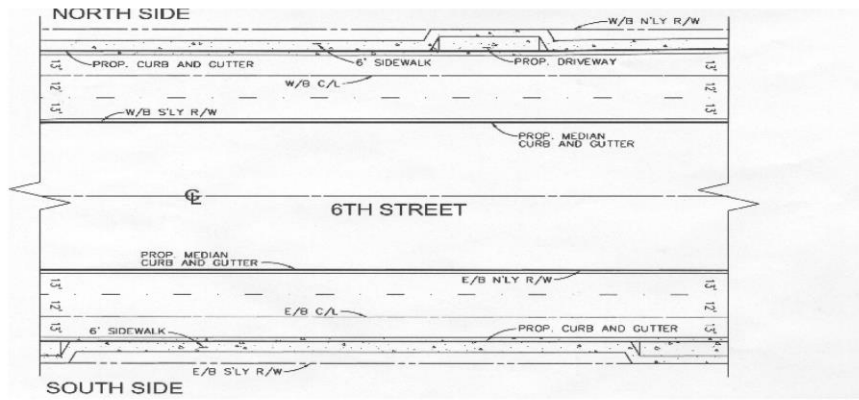
Figure 6.1.2a illustrates traffic signal locations warranted by the implementation of this specific plan. All of the signals are in place except for that depicted at the intersection of El Camino Avenue and East Sixth Street. Site specific traffic analyses may lead to additional signals necessary for acceptable circulation. All such analyses and recommendations are subject to the approval of the Public Works Director.

The signals noted above are funded through development fees. However, the city will oversee the installation/upgrading of the traffic signals.



Circulation Plan and Site Access

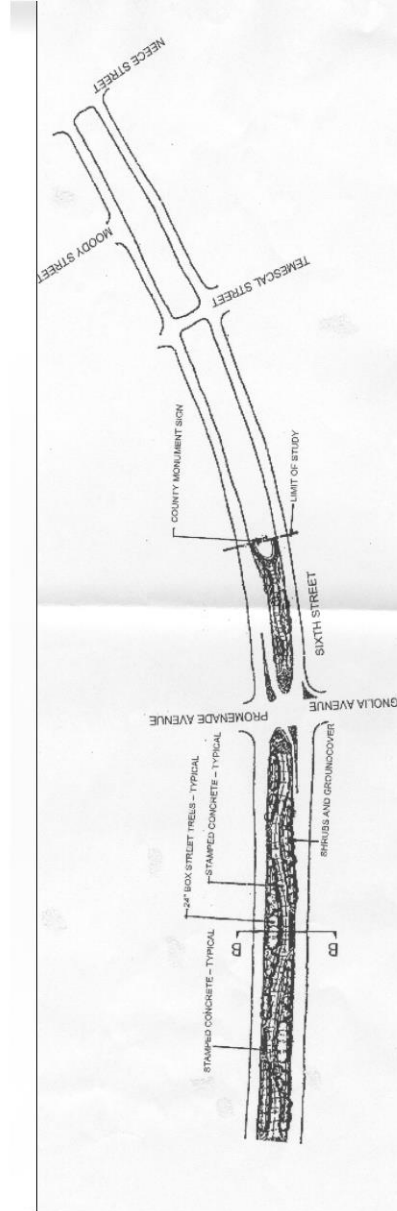
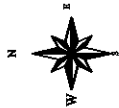
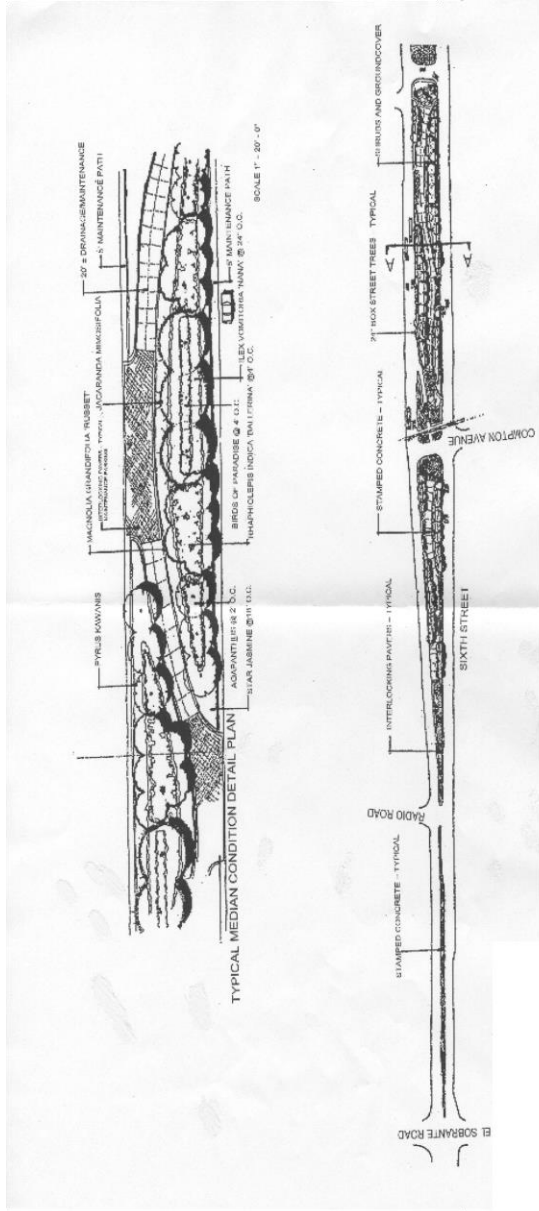
Figure 6.1.2a



Proposed Typical Section for East Sixth Street

Ultimate Right-of-Way Sixth Street

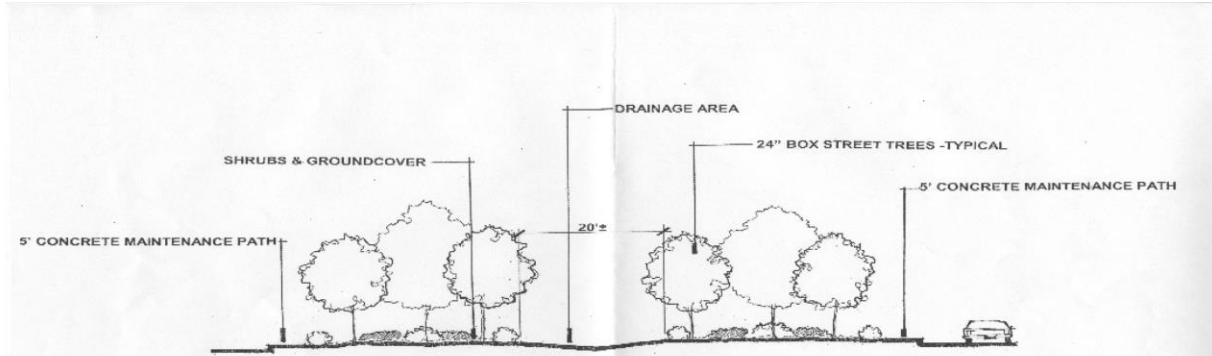
Figure 6.1.2b



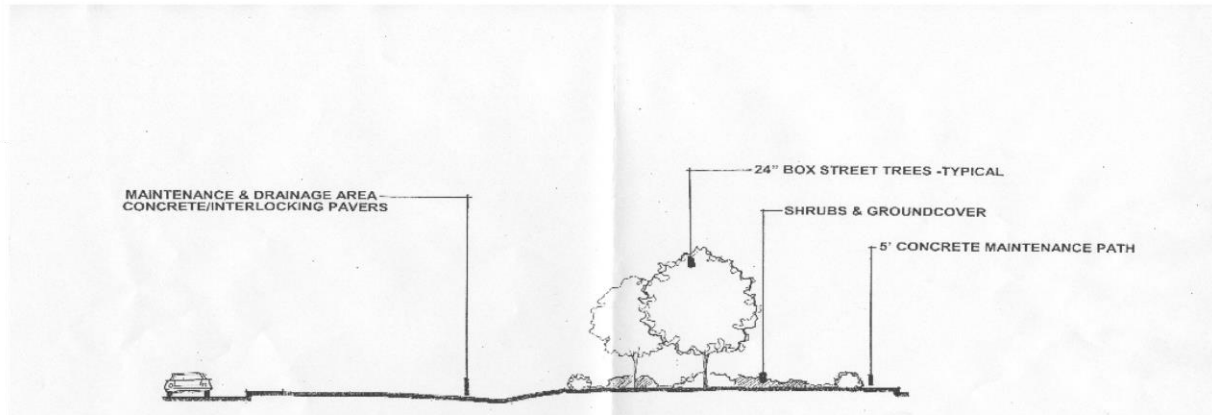
Landscape Concept for East Sixth Street Median

East Sixth Streetscape

Figure 6.2a



Section A - Not to Scale

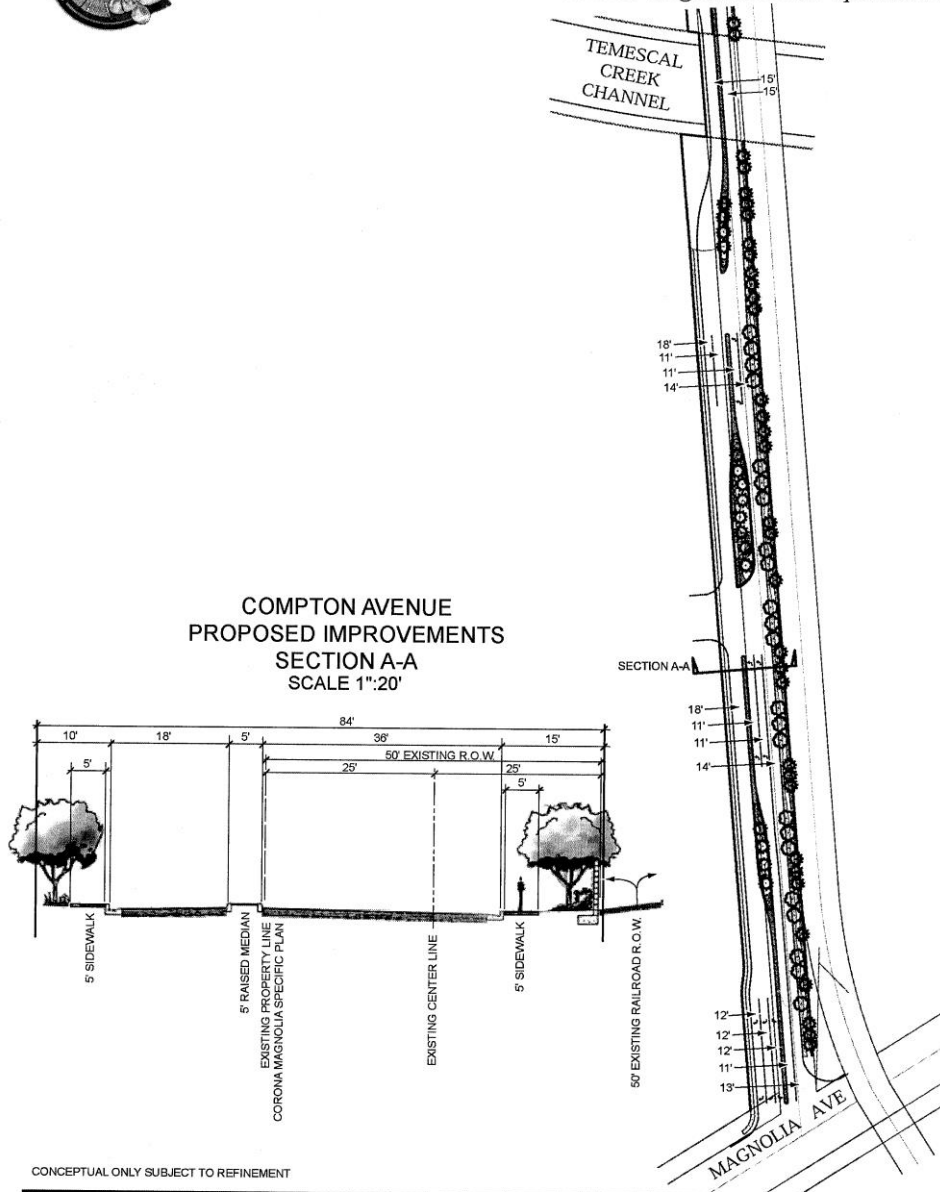


Section B - Not to Scale

Landscape Concept for East Sixth Street Median

East Sixth Street Sections

Figure 6.2b

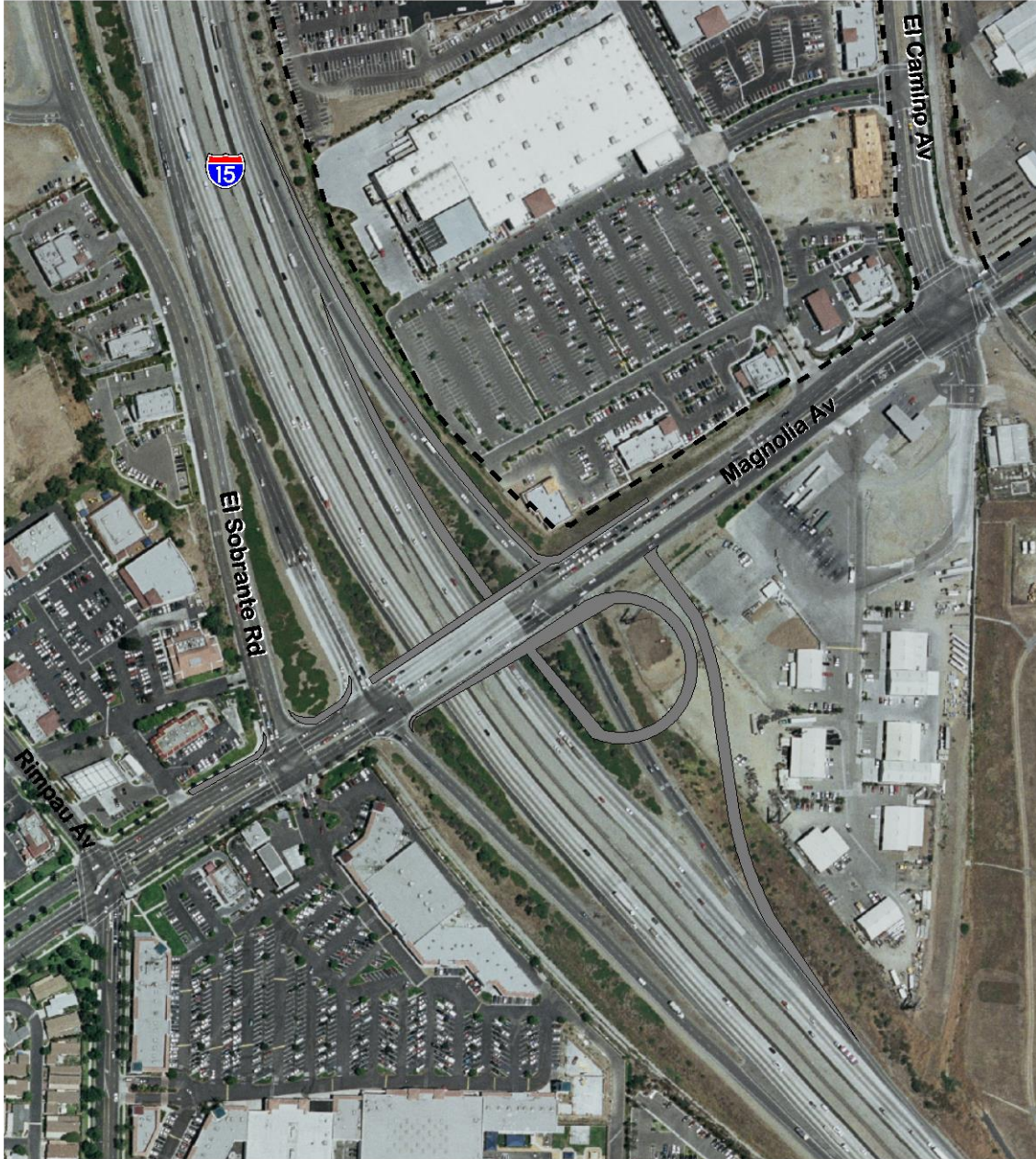


CONCEPTUAL ONLY SUBJECT TO REFINEMENT

<p>NORTH</p>	<p>LD KING NOT TO SCALE</p>	<p><i>Ultimate Right-of-Way Compton Avenue</i></p>	<p>Figure 6.2</p>
		<p>Source: Baxter E. Miller Study</p>	

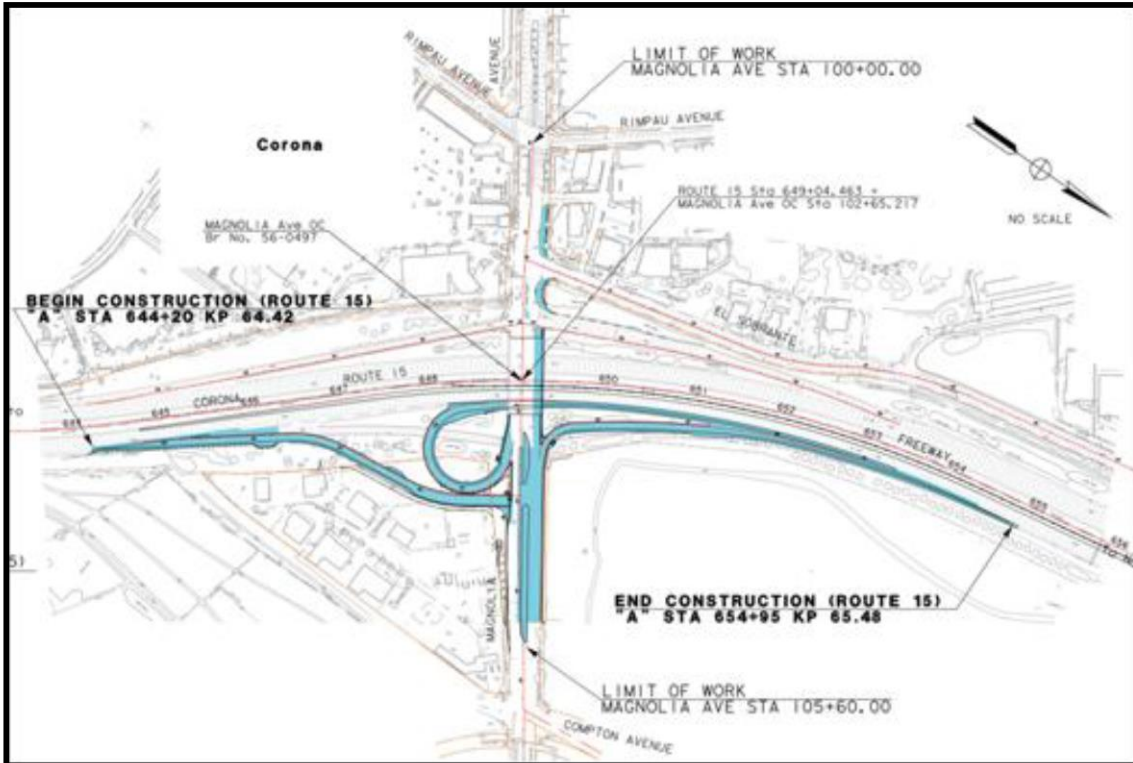
PREPARED BY LD KING, INC. ENGINEERS/PLANNERS/SURVEYORS/LANDSCAPE ARCHITECTS
2151 Convention Center Way, Suite 100, Ontario, California 91764-4464 (909) 937-0200, Fax: (909) 937-0202, E-mail: ldking@ldking.net

Figure 6.2C



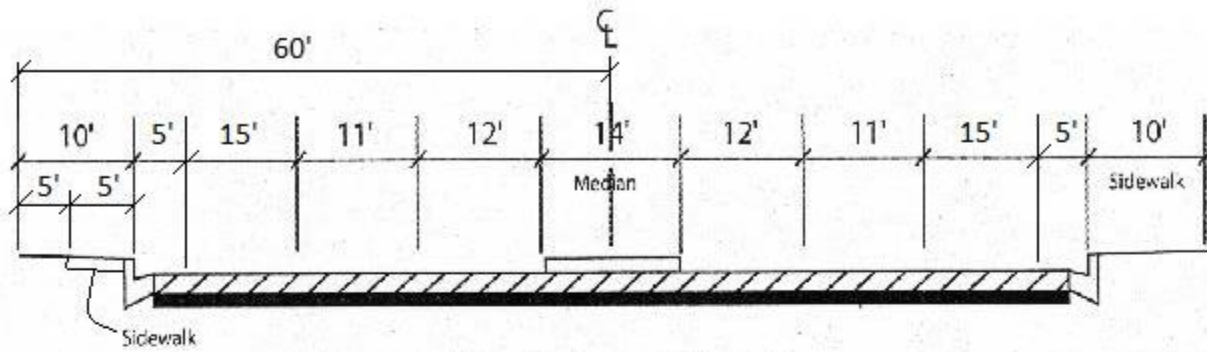
Proposed Magnolia Avenue Improvements

Figure 6.3a



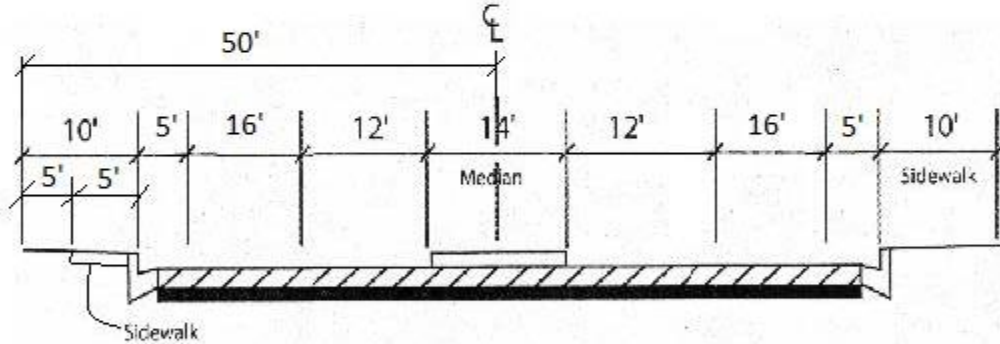
Proposed Magnolia Avenue Improvements

Figure 6.3b



Magnolia Avenue (6 Lanes)
R.W. 120
Roadway 100

Proposed Typical Section for Magnolia Avenue
between El Camino Avenue and Trademark Circle



Magnolia Avenue (4 Lanes)
R.W. 100
Roadway 92

Proposed Typical Section for Magnolia Avenue
between Trademark Circle and East Sixth Street

**Ultimate Right-of-Way Magnolia Avenue
El Camino Avenue to East Sixth Street**

Figure 6.3c



6.2 Utilities

6.2.1 Water

The City's water system is supplied by a combination of imported water from Metropolitan Water Districts of Southern California (MWD) and local ground water. The project area is in water service Zone 2 and is served by interconnected 10 inch diameter water mains, (Figure 6.4). The existing Zone 2 water system will adequately serve the development as identified on the land use map, Figure 4.1.

There is an existing 10 inch water line in Magnolia Avenue, a 10 inch water line in El Camino Avenue and a 10 inch to 12 inch water line in Sixth Street (Figure 6.4). On site development is required to construct a multiple looped on-site water system with a connection to the waterlines in Magnolia Avenue, El Camino Avenue, and Sixth Street. The water system for this property must be capable of delivering both the peak hour domestic flow and fire flow need of proposed development.

There are existing fire hydrants located on the perimeter streets. However, additional fire hydrants will need to be constructed as development occurs to meet the Fire Department's standards for minimum spacing and fire flow.

There is an existing 30 inch diameter steel cement mortar lined water main from service Zone 3 within Magnolia Avenue which traverses the entire southerly and easterly side of the project site. This transmission pipeline is used to serve the northeastern portion of the City. This pipeline is not to be disturbed.

6.2.2 Sewer System

The existing sewer systems serving the Corona Magnolia Specific Plan area are described in the City of Corona Sewer Master Plan dated September, 2005, as prepared by AKM Engineering Consultants, and is depicted in Figure 6.5. There are City of Corona Department of Water & Power sewer lines in Magnolia Avenue, El Camino Avenue, and East Sixth Street.

There are also sewer lines in the vicinity that are owned and operated by the Home Gardens Sanitation District. The project site includes parcels which the Home Gardens Sanitation District has exclusive jurisdiction to provide sewer service. This property is depicted on Figure 6.5. These parcels are all located at the easterly portion of the project site and can be identified as 1451 Magnolia Avenue, 1520 East Sixth Street and all the parcels east of these properties (Figure 6.5). All of the properties that are not included in the Home Gardens Sanitation District are to be served by the City of Corona Department of Water & Power.

6.2.3 Storm Drain System

The Corona Magnolia Specific Plan area naturally slopes gently from south to north draining into three inlets of the improved Temescal Creek Channel. This channel has been upgraded to convey 100-year runoff flows from all tributary areas. The channel is maintained by the Riverside County Flood Control & Water conservation District (RCFC&WCD) as part of the overall master plan drainage system for Corona. The system drains the tributary areas to the south of Temescal Creek Channel and east of the I-15 Freeway. As a portion of the drainage system, the Temescal Creek



Flood Control Channel drains into the Santa Ana River. The open concrete channel has a right-of-way width of 140 feet including a parallel secured service drive and is edged with chain link security fencing.

With the exception of the southwest corner, the entire site is identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) as being subjected to potential flooding during a 500-year flood. The FIRM also indicates the 100-year flood is contained in the channel. The Temescal Creek Channel presently has capacity to support the drainage generated by the subject property and surrounding areas. Historically, before the improvement of Temescal Creek Channel, the vicinity was occasionally subject to flooding. However, due to the improvement of the channel the tributary areas have been shielded from 100-year frequency flooding.

The area is served by a 72-inch storm drain that runs underneath El Camino Avenue. The storm drain then flows into Temescal Creek Channel (Figure 6.6). Likewise, there are 42 inch and 54 inch storm drains in Magnolia Avenue, which can serve the site. It is maintained by the City of Corona.

There is also a planned 96 inch RCP storm drain line along East Sixth Street that would convey the site's drainage to Temescal Creek Channel just east of El Sobrante Road. The Riverside County Flood Control District is scheduled to construct this project beginning in February 2006.

Planning Areas 5 and 6 (Phase 2) of the Specific Plan would be accommodated by drainage improvements along El Camino Avenue and the 96 inch master planned storm drain within the Sixth Street right-of-way (construction 2006).

6.2.4 Electric

The City of Corona Department of Water and Power (CDWP) provides electric service to the Phase 1 specific plan area. Electric services will be provided through CDWP's existing Corona Pointe electric distribution substation at 1300 Magnolia Avenue. Figure 6.7 illustrates existing and planned electrical system facilities.

6.2.5 Gas

The Southern California Gas Company will provide gas service to the Specific Plan Area. An existing gas main currently supplies gas and is located in El Camino Avenue.

6.2.6 Telecommunications

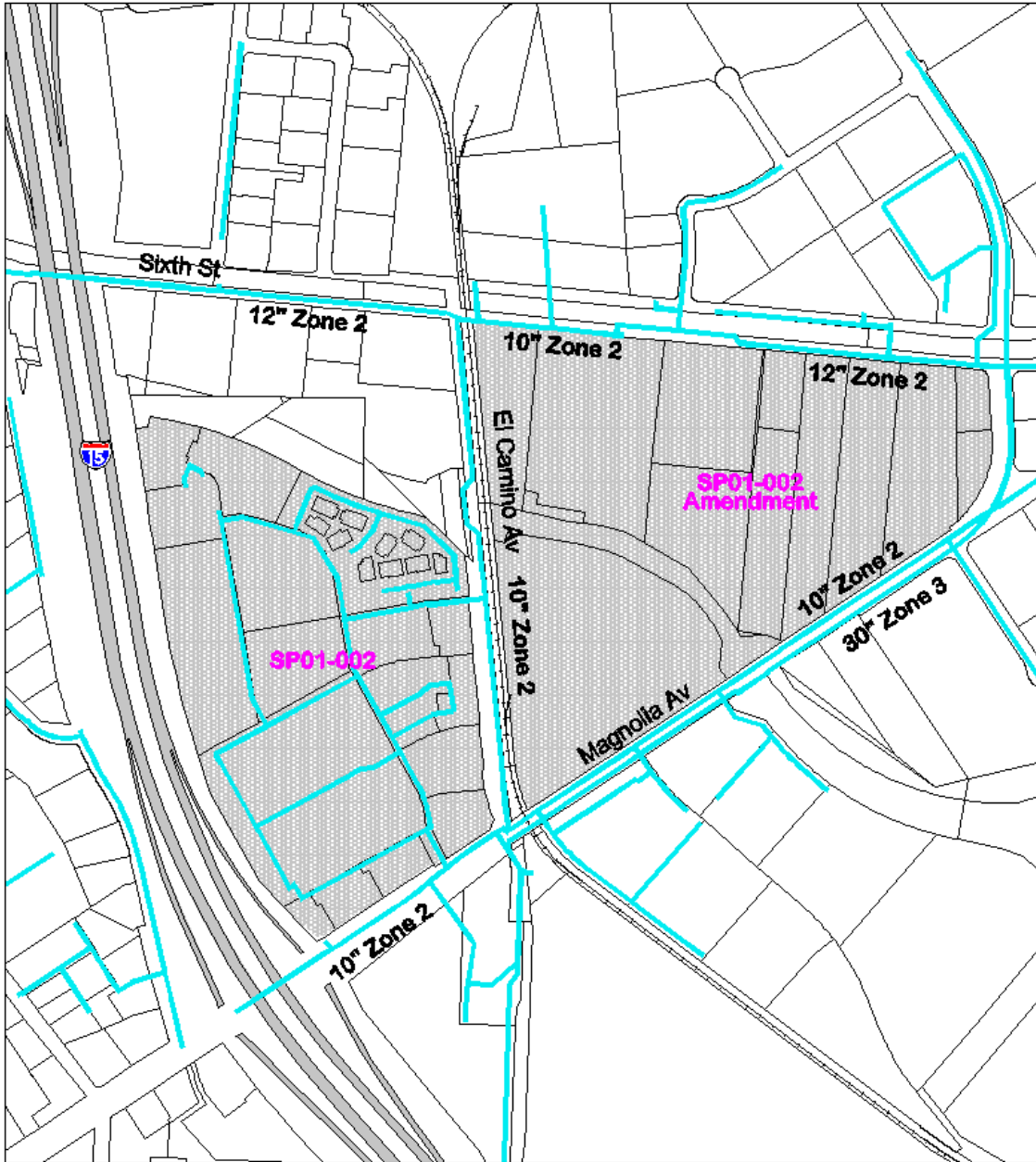
Telephone and communications services to the site will be provided by SBC. The utility company has indicated that the existing infrastructure in place is adequate to satisfy both immediate and expected future needs of the site.

Existing telephone supply lines consist of overhead lines along El Camino Avenue which will be able to accommodate substantial increases in demand and may eventually be upgraded to underground ducting as a result of project development. Site developers will be responsible for trenching and conduit provisions as per SBC specifications.

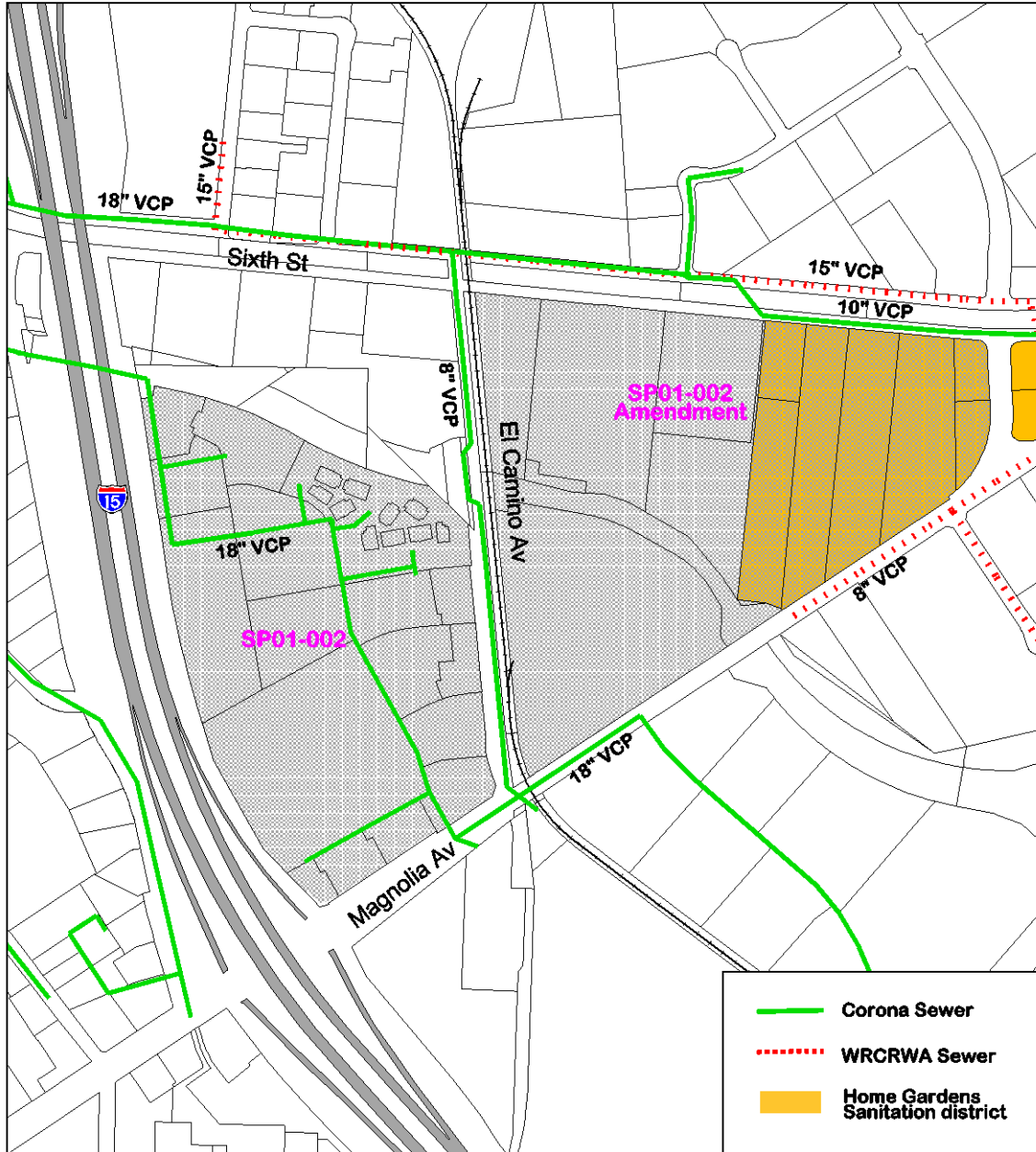


Infrastructure improvements necessary to serve Corona, in general, and the site, specifically, are expected to occur in advance of anticipated site development as SBC has both sufficient existing capacity and time to install future utility upgrades.

The City of Corona has a city wide communication plan to upgrade the communication infrastructure. Figure 6.8 illustrates communication facilities. This plan will enhance services for the residents and the City of Corona. The plan calls for the use of two mediums, wireless and fiber. In order for wireless service to be implemented, the City of Corona will need an easement to the rooftop of any building served with a four foot by four foot area for a cement communication pad as well as conduit from the rooftop to an Intermediate Distribution Facility (IDF) in the building that has power and two feet of rack space for the wireless equipment on any building that is three stories or greater. In order for fiber technology to be implemented, site development will need to be equipped with two four inch communication conduits and necessary communication vaults on any main streets of the development that are shown on the City of Corona infrastructure upgrade map.

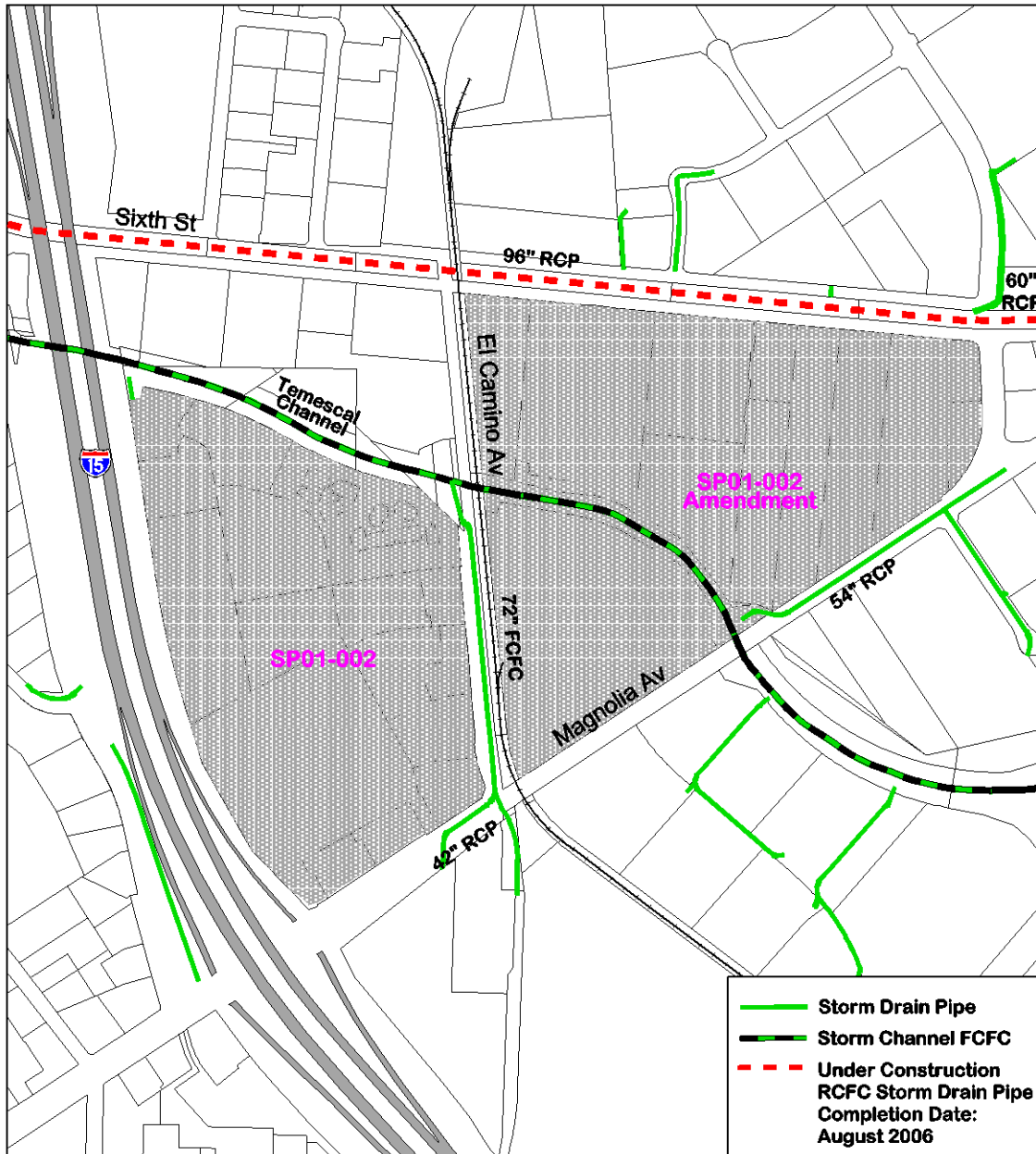


Existing Utilities Water
Figure 6.4



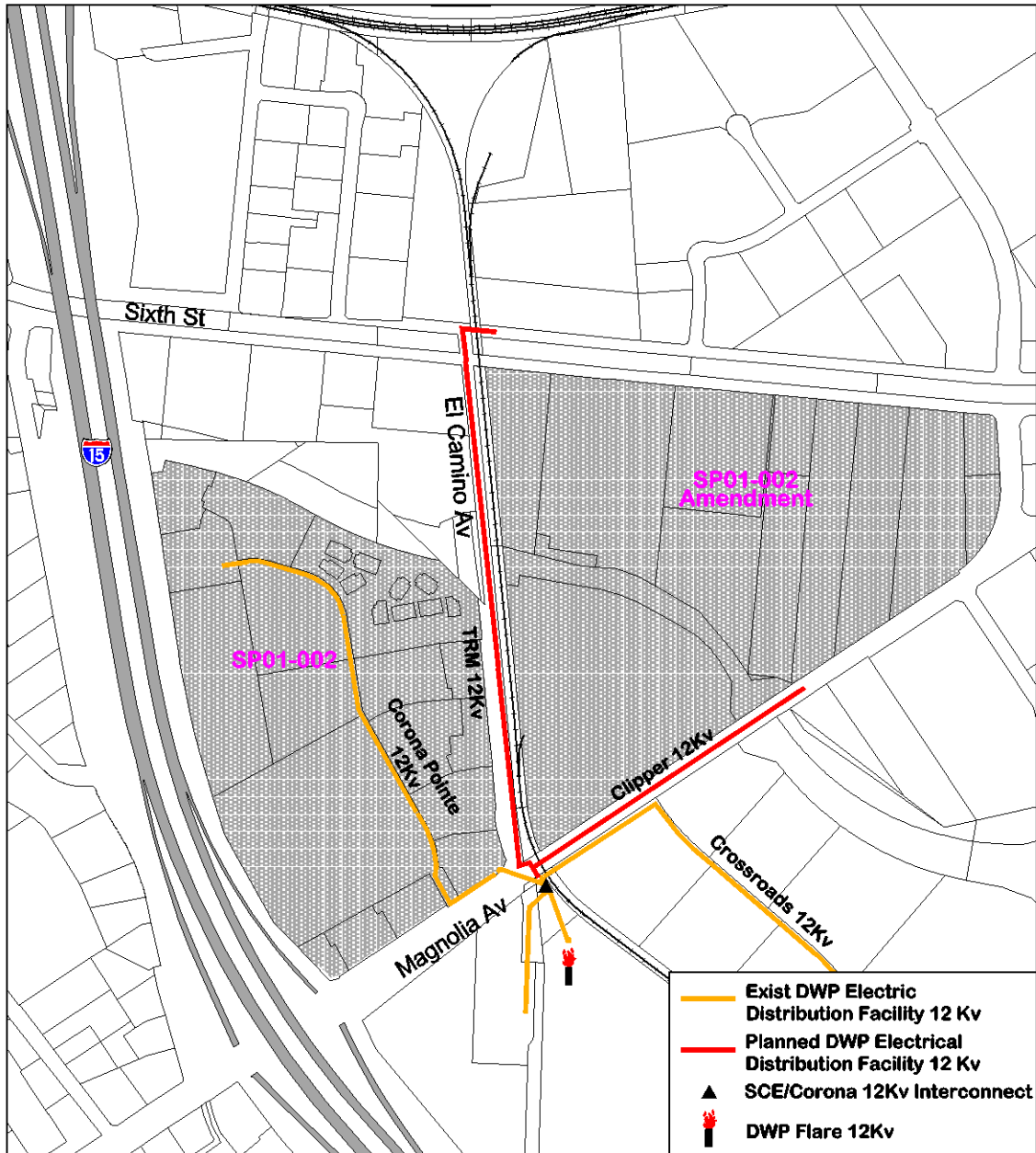
Existing Utilities Sewer

Figure 6.5

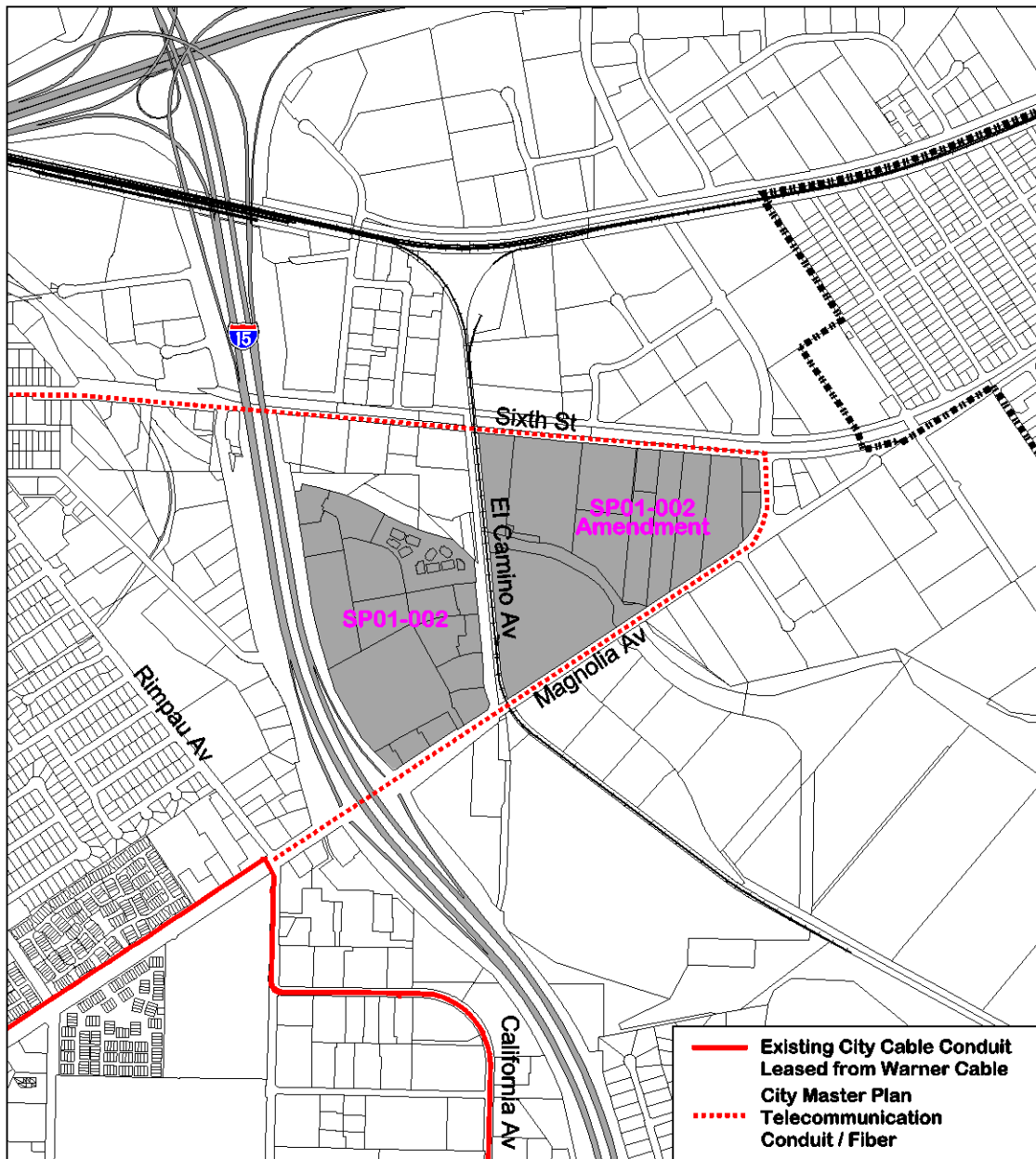


Existing Storm Drain Facilities

Figure 6.6



Existing Electrical System
Figure 6.7



Existing Fiber Conduit Facilities

Figure 6.8



7.0 Design Standards

All development proposals in the Corona Magnolia Specific Plan Center Specific Plan Area, including building additions and renovations, are subject to Precise Plan Review. The Design Standards serve as adopted criteria for the evaluation of a building or an entire development. Developers and their designers are urged to carefully review the Specific Plan, with particular attention to the Development Standards and Design Standards, before site planning and building design studies begin. The Precise Plan review shall be in conformance with Section 8.4 and CMC Chapter 17.91.

Precise Plan Review is a comprehensive evaluation of those characteristics of a development which have an impact on neighboring properties and the community as a whole. The process makes a careful examination of a project's quality of site planning, architecture, landscape design and important details such as signage and lighting. The purpose is to ensure that every development is well designed with careful consideration of compatibility and cohesion. Every project shall make a conscientious effort to develop a compatible relationship within development site, neighboring properties, and the Specific Plan Area design objectives.

The Design Guidelines of this Section are listed as follows:

- 7.1 Site Planning
- 7.2 Streetscapes
- 7.3 Architectural Character
- 7.4 Landscape Design

7.1 Site Planning

7.1.1 General

1. Because the site can accommodate mixed uses, those uses of lesser compatibility shall be buffered from each other via separation by drive aisle access, parking areas and enhanced landscaping.
2. Create continuous pedestrian activity in an uninterrupted sequence within development nodes or planning areas.
3. Pedestrian open spaces, such as covered walkways and courtyards are encouraged.
4. Provide active building frontages with large window openings at ground level. Avoid blank walls and other "dead" spaces at the ground level.
5. Provide frequent street-facing pedestrian entrances.
6. At selected locations, widened sidewalk spaces may be provided for street furniture and planting.
7. Create small-scale building frontages by dividing building facades into smaller parts.



7.1.2 Parking and Access

- a. Shared or joint use internal driveways between separate uses are encouraged.
- b. Once on site, vehicles should not be required to exit onto the street in order to move from one parking area to another on the same site.
- c. The use of streets for truck staging and queuing is not allowed.
- d. Adequate room is needed for trucks to maneuver and queue to unload. Dock-high loading doors should have a minimum clear area of 120 feet back from the door to provide adequate truck maneuvering.
- e. Required parking stalls and drive aisles must be used exclusively for vehicle parking and circulation, remain unobstructed and cannot be used as areas for trailer storage, truck maneuvering (except drive aisles), outdoor storage or other outdoor activities.

7.1.3 Building Equipment and Services

- a. Locate and design building equipment to minimize its visual impact on public streets and neighboring properties.
- b. Trash enclosures must be designed to be compatible with the architectural theme of the development they serve and must be constructed according to adopted city standards.
- c. Service and loading areas must be separated from main circulation and parking areas and screened from view of freeway and streets by acceptable architectural elements or landscaping.
- d. Utility meters shall be located in screened areas.
- e. Mechanical equipment, heating and air conditioning units, solar collectors, satellite dishes, communication devices and other equipment shall be concealed from view of public streets, adjacent properties, and pedestrian areas.
- f. Roof venting and other appurtenant equipment must blend with the building profile and otherwise be finished, painted to match, or screened from view.
- g. Roof flashing, rain gutters, drains, downspouts, vents, etc., should match the roof color or contrasting trim.

7.1.4 Site Lighting

- a. Limit the amount and intensity of site lighting to that necessary for safety and security.
- b. Lighting which is visible from adjacent properties or roads must be indirect or incorporate full shield cut-offs.
- c. The design of light fixtures and supports should be architecturally compatible with main buildings on-site.



- d. Lighting standards should be located and designed to minimize direct glare beyond the parking lot or service area.
- e. Security lighting fixtures should not project above the fascia or roofline of the building.
- f. The use of lighting to provide nighttime interest to the site and highlight architectural features is encouraged. Night lighting of buildings may be used to highlight special building features, emphasize repeated or decorative elements, and use the juxtaposition of light and shadow to articulate the building façade. However, lighting that provides for the complete, undifferentiated illumination of a façade with bright light should be avoided. The following methods of night-lighting are encouraged:
 1. Concealed light features within buildings and landscaping.
 2. Lighting at entries, plazas and other areas where evening activity is expected.
 3. Indirect illumination of buildings and landscaping.
 4. Accent lighting to highlight architectural features.

7.1.5 Parking Area Lighting

For all parking areas, overhead lighting should be a maximum of 30 feet high and decorative in design, consistent with the architecture of the center or building.

Walkway, Garden and Pedestrian Area Lighting

- Overhead fixtures used for pedestrian areas should be limited to a height of 20 feet.
- Along walkways, low-level lighting fixtures mounted on short posts are encouraged. Shatterproof coverings are recommended. Posts should be located to avoid hazards for pedestrians or vehicles.

7.1.6 Plazas

Plaza Areas may be provided in areas where development areas lend themselves to pedestrian activities such as office buildings, hotels, restaurants, and smaller retail areas. Plaza areas should be paved with thematic color and textured materials and should be accented with trellis features compatible with the architectural theme of the buildings. Planting design should provide adequate shading for pedestrian areas.

7.2 Streetscapes

The following streetscape guidelines are listed for Magnolia Avenue, El Camino Avenue, East Sixth Street, and to the primary and secondary access in the Corona Magnolia Specific Plan Area. The streetscapes, which include the public sidewalks and parkway spaces within the street frontages, are the most visible and important parts of the area's environment.



7.2.1 Magnolia Avenue

Magnolia Avenue is a Master Planned Major roadway. The ultimate street right-of-way is variable in cross section width. It includes three travel lanes in each direction from El Camino Avenue to Trademark Circle, two travel lanes in each direction from Trademark Circle to East Sixth Street, a 14-foot planted center median, a 10' parkway on each side, and Class III bike lanes on each side. (Figure 6.3c).

Street trees, planted at a regular interval of 35 feet within the parkway strip are to be established at the time of development subject to the species indicated in Section 5. A five foot straight sidewalk adjacent to the street curb will be provided with five feet of parkway adjacent to the on-site setback. Either a Class II or a Class III Bike Route will be included in the striping for Magnolia Avenue according to the City of Corona Bicycle Master Plan.

7.2.2 El Camino Avenue

El Camino Avenue serves as the main access street to the Specific Plan site. The street is designated as an 84-foot right-of-way with variable lanes and a raised island. The westerly side of El Camino Avenue is within the Specific Plan Area. A five foot straight sidewalk adjacent to the street curb will be provided with five feet of parkway adjacent to the on-site setback (Figure 6.2c).

Street trees, planted at a regular interval of 35 feet in the parkway strip, shall be provided. The type of tree is to be determined by the Parks, Recreation and Community Services Department at the time of development.

7.2.3 East Sixth Street

East Sixth Street forms the northerly boundary of the project site. Figures 6.2a and 6.2b exhibit the concept streetscape plan that will be implemented. Street trees shall be planted according to the tree materials prescribed in Section 5.9.2.

7.2.4 Primary and Secondary Access

The Primary and Secondary Access Drives shall serve to provide internal circulation within the site from all public streets. These entry and exit points should be designed with enhanced features such as texture paving, entry monumentation and enhanced landscaping.



7.3 Architectural Character

General

- a. A consistent architectural style should be used for a building and the site elements that relate to it, such as screen walls, planters, trellises, and street furniture (benches, bollards, waste cans, etc.).
- b. Entry and office areas should portray a quality appearance, relate visually to the rest of the building in terms of design and proportion, and should not appear as an added-on or unrelated element.
- c. Building entries and office areas should face and be oriented toward the street and incorporate window elements as a dominant feature.
- d. Building elevations facing the I-15 Freeway should be designed so as not to appear as the rear of the building, but rather with enhancements and features similar to the building main entry elevations.
- e. Building entry and office areas should be visually distinct and have a pedestrian orientation.
- f. Main entries should be highlighted through the massing of the building. Entries should be emphasized by provided height differences or variations in the horizontal plane between entry/office elements and the rest of the building façade. Additional highlighting of office entries should also be provided through various architectural enhancements. This may include, for example:

Recessed entries;

Windows, window recesses and fenestration; Use of columns or colonnade;

Arcades;

The use of bollards and other similar accent details;

Provision of plaza, courts, fountains, seating areas or similar pedestrian oriented detail;

Freestanding or attached entry structures provided they are compatible with and related to the building architecture and do not look like add-on afterthoughts;

Changes in materials and textures.

7.3.1 Building Massing and Form

- a. A single, dominant, monolithic building mass is not acceptable, especially for larger buildings.
- b. Breaks in building mass should be used to provide visual relief for long building facades (100 feet or more) that are visible from public view. Substantial variations at massing breaks should include changes in height and the horizontal plane. Changes in materials, textures and the utilization of other architectural enhancements at massing breaks are also encouraged.
- c. The use of entry/office elements as massing breaks is strongly encouraged, although a single massing break provided by the entry/office element will probably not be sufficient for longer building facades.



- d. The extent and size of massing breaks and building projections should relate visually to the overall scale of the building - in most cases narrow breaks on large buildings will not provide the desired effect.
- e. Massing breaks need not be symmetrical, evenly spaced or uniform in appearance along an elevation. However, they must be designed in coordination with other enhancements provided along the façade in a manner that breaks up long stretches of flat and/or unarticulated building walls.
- f. When massing breaks, materials changes or other enhancements occur at the corner of a building which is visible from public view, the treatment should be wrapped around the corner to provide a finished feel to the corner element.
- g. Long or continuous wall planes should be avoided. As a general principle, building surfaces should be relieved with changes of wall plane that provide strong shadow and visual interest.
- h. Recesses may be used to define courtyards, entries or other outdoor spaces along the perimeter of a building.
- i. Projections may be used to emphasize important architectural elements such as entrances, bays, stair towers, balconies and verandas, but must not encroach into setback areas.
- j. Varied roof heights are encouraged. Changes in roof orientation should be accompanied by plan offsets. Similarly, abrupt changes in adjacent heights require plan offsets to distinguish building forms.

7.3.2 Building Materials and Colors

- a. Attractive, durable, quality materials should be used. Acceptable materials for the primary portion of the building include: tilt-up concrete, stucco, brick and stone. The use of decorative masonry block such as split face or slump-stone is discouraged as a primary building material unless substantial articulation and detail is provided.
- b. Buildings should incorporate accent materials of a different texture or composition. Acceptable materials include glass, tile, decorative brick or stone, and painted metal accents.
- c. The following materials cannot be used as primary building materials:

Corrugated metal.
- d. Color and finishes on building exteriors of all elevations of a building should be coordinated to provide a total continuity of design.



7.4 Landscape Design

- a. Landscaping should be concentrated in areas visible from public view and public areas within the site.
- b. Landscaping should be utilized to frame and enhance building entries and other prominent architectural features and to mask unarticulated walls and other elements of an elevation that are not visually interesting.
- c. The use of berming at building edges to soften mass is encouraged.
- d. Perimeter landscaping should be provided in areas visible to public view and to identify the edges of parking areas. All street setback areas should be landscaped.
- e. Parking lots adjacent to and visible from public streets should be screened from view through a combination of undulating earth berms, low screen walls and changes in grade elevation whenever possible. Where berms are provided they should have a minimum height of approximately 3 feet.
- f. Screen walls and wing walls must be planted with vines.
- g. Courtyards or plazas should be planted with trees to create shade and define spaces. Perimeter plants may be used to soften the space between paving and buildings. Where it is not possible to plant trees, trellises and arbors are encouraged to provide shade and human scale.
- h. Tile and decorative paving are encouraged. Concrete pavers, stone, brick or tile may be used as banding for concrete slabs.
- i. Walls, arches and planters should blend with the development's architecture so they become extensions of the buildings. For example, the materials used on the face of a building may be used to face a courtyard wall.
- j. Large expanses of tuned lawn areas require large amount of water and are, therefore, discouraged. A preferred alternative to tuned lawn areas is to use deep-rooted ground covers and shrubs that require minimal water.
- k. Large expanses of building walls shall be relieved by adjacent landscaped planter areas. Potted plants, vine pockets and elevated planters in the sidewalk or courtyard areas may be considered to meet this requirement in limited areas through Precise Plan approval.



8.0 Implementation

8.1 Introduction

The Corona Magnolia Specific Plan Center Specific Plan, when adopted as a City Ordinance, serves both planning and regulatory functions. The Corona Magnolia Specific Plan Center Specific Plan contains all applicable land use regulations and will constitute the zoning for all property in the specific Plan area. In addition, general administration rules are specified to properly relate the Specific Plan to the provisions within the Corona Municipal Code.

If there is a conflict found between this Specific Plan and the City's Municipal Codes, the contents of the Specific Plan shall prevail. For standards or procedures not addressed within this Specific Plan the provisions of the Corona Municipal Code shall apply.

8.2 Development Applications and Specific Plan Administration

Implementation of the proposed land uses shall be through Development Plan Review (CMC 17.102), Precise Plan (CMC 17.91), Conditional Use Permits (CMC 17.92), and Subdivision Standards (CMC Title 16) as well as all applicable state laws.

8.2.1 Precise Plans

All projects within the specific plan area are subject to the approval of a precise plan and appeals procedures per Corona Municipal Code Chapter 17.91. The Precise Plan shall be approved and appropriate conditions met prior to issuance of related permits. Precise Plans shall be consistent with the intent and objectives of this Specific Plan and shall include all required design features.

8.2.2 Administrative Approvals

Upon staff review of a project through Development Plan Review, the Director of Planning may issue a written administrative approval of a precise plan under the following circumstances:

- a. The project for which the administrative approval is sought must be consistent in architectural design and substantially consistent with the site plan of a previous precise plan that has received approval from the Planning Commission;
- b. Enhanced site development standards have been applied where necessary to create proper buffering between mixed land uses;
- c. All requirements of the Specific Plan and Corona Municipal Code are met;

In the event that these criteria are not met, the precise plan proposal submitted for review is subject to review and approval by the Planning Commission pursuant to Subsection 8.2.1 above. Compliance with all requirements of the specific plan remain applicable.

8.2.3 Expiration of Approval

Expiration of approval shall occur in any case where a Precise Plan approval has been granted and a building permit not issued within 24 months after the date of granting thereof.



8.3 Specific Plan Amendment Procedures

This Specific Plan may be amended at any time in the same manner and by the same process by which the plan was originally adopted, as described in Section 17.53.110 of the Corona Municipal Code. The city's standard environmental review procedures shall be followed.

8.4 Performance Standards

All development within this specific plan shall comply with the performance standards of Section 17.84 of the Corona Municipal Code unless superseded by standards prescribed in this specific plan.

8.5 Enforcement

The Corona Magnolia Specific Plan Center Specific Plan shall be administered and enforced according to Section 17.108 of the Corona Municipal Code.

8.6 Variances

The provisions of Chapter 17.96 of the Corona Municipal Code shall be followed for any variance requested in the Corona Magnolia Specific Plan Center Specific Plan. Such variances, if sought, shall not constitute an amendment to this Specific Plan. Minor variances shall follow the provisions set forth in Section 17.92.150 of the City's Municipal Code.

8.7 Maintenance Responsibilities

All on-site open space areas, including but not limited to landscaping, parking lots, and driveways, shall be maintained in a healthy, green and growing condition by the individual owner of the property. In cases where the above areas are held in common, a property owner's association shall be formed in order to maintain these areas.



APPENDIX 1

Legal Description
Phase I
Parcel Map 30675



APPENDIX 2

Legal Description **Phase 2**
