

ORDINANCE NO. 3354

**AN ORDINANCE OF THE CITY OF CORONA,
APPROVING AMENDMENTS TO VARIOUS SPECIFIC
PLANS TO REFERENCE AND APPLY THE OFF-STREET
PARKING REQUIREMENTS SET FORTH IN CHAPTER
17.76 (OFF-STREET PARKING) OF THE CORONA
MUNICIPAL CODE TO MULTIPLE-FAMILY
RESIDENTIAL DEVELOPMENT (SPA2022-0004)**

WHEREAS, on March 8, 2021, the City Council directed City staff to study the City’s parking requirements to determine if they align with the parking requirements in other surrounding cities and general requirements used in the industry; and

WHEREAS, in September 2021, City staff completed the parking study, which compared the City’s parking requirements for various land uses to the parking requirements in the cities of Ontario, Eastvale, Orange, Moreno Valley, Riverside and Lake Elsinore, as well as the average parking requirement for specific land uses from the Institute of Transportation Engineer (ITE) Parking Generation Manual; and

WHEREAS, the parking study was presented to the Committee of the Whole (“Committee”) on September 8, 2021 and the Committee recommended changes to the parking requirement for multi-family residential housing; and

WHEREAS, the parking study was presented to the Planning and Housing Commission (“Planning Commission”) on September 20, 2021 and the Planning Commission recommended changes to the parking requirement for senior housing; and

WHEREAS, Chapter 17.76 of the Corona Municipal Code (“CMC”) sets forth the general standards for providing off-street parking; and

WHEREAS, Zoning Text Amendment 2022-0002, which is being considered concurrently with this Ordinance, proposes to amend CMC Chapter 17.76 to modify the City’s off-street parking requirements as recommended by the parking study, the Committee and the Commission; and

WHEREAS, the City Council has adopted numerous specific plans that regulate land uses within certain areas of the City, some of which contain parking requirements for multiple-family residential uses that differs from the off-street parking requirements set forth in CMC Chapter 17.76; and

WHEREAS, on July 25, 2022, the Planning and Housing Commission of the City of Corona (“Planning Commission”) conducted a duly noticed public hearing and recommended that the City Council amend various specific plans to reference and apply the off-street parking

requirements set forth in CMC Chapter 17.76 for multiple-family residential developments within the areas covered by such specific plans (SPA2022-0004) (the “Amendment”); and

WHEREAS, the Planning Commission based its recommendation to adopt the Amendment on the findings set forth below; and

WHEREAS, on August 17, 2022, the City Council held a duly noticed public hearing at which all persons wishing to testify in connection with this Amendment were heard and this Amendment was comprehensively reviewed.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORONA, DOES ORDAIN AS FOLLOWS:

SECTION 1. CEQA Findings. As the decision-making body for this Amendment, the City Council finds that this action is exempt pursuant to Section 15061(b)(3) of the Guidelines for the California Environmental Quality Act (CEQA), which states that a project is exempt from CEQA if the activity is covered by the common sense exemption that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. This action involves minor text changes to various specific plans that will align the City’s off-street parking requirements with surrounding cities and industry standards. This action involves no physical impacts and does not modify density or capacity. As such, there is no possibility that adopting this Ordinance will have a significant effect on the environment. Therefore, no environmental analysis is required.

SECTION 2. Zoning Findings. Pursuant to Sections 17.53.090 and 17.53.100 of the Corona Municipal Code, and based on the entire record before the City Council, including all written and oral evidence presented to the City Council, the City Council hereby makes and adopts the following findings:

A. SPA2022-0004 systematically implements and is consistent with the General Plan for the following reasons:

(i) This Amendment is consistent with and implements General Plan Policy CE 7.1 because it ensures that new developments provide adequate off-street parking that is in line with industry standards.

(ii) This Amendment is consistent with General Plan Policy CE 7.2 because it implements updated off-street parking requirements that align with the requirements in surrounding cities and industry standards, which will provide adequate parking necessary to meet the needs of residential uses, commerce, and other land uses.

B. SPA2022-0004 provides for development of a comprehensively planned project that is superior to development otherwise allowed under the conventional zoning classifications for the following reason:

(i) This Amendment establishes parking requirements for multiple-family residential uses that are intended to provide well planned environments that are capable of supporting the intended use and capacity.

C. SPA2022-0004 provides for the construction, improvement, or extension of transportation facilities, public utilities and public services required by the long-term needs of the project and/or other area residents, and complements the orderly development of the City beyond the project's boundaries for the following reason:

(i) This Amendment establishes on-site parking requirements for multiple-family residential uses that would minimize or prevent the impacts of such uses from encroaching into other areas or properties.

D. SPA2022-0004 provides for the appropriate orientation and relationship between land uses within and adjacent to the project for the following reason:

(i) This Amendment does not change the land use configurations previously established by the subject specific plans.

SECTION 3. Additional Findings for SP89-01. In addition to the findings in Section 2, the City Council hereby makes and adopts the following additional findings for the amendments to SP89-01:

A. The Amendment is consistent with the intent of the Mountain Gate Specific Plan (SP89-01) for the following reasons:

(i) This Amendment is consistent with the South Corona Community Facilities Plan ("CFP") because it implements development standards, as described in Section 3.9.4.1 of the CFP, by establishing parking requirements for multiple-family residential development

(ii) This Amendment is consistent with the intent of the Mountain Gate Specific Plan because it establishes off-street parking requirements for multiple-family residential developments that is in harmony with other development standards that are applicable to residential development.

(iii) This Amendment maintains consistency with the village concept because the land use plan is not affected by this Amendment.

(iv) This Amendment maintains adequate circulation to and from and within the specific plan area because the circulation plan is not affected by this Amendment.

(v) Public service levels will continue to be provided that adequately service the specific plan area because this Amendment does not change the public service levels.

(vi) This Amendment does not affect the public and private open space system. Therefore, the public and private open space system will not be disrupted or depleted.

SECTION 4. Additional Findings for SP90-05. In addition to the findings in Section 2, the City Council hereby makes and adopts the following additional findings for the amendments to SP90-05:

A. The Amendment is consistent with the intent of the Corona Vista Specific Plan (SP90-05) for the following reasons:

(i) This Amendment is consistent with the CFP because it implements development standards, as described in Section 3.9.4.1 of the CFP, by establishing parking requirements for multiple-family residential development

(ii) This Amendment is consistent with the intent of the Corona Vista Specific Plan because it establishes off-street parking requirements for multiple-family residential developments that is in harmony with other development standards that are applicable to residential development.

(iii) This Amendment maintains consistency with the village concept because the land use plan is not affected by this Amendment.

(iv) This Amendment maintains adequate circulation to and from and within the specific plan area because the circulation plan is not affected by this Amendment.

(v) Public service levels will continue to be provided that adequately service the specific plan area because this Amendment does not change the public service levels.

(vi) This Amendment does not affect the public and private open space system. Therefore, the public and private open space system will not be disrupted or depleted.

SECTION 5. Additional Findings for SP91-02. In addition to the findings in Section 2, the City Council hereby makes and adopts the following additional findings for the amendments to SP91-02:

A. The Amendment is consistent with the El Cerrito Specific Plan (SP91-02) for the following reasons:

(i) This Amendment is consistent with the intent of the El Cerrito Specific Plan because the multiple-family residential parking requirement established by this Amendment is in harmony with other development standards that are applicable to residential developments.

(ii) This Amendment does not conflict with the Pre-annexation Policy for El Cerrito as set forth in Section 2.3 of the El Cerrito Specific Plan because it does not change the regulations and standards that apply to existing developed properties.

(iii) This Amendment will not impact circulation to, from and within the El Cerrito Specific Plan area because this Amendment does not change or affect the circulation plan.

(iv) This Amendment does not change the public service levels, which are capable of adequately serving the El Cerrito Specific Plan area.

(v) This Amendment affects the off-street parking requirements for multiple-family residential development and will not disrupt or deplete the public and private open space system.

(vi) This Amendment is compatible with the surrounding designations, will not create future land use incompatibilities, and provides adequate buffers because this Amendment does not alter the existing land uses within the El Cerrito Specific Plan area.

SECTION 6. Approval of the Amendment (SPA2022-0004).

A. Northeast Corona Specific Plan (SP81-2). The amendments to Sections 4.3.13, 4.4.13 and 4.6.11 of the Northeast Corona Specific Plan (SP81-2), as shown in Exhibit “A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

B. Township in Corona Specific Plan (SP82-1). The amendments to Sections 4.2.12 and 4.3.11 of the Township in Corona Specific Plan (SP82-1), as shown in Exhibit “A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

C. Crown Properties Specific Plan (SP83-1). The amendments to Section 4.4.12 of the Crown Properties Specific Plan (SP83-1), as shown in Exhibit “A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

D. Sierra Del Oro Specific Plan (SP85-2). The amendments to Sections 4.6.13, 4.7.14, and 4.8.14 of the Sierra Del Oro Specific Plan (SP85-2), as shown in Exhibit “A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

E. Corona Ranch Specific Plan (SP85-3). The amendments to Sections III(F)(20), III(G)(19), and III (J)(4)(d) of the Corona Ranch Specific Plan (SP85-3), as shown in Exhibit “A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

F. Mountain Gate Specific Plan (SP89-01). The amendments to Sections 9.1.4(5)(H) and 9.1.5(13) of the Mountain Gate Specific Plan (SP89-01), as shown in Exhibit

“A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

G. Chase Ranch Specific Plan (SP89-2). The amendments to Sections IV(B)(1)(d)(6) and IV(C)(1)(e)(8) of the Chase Ranch Specific Plan (SP89-2), as shown in Exhibit “A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

H. Corona Vista Specific Plan (SP90-05). The amendments to Sections IV(D)(5)(f) and IV(D)(6)(h) of the Corona Vista Specific Plan (SP90-05), as shown in Exhibit “A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

I. El Cerrito Specific Plan (SP91-02). The amendments to Sections 12.13.5 and 12.14.4 of the El Cerrito Specific Plan (SP91-02), as shown in Exhibit “A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

J. North Main Street Specific Plan (SP99-01). The amendments to Sections 4.4.7(B), 4.4.8 and 4.4.9 of the North Main Street Specific Plan (SP99-01), as shown in Exhibit “A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

K. Dos Lagos Specific Plan (SP99-03). The amendments to Sections 4.3.12 and 4.5.13 of the Dos Lagos Specific Plan (SP99-03), as shown in Exhibit “A” attached to this Ordinance and incorporated herein by reference, are hereby approved.

SECTION 7. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at City Hall for the City of Corona, located at 400 S. Vicentia Avenue, Corona, California. Joanne Coletta, Community Development Director, is the custodian of the record of proceedings.

SECTION 8. Effective Date of Ordinance. The Mayor shall sign this Ordinance and the City Clerk shall attest thereto and shall within fifteen (15) days of its adoption cause it, or a summary of it, to be published in a general circulation newspaper published in the City of Corona. This Ordinance shall take effect and be in force on the 30th day after its adoption.

PASSED, APPROVED AND ADOPTED this 7th day of September 2022.

Mayor of the City of Corona, California

ATTEST:

City Clerk of the City of Corona, California

CERTIFICATION

I, Sylvia Edwards, City Clerk of the City of Corona, California, do hereby certify that the foregoing Ordinance was regularly introduced at a regular meeting of the City Council of the City of Corona, California, duly held on the 17th day of August, 2022, and thereafter at a regular meeting held on the 7th day of September, 2022, it was duly passed and adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 7th day of September, 2022.

City Clerk of the City of Corona, California

[SEAL]

EXHIBIT “A”

SPECIFIC PLAN AMENDMENT (SPA2022-0004)

NORTHEAST CORONA SPECIFIC PLAN (SP81-2)

Section 4.3.13 (Off-Street Parking) of Section 4.3 (Medium Density Residential District (MDR)) of the Northeast Corona Specific Plan (SP81-2) is hereby amended in its entirety to read as follows:

“SEC. 4.3.13 OFF-STREET PARKING

A. The provisions of Chapter 17.76 of the Corona Municipal Code apply, except that for Studio and one bedroom units within multiple family dwellings that were constructed prior to October 7, 2022, 1.5 spaces per unit may be provided. In PA3H, residential units constructed prior to October 7, 2022 shall be provided with 2.5 standard parking spaces per unit, two of which shall be covered.

B. Notwithstanding subsection (A) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (A) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

Section 4.4.13 (Off-Street Parking) of Section 4.4 (High Density Residential District (HDR)) of the Northeast Corona Specific Plan (SP81-2) is hereby amended in its entirety to read as follows:

“SEC. 4.4.13 OFF-STREET PARKING

A. The provisions of Chapter 17.76 of the Corona Municipal Code apply except that for bachelor and one-bedroom units that were constructed prior to October 7, 2022, 1.5 spaces per unit may be provided.

B. Notwithstanding subsection (A) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October

7, 2022 shall be subject to the parking requirements set forth in subsection (A) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

Section 4.6.11 (Off-Street Parking) of Section 4.6 (Mixed Use (MU)) of the Northeast Corona Specific Plan (SP81-2) is hereby amended in its entirety to read as follows:

“SEC. 4.6.11 OFF-STREET PARKING

Mixed Use Level One

The provisions of Chapter 17.76 of the Corona Municipal Code apply, except that for Mixed Use Level One (live/work) 2.5 standard spaces per unit shall be provided two of which shall covered.

Mixed Use Level Two

The provisions of Chapter 17.76 of the Corona Municipal Code shall apply.

Adequate vehicular access, parking, and loading shall be provided to prevent undue traffic congestion on adjacent streets or highways.

Internal circulation shall be designed to avoid vehicle stacking on adjacent streets, facilitate the movement of vehicle throughout the site and ensure the safety of pedestrians. Tandem parking shall not be accepted in meeting the minimum required parking.”

TOWNSHIP IN CORONA SPECIFIC PLAN (SP82-1)

Section 4.2.12 (Off-Street Parking) of Section 4.2 (Medium High Density Residential Development Area (MHDR)) of the Township in Corona Specific Plan (SP82-1) is hereby amended in its entirety to read as follows:

“4.2.12 Off-street parking

A. The provisions of Chapter 17.76 of the Corona Municipal Code shall apply, with the exception that for studio and one bedroom units that were constructed prior to October 7, 2022, 1.5 spaces per unit shall be provided.

B. Notwithstanding subsection (A) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (A) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

Section 4.3.11 (Off-Street Parking) of Section 4.3 (High Density Residential Development Area (HDR)) of the Township in Corona Specific Plan (SP82-1) is hereby amended in its entirety to read as follows:

“4.3.11 Off-street parking

A. The provisions of Chapter 17.76 of the Corona Municipal Code shall apply. However, for multi-family residential developments located in the HDR designation, units containing two or more bedrooms that were constructed prior to October 7, 2022 shall be provided with parking at a ratio of two (2) covered spaces for each unit, plus one (1) uncovered guest space for every three units.

B. Notwithstanding subsection (A) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (A) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

CROWN PROPERTIES SPECIFIC PLAN (SP83-1)

Section 4.4.12 (Off-Street Parking) of Section 4.4 (High Density Residential District (HDR)) of the Crown Properties Specific Plan (SP83-1) is hereby amended in its entirety to read as follows:

“4.4.12 – Off-Street Parking

a) The provisions of Chapter 17.76 of the Corona Municipal Code shall apply with the following exceptions:

1) A minimum of 1.5 parking spaces per unit shall be provided for solo apartments or solo condominiums and one bedroom units that were constructed prior to October 7, 2022 (1/2 covered and ½ uncovered).

(b) Notwithstanding subsection (a) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (a) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

SIERRA DEL ORO SPECIFIC PLAN (SP85-2)

Section 4.6.13 (Off-Street Parking) of Section 4.6 (Medium Density Residential District (MDR)) of the Sierra Del Oro Specific Plan (SP85-2) is hereby amended in its entirety to read as follows:

“4.6.13 Off-Street Parking: The provisions of CMC Chapter 17.76 shall apply. At the time of tentative map approval consideration shall be given to recreational vehicle parking for each development area.”

Section 4.7.14 (Off-Street Parking) of Section 4.7 (Medium High Density Residential District (MHDR)) of the Sierra Del Oro Specific Plan (SP85-2) is hereby amended in its entirety to read as follows:

“4.7.14 Off-Street Parking:

A. Off-street parking shall conform to Chapter 17.76 of the City of Corona Municipal Code except that:

1 For studios and one bedroom units that were constructed prior to October 7, 2022 one (1) covered and one-half (.5) uncovered spaces per unit shall be provided within the development area.

B. Notwithstanding subsection (A) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (A) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake

or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

Section 4.8.14 (Off-Street Parking) of Section 4.8 (High Density Residential District (HDR)) of the Sierra Del Oro Specific Plan (SP85-2) is hereby amended in its entirety to read as follows:

“4.8.14 Off-Street Parking:

A. Off-street parking shall conform with Chapter 17.76 of the City of Corona Municipal Code, except:

1. One (1) covered parking space and one-half (.5) uncovered parking space shall be required for each studio and one bedroom unit that were constructed prior to [date of ordinance here].

2. For Planning Area 37, two (2) covered parking spaces shall be required for each two-bedroom unit that were constructed prior to October 7, 2022, and two (2) covered parking spaces and one-half (0.5) uncovered parking space shall be required for each three-bedroom unit that were constructed prior to October 7, 2022. The covered parking spaces shall be provided in an enclosed garage. Side-entry and tandem garages shall be permitted in Planning Area 37. The garage parking spaces shall solely be used for the parking of automobiles and not for the storage of materials.

B. Notwithstanding subsection (A) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (A) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

CORONA RANCH SPECIFIC PLAN (SP85-3)

Subsection 20 (Parking) of Subsection F (Medium Density Residential District (MDR)) of Section III (Development Regulations) of the Corona Ranch Specific Plan (SP85-3) is hereby amended in its entirety to read as follows:

“20. Parking

a. The required number of parking spaces for units that were constructed prior to October 7, 2022 in the Medium Density Residential Districts is two and one quarter (2-1/4) parking spaces per unit, including evenly distributed guest parking; except that

zero to one bedroom dwelling units that were constructed prior to October 7, 2022 may provide one and one half (1-1/2) off-street parking spaces, inclusive of guest parking, for each dwelling unit. In all cases, one parking space per unit must be covered.

b. Notwithstanding subsection (a) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (a) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

Subsection 19 (Parking) of Subsection G (High Density Residential District (HDR)) of Section III (Development Regulations) of the Corona Ranch Specific Plan (SP85-3) is hereby amended in its entirety to read as follows:

“19. Parking

a. The required number of parking spaces for units that were constructed prior to October 7, 2022 in the High Density Residential Districts is two and one quarter (2-1/4) parking spaces per unit, including evenly distributed guest parking; except that zero to one bedroom dwelling units that were constructed prior to October 7, 2022 may provide one and one half(1-1/2) off-street parking spaces, inclusive of guest parking.

b. Notwithstanding subsection (a) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (a) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

Subsection (d) (Parking) of Subsection 4 (Medium and High Density Residential PUD) of Subsection J (Planned Unit Development) of Section III (Development Regulations) of the Corona Ranch Specific Plan (SP85-3) is hereby amended in its entirety to read as follows:

“d. **Parking:**

1) No less than 2.25 parking spaces shall be permitted for each dwelling unit constructed prior to October 7, 2022, including evenly distributed guest parking. Assigned parking (2 spaces/unit) must be covered; guest parking (0.25/unit) may be uncovered.

2) Notwithstanding subsection (1) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (1) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

MOUNTAIN GATE SPECIFIC PLAN (SP89-01)

Subsection (H) (Parking) of Subsection 5 (Development Standards for Single-Family Attached Dwelling Units) of Section 9.1.4 (SFA – Single Family Attached Residential District) of the Mountain Gate Specific Plan (SP89-01) is hereby amended in its entirety to read as follows:

“H. **Parking** –

1. The provisions of Chapter 17.76 of the Corona Municipal Code shall apply except that, for units were constructed prior to October 7, 2022, 2.0 off-street parking spaces per unit within an enclosed garage shall be provided and 0.25 guest spaces shall be provided. Guest parking may be provided on the street or in parking bays subject to the approval of the Public Works Director.

2. Notwithstanding subsection (1) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (1) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

Subsection (13) (Parking) of Section 9.1.5 (MDR – Medium Density Residential District) of the Mountain Gate Specific Plan (SP89-01) is hereby amended in its entirety to read as follows:

“13. **Parking** –

A. The provisions of Chapter 17.76 of the Corona Municipal Code shall apply except that, for units that were constructed prior to October 7, 2022, 2.0 off-street parking spaces per unit shall be provided for two or more bedroom units, 1.5 spaces off-street parking per unit shall be provided for one bedroom units, and 0.25 guest spaces shall be provided for each unit. One covered space shall be provided for each unit for that were constructed prior to October 7, 2022. Detached covered parking spaces shall be located within 200 feet of the assigned dwelling unit for units that were constructed prior to October 7, 2022.

Townhouse units for units that were constructed prior to October 7, 2022 shall include a two car enclosed garage for each unit and provide 0.25 guest spaces per unit.

B. Notwithstanding subsection (A) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (A) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

CHASE RANCH SPECIFIC PLAN (89-2)

Subsection (6) (Parking) of Subsection (d) (Property Development Standards) of Subsection 1 (Single-Family Condominium – SFC (Planning Area 9)) of Subsection B (Single-Family Condominium Development Standards) of Section IV (Development Standards) of the Chase Ranch Specific Plan (SP89-2) is hereby amended in its entirety to read as follows:

“(6) **Parking**

(a) A minimum of 2.25 parking spaces shall be provided for each dwelling unit constructed prior to October 7, 2022 including evenly distributed guest parking. For units that were constructed prior to October 7, 2022 assigned parking (2spaces/unit) must be covered; guest parking (0.25/unit) may be uncovered.

(b) Notwithstanding subsection (a) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (a) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

Subsection (8) (Parking) of Subsection (e) (Property Development Standards) of Subsection 1 (Multi-Family Residential (Planning Area 10)) of Subsection C (Multi-Family Residential Development Standards) of Section IV (Development Standards) of the Chase Ranch Specific Plan (SP89-2) is hereby amended in its entirety to read as follows:

“(8) Parking

(a) The provisions of Chapter 17.76 of the Corona Municipal Code shall apply except that, for units that were constructed prior to October 7, 2022, 2.0 off-street parking spaces per unit shall be provided and 0.25 guest spaces shall be provided for each unit. One covered space shall be provided for each unit constructed prior to October 7, 2022. Townhouse units shall include a two car enclosed garage for each unit and provide 0.25 guest spaces per unit.

(b) Notwithstanding subsection (a) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (a) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

CORONA VISTA SPECIFIC PLAN (SP90-05)

Subsection (f) (Off-Street Parking) is hereby added to Subsection (5) (Multi-Family Attached Property Development Standards) of Subsection D (Medium Density) of Section IV (Design Regulations and Standards) of the Corona Vista Specific Plan (SP90-05) to read as follows:

“f. Off-Street Parking. The provisions of Chapter 17.76 of the Corona Municipal Code shall apply.”

Subsection (h) (Off-Street Parking) of Subsection (6) (Single-Family Attached Property Development Standards) of Subsection D (Medium Density) of Section IV (Design Regulations and Standards) of the Corona Vista Specific Plan (SP90-05) is hereby amended in its entirety to read as follows:

“h. Off-street Parking

- (1) Two (2) covered spaces per unit for units that were constructed prior to October 7, 2022. Guest parking provided off street at a ratio of one (1) space per unit for units that were constructed prior to October 7, 2022.
- (2) Notwithstanding subsection (1) above, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in subsection (1) above; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

EL CERRITO SPECIFIC PLAN (91-02)

Subsection C (Off-Street Parking) of Subsection 12.13.5 (Development Standards) of Section 12.13 (MU – Mixed Use Development) of the El Cerrito Specific Plan (SP91-02) is hereby amended in its entirety to read as follows:

“C. Off-Street Parking

The provisions of Chapter 17.76 of the Corona Municipal Code shall apply, commensurate with the type of land uses proposed,

except as noted below.

1. Mixed Use Level One (live/work) requires 2.5 standard spaces per unit to be provided, two of which shall covered or enclosed spaces
2. The provisions of Chapter 17.76 of the Corona Municipal Code shall apply to developments consisting of Level Two (traditional) uses.
3. Adequate vehicular access, parking, and loading shall be provided to prevent undue traffic congestion on adjacent streets or highways.
4. Internal circulation shall be designed to avoid vehicle stacking on adjacent streets, facilitate the movement of vehicles throughout the site and ensure the safety of pedestrians.”

Subsection 12.14.4 (Development Standards – Multi Family Attached) of Section 12.14 (HDR – High Density Residential District) of the El Cerrito Specific Plan (SP91-02) is hereby amended in its entirety to read as follows:

“12.14.4 Development Standards – Multi Family Attached

Multi-Family attached development in the HDR District shall comply with the following minimum development standards. Additional requirements may be imposed as part of the Precise Plan approval process, depending upon the desired land use configuration.

<u>DEVELOPMENT STANDARDS</u>	
STANDARD	HDR – Multi-Family Attached
Lot Area	Minimum 7,200 sf
Lot Width	No Minimum
Lot Depth	No Minimum
Residential Density (du/ac)	36 du/ac maximum
Building height	5 stories, no greater than 60 ft (Inclusive of Subterranean Parking)
Building Separation	1-2 story: 15 ft. 3-4 story: 20 ft.
Project Perimeter Yards:	
Major street	20 feet
Secondary street	20 feet
Collector street	15 feet
Local or private street	10 feet
Interior-adjacent to Res. Zone	15 feet (1-2 stories)

Interior adjacent to Comm. Zone	30 feet (3+ stories) 10 feet
Min. Dwelling Unit Area	600 s.f.
Private Drive / Alleys	20' Driveways 25' Drive Aisle – Non Fire Lane 28' Drive Aisle – Dedicated Fire Lane
Min. Open Space & Recreational Space	200 sf/du (100 sf passive, 100 sf recreational) (10' min. dimension); Private 50 sf/du (5' min. dimension)
Required Parking (for units constructed prior to October 7, 2022) ¹	Min. stall size 9'x18' (Parking Structure); 9'x20' (Carports and Garages).
a. Studio or single bedroom unit	a. 1 covered space, plus .5 uncovered space/unit
b. Two bedroom unit	b. 2 covered spaces/unit
c. Three or more bedrooms	c. 2 covered spaces, plus .5 uncovered spaces/unit
d. Guest	d. 1 uncovered guest space/5 units

¹ Notwithstanding these parking requirements, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in the above table; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

NORTH MAIN STREET SPECIFIC PLAN (SP99-01)

Subsection B (Single Family Attached) of Section 4.4.7 (Single Family Condominium (SFC) District) of the North Main Street Specific Plan (SP99-01) is hereby amended in its entirety to read as follows:

“B)Single Family Attached

The following property development standards set forth in this section shall apply to all land and building in the SFC District in the North Main Street Specific Plan which are developed as Single Family Attached Condominiums/Townhomes:

TABLE 9-B – SFC DISTRICT STANDARDS – SINGLE FAMILY ATTACHED CONDOMINIUM/TOWNHOMES	
Maximum Structure Height (ft.)	40 ft. and no more than three store
Lot Requirements	
Minimum Lot Area (sq. ft.)	7,200 sq. ft
Maximum Lot Coverage	60%

Minimum Lot Depth (ft.)	100 ft.
Minimum Lot Width (ft.)	60 ft.
Maximum Density (units/acre)	15
Building Setbacks from Interior Drives	
- Front Garage (ft.) ⁽¹⁾	3 ft. minimum
- Main Structure/Dwelling at First Floor ⁽¹⁾	10 ft. minimum
Other Setbacks	
North Main St. (ft.)	15 ft.
Parkridge Ave. (ft.)	10 ft.
Parking	The provisions of CMC Chapter 17.76 shall apply.
Minimum Dwelling Unit Area (sf.)	750 sf. (Exclusive of open porches and garages)

⁽¹⁾ This setback is required where garages front onto private drives or alleys. Setbacks from private drives and/or alleys shall be a minimum of 3 feet from the second and third stories.

⁽²⁾ Guest parking shall be allowed in designated spaces only. Guest and resident parking will not be allowed within designated private drives.”

Section 4.4.8 (Urban Density Residential (UDR) District (Table 10)) of the North Main Street Specific Plan (SP99-01) is hereby amended in its entirety to read as follows:

“4.4.8 Urban Density Residential (UDR) District (Table 10)

The following property development standards set forth in this section shall apply to all land and buildings in the UDR District in the North Main Street Specific Plan area:

TABLE 10 – UDR DISTRICT STANDARDS	
MAXIMUM STRUCTURE HEIGHT	5 stories or 60 feet, whichever is lesser.
LOT REQUIREMENTS	
Minimum Lot Area (sq. ft.)	No requirement
Maximum Lot Coverage	
Minimum Lot Dimensions	
Maximum Density (units/acre)	
BUILDING SETBACKS	
Rincon Street Setback	10 ft from property line
River Road Setback	10 ft from property line
Harrison Street Setback	10 ft from property line

Local or Private Street Setback	5 ft from property line
Miscellaneous Setback Regulations	10 feet from any property line that abuts either the IP Zone or properties located outside of the Specific Plan area boundaries, excluding parking structures.
BUILDING SEPARATION	15 ft minimum set back from building to building, and 10 ft minimum setback from building to carport.
SETBACK LANDSCAPING	All required yards that border public dedicated streets shall be landscaped with trees, shrubs, ground covers, annuals, perennials, and/or turf, except where vehicular or pedestrian access is provided or required.
PARKING ¹ The provisions of CMC Chapter 17.76 shall apply except that the parking may be reduced to the following ratios if a proposed development is located within one-half mile of a major transit stop or high-quality transit corridor as defined in subdivision (b) of Section 21155 of the Public Resources Code:	
Studio or single bedroom units	1.0 covered space per unit
Two or more bedroom units	1.0 covered space and 1.5 uncovered space per unit
Guest parking	1 space every 5 units. Guest parking must be provided on-site.

¹ Notwithstanding these parking requirements, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after [date of ordinance here] except that: (i) the reconstruction of residential units constructed prior to [date of ordinance here] shall be subject to the parking requirements set forth in the above table; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.

Section 4.4.9 (Mixed Use (MU) District (Table 11)) of the North Main Street Specific Plan (SP99-01) is hereby amended in its entirety to read as follows:

“4.4.9 Mixed Use (MU) District (Table 11)

The following property development standards set forth in this section shall apply to all land and buildings in the MU District in the North Main Street Specific Plan area:

TABLE 11 – MU DISTRICT STANDARDS	
MAXIMUM STRUCTURE HEIGHT	None. Height limited by Floor Area Ratio (FAR).
LOT REQUIREMENTS	
Minimum Lot Area (sq. ft.)	No requirement.
Maximum Lot Coverage (Building Coverage)	No requirement.

Minimum Lot Dimensions	No requirement.
Floor Area Ration (FAR)	Commercial only: 0.5. Mixed Use: 2.0
PARKING	
Commercial	Per CMC 17.76
Residential (ancillary to commercial uses): The provisions of CMC Chapter 17.76 shall apply except that the parking may be reduced to the following ratios if a proposed development is located within one-half mile of a major transit stop or high-quality transit corridor as defined in subdivision (b) of Section 21155 of the Public Resources Code:	
Studio or single bedroom units	1.0 covered space per unit
Two or more bedroom units	2.0 covered spaces per unit, plus 0.5 uncovered spaces per unit
Guest parking	1 space per every 5 units.
COMMERCIAL/RESIDENTIAL RATIO	3 Residential Units per 1,000 s.f. of commercial
USABLE OPEN SPACE FOR RESIDENTIAL USES	
Private Useable Open Space	No requirement.
Common Useable Open Space	Minimum 100 sq ft per unit per site.
Storage Area	Minimum 100 cu ft per unit with no dimension less than three feet.”

DOS LAGOS SPECIFIC PLAN (SP99-03)

Section 4.3.12 (Site Development Standards for MDR-S & HDR in the EC District of PA-1 & PA-3) of the Dos Lagos Specific Plan (SP99-03) is hereby amended in its entirety to read as follows:

“4.3.12 Site Development Standards for MDR-S & HDR in the EC District of PA-1 & PA-3.

The development standards of this section are applicable to Senior (MDR-S) and non-age restricted (HDR) apartments and attached condominium residential products. Residential housing developed as detached condominiums shall adhere to the development standards in Section 4.5.

STANDARD	MDR-S	HDR
Lot Size Minimum	N/A	N/A
Lot Width Minimum	N/A	N/A
Lot Depth Minimum	N/A	N/A
<u>Maximum</u> Density (per Section 4.5.2)	55 du/ac	36 du/ac
Building Height	5 stories, no greater than	5 stories, no greater than 60

	60 ft.	ft.
Maximum Lot Coverage ¹	70%	70%
Parking (includes guest parking) ^{2,3}	1.5 spaces per unit ⁴	2.25 spaces per unit ³ Studio or 1 Bedroom: 1.5 spaces per unit*, 2 Bedroom: 2 spaces per unit*, 3+ Bedroom: 2.5 spaces per unit*, *including 1 covered space per unit, plus 1 open guest space per 5 units ⁴
Building Setbacks (ft.)		
Street Setbacks from Property Lines:		
• Temescal Canyon Road	13	13
• Internal Private/Public Streets	10	10
• Building Separation	15	15

¹ Excludes covered parking structures.

² Setback for covered parking structures or garages shall be a minimum of 5' from interior property lines (i.e. not adjacent to public or internal private streets).

³ 2.25 spaces per unit parking ratios applicable to PA10 & PA11.

⁴ Notwithstanding this parking requirement, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in the above table; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”

Section 4.5.13 (SFC, MDR, MDR-S, MDR-RR and HDR-RR Residential Site Development Standards) of the Dos Lagos Specific Plan (SP99-03) is hereby amended in its entirety to read as follows:

“4.5.13 SFC, MDR, MDR-S, MDR-RR and HDR-RR Residential Site Development Standards

SFC, MDR, MDR-S, MDR-RR and HDR-RR RESIDENTIAL DEVELOPMENT STANDARDS				
Standard	SFC¹	MDR²	(PA-12) MDR-S	(PA-9) MDR/HDR RR
Lot Size Minimum (SQ. FT.)	2700 – EUA	N/A	N/A	N/A
Lot Depth Minimum (ft.)	60 ⁷	N/A	N/A	N/A
Minimum Lot Width (ft.)	45	N/A	N/A	N/A

Maximum Density (units/acre)	10	15	55	15/36
Building Height (ft.)	35	45	60 ⁶	60
Maximum Lot Coverage (%)	60% ³	70%	70%	70%
Parking (includes guest parking)	Per CMC 17.76 and 17.24.140	2.25 ¹²	1.5 ¹²	2.25 ¹¹ Studio or 1 Bedroom: 1.5 spaces per unit* 2 Bedroom: 2 spaces per unit* 3+ Bedroom: 2.5 spaces per unit* *including 1 covered space per unit, plus 1 open guest space per 5 units ¹²
BUILDING SETBACKS (ft.)²				
• Front (ft.) ⁴				
Front-on Garage ⁹	18	N/A	N/A	N/A
- Side-on Garage	5	N/A	N/A	N/A
- Structure/Dwelling ⁸	10	10	10	10
• Rear (ft.)	10/5 ⁵	Per CMC 17.24 (For yards and distances between buildings)		
• Side (ft.)	5			
• Street Side	10 ¹⁰			
• Building Separations	N/A			

¹ Minimum dimensions for the SFC category applies to the exclusive use area (EUA) associated with an individual dwelling unit, unless otherwise noted.

² Setbacks shall be measured from property line or private street easement. At least 50% of the setbacks shall be level for yards that are 10 feet and greater in distance. Yards that have a minimum setback of five feet shall be level.

³ Single Family Condominium (SFC) units shall not exceed a maximum Exclusive Use Area (EUA) coverage of 60%.

⁴ No more than 3 adjacent units shall have the same setback facing a street.

⁵ A minimum setback of 5 feet is allowed for alley-loaded garages only and an average setback of 10 feet is allowed to accommodate units with a staggered building design.

⁶ Where building heights exceed 45 feet, gable, or hip roofs are required and flat rooftops are not allowable.

⁷ A minimum lot depth of 50 feet is allowable if a lot width of 55 feet is exceeded.

⁸ This setback is required for units that front public or private streets. If the front of the units are internally oriented and face the front of other units then a minimum 15-foot building separation shall be applied.

⁹ This setback may be waived by the planning commission through the precise plan process if more than one unit has access off a private street drive and that any garage facing the street shall be a minimum of 18 feet from the street right-of-way line.

¹⁰ A 10-foot setback shall be maintained from the street right-of-way to the dwelling unit with 5 feet of the setback provided between the dwelling unit and EUA.

¹¹ 2.25 spaces per unit parking ratios applicable to PA10 & PA11.

¹² Notwithstanding this parking requirement, only the parking requirements set forth in CMC Chapter 17.76 shall apply to residential units constructed after October 7, 2022 except that: (i) the reconstruction of residential units constructed prior to October 7, 2022 shall be subject to the parking requirements set forth in the above table; and (ii) the reconstruction of residential units that are damaged or lost due to fire, flood, wind, earthquake or other calamity of nature shall be subject to the parking requirements in effect at the time of issuance of the initial building permit for the original residential unit.”