



Staff Report

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**File #:** 22-0628

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**PLANNING AND HOUSING COMMISSION STAFF REPORT**

**DATE:** 07/25/2022

**TO:** Honorable Chair and Commissioners

**FROM:** Planning & Development Department

**APPLICATION REQUEST:**

**SPA2022-0004:** Amendment to various specific plans to amend the parking requirement for multiple-family residential to match the off-street parking requirement in Chapter 17.76 of the Corona Municipal Code. (Applicant: City of Corona)

**RECOMMENDED ACTION:**

That the Planning and Housing Commission recommend APPROVAL of SPA2022-0004 to the City Council, based on the findings contained in the staff report.

**BACKGROUND**

The City Council at its meeting on March 8, 2021, made the decision for staff to study the City's Parking Ordinance. The purpose of the study was to determine if the city's current parking requirements are consistent or in alignment with other surrounding cities and general requirements used in the industry. Specifically, the City Council expressed concern on the parking required for market-rate multiple-family residential projects. Several multiple-family residential apartments and attached condominium projects in the city have experienced a lack of sufficient parking spaces to accommodate the demand from residents.

In September 2021, staff completed its parking study, which compared Corona's parking requirements for various land uses to the cities of Ontario, Eastvale, Orange, Moreno Valley, Riverside and Lake Elsinore. A comparison was also done using the average parking requirement for specific land uses from the Institute of Transportation Engineer (ITE) Parking Generation Manual.

The Committee of the Whole at its meeting on September 8, 2021, was presented the parking study. The Committee recommended changes to the multiple-family residential parking requirement that would increase the parking requirement for studio/one-bedroom units and three or more bedroom units. The following table shows the changes recommended by the Committee.

Multiple Family Residential	Current Parking Requirement	Recommendation by the Committee of the Whole
Studio and one bedroom	1.5 covered space, plus 1 uncovered guest space every 5 units	2 covered spaces, plus 1 uncovered guest space every 5 units
Two bedrooms	2 covered spaces, plus 1 uncovered guest space every 5 units	No change
Three or more bedrooms	2.5 covered spaces, plus 1 uncovered guest space every 5 units	3 spaces (with two spaces covered), plus 1 uncovered guest space every 5 units

On September 20, 2021, the Planning and Housing Commission held a study session to discuss the results of the parking study performed by staff. The Commission concurred with the recommendation made by the Committee of the Whole on the multiple-family residential parking. The Commission also recommended changes to the parking requirements for other land uses. The recommended changes discussed with the Committee and the Commission is being presented by Zone Text Amendment 2022-0002 (ZTA2022-0002), which is an amendment to Chapter 17.76 (Off-Street Parking) of the Corona Municipal Code (CMC). Chapter 17.76 regulates the city's parking requirements for various land uses.

Throughout this process, staff reminded the Committee of the Whole and the Commission that multiple-family residential intended for affordable housing, which is defined as housing set aside for low-income and moderate-income households, is subject to parking requirements regulated by Section 65915 (p)(1) of the California Government Code. Staff will continue to refer to the California government code for parking when it comes to the development of affordable housing for low and moderate-income households. For reference purposes, the current parking requirement in the government code for affordable housing is:

- a) Zero to one bedroom: 1 onsite parking space.
- b) Two to three bedrooms: 1.5 onsite parking spaces.
- c) Four or more bedrooms: 2.5 onsite parking spaces.

The city has numerous specific plans that regulate land uses within certain areas of the city. These specific plans also include development standards separate from Title 17 (Zoning Code) of the Corona Municipal Code. Some of the specific plans also identify parking requirements for multiple-family residential that differ from the Off-Street Parking Ordinance in CMC Chapter 17.76. SPA2022-0004 proposes to amend the specific plans that have multiple-family residential parking requirements and have them match the parking requirement in CMC Chapter 17.76.

### **PROPOSED SPECIFIC PLAN AMENDMENT**

SPA2022-0004 proposes to amend the following specific plans to require the multiple-family residential land uses to refer to the provisions of Chapter 17.76 of the Corona Municipal Code for required parking. The specific plans subject to this amendment are identified as having parking

requirements that are different from CMC Chapter 17.76 for multiple-family residential.

- Northeast Corona Specific Plan (SP81-2)
- Township in Corona Specific Plan (SP82-1)
- Crown Properties Specific Plan (SP83-01)
- Sierra Del Oro Specific Plan (SP85-2)
- Corona Ranch Specific Plan (SP85-3)
- Mountain Gate Specific Plan (SP89-1)
- Chase Ranch Specific Plan (SP89-2)
- Corona Vista Specific Plan (SP90-5)
- El Cerrito Specific Plan (SP91-2)
- North Main Street Specific Plan (SP99-1)
- Dos Lagos Specific Plan (SP99-3)

Exhibit A demonstrates the sections within each specific plan that is being amended. To prevent non-conforming land uses for developments previously constructed and utilizing the parking requirements in effect at the time of construction, language is being added that new developments constructed after the adoption of this amendment shall refer to the provisions of Chapter 17.76 of the CMC.

Language is also being added to the North Main Street Specific Plan in the Urban Density Residential (UDR) and Mixed-Use (MU) Districts to address residential parking requirements for a project that would be located within a one-half mile of a major transit stop or high-quality transit corridor. The North Main Street Specific Plan has properties within walking distance to the Metrolink Rail Station. The residential parking standards currently adopted for the UDR and MU Districts are designed to consider the access to the rail station, which is less than would be required in CMC Chapter 17.76. Rather than eliminate the current parking requirements in these two districts, the amendment would increase the parking requirement by 0.5 spaces for two or more bedrooms and allow the parking to remain if the 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. The definition in subdivision (b) of Section 21155 of the Public Resources Code is:

*"Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.*

*"High-quality transit corridor" means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.*

Staff is proposing to keep the reduced parking standard for projects in the UDR and MU Districts within a one-half mile of a major transit stop or high-quality transit corridor because the practice

aligns with the State's housing policies on having higher density housing near public transportation to reduce vehicles miles traveled and to reduce barriers to housing. Properties that fall outside of the location of this definition will be required to meet the provisions of CMC Chapter 17.76.

## **OTHER CONSIDERATIONS**

### Arantine Hills Specific Plan

The Arantine Hills Specific Plan covers a master planned community known as Bedford Communities. The community is mostly residential, with parks, trails and a commercial center. Except for the commercial center, the property within the Bedford Community is controlled by a master developer. The master developer was responsible for the construction of the master infrastructure improvements to support the development, such as sewer, water, flood control channel improvements and the widening of the Cajalco Road Bridge. Residential builders are also able to purchase residential parcels from the master developer to build residential communities within the master plan.

The master developer of the Bedford Communities has a Development Agreement with the City, which gives the developer the vested right to develop the property pursuant to the "existing land use regulations" that were established at the time of adoption of the Agreement. The definition of "existing land use regulations" in the Development Agreement is:

*"Existing Land Use Regulations" means all ordinances, laws, resolutions, codes, rules, regulations, policies, requirements, guidelines or other actions of City, including but not limited to the provisions set forth in the City's General Plan, Municipal Code, Arantine Hills Specific Plan and Zoning Code and including all Development Impact Fees, which affect, govern or apply to the Development of the project and use of the Property in a manner consistent with this Agreement, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the Development of the Property, subject to the terms of this Agreement, whether adopted by the City Council or the voters in an initiative, which are in effect on the Entry Date, pursuant to California Government Code Section 65866.*

The developer entered into this Agreement in 2016 and the term of the agreement is valid for 20 years. The Agreement is only applicable to the boundaries of the Arantine Hills Specific Plan as defined by the Agreement. Therefore, the development standards that were adopted in the specific plan, including the parking requirements for residential development are allowed to remain in effect for the term of the agreement. As such, SPA2022-0004 did not include the Arantine Hills Specific Plan because the Bedford Communities is expected to be entirely constructed by the end of the 20-year term, which is Year 2036.

## **ENVIRONMENTAL ANALYSIS:**

Per Section 15061(b)(3) of the State Guidelines for the California Environmental Quality Act (CEQA), a Notice of Exemption has been prepared for the project because Section 15061(b)(3) states that a project is exempted 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 amendment is solely a text revision and there is no possibility that this activity will have a significant effect on the environment. The Notice of Exemption is attached as Exhibit B.

### **FISCAL IMPACT**

SPA2022-0004 is an application initiated by the City. The amendment will not result in a negative fiscal impact.

### **PUBLIC NOTICE AND COMMENTS**

A 10-day public notice was advertised in the Sentinel Weekly News. As of the preparation of this report, the City has not received any comments on the proposed amendment.

### **STAFF ANALYSIS:**

The amendment establishes multiple-family residential parking standards that provide consistency with the parking standards being adopted in the Corona Municipal Code with the exception of properties that may be located within a high-quality public transit corridor. The parking standards are intended to support the demand created by residents that live in multiple-family residential developments and to minimize the spillover of parking on to city streets.

The revised parking requirements are intended to encourage well planned developments that are capable of supporting the capacity and use of properties.

### **FINDINGS OF APPROVAL FOR SPA2022-0004**

1. Per Section 15061(b)(3) of the State Guidelines for the California Environmental Quality Act (CEQA), a Notice of Exemption has been prepared for the project because Section 15061(b)(3) states that a project is exempted 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 amendment is solely a text revision and there is no possibility that this activity will have a significant effect on the environment.
2. The criteria necessary in recommending approval of a specific plan amendment as set forth in Section 17.53.090 of the Corona Municipal Code do exist in reference to SPA2022-0004 for the following reasons:
  - a) *The plan systematically implements and is consistent with the General Plan because the amendment implements Policy CE 7.1 by requiring new developments to provide adequate off-street parking in compliance with Corona Municipal Code Chapter 17.76; and Policy CE 7.2 which is to allow for the provision of adequate parking that is required to meet the needs of residential uses, commerce, and other land uses and is sensitive to the context and broader transportation goals of the City.*
  - b) *The Plan provides for the development of a comprehensively planned project that is superior to development otherwise allowed under the conventional zoning classifications because the amendment*

*establishes parking requirements for multiple-family residential that are intended to provide well planned environments that are capable of supporting the intended use and capacity.*

- c) The Plan 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 because the amendment establishes on-site parking requirements for multiple-family residential that would minimize or prevent the impacts of development from encroaching into other areas or properties.*
- d) The Plan provides for the appropriate orientation and relationship between land use within and adjacent to the project because the amendment does not change the land use configurations previously established by the subject specific plans.*

3. The criteria necessary in recommending approval of a specific plan amendment as set forth in Section 11.3 of the Mountain Gate Specific Plan (SP89-1) do exist in reference to SPA2022-0004 for the following reasons:

- a) The amendment is consistent with the General Plan and South Corona Community Facilities Plan (CFP) because:*
  - i. General Plan Policy CE 7.1 requires new developments to provide adequate off-street parking in compliance with Corona Municipal Code Chapter 17.76, which is the essence of SPA2022-0004.*
  - ii. General Plan Policy CE 7.2 allows for the provision of adequate parking that is required to meet the needs of residential uses, commerce, and other land uses and is sensitive to the context and broader transportation goals of the City, which is the essence of SPA2022-0004.*
  - iii. The required components of the specific plan process in Section 3.9.4.1 of the South Corona CFP includes development standards, which is the essence of SPA2022-0004 as it will establish parking requirements.*
- b) The amendment is consistent with the intent of the Mountain Gate Specific Plan because the multiple-family residential parking requirement is in harmony with other development standards that are applicable to residential development.*
- c) The amendment maintains consistency with the village concept because the land use plan is not affected.*
- d) The amendment maintains adequate circulation to and from and within the plan area because the circulation plan is not affected.*
- e) The amendment does not change the public service levels, which adequately serve the Specific Plan area are provided.*
- f) The amendment maintains the public and private open space system as both resources are neither disrupted nor depleted.*

4. The criteria necessary in recommending approval of a specific plan amendment as set forth in Section V.A (Amendments to Specific Plans) of the Corona Vista Specific Plan (SP90-5) do exist in reference to SPA2022-0004 for the following reasons:

- a) The amendment is consistent with the General Plan and South Corona Community Facilities Plan (CFP) because:*
  - i. General Plan Policy CE 7.1 requires new developments to provide adequate off-street parking in compliance with Corona Municipal Code Chapter 17.76, which is the essence of SPA2022-0004.*
  - ii. General Plan Policy CE 7.2 allows for the provision of adequate parking that is required to meet the needs of residential uses, commerce, and other land uses and is sensitive to the context and broader transportation goals of the City, which is the essence of SPA2022-0004.*
  - iii. The required components of the specific plan process in Section 3.9.4.1 of the South Corona CFP includes development standards, which is the essence of SPA2022-0004 as it will establish parking requirements.*
- b) The amendment is consistent with the intent of the Corona Vista Specific Plan because the multiple-*

*family residential parking requirement is in harmony with other development standards that are applicable to residential development.*

- c) The amendment maintains consistency with the village concept because the land use plan is not affected.*
- d) The amendment maintains adequate circulation to and from and within the plan area because the circulation plan is not affected.*
- e) The amendment does not change the public service levels, which adequately serve the Specific Plan area are provided.*
- f) The amendment maintains the public and private open space system as both resources are neither disrupted nor depleted.*

5. The criteria necessary in recommending approval of a specific plan amendment as set forth in Section 14.5 of the El Cerrito Specific Plan (SP91-2) do exist in reference to SPA2022-0004 for the following reasons:

- a) The proposed amendment is consistent with the City of Corona General Plan because it implements Policy CE 7.1 by requiring new developments to provide adequate off-street parking in compliance with Corona Municipal Code Chapter 17.76; and Policy CE 7.2 which is to allow for the provision of adequate parking that is required to meet the needs of residential uses, commerce, and other land uses and is sensitive to the context and broader transportation goals of the City.*
- b) The proposed amendment is consistent with the intent of the El Cerrito Specific Plan because the multiple-family residential parking requirement is in harmony with other development standards that are applicable to residential development.*
- c) The proposed amendment is consistent with the Preannexation Policy for El Cerrito as set out in Section 2.3 of the specific plan because it does not change the specific plan regulations and standards of existing developed properties.*
- d) The proposed amendment provides for adequate circulation to, from and within the El Cerrito area because the circulation plan is not affected.*
- e) The proposal does not change public service levels, which is capable of adequately serving the Specific Plan area.*
- f) The proposal maintains the public and private open space system as neither resource is disrupted nor depleted.*
- g) The proposed amendment does not alter the existing land uses and therefore the plan continues to be compatible with surrounding designations, will not create future land use incompatibilities and provides adequate buffers.*

**PREPARED AND SUBMITTED BY: JOANNE COLETTA, PLANNING AND DEVELOPMENT DIRECTOR**

**ATTACHMENTS:**

- 1. Exhibit 1 - Proposed Amendment
- 2. Exhibit 2 - Notice of Exemption

Case Planner: Joanne Coletta, Director (951) 736-2262

Specific Plan Amendment Exhibit (SPA2022-0004)

**Northeast Corona Specific Plan (SP81-2)**

Section 4.3 MEDIUM DENSITY RESIDENTIAL DISTRICT (MDR)

**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 [date of ordinance here], 1.5 spaces per unit may be provided. In PA3H, the residential units constructed prior to [date of ordinance here] 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 [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 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.

SEC. 4.4 HIGH DENSITY RESIDENTIAL DISTRICT (HDR)

**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 [date of ordinance here], 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 [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 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.

4.6 MIXED USE (MU)

**SEC. 4.6.11 OFF-STREET PARKING**

Mixed Use Level Two

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

~~Developments consisting of Level Two (commercial/residential) uses shall be designed to provide for parking as follows:~~

~~Two standard parking stalls per dwelling unit, one of which shall be covered, plus one standard stall per 200 square feet of floor area dedicated to non-restaurant commercial uses. Residential guest parking can be included in the requirement for commercial parking provided that parking remains open and unassigned. 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 (SP82-01)**

#### **4.2 MEDIUM HIGH DENSITY RESIDENTIAL DEVELOPMENT AREA (MHDR)**

##### **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 [date of ordinance here], 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 [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 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.

#### **4.3 HIGH DENSITY RESIDENTIAL DEVELOPMENT AREA (HDR)**

##### **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 [date of ordinance here] 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 [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 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 (SP83-01)**

#### **SECTION 4.4 - HIGH DENSITY RESIDENTIAL DISTRICT (HDR)**

##### **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) 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 [date of ordinance here] (1/2 covered and 1/2 uncovered).

- ~~b) A minimum of one guest parking space shall be provided for every three dwelling units except where no less than 50% of the spaces is unenclosed and unassigned parking, in which case no guest parking shall be required.~~

B. Notwithstanding subsection (A) above, 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 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)**

##### **4.6 MEDIUM DENSITY RESIDENTIAL DISTRICT (MDR)**

**4.6.13 Off-Street Parking:** The provisions of CMC Chapter 17.76 shall apply. ~~Off-street parking for attached units shall be required at a ratio of one (1) guest space for four (4) units.~~ At the time of tentative map approval consideration shall be given to recreational vehicle parking for each development area.

##### **4.7 MEDIUM HIGH DENSITY RESIDENTIAL DISTRICT (MHDR)**

###### **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 A. For studios and one bedroom units that were constructed prior to [date of ordinance here] one (1) covered and one-half (.5) uncovered spaces per unit shall be provided within the development area.

~~B. The City Engineer may require additional uncovered visitor parking to a maximum of one (1) space per four (4) units.~~

B. Notwithstanding subsection (A) above, 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 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.

##### **4.8 High Density Residential District (HDR)**

###### **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 A. 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 B.~~ For Planning Area 37, two (2) covered parking spaces shall be required for each two-bedroom unit that were constructed prior to [date of ordinance here], 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 [date of ordinance here]. 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.
- ~~C. The City Engineer may require additional parking for visitors to a maximum of one (1) space per four (4) units. For Planning Area 37, visitors parking shall be required at one (1) space per five (5) units.~~

B. Notwithstanding subsection (A) above, 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 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 (SP85-03)**

#### **Section III. DEVELOPMENT REGULATIONS**

#### **F. MEDIUM DENSITY RESIDENTIAL DISTRICT (MDR)**

##### **20. Parking**

- a. The required number of parking spaces for units that that were constructed prior to [date of ordinance here] 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 [date of ordinance here] 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 [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 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.

#### **G. HIGH DENSITY RESIDENTIAL ZONE**

##### **19. Parking**

- a. The required number of parking spaces for units that were constructed prior to [date of ordinance here] 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 [date of ordinance here] 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 [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 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.

## J. PLANNED UNIT DEVELOPMENT

### 4. Medium and High Density Residential PUD

- d. 1. Parking: No less than 2.25 parking spaces shall be permitted for each dwelling unit constructed prior to [date of ordinance here], 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 [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 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 (SP89-1)

### 9.1.4 SFA - SINGLE FAMILY ATTACHED RESIDENTIAL DISTRICT

## 5. Development Standards for Single-Family Attached Dwelling Units

### H. Parking –

1. The provisions of Chapter 17.76 of the Corona Municipal Code shall apply except that for units were constructed prior to [date of ordinance here] 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 [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 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.

#### 9.1.5. MDR. MEDIUM DENSITY RESIDENTIAL DISTRICT

##### 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 [date of ordinance here] 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 [date of ordinance here]. Detached covered parking spaces shall be located within 200 feet of the assigned dwelling unit for units that were constructed prior to [date of ordinance here].

Townhouse units for units that were constructed prior to [date of ordinance here] 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 [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 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)**

#### **IV. DEVELOPMENT STANDARDS**

#### **B. SINGLE-FAMILY CONDOMINIUM DEVELOPMENT STANDARDS**

##### **1. SINGLE CONDOMINIUM - SFC (PLANNING AREA 9)**

##### **d. Property Development Standards**

##### **(6) Parking**

(a) A minimum of 2.25 parking spaces shall be provided for each dwelling unit constructed prior to [date of ordinance here] including evenly distributed guest parking. For units that were constructed prior to [date of ordinance here] 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 [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 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.

#### **C. MULTI-FAMILY RESIDENTIAL DEVELOPMENT STANDARDS**

##### **1. MULTI-FAMILY RESIDENTIAL (PLANNING AREA 10)**

## e. Property Development Standards

### (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 [date of ordinance here] 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 [date of ordinance here]. 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 [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 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 (SP90-5)

### IV. DESIGN REGULATIONS AND STANDARDS

#### D. MEDIUM DENSITY

##### 5. Multi-Family Attached Property Development Standards

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

##### 6. Single Family Attached Property Development Standards

###### h. Off-street Parking

(1) Two (2) covered spaces per unit for units that were constructed prior to [date of ordinance here]. Guest parking provided off street at a ratio of one (1) space per unit for units that were constructed prior to [date of ordinance here].

(2) Notwithstanding subsection (1) above, 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 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 (91-2)

### 12.13 MU - MIXED USE DEVELOPMENT

### **12.13.5 Development Standards**

#### **C. Off-Street Parking**

2. The provisions of Chapter 17.76 of the Corona Municipal Code shall apply to developments consisting of Level Two (traditional) uses. shall be designed to provide for parking as follows: Two standard parking stalls per dwelling unit, one of which shall be covered, plus one standard stall per 200 square feet of floor area dedicated to non-restaurant commercial uses.

3. ~~Residential guest parking may be included in the requirement for commercial parking provided that parking remains open and unassigned.~~

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

5.4. 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.

### **12.14.4 Development Standards – Multi Family Attached**

Required Parking (for units constructed prior to #####) <sup>1</sup>	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

<sup>1</sup> 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.

## **North Main Street Specific Plan (SP99-01)**

### **4.4.7 Single Family Condominium (SFC) District**

#### **B) Single Family Attached (Table 9-B)**

Parking: The provisions of CMC Chapter 17.76 shall apply.

Studio or single bedroom unit: 1.5 covered spaces

Two bedroom unit: 2.0 covered spaces

Three or more bedroom unit: 2.5 covered spaces

Guest Parking: 1 uncovered guest space / 5 units



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

PARKING <sup>1</sup>	
<u>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.</u>	
Studio or single bedroom units	1.0 covered space per unit
Two or more bedroom units	1.0 covered space and 1.0 <del>5</del> uncovered space per unit
Guest parking	1 space every 5 units. Guest parking must be provided on-site.

<sup>1</sup> 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.

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

PARKING <sup>1</sup>	
Commercial	Per CMC 17.76
Residential (ancillary to commercial uses): <u>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:</u>	
Studio or single bedroom units	1.0 covered space per unit
Two or more bedroom units	2.0 covered spaces per unit, <u>plus 0.5 uncovered spaces per unit</u>
Guest parking	1 space per every 5 units.



## Dos Lagos Specific Plan (SP99-03)

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

STANDARD	MDR-S	HDR
Parking (includes guest parking) <sup>2, 3</sup>	1.5 spaces per unit <sup>4</sup>	2.25 spaces per unit <sup>3</sup> 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 <sup>4</sup>

<sup>4</sup> Notwithstanding this parking requirement, 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.

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

STANDARD	SFC	MDR	(PA 12) MDR-S	(PA 9) MDR/HDR RR
Parking (includes guest parking)	Per CMC 17.76 and 17.24.140	2.25 <sup>12</sup>	1.5 <sup>12</sup>	2.25 <sup>11</sup> 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 <sup>12</sup>

<sup>12</sup> Notwithstanding this parking requirement, 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.



## CITY OF CORONA

### PRELIMINARY EXEMPTION ASSESSMENT

(Certificate of Determination When attached to Notice of Exemption)

#### Name, Description and Location of Project:

ZTA2022-0002: Amendment to Chapter 17.76 of the Corona Municipal Code (Off-Street Parking) and other ancillary parking criteria within Title 17 (Zoning Code) to amend the number of parking spaces required for various land uses.

SPA2022-0004: Amendment to various specific plans to amend the parking requirement for multiple family residential to match the off-street parking requirement in Chapter 17.76 of the Corona Municipal Code.

#### Entity or Person Undertaking Project:

☒ A. Public Agency: City of Corona, 400 S. Vicentia Avenue, Corona, CA 92882

☐ B. Other (private):

#### Staff Determination:

The City's staff, having undertaken and completed a preliminary review of this project in accordance with the City's Resolution entitled "Local Guidelines of the City of Corona Implementing the California Environmental Quality Act (CEQA)" has concluded that this project does not require further environmental assessment because:

☐ A. The proposed action does not constitute a project under CEQA.

☐ B. The project is a Ministerial Project.

☐ C. The project is an Emergency Project.

☐ D. The project constitutes a feasibility or planning study.

☐ E. The project is categorically exempt:

☐ F. The project is a statutory exemption. Code section number:

☒ G. The project is otherwise exempt on the following basis: Section 15061(b)(3) states that a project is exempted 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 amendment is solely a text revision and there is no possibility that this activity will have a significant effect on the environment.

☐ H. The project involves another public agency, which constitutes the lead agency. Name of Lead Agency:

Date: \_\_\_\_\_

\_\_\_\_\_  
Jay Eastman, Planning Manager  
Lead Agency Representative

# EXHIBIT 2



## NOTICE OF EXEMPTION

TO: CLERK OF THE BOARD OF  
SUPERVISORS COUNTY OF RIVERSIDE

FROM: CITY OF CORONA  
COMMUNITY DEVELOPMENT DEPARTMENT  
400 S. VICENTIA AVE, SUITE 120  
CORONA, CA 92882

1. Project title: ZTA2022-0002 & SPA2022-0004
2. Project location (specific): City wide.
3. a. Project location - City of Corona  
b. Project location - County of Riverside
4. Description of nature, purpose and beneficiaries of project:

ZTA2022-0002: Amendment to Chapter 17.76 of the Corona Municipal Code (Off-Street Parking) and other ancillary parking criteria within Title 17 (Zoning Code) to amend the number of parking spaces required for various land uses.

SPA2022-0004: Amendment to various specific plans to amend the parking requirement for multiple family residential to match the off-street parking requirement in Chapter 17.76 of the Corona Municipal Code.

5. Name of public agency approving project: **City of Corona**
6. Name of Person or Agency undertaking the project, including any person undertaking an activity that receives financial assistance from the Public Agency as part of the activity or the person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the activity: **City of Corona, 400 S. Vicentia Avenue, Corona, CA 92882**
7. Exempt Status (check one):
  - a. ☐ Ministerial Project
  - b. ☐ Not a project
  - c. ☐ Emergency project
  - d. ☐ Categorical Exemption. State type and class number:
  - e. ☐ Declared Emergency
  - f. ☐ Statutory Exemption. State code section number:
  - g. ☒ Other: Explain: *See below explanation.*
8. Reasons why the project is exempt: Section 15061(b)(3) states that a project is exempted 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 amendment is solely a text revision and there is no possibility that this activity will have a significant effect on the environment.
9. Contact Person/Telephone No.: Jay Eastman, Planning Manager (951) 736-2262
10. Attach Preliminary Exemption Assessment (Form "A") before filing.

Date received for filing: \_\_\_\_\_

Signature: \_\_\_\_\_  
Jay Eastman, Planning Manager  
Lead Agency Representative