



# HOUSING ELEMENT REZONING PROGRAM

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## HIGH DENSITY RESIDENTIAL & MIXED-USE OBJECTIVE DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

CITY OF CORONA

OCTOBER 2022

## ACKNOWLEDGEMENTS

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# EXECUTIVE SUMMARY

The High Density Residential and Mixed-Use Objective Development Standards and Design Guidelines report (Report) is intended to serve as a resource for project proponents who plan to submit development applications in the City of Corona for sites that have been included in the City's Affordable Housing Overlay (AHO) zone. The AHO zone was established as the City implements its General Plan Housing Element for the 2021-2029 Regional Housing Needs Assessment (RHNA) cycle. These plans and initiatives are collectively known as the Corona Rezoning Program (Rezoning Program).

The objective development standards and design guidelines presented in this document are based on a review of existing conditions near sites identified for the Rezoning Program (refer to the "Briefing Book" in the appendix for more information), including architectural styles, density, building typologies, and site conditions. Contact the Director of Community Development to access the most recent collection of parcels included in the Rezoning Program. The team also completed a review of best practices for multi-family and mixed-use zoning programs that have been implemented recently in Southern California, including the cities of Anaheim, Riverside, and Rancho Cucamonga, and also conducted interviews with affordable housing developers. The intent is to root the development standards in current market conditions and best practices for building design and construction.

All development applications submitted for Rezoning Program sites must adhere to the objective development standards and design guidelines outlined herein. However, sites located within a specific plan shall refer to the specific plan's design guidelines. If the specific plan is silent, the Report's design guidelines shall govern. Refer to the Briefing Book in the appendix to review the sites that have been included in the Rezoning Program.

The Report is organized into the following four sections:

- 1. Development Plan Review Process:** Description of traditional and streamlined DPR process.
- 2. Objective Development Standards:** Objective development standards establishing required densities, setbacks, parking ratios, and other considerations.
- 3. Design Guidelines:** The Design Guidelines serve to communicate design strategies for access and connectivity, orientation, provision of amenities, and landscape guidelines, among others.
- 4. Appendix:** The background and process for the methodology used to Draft Development Standards and Design Guidelines. The Appendix also contains the Glossary, Briefing Book, Development Plan Review Form, and the Development Standards and Design Guidelines Compliance Checklist.



ARTISAN AT MAIN STREET METRO APARTMENTS, CITY OF CORONA  
SOURCE: STANTEC



TRADITIONAL ARCHITECTURE IN DOWNTOWN CORONA  
SOURCE: STANTEC

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# 1

# DEVELOPMENT PLAN REVIEW PROCESS

# 1. DEVELOPMENT PLAN REVIEW PROCESS

Development Plan Review (DPR) is the City's preliminary application process and is regulated under Chapter §17.102 of the Corona Municipal Code. To file a DPR, the completed form (Appendix D) shall be submitted to the Planning & Development Department along with the items that are listed on the DPR Submittal Requirements sheet.

California Government Code Section §65943 provides for 30 days in which the City can review the application and determine completeness. The applicant will be sent a letter during this time period stating the application is complete or that additional items are necessary. The application will not be determined to be complete until the City Attorney has reviewed and accepted the Development Agreement.

## SB 35

California Senate Bill (SB) 35 allows for a streamlined ministerial approval process for affordable housing in order to meet regional housing need allocation goals if proposed residential development complies with objective standards. Eligible development projects must include:

- A specified level of affordability
- Be on an infill site
- Comply with residential and mixed-use general plan or zoning provisions

The flow chart on the following page compares the City's traditional DPR process with the streamlined DPR process if applications are in compliance with the objective standards listed in this document.



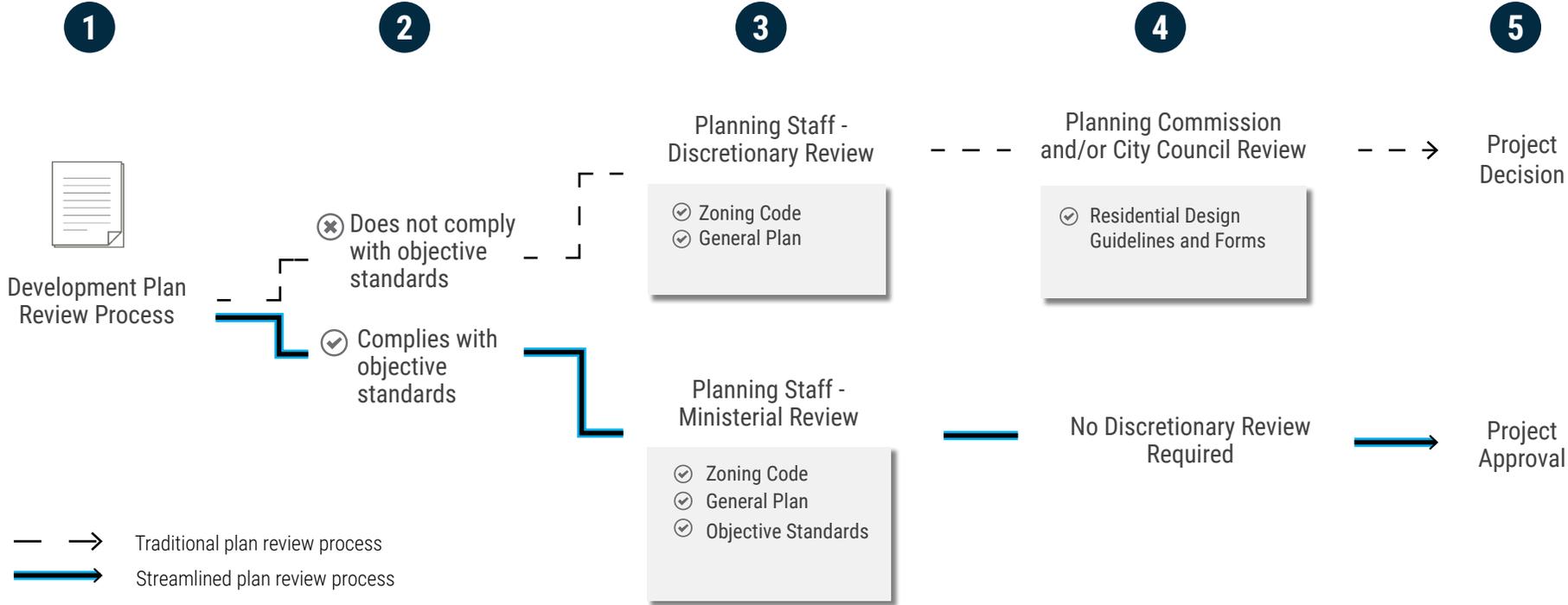


EXHIBIT 1.  
**DEVELOPMENT PLAN REVIEW  
PROCESS FLOWCHART**

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# 2 OBJECTIVE DEVELOPMENT STANDARDS

# 1. HIGH DENSITY RESIDENTIAL AND MIXED-USE OBJECTIVE DEVELOPMENT STANDARDS

## OVERVIEW

The objective development standards apply to the Affordable Housing Overlay (AHO) zone regulated by CMC Chapter §17.31. The AHO zone is intended to facilitate the development of multifamily at a higher density to accommodate affordable housing units for low and moderate income households. Proposed standards would allow for additional multi-family housing types such as multiplexes, stacked flats, multi-family and podium-style, courtyards, and adaptive reuse development in the City of Corona. Design Guidelines, presented in Section 3, are applicable to all AHO sites.

Table 1, at right, shows the development standards that are applicable to all parcels included in the AHO zone. Two diagrams are included on the following page to illustrate potential building typologies that could meet the intent of the design standards.

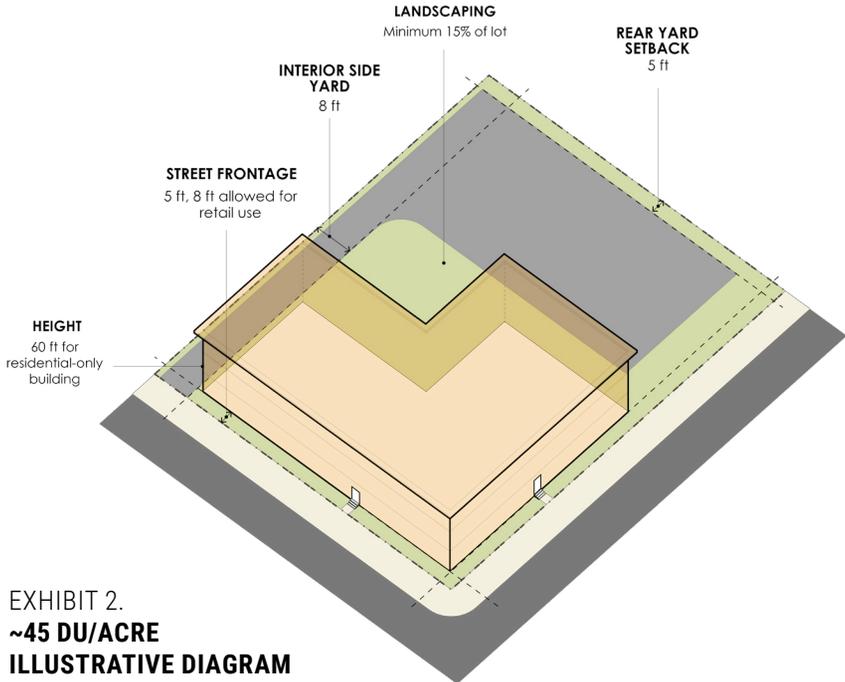
*Table 1. High Density Residential and Mixed-Use Objective Development Standards*

Allowed Density	45 - 60 units/ac
Floor-area ratio (FAR)	2.0 or per the City of Corona General Plan
Minimum unit size	
Affordable housing unit	400 square feet
Market rate unit	550 square feet
Maximum building height	60 ft for residential-only/multifamily 80 ft for retail/mixed use/podium-style parking
Minimum on-site landscaping	15%
Minimum on-site open/amenity space	100 sf per unit with 50% in private open space (balconies or patios) and 50% in common space (25% of the common space can be in the form of indoor space)
<b>Minimum Building Setbacks</b>	
Street frontage	5 feet, 8 feet for ground level retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.
Interior side yard	8 feet
Rear yard	5 feet
Setbacks for Sites adjacent to single-family residential	8 feet for one story elements; 15 feet for two story and 25 feet for three stories and higher.
<b>Parking</b>	
Residential	For affordable units: Refer to standards presented in California Government Code Section 65915-p1 For market rate units: refer to City of Corona Municipal Code Chapter §17.76
Commercial	Refer to City of Corona Municipal Code Chapter §17.76

**ILLUSTRATIVE DIAGRAMS FOR HIGH DENSITY RESIDENTIAL AND MIXED-USE DEVELOPMENT AT 45-60 DU/ACRE**

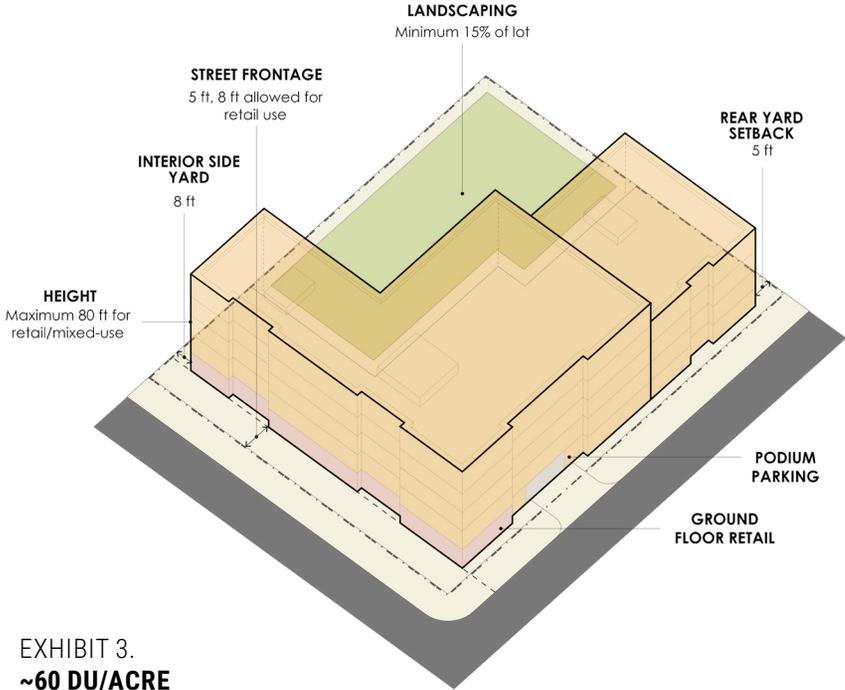
The development standards are intended to encourage higher density and mixed-use buildings that can accommodate residential and/or retail use. Development standards at 45 dwelling units per acre and 60 units per acre are shown below in Exhibit 2 and 3, respectively. Images of building typologies representative of this density are shown on the following pages.

~45 DU/ACRE



**EXHIBIT 2.  
~45 DU/ACRE  
ILLUSTRATIVE DIAGRAM**

~60 DU/ACRE



**EXHIBIT 3.  
~60 DU/ACRE  
ILLUSTRATIVE DIAGRAM**

~45 DU/ACRE



**SMALL-LOT SINGLE FAMILY SUBDIVISION**  
SOURCE: URBANIZE LA



**SMALL-LOT SINGLE FAMILY SUBDIVISION**  
SOURCE: KTG Y



**UNION AT CARROLLTON SQUARE - MIXED USE RESIDENTIAL**  
SOURCE: MULTIFAMILY EXECUTIVE CONSTRUCTION



**PERRIS STATION APARTMENTS - MID-RISE RESIDENTIAL**  
SOURCE: GOOGLE EARTH

~60 DU/ACRE



**METRO AT MAIN - CORONA, CALIFORNIA - HIGHER DENSITY MIXED-USE RESIDENTIAL**  
SOURCE: STANTEC



**ANDI APARTMENTS - ADAPTIVE REUSE OF COMMERCIAL STRIP MALLS**  
SOURCE: STANTEC



**THE GEORGE - ANAHEIM, CALIFORNIA**  
SOURCE: AO ARCHITECTS



**THE ANDY - EUGENE, OREGON**  
SOURCE: ANDERSEN CONSTRUCTION

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# 3 DESIGN GUIDELINES

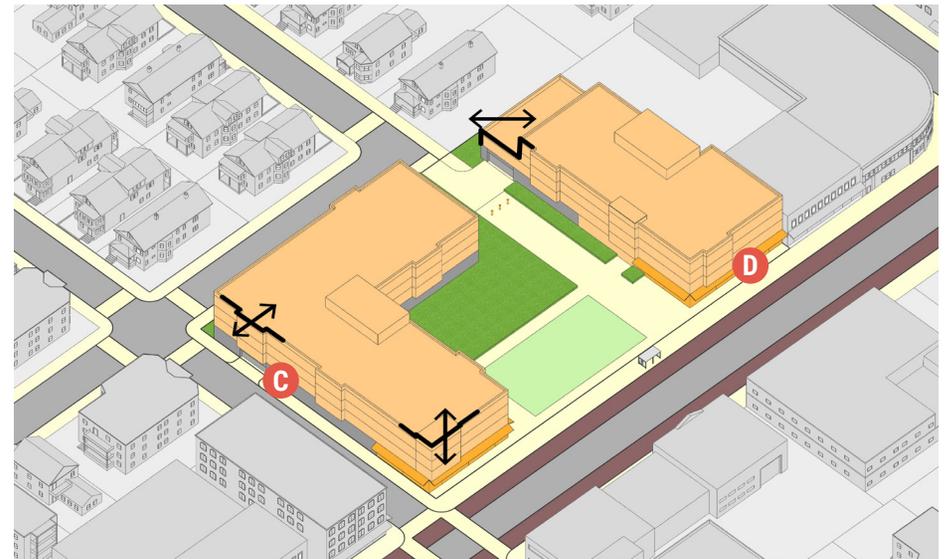
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# BUILDING DESIGN GUIDELINES

## A. BUILDING FORM AND ARTICULATION

**How building mass relates to pedestrians at the ground level** shapes the way buildings are perceived and contributes to a pedestrian-friendly environment. Buildings should be visually interesting, with varying facades, and seamlessly transition to the massing of adjacent structures.

- A** The façades of buildings fronting the street shall be articulated with wall offsets, projections or recesses that are at least two feet deep and spaced no more than 30 feet apart.
- B** Refer to the “Briefing Book” for more information about architectural treatments and styles that may be considered for the neighborhoods identified as West Corona, Downtown Corona, North Corona and East Corona. The Architectural Style Standards of Spanish Revival, Craftsman, Tuscan and Modern included in the Western Riverside Council of Governments (WRCOG) “Objective Design Standards” shall also be applied to the City of Corona. Projects proposed within a specific plan area shall refer solely to the specific plan’s architectural style and design guidelines. If the specific plan is silent, the High Density Residential design guidelines shall govern.
- C** Row housing units shall vary the distance between the primary façade and the setback line (up to 30”) to create visual interest and articulation.
- D** Louvers and other sun-shading features may be located above residential windows or storefronts, provided they are no more than 30” deep and do not project into the public right-of-way.



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## BUILDING FORM AND ARTICULATION



**ROW HOUSING VARIED SETBACK DISTANCE**

SOURCE: SMALL LOT - KGTY



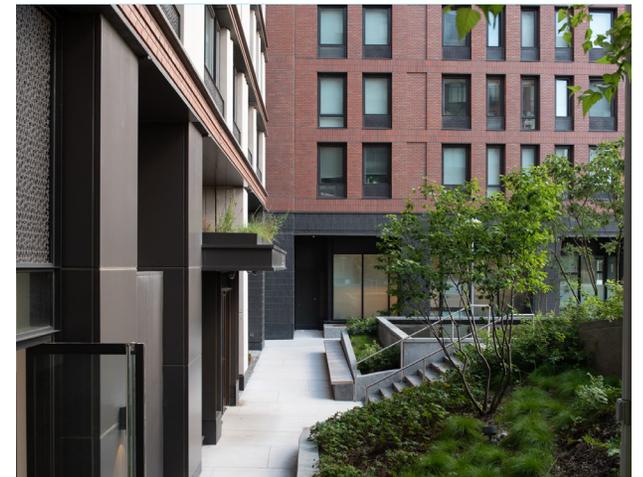
**DIVERSE ARCHITECTURAL ELEMENTS**

SOURCE: ONE CHARLESTOWN - STANTEC



**VISUALLY INTERESTING FACADE**

SOURCE: CORNICE - WHEELING-PITTSBURGH STEEL BUILDING, WHEELING



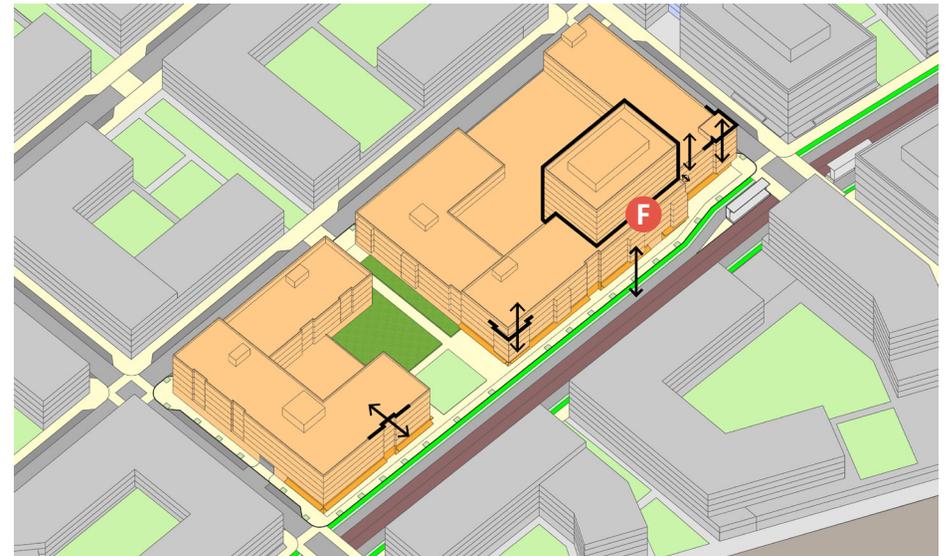
**DIVERSE ARCHITECTURAL TREATMENTS & ARTICULATION**

SOURCE: PACIFIC PARK - STANTEC

## A. BUILDING FORM AND ARTICULATION

*continued from previous page*

- E** For building wings located on the same side of adjacent residential uses, provide a transition in density so that the number of floors located within the first 25 feet is no greater than two-stories. Buildings shall also be in conformance with setback and floor-area ratio (FAR) standards.
- F** Upper-level residential units shall have a floor-to-floor clearance of at least 10', including trusses and mechanical equipment. Additional height is recommended where feasible to promote natural daylighting and ventilation. Upper-level units shall be set-back from the ground-level façade by at least one-foot (1') but no more than two-feet (2') to visually differentiate between the upper and lower floors.
- G** The ground-level shall have between 15' and 20' of floor-to-floor clearance.
- H** Buildings over three stories shall have massing breaks at least every 100 feet along any street frontage and adjacent open space. Breaks shall be five feet deep and extend the height of the floor.
- I** Buildings three stories and higher shall provide horizontal planes using trim, awnings, eaves or other ornamentation.
- J** Stairways shall be designed as an integral part of the overall architecture of the building, complementing the building's mass and form. Exterior stairwells shall be solid. Prefabricated metal stairs are prohibited.
- K** Buildings over three stories shall have varying roofline heights to create variation in the building height.



## BUILDING FORM AND ARTICULATION



**DENSITY TRANSITION**

SOURCE: EVERETT DESIGN GUIDELINES - STANTEC



**ACCESS TO NATURAL LIGHT & MINIMIZED SHADOW IMPACT THROUGH SHADING**

SOURCE: SLABTOWN MARKETPLACE - GBD ARCHITECTS



**TWO ARCHITECTURAL CONTEMPORARY & TRADITIONAL STYLES**

SOURCE: CENTERPOINT - STANTEC



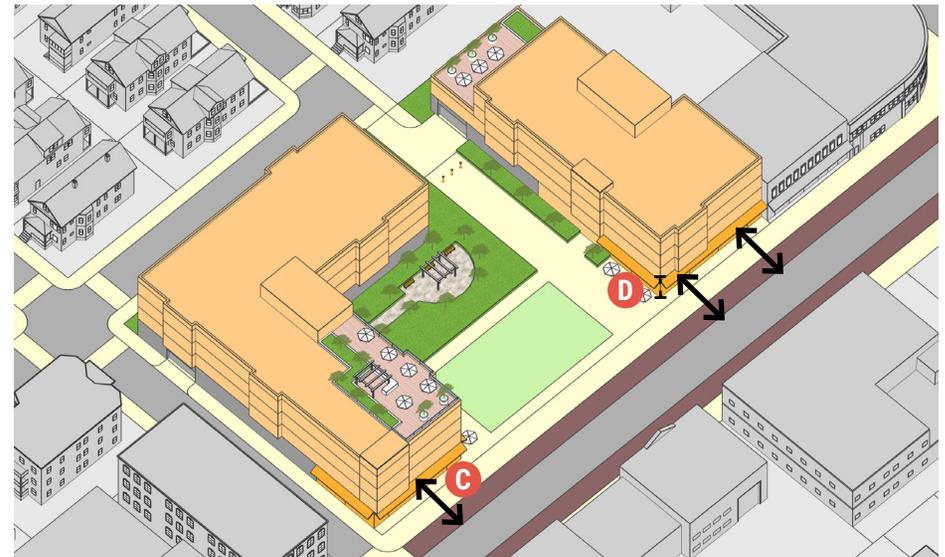
**FLOOR TO FLOOR CLEARANCE AND UPPER LEVEL SETBACK**

SOURCE: WEST 7TH SAINT PAUL - THE OPUS GROUP

## B. RETAIL DESIGN GUIDELINES

Retail uses along major arterials serve to provide amenities for meeting daily needs, but also **activate sidewalks and make them more inviting** for patrons and residents. Retail buildings should promote transparency, be oriented to the sidewalk with limited setbacks, and be accessible for patrons arriving on foot, bike, transit, or car.

- A** Housing with ground-level retail shall provide pedestrian access from surface parking facilities located behind the building to the primary street, either along the perimeter of the building or through the building using a publicly-accessible arcade. Arcades shall be at least 10' and no more than 70' long.
- B** Clear visual separation between ground-floor retail uses and upper floors shall be provided through the use of louvers, canopies, or change of material or building plane.
- C** Retail storefronts along the perimeter of the street shall have at least one (1) publicly-accessible door located along the primary street.
- D** Ground-level retail storefronts shall have a minimum clearance of at least 15' (20' is optimal).
- E** At least 60% of the primary façade of retail storefronts shall feature transparent windows that promote visual interest. Opaque and/or smoked-glass windows shall be limited to no more than 20% of the window area. Permanent and temporary shelving shall not be located next to windows and clear access and visibility shall be provided between the interior and exterior of the building. Obstructions such as street lights, utility boxes, and trees shall be minimized.



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## RETAIL DESIGN GUIDELINES



**SHADE STRUCTURE**

SOURCE: PLAZA ST-HUBERT - STANTEC



**SURFACE PARKING WITH PEDESTRIAN ACCESS**

SOURCE: BLYTHE-VALLEY-LOCAL AUTHORITY BUILDING & MAINTENANCE



**TRANSPARENT WINDOWS TO ACTIVATE STREETSCAPE**

SOURCE: MATTHEW MILLMAN ARCHITECTURE



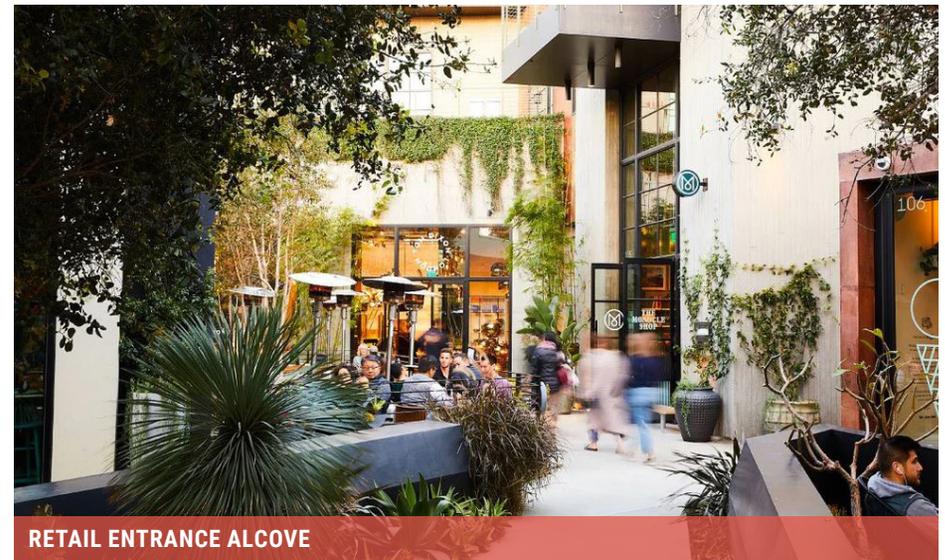
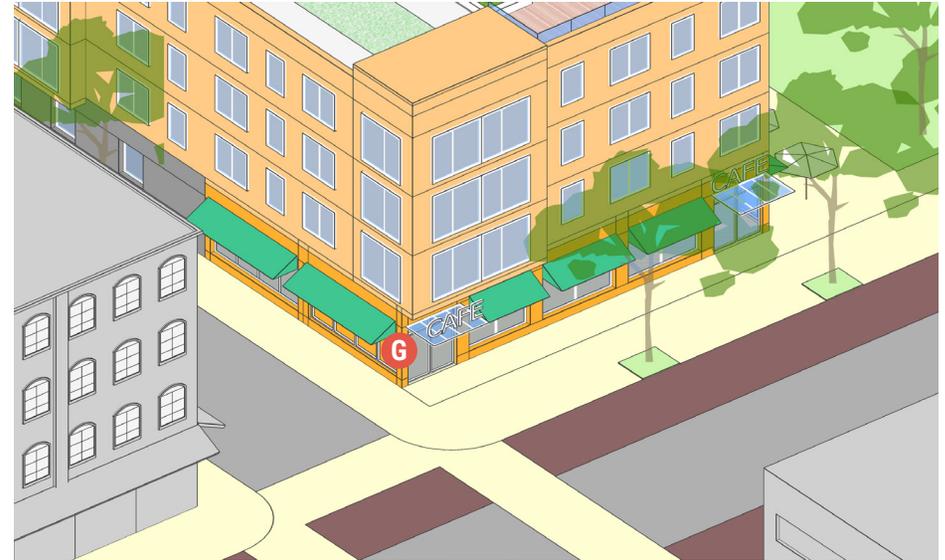
**CLEAR SEPARATION BETWEEN GROUND FLOOR RETAIL & UPPER FLOORS**

SOURCE: PLAZA ST-HUBERT - STANTEC

## B. RETAIL DESIGN GUIDELINES

*continued from previous page*

- F** Consolidated, semi-public restrooms that serve multiple retail uses may be included within the building, provided a clear path of access is provided and facilities are sized in conformance with the City of Corona Municipal Building Code.
- G** Retail signage may be included above storefronts on the primary façade or may project out to the edge of the property so that it is visible to pedestrians. Signage shall not project into the sidewalk zone/public right-of-way. Neon and backlit signage is prohibited; Signage illuminated from above or below the sign with architecturally consistent fixtures is encouraged.
- H** For mixed-use buildings with retail, ensure an uninterrupted grade transition between the sidewalk and ground-floor storefronts.
- I** Retail entrances shall have alcoves between 15 and 100 square feet in size, paved to match the sidewalk.
- J** Window frames shall be recessed and not flush against walls. Shaped frames and sills, molded surrounds or lintels shall be used to enhance window openings and add relief.



SOURCE: THE PLATFORM - CULVER CITY

# RETAIL DESIGN GUIDELINES



**ADAPTABLE STAND-ALONE BUILDING**

SOURCE: CRESTVIEW RETAIL - HARESIGN ARCHITECTS



**UNINTERRUPTED GRADE TRANSITION BETWEEN STOREFRONT AND SIDEWALK**

SOURCE: DOWNTOWN HALIFAX - STANTEC



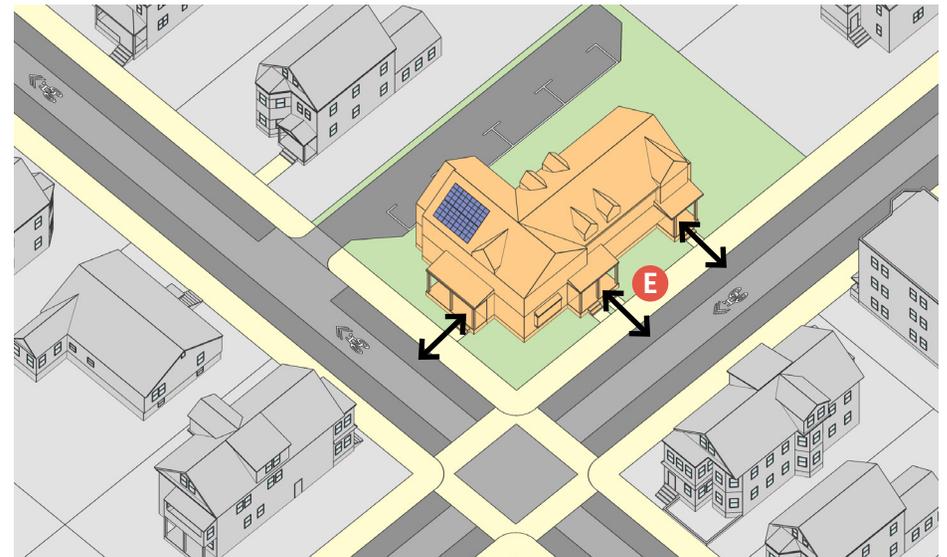
**RETAIL SIGNAGE ON PRIMARY FACADE IS VISIBLE TO PEDESTRIANS**

SOURCE: MACEWAN UNIVERSITY - STANTEC

## C. GROUND-LEVEL GUIDELINES

**An active and attractive ground-level, particularly along the primary building frontage, fosters a pedestrian-friendly environment. Active uses such as residential walk-up units, common area amenities like leasing offices, day care centers, and fitness centers should be located along the sidewalk for visual interest where retail is not present.**

- A** Where possible, locate active uses on the ground floor adjacent to the primary sidewalk, including retail storefronts, gathering areas, leasing offices, community rooms, and fitness centers, among others.
- B** Glazing shall comprise of 60-80% of the ground-level facade and 40-60% of the upper-level facade for residential buildings.
- C** Utilities, trash, and other storage shall not be located along the primary façade.
- D** Retail uses may use the front yard setback standards to dedicate additional public space for tables, seating, verandas, street furniture, shade structures, and public art.
- E** If residential units are located at grade along the sidewalk, access shall be provided through a primary or secondary entrance from the sidewalk into the unit.
- F** Expansive, blank walls that have no doors, windows, articulation, or landscaping treatments, shall not span more than 20 feet in length.



## GROUND-LEVEL GUIDELINES



**ACTIVE SIDEWALK WITH FURNISHING, LIGHTING, ENTRANCES, ETC.**

SOURCE: ALTA PLANNING & DESIGN



**RETAIL SEATING WITHIN THE FRONT YARD SETBACK**

SOURCE: AUSTIN ARTS DISTRICT - CITY OF AUSTIN



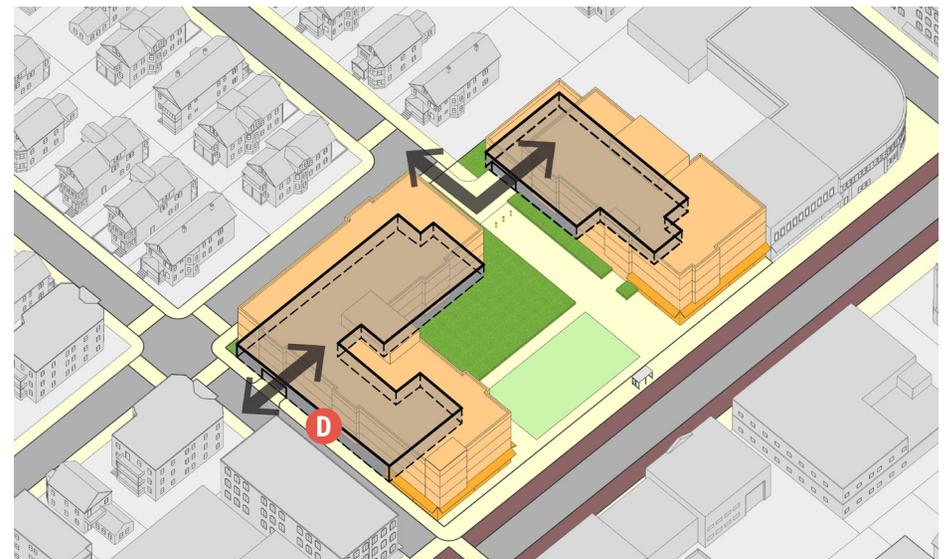
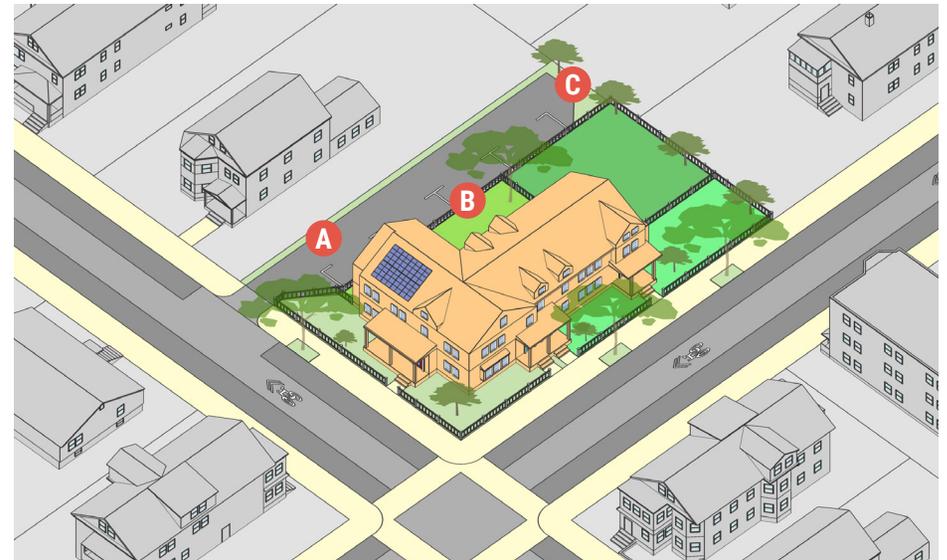
**SIDEWALK ACCESSIBLE RESIDENTIAL**

SOURCE: RUTLEDGE MAUL ARCHITECTURE

## D. PARKING

While the development standards and guidelines promote multi-family housing that supports transit, cycling, and walking, parking may be provided for commercial and residential uses. Parking should be screened, located behind the building, or within enclosed structures *integrated into the architectural character of the rest of the building*.

- A** On-site surface parking shall be located to the rear of the building.
- B** Surface parking lots shall be buffered along the perimeter of the building with hedges and/or fencing that are no more than five (5') tall.
- C** Surface parking lots shall include a landscaped finger island or diamond with trees that are located no more than 30' on-center along the length of the parking module. Adequate irrigation shall be provided to tree wells through a drip irrigation system or through surface-level stormwater management techniques using, for example, runnels and bioswales. For tree wells without permanent drip irrigation systems, at least one outdoor spigot shall be provided to hand-irrigate trees and vegetation.
- D** Above-grade/podium parking structures shall be screened and fully integrated into the façade of the building using glass panels, perforated panels, or artistic elements that are of the same architectural character as the rest of the building. Naturally-ventilated, above-grade parking structures can be included if interiors are at least 90% enclosed along the perimeter walls.



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**PARKING**



**LANDSCAPED FINGER ISLAND**

SOURCE: CENTER FOR NEIGHBORHOOD TECHNOLOGY



**SCREENED AND INTEGRATED FACADE**

SOURCE: EVERETT DESIGN GUIDELINES - STANTEC



**LANDSCAPING ADDED TO PERIMETER OF SURFACE PARKING FACILITY**

SOURCE: EF POULY COMPANY



**ILLUMINATED PARKING LOT**

SOURCE: JOHNSON CONTROLS INCORPORATED - WHOLE BUILDING DESIGN GUIDE

## D. PARKING

*continued from previous page*

- E** Access ramps to above- and below-grade parking structures shall be integrated into the building. For access ramps located along the secondary edge (side yard) of the building, screening and artistic treatment outlined above shall be included.
- F** Lighting shall be directed downward with a minimum of 1 foot candle. Light fixtures shall have a shielded light source and be designed so light is not directed off site.
- G** At least two stairwells shall connect above- and below-grade parking facilities to grade for egress. Direct points of entry shall be provided from the primary sidewalk or within a walkway at the side of the building for publicly-accessible parking facilities to minimize the use of the elevator.
- H** Fully-automated parking structures (hydraulic or mechanical systems) can be provided in lieu of traditional structured parking facilities, provided points of access are in conformance with the Site Circulation and Access and screening guidelines provided herein.
- I** Parking lifts may be included if adequate clearance is provided for passenger vehicles.



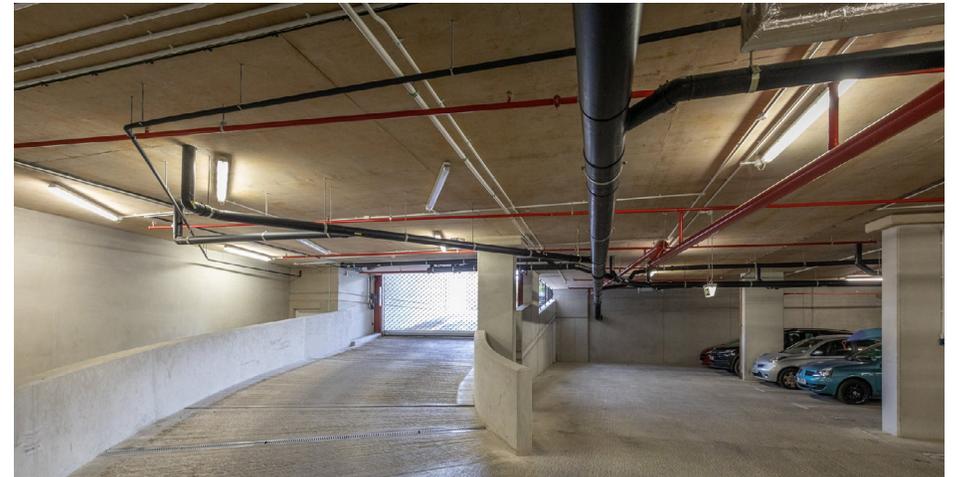
**WRAPPED PARKING STRUCTURE**

SOURCE: CORONA NORTH-MAIN PARKING STRUCTURE - GOOGLE EARTH

## PARKING



**PARKING LIFT**  
SOURCE: BABCO



**BELOW-GRADE PARKING**  
SOURCE: JT DIRECTORY

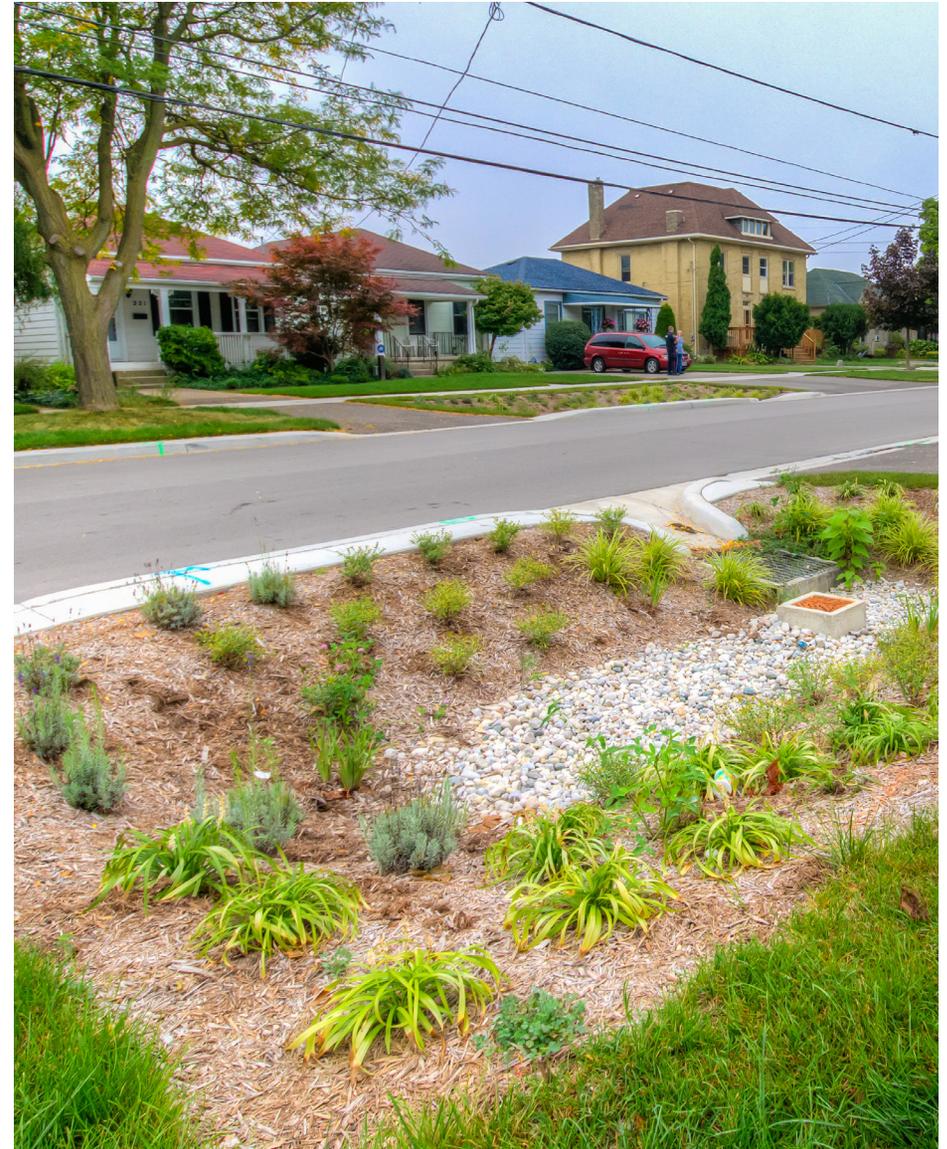


**PARKING STRUCTURE WITH MULTIPLE STAIRWELLS TO WALKWAY**  
SOURCE: NATIONAL RENEWABLE ENERGY LABORATORY - STANTEC

## E. SUSTAINABILITY

With California's climate crisis, the **state is becoming hotter, drier, and energy strained, particularly in the Inland Empire**. Buildings should conform to the State's Net Zero Energy standards for energy efficiency, promote stormwater infiltration and aquifer recharge, and use drought-tolerant landscape and hardscape to reduce irrigation needs.

- A** Site design shall prevent off-site discharge of untreated stormwater from rainfall events up to and including the 95th percentile storm event by incorporating low-impact development best practices, such as rain gardens, bioretention and infiltration planters, porous pavements, vegetated swales, green roofs, tree boxes, and rainwater harvesting.
- B** Ensure compliance with Net Zero Energy (ZNA) standards as outlined in Title 24 of the California Energy Code.
- C** Where possible, orient the longitudinal axis of buildings in an east-west direction to minimize façade exposure to the sun and promote natural ventilation and cooling.



LOW IMPACT DEVELOPMENT/GREEN INFRASTRUCTURE

SOURCE: WATERLOO STREET - STANTEC

**SUSTAINABILITY**



**BUILDING CONFIGURED AND ORIENTED TO PROMOTE NATURAL COOLING**  
SOURCE: HILTON FOUNDATION - NET ZERO BUILDING - STANTEC - WESTLAKE CA



**NET ZERO STUDENT HOUSING**  
SOURCE: UC DAVIS - STUDENT HOUSING - STANTEC



**ENERGY EFFICIENT, NET ZERO LIBRARY**  
SOURCE: VARENNES NET ZERO LIBRARY - STANTEC

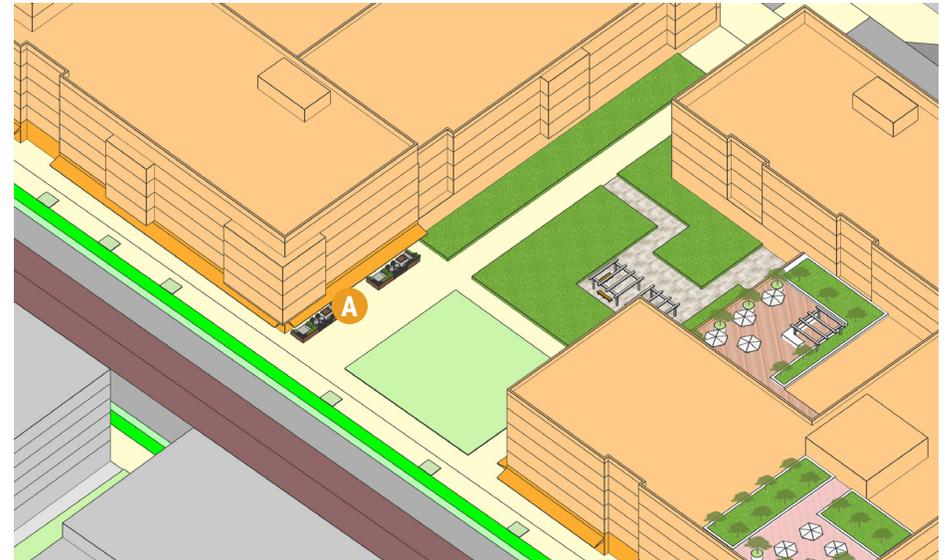
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# SITE DESIGN GUIDELINES

## F. SETBACKS AND SCREENING

Buildings that are oriented to the primary street provide street-wall enclosure, which **promotes sidewalk activity and a sense of place**. Active uses should be directly connected to the sidewalk, with well-designed patios and public space as appropriate. Undesirable uses, such as utilities, parking lots, and others, should be screened.

- A** Enclose sidewalk-adjacent dining areas with fencing, freestanding planter boxes, hedges, or vegetation that is no more than three-feet (3') tall. Fencing shall be constructed with durable materials that are consistent with the architectural character of the building.
- B** Per the development standards, facades facing the side yard shall be located at least 8' from the edge of the property. Vegetative screening is recommended in front of side yard facades with blank walls.
- C** Additional screening in the form of fencing and/or hedges shall be considered for housing projects located adjacent to commercial or industrial properties. Side and rear yard fencing shall comply with CMC Section §17.70.060.
- D** Parking lots and structured parking facilities shall be screened in conformance with the Parking guidelines provided herein.



## SETBACKS AND SCREENING



**ENCLOSED SIDEWALK DINING AREA WITH FENCING**

SOURCE: SEATTLE RIGHT OF WAY IMPROVEMENTS MANUAL



**SCREENING BETWEEN PUBLIC AND PRIVATE SPACE**

SOURCE: BOK MODERN



**PARKING STRUCTURE SCREENING**

SOURCE: GARLAND CENTER - ARCHITIZER



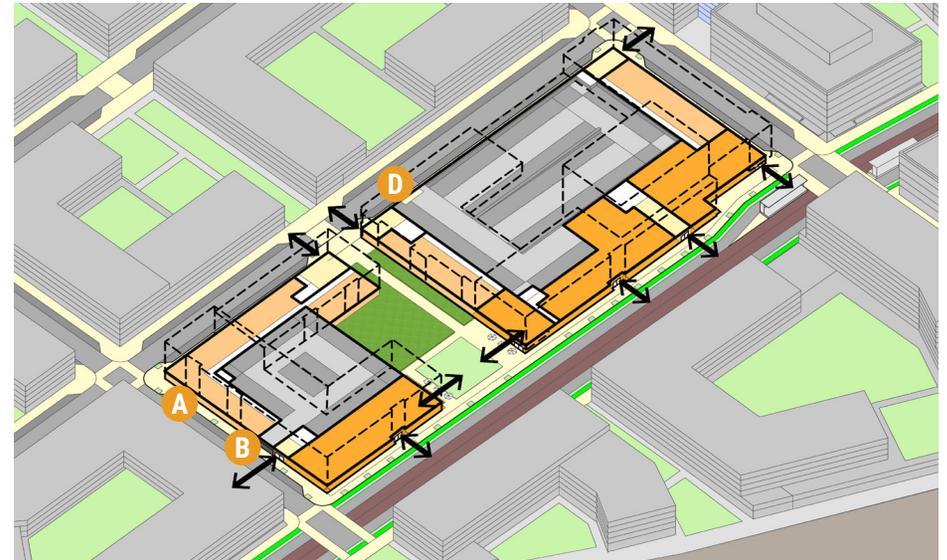
**PARKING LOT SCREENING**

SOURCE: BETTER TOWN TOOLKIT

## G. SITE CIRCULATION AND ACCESS

Sites should be **accessible and safe for all people**, particularly pedestrians and those who are mobility impaired. Breaking a larger site into smaller blocks with publicly accessible walkways promotes better pedestrian movement and provides access to transit and other amenities.

- A** For sites with at least fifty-feet (50') of frontage along the primary street, provide a recessed curb to accommodate at least one (1) on-street parking stall along the curb for transit network companies (e.g. Uber and Lyft) or for loading/unloading. The stall shall have a time limit of no more than 15-30 minutes. Recessed curbs shall be provided if approved by the City's Public Works Department. Loading area requirements for non-residential uses shall be in compliance with CMC Chapter §17.78.
- B** For sites located at the middle of the block, along the primary street, and with no site access from an alley, provide one curb cut and a driving lane of up to 15' or as approved by the Public Works Department to access on-site parking facilities.
- C** If an existing, adjacent alley is present, sites shall provide access to on-site parking facilities via the alley.
- D** For sites located at the intersection of two streets, provide access to on-site parking facilities from the secondary street (end of block) and minimize curb cuts along the primary street.
- E** All parking facilities shall provide clear paths of pedestrian travel to publicly-accessible doors.

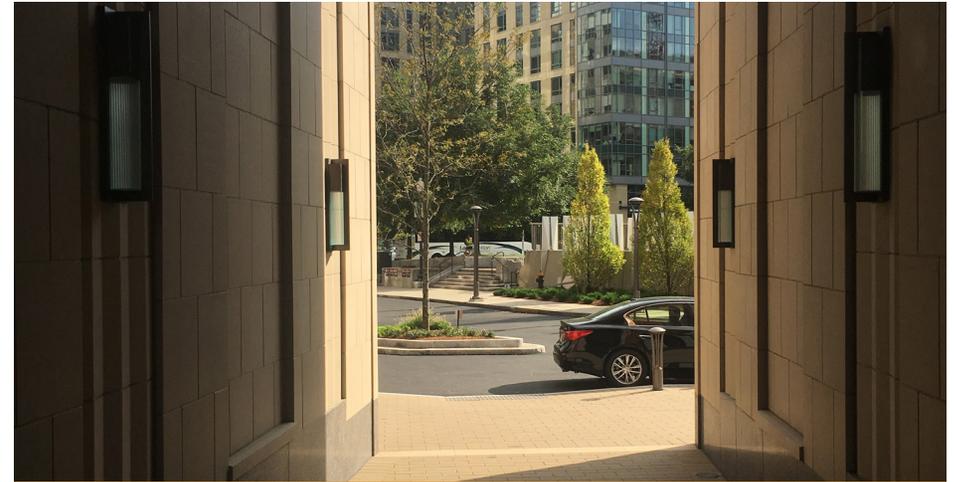


**RIDESHARE PICKUP ZONE**  
SOURCE: CITY OF PALM SPRINGS

## SITE CIRCULATION AND ACCESS



**LANDSCAPED PEDESTRIAN PASSAGE WITH CLEAR CONNECTIONS**  
SOURCE: EVERETT DESIGN GUIDELINES - STANTEC



**THROUGH-BUILDING PASSAGE PROVIDED BY AN ARCADE**  
SOURCE: EVERETT DESIGN GUIDELINES - STANTEC



**PARKING LOT CONNECTED TO PEDESTRIAN UNDERPASS**  
SOURCE: ENORTHWESTER COLLEGE - STANTEC



**SECURE BUILDING ACCESS**  
SOURCE: INDIAN CREEK PLAZA - CITY OF CALDWELL

## H. SIDEWALK AND PUBLIC REALM

Most people will interact with AHO housing projects as pedestrians along a sidewalk, emphasizing the importance of **design strategies that activate the public realm and promote visual interest**. Canopy trees should be planted at regular intervals to provide shade on hot days, while setbacks provide an opportunity for streetscape activation.

- A** Trees shall be provided within the transition zone, commonly known as the parkway, located between the edge of the curb and the walkway. Canopy trees shall be sited along the transition zone at a frequency in accordance with CMC Chapter §12.22. Palm trees or species that do not provide considerable shade are discouraged within the public right-of-way.
- B** Sidewalk improvements shall conform to Americans with Disabilities Act (ADA) standards.
- C** Walkways shall be at least 4' wide and be free of obstructions.
- D** Utility poles and boxes and other obstructions shall be located within the transition zone at the edge of the sidewalk and shall not encroach into the walkway.
- E** If sufficient right-of-way is available, sidewalks should be buffered from moving traffic with parkway trees, on-street parking, or bike lanes.
- F** A frontage zone of one-foot (1') shall be provided between the edge of the curb and the transition zone. The purpose of the frontage zone is to provide space for TNCs (e.g. Uber or Lyft), pick-up/drop-off, and delivery zones.
- G** The extension zone if provided within the city's right-of-way (located between the edge of the curb and lanes of moving traffic) may include on-street parking, bike lanes, and pick-up/drop-off and delivery zones.



**TREE PARKWAY + BICYCLE BUFFERED SIDEWALK**

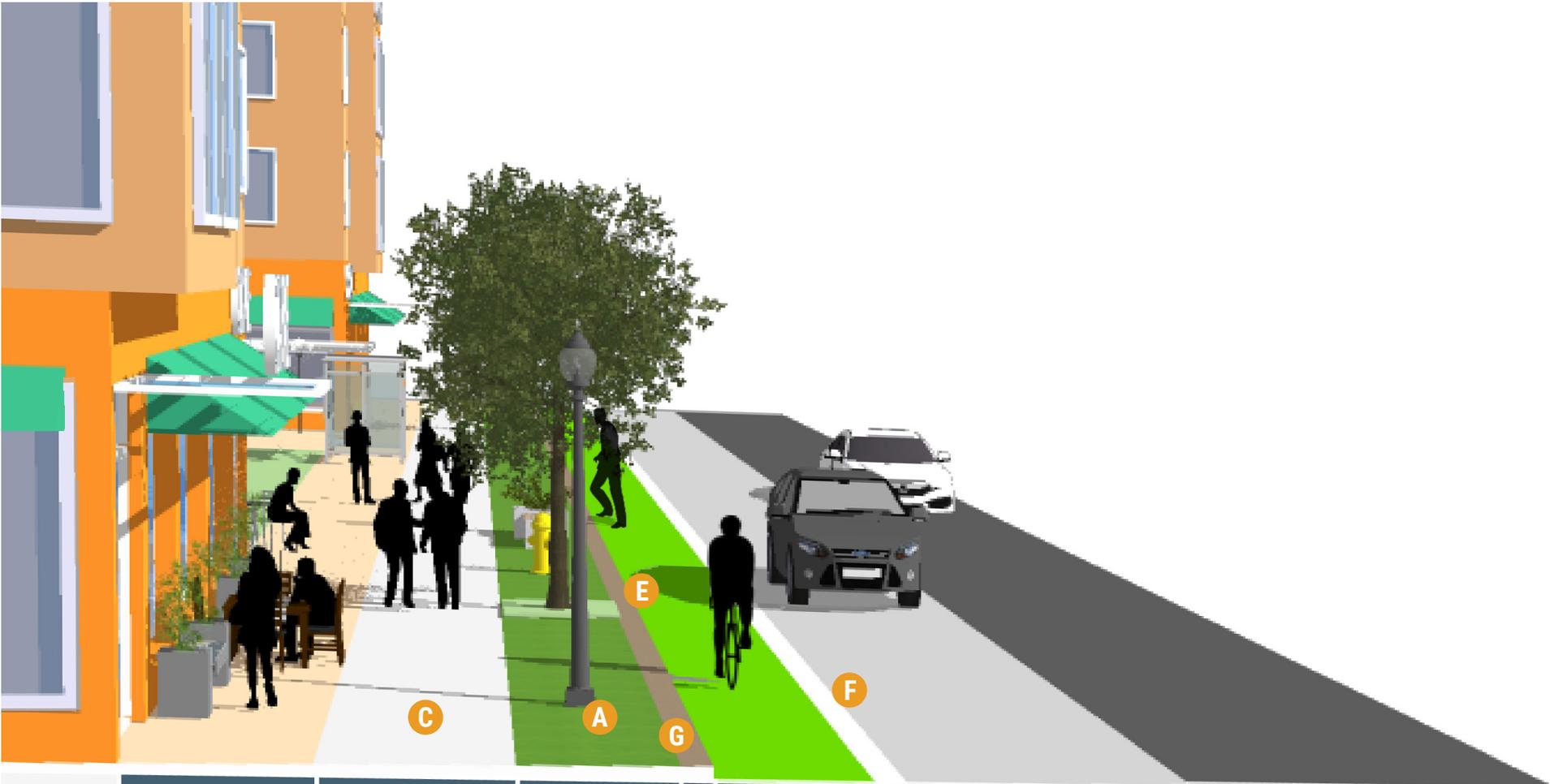
SOURCE: EVERETT DESIGN GUIDELINES - STANTEC



**BUFFERED SIDEWALK WITH CONNECTED COMMUNAL AREA**

SOURCE: EVERETT DESIGN GUIDELINES - STANTEC

continued on next page



**SETBACK**  
Max. 5 feet;  
up to 8 feet  
allowed for retail use

**WALKWAY**  
Min. 4'

**TRANSITION  
ZONE**  
Min. 4'.  
5' for tree well

**FRONTAGE** 1'

**EXTENSION ZONE**  
Up to 10' for parking. Additional width  
could be considered for bike facilities

**ROADWAY**

## H. SIDEWALK AND PUBLIC REALM

*continued from previous page*

- H** Pedestrian-level street lights (with luminaries mounted 12'-14' above the sidewalk) shall be provided within the transition zone next to the sidewalk as determined and approved by the Public Works Director. Lighting shall be cast downward and provide adequate illumination for pedestrians, while minimizing incursions into storefronts and residential units.
- I** Projects may include privately-owned, publicly-accessible open spaces (POPs). Access shall be provided from the adjacent public sidewalk and may be enclosed with fencing and/or vegetation that is no more than three-feet (3') tall. POPs should be located next to active uses, including retail storefronts, ground-level residential units, leasing spaces, indoor gyms, etc. to promote passive surveillance.
- J** POPs and other open spaces shall not have a slope of more than 10% and shall use durable, dust-free materials.
- K** Public art located within the transition zone shall not encroach into the walkway or extension zones. Public art may take the form of freestanding installations or decorative or architectural features within the building façade that complement the architectural character of the building.
- L** If sufficient right-of-way is available, provide for at least one two-person bench every 25 feet within the length of the transition zone.



**OUTDOOR SEATING WITH BUFFER**

SOURCE: EVERETT DESIGN GUIDELINES - STANTEC



**PEDESTRIAN LEVEL STREET LIGHTS**

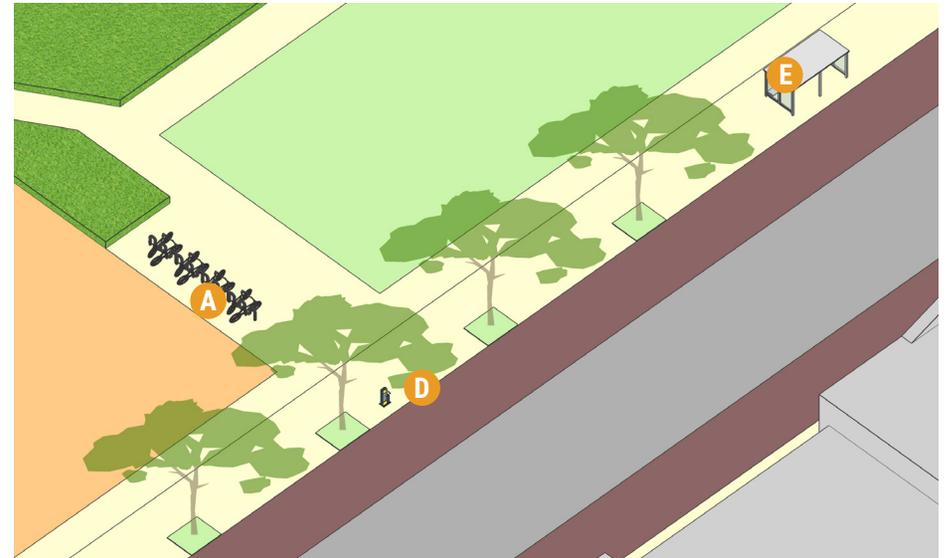
SOURCE: EVERETT DESIGN GUIDELINES - STANTEC



# I. CYCLING & TRANSIT

The vast majority of AHO sites are located along corridors with high-frequency transit, including RTA Route 1, which is the system's busiest. Housing projects should **take advantage of the transit and bicycle amenities** present by providing bike storage facilities, fix-it stations, bus shelters, and other amenities as needed.

- A** Locate on-site bike parking facilities at-grade, either next to the building or within a readily-accessible bike room within the building(s).
- B** On-site bike racks shall be provided at a ratio conforming to the California Green Building Standards Code, specifically section §5.106.4.1 for non-residential buildings and section §A4.106.9 for residential buildings. These sections include measures for short term and long term bicycle parking.
- C** In-building bike storage rooms for residents shall include secure access through assigned key cards.
- D** At least one freestanding bicycle fix-it station may be provided within the sidewalk transition zone or on-site near bicycle storage areas.
- E** Bus shelters are recommended for sites with existing bus stops. Bus shelters shall be located within the transition zone. Coordinate with the City and Riverside Transit Agency (RTA) to ensure conformance with bus shelter design standards.



**IN-BUILDING BICYCLE PARKING FACILITY**

SOURCE: BIKE STATION - SMART CITIES DIVE

## CYCLING & TRANSIT



**FREE STANDING BICYCLE FIX-IT STATION**

SOURCE: TURVEC



**BUS SHELTER**

SOURCE: BRT SOUTHWEST TRANSITWAY - STANTEC



**SECURE & COMPACT BICYCLE STORAGE**

SOURCE: DESIGNLISTICLE

## J. PUBLIC SAFETY AND SECURITY

Design of the built environment plays a large role in the safety of the public realm. **People feel safer when there is significant retail or other activity present, adequate lighting, buildings that are oriented to public sidewalks, and well-defined semi-private and private spaces that clearly demarcate more secure areas within a site.**

- A** For multi-family residential units with ground-level public access, provide patio space that is enclosed with no more than a five-foot (5') tall fence. Fences shall be built using permanent, high quality materials such as stucco, brick, or iron. Secure gates are permitted, provided they are no more than five-feet (5') tall.
- B** Closed circuit security cameras installed next to the building facade may be mounted to pedestrian level lighting (fixtures that are 12'-14' in height), but they shall not be mounted to other freestanding utility poles. Security cameras may be installed on the building facade provided they do not project above the fascia or roof of the building.
- C** Promote “eyes-on-the-street” by employing Crime Prevention through Environmental Design (CPTED) principles for site and building design. These include the following:
  - Semi-private uses (publicly-visible patios, terraces, accessible entrances to residential areas, public-to-private space transitions) shall be physically defined by fences, signs, and/or shrubs.
  - For areas programmed with sensitive uses (playgrounds, day care facilities, etc.) locate these uses in front of staff room and retail windows to maximize surveillance.
  - Screen areas at the perimeter of the building and site that should be secure, such as utility boxes, meters, emergency egress, etc.
  - Program publicly-accessible spaces with active uses to promote passive surveillance, including spaces for breaks and lunch, waiting areas for pick-up/drop-off or transit, etc.
- D** For multi-family residential units with ground-level public access, on-site walkways, paseos and parking lots shall be illuminated with a minimum of 1 foot candle. Building mounted security lights shall not project above the fascia or roof of the building. Building entrances shall be well lit from the street, parking lots, and walkways.



## PUBLIC SAFETY AND SECURITY



**RESIDENTIAL ENCLOSED FRONT PATIO**

SOURCE: CONTEMPORIST



**BUILDING ATTACHED SECURITY CAMERAS**

SOURCE: INTEGRATED ACCESS SECURITY



**PLAYGROUND NEAR WINDOWS AND HIGHLY SURVEILLED AREAS**

SOURCE: CARTER PLAYGROUND - NORTHEASTERN UNIVERSITY - STANTEC



**PUBLICLY ACCESSIBLE AREA FOR PASSIVE SURVEILLANCE**

SOURCE: STANTEC - CENTERPOINT - CANADA

## K. LANDSCAPE

While California regularly experiences multi-year droughts, **smart landscape design strategies should be employed to ensure that places are attractive, comfortable, and restorative**, while limiting the use of irrigation. California native plants, including succulents, desert landscapes, and other drought-tolerant species, should be prioritized.

- A** Where no parkway trees exist, new parkway trees with sufficient canopy to provide shade for pedestrians shall be provided. Parkway trees shall be in conformance the City's tree planting standards and be provided with adequate irrigation and space.
- B** Drought-tolerant plants and those native to Southern California should be prioritized for all landscape installations with vegetated areas. The following guidelines shall also be considered:
  - Select species identified in the City's approved plant list.
  - Trees that produce litter are discouraged.
- C** Integrate permeable paving and below-grade stormwater infrastructure for stormwater capture.
- D** Hardscape pedestrian areas shall use durable, attractive materials such as stained concrete, decomposed granite, brick, and artistic pavers that are consistent with the architectural character of the building(s).
- E** Adequate irrigation and respiration shall be provided for all trees on-site and within the public right-of-way through tree wells, protective materials such as mulch or decomposed granite, amended soils, drip irrigation systems, etc. Overhead irrigation systems are not allowed, but drip irrigation systems are permitted.
- F** Building setback areas shall include landscaping and support pedestrian movement, such as pedestrian paths, where necessary. Mixed use projects can include planter boxes to accommodate outdoor seating within the setback.
- G** Turf areas shall be placed in areas for recreational use only.



**DURABLE & ATTRACTIVE MATERIALS**

SOURCE: CAPITAL PARK - STANTEC

## LANDSCAPE



**DROUGHT TOLERANT PLANTS**  
SOURCE: 944 PACIFIC AVENUE, LONG BEACH



**PROTECTIVE MATERIALS - MULCH**  
SOURCE: NEW BRAUNFELS LANDSCAPE DESIGNS



**CANOPY TREES IN THE PARKWAY PROVIDE SHADE FOR PEDESTRIANS**  
SOURCE: EVERETT DESIGN GUIDELINES - STANTEC



**PERMEABLE PAVEMENT**  
SOURCE: MUTUAL MATERIALS - CITY OF KIRKLAND

## L. OPEN SPACE AND COMMON AREA AMENITIES

The standards promote multi-family housing projects that maximize lot coverage and yield enough affordable housing units to meet the City of Corona's RHNA goals. As a result strategies such as rooftop terraces, outdoor balconies, and small ground-level pocket parks should be considered to provide spaces for residents to recreate and gather.

- A** Projects units shall provide private outdoor amenity space and common shared amenity space per development standards. Outdoor amenities shall include seating areas, shaded areas, barbecues and recreational space. Developments with 20 units or more shall include a pool in the common amenity space.
- B** Shared amenity space shall not be located in any required setback unless the setback directly abuts a public park.
- C** At least one shared amenity space shall not be less than 500 square feet in projects with 20 or more units.
- D** Courtyards, rear yards, terraces, and rooftops can be used for outdoor amenity spaces including patios, decks, gardens, and children's play areas. Children's play areas and structures shall be provided in non-age restricted developments with 15 or more units.
- E** Outdoor amenity areas shall be designed to be visible from dwelling units while minimizing potential conflicts between users of the space and nearby units, such as noise from pools or cooking areas.
- F** Interior shared amenity spaces shall be located along a common path of travel and with sufficient access to natural light.
- G** Private outdoor space located on the ground floor shall have no dimension less than 10 feet. Private outdoor space located above the ground floor shall have no dimension less than 6 feet. Outdoor amenity space, including rooftop space, shall have no horizontal dimension less than 15 feet.
- H** Indoor amenity spaces shall include space for social gatherings, such as fitness rooms and community rooms.



## OPEN SPACE AND COMMON AREA AMENITIES



**ROOFTOP COOKING/COMMUNAL SPACE**

SOURCE: EVERETT DESIGN GUIDELINES - STANTEC



**LARGE COURTYARD AND UPPER TERRACE SPACE**

SOURCE: BEN KASDAN - KTG ARCHITECTURE



**LARGE AMENITY SPACE**

SOURCE: EVERETT DESIGN GUIDELINES - STANTEC



**LARGE AMENITY AREA WITH SEATING AND TURF AREAS FOR RECREATION**

SOURCE: OPUS - UPTOWN LA GRANGE - CHICAGO

## M. UTILITIES AND MECHANICAL EQUIPMENT

**Mechanical equipment, utilities, and refuse areas** are essential for the maintenance, comfort, and safety of multi-family housing projects but can detract from the visual quality of the site and streetscape. Adequate screening and enclosures can mitigate the impact of these systems.

- A** Mechanical equipment and other utilities shall be located away from the primary street, preferably in parking lots, next to alleyways, or on the side of the building.
- B** Ground-level utilities and mechanical equipment shall be screened from public view through the use of hedges and/or fencing.
- C** Consider consolidating utility equipment, electrical meters, and junction boxes in enclosed utility rooms. If this is not feasible, equipment shall be integrated into the design of the building and appropriately screened.
- D** Enclosures shall be provided for freestanding dumpsters and refuse zones. Trash enclosures shall be in compliance with CMC Chapter §17.79. Refuse zones shall be located behind the building, close to the rear of the site and adjacent the alleyway if applicable.
- E** Adequate circulation shall be provided to the refuse zone for regular trash pick-up.
- F** Sufficient clearance around meters, fire hydrants, sewer laterals, and fire standpipe connections shall be provided in conformance with City of Corona standards.
- G** Rooftop mechanical equipment shall be screened by the building's parapet walls or other screening material that complements the architecture of the building.



**MECHANICAL EQUIPMENT SCREENED BY FENCING**

SOURCE: BOK MODERN

## UTILITIES AND MECHANICAL EQUIPMENT



**UTILITY BOX INTEGRATED WITH PUBLIC ART & PLACED ON SIDE OF BUILDING**  
SOURCE: PHILADELPHIA - JOHN GEETING



**DUMPSTER ENCLOSURE**  
SOURCE: CITY SCAPES



**PARKING METER WITH SUFFICIENT CLEARANCE**  
SOURCE: MARKET STREET - THE WOODLANDS

## REFERENCES

**LONG BEACH PEDESTRIAN TOOLKIT - DOWNTOWN-LONG-BEACH-PEDESTRIAN-PLAN\_CHAPTER-4\_06152016-REDUCED (LONGBEACH.GOV)**

**RIVERSIDE COUNTY PLANNING DEPARTMENT: DESIGN GUIDELINES - RIVERSIDE COUNTY PLANNING DEPARTMENT - DESIGN GUIDELINES (RCTLMA.ORG)**

**RIVERSIDE COUNTY: OFF-STREET VEHICLE PARKING STANDARDS - CHAPTER 17.188 - OFF-STREET VEHICLE PARKING STANDARDS | CODE OF ORDINANCES | RIVERSIDE COUNTY, CA | MUNICODE LIBRARY**

**CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT: UNIVERSAL DESIGN MODEL ORDINANCE - UNIVERSAL DESIGN MODEL ORDINANCE | CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT**

**MASSACHUSETTS MULTIFAMILY NEW CONSTRUCTION DESIGN REQUIREMENTS & GUIDELINES - DOWNLOAD (MASS.GOV)**

**FAIR HOUSING ACT DESIGN MANUAL - FAIR HOUSING ACT DESIGN MANUAL (HUDUSER.GOV)**

# APPENDIX A GLOSSARY

## GLOSSARY

**Abut:** two adjoining parcels of property with a common property line which measures not less than eight feet in a single direction.

**Accessory Dwelling Unit:** an attached or detached residential dwelling unit that is located on the same lot as an existing or proposed single family or multifamily primary structure that provides living facilities for one or more persons.

**Adaptive reuse:** applies to both non-historic and historic houses and residential structures originally designed as residences that are converted (or adapted) to a new use.

**Alley:** any dedicated way intended for vehicular service to the rear or side of property served by a street. Buildings facing only on an alley shall not be construed as satisfying the requirements of this title relating to frontage on a dedicated street.

**Arcade:** a succession of continuous arches, with each arch supported by columns designed to provide a sheltered walkway for pedestrians.

**Arterial Street:** arterials are 82 to 106 feet wide curb-to-curb within a 106- to 130-foot right of-way.

**Awning:** roof-like covers made of fabric (such as canvas) that project from the wall of a building for the purpose of shielding a doorway or window from the elements

**Balcony:** an enclosed platform on the outside of a building, with access from an upper-floor window or door.

**Block Frontage:** all property fronting on one side of a street between a street and right-of-way, waterway or intersecting or intercepting street or the end of a dead-end street. An intercepting street shall determine only the boundary of the frontage on the side of the street that it intercepts.

**Bioretention:** process in which contaminants and sedimentation are removed from stormwater runoff through the use of plants, soil, and microbes.

**Building plane:** a face of that building that extends from the ground to the top of each wall of a structure.

**Collector street:** any street, dedicated as such, serving as the principal means of access to property which is composed of two travel lanes and not shown as a freeway, major, secondary or local street on the General Plan or any specific plan adopted pursuant to Chapter 17.53.

**Crime Prevention through Environmental Design (CPTED):** a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime.

**Density:** ratio between land area (exclusive of dedicated streets and alleys) and dwelling units within the projects.

**Dwelling:** a building or portion thereof designed exclusively for residential occupancy, including one-family dwellings and multiple-family dwellings and manufactured housing, but not including hotels, boarding houses or lodging houses, trailers (with or without wheels) or garage units.

**Extension Zone:** the zone located between the edge of the curb and lanes of moving traffic within a public roadway.

**Façade:** the face of a building.

**Floor-area ratio (FAR):** measurement of the amount of floor space that can be developed on a particular parcel of land.

**Frontage zone:** Space between the edge of the curb and the transition zone to provide space for TNC and delivery.

**Hedge:** a row of shrubs, trees or similar vegetation closely planted to form a physical or visual barrier.

**Louwer:** set of horizontal angled slats on a door, shutter, or screen to allow air and light to pass through.

**Low-impact development:** development that uses sustainable stormwater management strategies to conserve natural resources and protect water quality.

**Podium parking:** Enclosed parking facility located above the ground floor.

**Privately-owned public spaces (POPs):** Amenity provided and maintained by a private entity for public use, such as plazas, pocket parks, and terraces.

**Rowhouse:** a building having multiple dwelling areas under one roof with party walls and with no side yards between such dwellings.

**Screening:** a continuous fence, supplemented with landscape planting or a continuous wall, evergreen hedge or combination thereof that effectively screens the property which it encloses and is at least six feet high and is broken only for access drives and walks.

**Setback:** the required distance between a structure and property line.

**Transition Zone:** the zone located between the walkway and the edge of the curb that contains trees, landscaping, planters, and other utilities.

**Transportation Network Companies (TNC):** prearranged transportation services such as Uber and Lyft.

**Veranda:** a roofed or open-air gallery or porch attached to the side of a building.

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# **APPENDIX B** **BACKGROUND AND PROCESS**

# BACKGROUND AND PROCESS

The development standards and design guidelines were guided by the City's existing policies and regulations, design best practices for multi-family housing, and multi-family residential development standards from the City of Corona neighboring jurisdictions.

## REGULATORY CONTEXT

The existing regulatory framework, including the City's Housing Element, zoning ordinances, and Specific Plans, were reviewed to ensure that proposed development standards remain consistent with goals and objectives set by the City of Corona.

### HOUSING ELEMENT

The City of Corona's Housing Element evaluates existing and projected housing needs and strategies to accommodate the City's RHNA allocation. It establishes goals, policies, and quantifiable objectives to achieve housing for all socio-economic groups within the City. RHNA identifies the number of residential units required for each economic income level, including very-low, low, moderate, and above-moderate incomes. Through this process, the City has identified 157 sites that are slated for inclusion into the City's Rezoning Program.

### SPECIFIC PLANS

AHO properties fall within the North Main Specific Plan and the Downtown Revitalization Specific Plan. The North Main Street District Specific Plan was adopted in 2000 to guide future development for properties within the Specific Plan area north of Grand Boulevard. The Downtown Revitalization Specific Plan (1998) for the City of Corona serves to guide and shape future development of downtown over the next 10 to 15 years. Specific residential and mixed-use development standards from these plans are listed in the Briefing Book, located in the Appendix.

### ZONING

The City of Corona municipal code was reviewed to evaluate existing development standards and provisions associated with the base zoning of each AHO and rezone property. General development standards for base zoning are listed in the Briefing Book.

## HIGH QUALITY TRANSIT AREAS (HQTA)

A HQTA is a corridor that includes easy access to a transit station or stop with high quality service, which is defined as mass transit service arriving, at a minimum, every 15 minutes. Within the core station area, a ¼ mile area should include the highest density land uses, for maximum use of the station. The ½ mile area around the station is the maximum distance most people are willing to walk from the station to their destinations, which is about 10 minutes. The majority of AHO and rezone properties fall within the HQTA zone. The Southern California Association of Governments (SCAG) produced best practices for these developments and communities and outlined these standards in their [HQTA Toolkit](#). A map showing the AHO sites and location relative to the HQTA zone is shown on the following page.

Land uses in these areas are similar to the core area and include destinations people will walk to and from the transit station. Outside of the ½ mile area is the 15 minutes plus walkshed. A radius of three miles from the station is typically used to establish the "bike shed," or the area within which cyclists typically commute to transit stations. Benefits of transit-oriented communities located in the HQTA zone can include environmental advantages such as increased transit ridership and improved air quality; economic advantages such as decreased infrastructure costs and increase in affordable housing; and social advantages such as greater mobility choices and enhanced public safety.

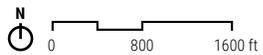
According to the [2024-2050 Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#) prepared by SCAG forecasts that a majority of new household growth will be located in HQTAs. HQTAs typically feature elements that promote transit ridership, walking, and cycling, including diverse land uses, higher densities and intensities, complete street design and active transportation elements, pedestrian-friendly public realm, parking strategies that reduce supply and demand, and open space and placemaking design that promote active and passive recreational opportunities.

## BEST PRACTICES FOR MULTI-FAMILY HOUSING

In anticipation of the development standards that will be implemented as part of the Housing Element update, research was conducted to review other municipalities' standards and guidelines that were comparable to the City of Corona. These cities' standards were used as guidance when developing the standards for the Corona Housing Element Update.



EXHIBIT 4.  
**AHO SITES AND  
 HQTA ZONE**



- City Limits
- AHO Sites
- Rezone Parcels

- Corona Cruiser Red Line
- Corona Cruiser Blue Line
- RTA Bus Routes

- Corona Cruiser Bus Stops
- RTA Bus Stops
- Corona - North Main Metrolink Station
- High Quality Transit Area (HQTA)

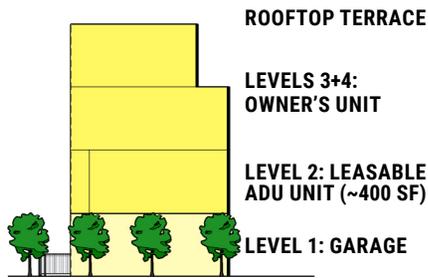
SOURCE: CITY OF CORONA, SCAG

# SAMPLE BUILDING TYPOLOGIES

Two examples of potential affordable housing projects are presented here to illustrate how projects can use the development standards to implement a range of housing typologies on both small and large sites. The sites shown here are part of the Rezoning Program and are located within the City of Corona.

## SMALL SITE

*The one-eighth of an acre, 50-foot wide site is one of the most commonly found properties in the City of Corona. This typology shows how a small-lot single family subdivision, a fee-simple product type found in the City of Los Angeles, allows for home ownership while taking advantage of the State of California Accessory Dwelling Unit (ADU) law to offer a 400 square foot studio that can be leased. The leasable, deed-restricted affordable unit could constitute “naturally-occurring” affordable housing by offering a high-quality unit at a fraction of the rent that is commonly seen in larger 1-bedroom units in the City of Corona. This arrangement would also allow the owner to collect rental income to offset the cost of a mortgage.*



*Table 7. Small Site Comparison Table with Higher Density Development Standards*

	<b>SMALL LOT SUBDIVISION WITH ADU BUILDING TYPOLOGY</b>
Minimum density	47 units/ac
Minimum floor-area ratio (FAR)	1.36
Minimum unit size	400 SF
Maximum building height	40 ft as determined by FAR
Minimum on-site landscaping	15%
<b>Maximum Setbacks</b>	
Street frontage	5 ft
Interior side yard	8 ft
Rear yard	0 ft
<b>Parking</b>	
Residential	8
Commercial	n/a

## LARGE SITE

Larger sites, often assembled from multiple adjacent parcels, can accommodate higher density targets that are more in line with the TOC Development Standards of at least 60 dwelling units per acre. This illustrative concept demonstrates how a publicly-accessible pocket park, discreet parking access with limited curb cuts, and retail can be integrated into a project that is in conformance with the TOC Development Standards.

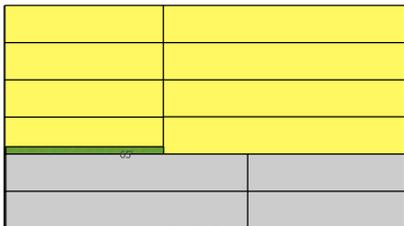


Table 8. Large Site Comparison Table with TOC Development Standards

	TYPE 5 BUILDING WITH PODIUM
Minimum density	90 units/ac
Minimum floor-area ratio (FAR)	2.4
Minimum unit size	1,000 SF
Maximum building height	60 ft as determined by FAR
Minimum on-site landscaping	15%
<b>Maximum Setbacks</b>	
Street frontage	10 ft
Interior Side yard	8 ft
Rear yard	5 ft
<b>Parking</b>	
Residential	114
Commercial	6

### **BEST PRACTICES: CITY OF ANAHEIM**

The City of Anaheim adopted development standards in 2017 as part of the Platinum Triangle Master Land Use Plan and uses mixed use overlays throughout their districts to facilitate the creation of multi-family housing. The Platinum Triangle is within the entertainment district that contains several regional destinations including the Angel Stadium, The Grove performance center, The Honda Ice Hockey Arena, and the Anaheim Regional Transportation Intermodal Center that connects the city with Amtrak, Metrolink, OCTA, and other transportation services. These destinations are what attract multi-family housing to be desired for the area, and this type of housing stock has been very successfully created within the district.

#### **KEY TAKEAWAYS:**

- A significant amount of dwelling units per acre (16-65 du/ac) to facilitate the creation of a robust housing stock
- Generous height limitation of 100 feet to allow for additional density
- Parking requirements of a similar degree of intensity to other case study cities:
  - 1.25 stalls per studio
  - 2 stalls for 1 bedroom
  - 2.25 stalls for 2 bedrooms
  - 3 stalls for 3 bedrooms (0.5 stalls for each bedroom over 3 bedrooms)
  - 0.25 stalls per unit for guest parking



**TYOLOGY: LUXURY CONDOMINIUM**  
**DENSITY: 84 DU/AC**

**1818 PLATINUM TRIANGLE**  
SOURCE: GOOGLE EARTH 2022



**TYOLOGY: MULTI-FAMILY**  
**DENSITY: 89 DU/AC**

**THE GEORGE**  
SOURCE: ARCHITECTS ORANGE

### **BEST PRACTICES: CITY OF RANCHO CUCAMONGA**

In the City of Rancho Cucamonga, the Foothill Boulevard Overlay Zoning District was examined as part of the research required for this analysis of standards. In this case, the study area was a major arterial connecting the city in an east to west direction. This planning area is divided into four subareas, each with their own set of standards and guidelines to align with the intended goals for those sections. Each subarea has a unique architectural character determinant that guides what the area's architectural style should be in the future. It dictates wall materials, roof pitches, accents, scale, colors, and landscape materials. The zoning overlay also defines lot sizes and developable areas and determines these standards according to the underlying zones which include Specialty Commercial, Community Commercial, Medium Residential, Medium High Residential, and Office. Height limitations follow typical heights for a suburban neighborhood that do not allow for additional density. Building setbacks also are consistent with the standards found in similar suburban areas. Parking requirements are similar to the other case studies that were reviewed.

### **KEY TAKEAWAYS:**

- Unique architectural guidelines that guides what the area's architectural style
- Minimum lot sizes of 1-2 acres, as determined by underlying zones
- Height limitations of 20 feet if the structure is within 50 feet of a street curb, 25 feet if it is within a residential district, or 35 feet at other locations
- Building setbacks vary depending on where the structure is located
  - Along Foothill Blvd: 1st floor 25 feet; 2nd floor 50 feet; 3rd floor 50 feet; parking lots 45 feet
  - Along rear property lines: residential adjacent 25 feet; commercial adjacent 0 feet
  - Along interior side property lines: residential adjacent 25 feet; commercial adjacent 5 feet
- Parking requirements of a similar degree of intensity to other case study cities which include:
  - 1.3 stalls per studio
  - 1.5 stalls for 1 bedroom
  - 2 stalls for 2 bedrooms
  - 2 stalls for 3 bedrooms
  - 2.5 stalls for 4 or more bedrooms
  - 1 stall every 3 units for guest parking



**TPOLOGY: LUXURY APARTMENTS**  
**DENSITY: 25 DU/AC**

### **VISTARA APARTMENTS**

SOURCE: GOOGLE EARTH (2022)



**TPOLOGY: MIXED-USE RESIDENTIAL**  
**DENSITY: 36 DU/AC**

### **ARTE APARTMENTS**

SOURCE: GOOGLE EARTH 2022

### **BEST PRACTICES: CITY OF RIVERSIDE**

Within the Downtown Riverside Specific Plan, the Raincross District was reviewed in the comparison analysis because of its central location within the Downtown Riverside community and for its inclusion of multi-family housing encouraging standards. The permitted densities match that of the Platinum Triangle in the City of Anaheim and has the highest floor-area ratio of the three case studies. It requires generous unit square footage minimums and permits additional density bonuses for inclusion of affordable housing units for each project. Height limitations match that of a dense urban area, allowing for construction of the floor-area ratio that is permitted for the district. Setbacks are either minimal or non-existent in this district, permitting the design of walkable, vibrant street life interacting structures. Parking requirements are similar to those of the other two case studies reviewed during this analysis.

### **KEY TAKEAWAYS:**

- Permitted densities match that of the Platinum Triangle in the City of Anaheim at 60 plus units per dwelling acre
- The highest floor to area ratio of the three case studies at 3.5 F.A.R.
- Requires generous unit square footage minimums 750 square feet per unit
- Permits density bonus of 20% additional units for inclusion of 10% affordable housing units for each project
- Height limitations match that of a dense urban area at 100 feet, allowing for construction of the floor area ratio of 3.5 permitted for the district
- Setbacks are either minimal or non-existent in this district at 0 feet front, side, and rear yards for lots fronting public streets, permitting the design of walkable, vibrant street life interacting structures.
- Lots along State Route 91, Mission Inn Avenue, Fairmont Boulevard, and 6th Street require 15 feet setbacks
- Parking requirements of a similar degree of intensity to other case study cities which include:
  - 1.5 stalls for 1 bedroom
  - 2 stalls for 2 bedrooms



**TYPOLGY: LUXURY CONDOMINIUM**  
**DENSITY: 56 DU/AC**

### **RAINCROSS PROMENADE**

SOURCE: GOOGLE EARTH 2022



**TYPOLGY: WALK-UP APARTMENTS**  
**DENSITY: 45.2 DU/AC**

### **MISSION INN LOFTS**

SOURCE: STANTEC

# **APPENDIX C**

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# **BRIEFING BOOK**



# HOUSING ELEMENT REZONING PROGRAM

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## SITE INVENTORY BRIEFING BOOK

### CITY OF CORONA

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# 1. INTRODUCTION

## BRIEFING BOOK OVERVIEW

The purpose of the Housing Element Rezoning Program is to increase density and allowances for affordable housing to address the City's housing needs as identified through the Regional Housing Needs Assessment (RHNA). The Site Inventory Briefing Book (Briefing Book) documents the location of the Affordable Housing Overlay (AHO) and rezone sites as well as key characteristics of the surrounding areas that inform the creation of the Objective Development Standards and Design Guidelines. The Briefing Book can be used as a resource for property owners and developers who are interested in affordable housing projects on these sites to understand the key design elements for each neighborhood. The goal is to ensure that the standards and guidelines will promote development that is sensitive to and reflective of existing neighborhood character. Ultimately, this approach will help to resolve potential conflicts between new development and the surrounding context.

In addition to the information derived from the 2021 Housing Element Update and specific plans, the project team conducted a tour of AHO opportunity sites and rezone parcels, as well as their surrounding areas to document the overall

## CITY HISTORY

Formerly known as South Riverside, the City of Corona was incorporated in 1896. Corona resides in northwest Riverside County near the edges of San Bernardino and Orange Counties, and is transected by Interstate 15 and State Route 91. The City's most notable feature is Grand Boulevard, a 3-mile long circular beltway designed by Hiram Clay Kellogg. Its historic roots trace back to the late 1800s serving as the border of the City's original center, and three times as an automobile raceway between 1913 and 1916. Grand Boulevard was recognized by the National Register of Historic Places in 2011.

With roots in the agricultural industry, the City now provides its residents opportunities for retail and commercial employment, public programs, schools, amenities, and recreation. According to the City's Housing Element, the City of Corona has undergone rapid growth and urbanization in the past 25 years. The population is anticipated to grow to approximately 185,000 by 2045. To catalyze the creation of affordable housing in the City of Corona, the City has launched a Rezoning Program. The Rezoning Program will allow property owners to develop, by right, affordable housing units that comply with the development standards and design guidelines adopted by the City. The rezoning program has identified sites that are either rezoned or have been assigned an Affordable Housing Overlay (AHO) designation.

## CHARACTER ZONES

Many of the opportunity sites identified in the City's Housing Element are clustered in and around Downtown Corona and north of the 91 Freeway. These and other clusters represent "character zones" that generally have consistent land use patterns, architectural character, housing densities, and circulation that inform the urban design qualities of the surrounding area. The four character zones are summarized below and shown in Exhibit 1.

### CHARACTER ZONE 1 (CZ1): WEST CORONA

The West Corona Character Zone is defined by strip malls, auto-oriented commercial development, multi-family apartments, and its proximity to the 91 Freeway. Large, industrial lots also dominate West Corona.

### CHARACTER ZONE 2 (CZ2): DOWNTOWN CORONA

The Downtown Corona Character Zone consists of a wide array of building typologies, including single family residential homes, auto-oriented commercial, institutional, and religious buildings. AHO and rezone properties identified in this zone are located within the City's Downtown Revitalization Specific Plan. In addition to Grand Boulevard, several historic places are located in downtown, including Corona High School, Andrew Carnegie Library, the Woman's Improvement Club Clubhouse.

### CHARACTER ZONE 3 (CZ3): NORTH CORONA

AHO and rezone properties within this zone consist of auto-oriented commercial and industrial properties directly north of the station, and several vacant industrial properties to the west along Railroad Street. Recent multi-family housing projects, including Metro at Main and Artisan at Main Street are located in this Character Zone. The majority of the AHO properties fall within the North Main Street Specific Plan.

### CHARACTER ZONE 4 (CZ4): EAST CORONA

The East Corona Character Zone is clustered around East 6th Street near Highway 15. This zone is defined by vacant industrial lots, warehouse and manufacturing typologies, RV/Mobile Home communities, low-rise apartments, single family residential, and auto-oriented commercial.

### OTHER SITES

Three rezone properties fall outside of each character zone. Two of the sites, both existing church properties, are located south of Grand Boulevard among single family residential neighborhoods. The third site consists of a mobile home community, and is situated east of Character Zone 4.

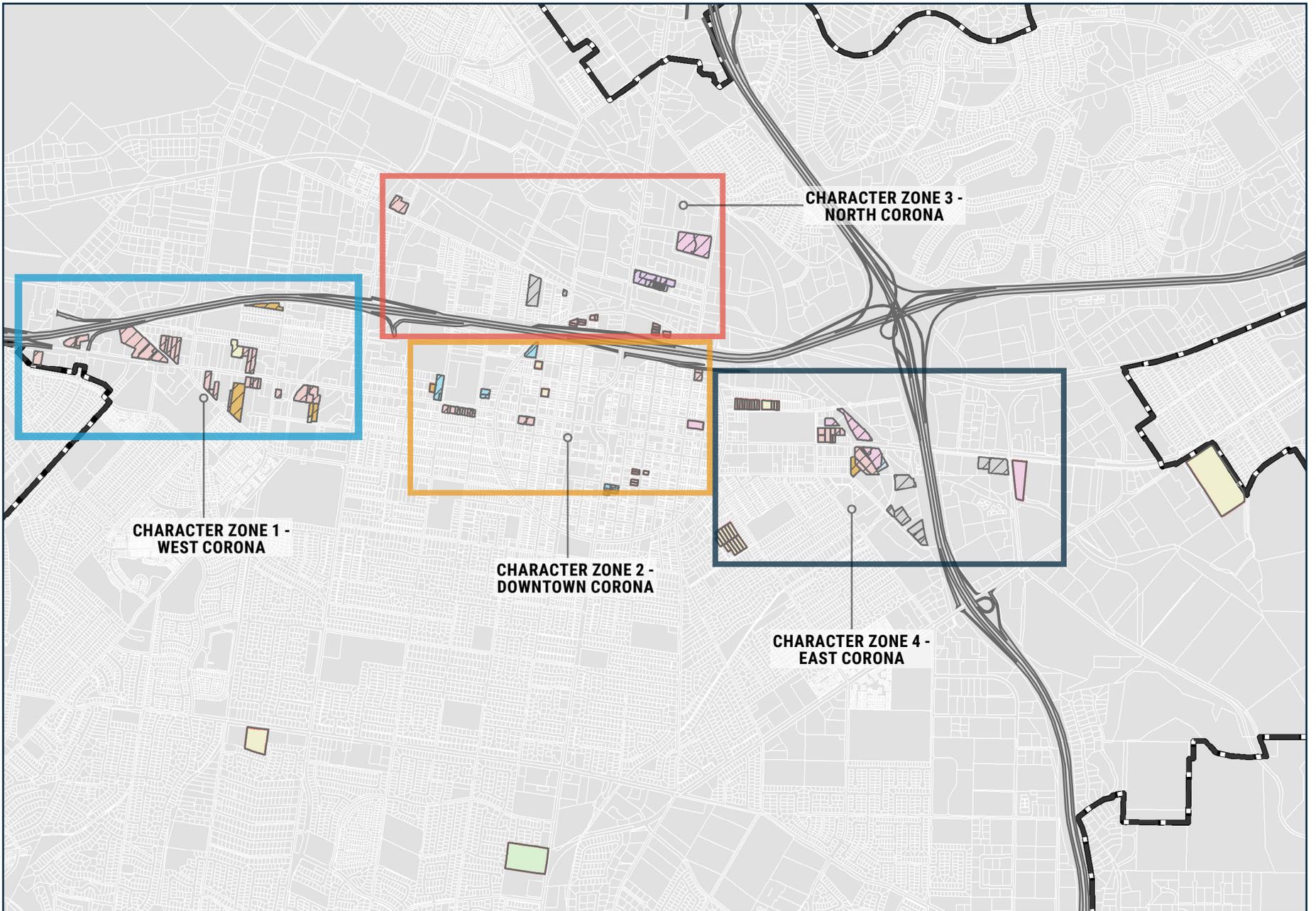
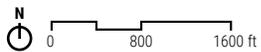


EXHIBIT 5.  
**CHARACTER  
 ZONES**



- |                |                   |                          |              |
|----------------|-------------------|--------------------------|--------------|
| City Limits    | Commercial        | High Density Residential | Mixed Use    |
| AHO Sites      | Commercial/Office | Low Density Residential  | Quasi Public |
| Rezone Parcels | Flood Control     | Light Industrial         | Agriculture  |

SOURCE: CITY OF CORONA

## 2. REGULATORY CONTEXT

### INTRODUCTION

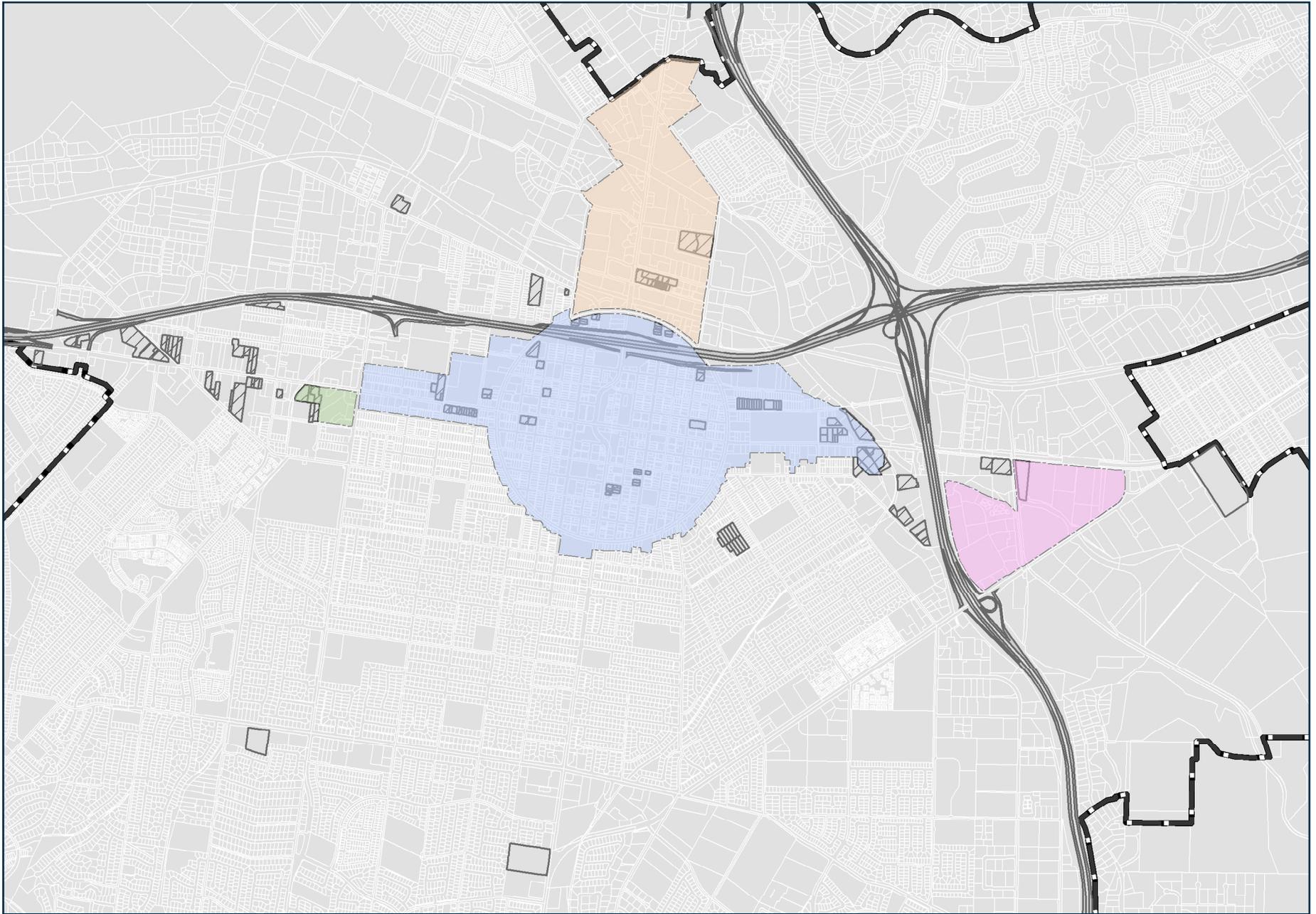
The City of Corona's Zoning Ordinance provides provisions and standards that define uses permitted on a property as well as regulate height, setbacks, lot sizes, and lot coverage. General development standards for each of the AHO and rezone properties' base zoning are listed in Table 1.

The City of Corona has also adopted specific plans throughout the City to help regulate land use and development standards within a given project area. Zoning, development standards, and design guidelines would supersede the original zoning code. A few AHO and rezone parcels fall within several specific plan areas, including the North Main Street District Specific Plan, the Downtown Revitalization Specific Plan, the Corona Magnolia Specific Plan, and Plaza on Sixth Street Specific Plan. Exhibit 2 displays the specific plan areas within the City of Corona. Since residential development and design standards and guidelines are only applicable in the North Main Street District and Downtown Revitalization Specific Plans, this section does not include development standards from the Corona Magnolia and Plaza on Sixth Street Specific Plans. Proposed design guidelines for the City's rezoning program would support the development and design objectives listed in the North Main Street and Downtown Revitalization Specific Plans to ensure a comprehensive planned area.



Table 1. Base Zoning Development Standards

	<b>GENERAL COMMERCIAL</b>	<b>COMMERCIAL/OFFICE</b>	<b>HIGH DENSITY RESIDENTIAL (M3)</b>	<b>LOW DENSITY RESIDENTIAL (R1-7.2)</b>	<b>LIGHT INDUSTRIAL</b>	<b>QUASI PUBLIC</b>	<b>AGRICULTURE</b>
Minimum lot area	No minimum	No minimum	7,200 SF	7,200 SF	20,000 SF (except for Industrial Condominium Projects as defined in 17.44.120)	No minimum	5 AC
Minimum lot width	No minimum	No minimum	60'	65'	100'	No minimum	250'
Minimum lot depth	No minimum	No minimum	100'	100'	150'	No minimum	300'
Minimum landscape setback abutting a residential zone	20'	10'			10' landscape buffer with an overall building setback of 30 ft	10'	n/a
Front yard setbacks	10'	25'	25'	20'	15' to local/collector; 20' to secondary/major street	25'	25'
Interior side yard setbacks	n/a	n/a	5', 7', 10' for one, two, and three story buildings, respectively	5', 10' if no access to alley	No minimum	10'	15'
Street-side side yard setbacks	10'	15'	15'	5'	15' to local street; 20' to secondary street	15'	15'
Rear yard	n/a	n/a	10'	10'	No minimum	10'	10'
Building coverage	No coverage requirement	No coverage requirement	Lot area coverage by buildings or structures shall not exceed 60% of the total area	Lot area coverage by single story buildings or structures shall not exceed 45% of the total lot area. Lots with two-story buildings or structures shall not exceed 35% coverage of the total lot area.	n/a	n/a	Lot area coverage by buildings or structures shall not exceed 30% of the total lot area
Maximum building height	3 stories and no more than 40 ft	3 stories and no more than 40 ft	3 stories and no more than 40 ft	2 stories and no more than 30 ft	40 ft at building line; or for one foot of setback, an additional height of one foot shall be permitted up to 55 ft	2 stories and no more than 30 ft	2 stories or 30 ft, whereas a single story structure shall be one story and no greater than 25 ft



**EXHIBIT 6.**  
**SPECIFIC PLAN**  
**AREAS**



-  City Limits
-  AHO Sites
-  Rezone Parcels

-  Corona Magnolia Specific Plan
-  Downtown Revitalization Specific Plan
-  North Main Specific Plan
-  Plaza on Sixth Street Specific Plan

SOURCE: CITY OF CORONA



SOURCE: CITY OF CORONA

## NORTH MAIN STREET DISTRICT SPECIFIC PLAN (2000)

In 2000, the North Main Street District Specific Plan was adopted to guide future development for properties within the Specific Plan area north of Grand Boulevard. The Specific Plan area is divided into four districts, with specific design guidelines corresponding to each section. This includes the Corona Retail District, Corona Business Center, Single Family Condominium, and Other Districts. These guidelines provide direction to city staff and developers regarding architectural styles, building masses and height, roofing, building materials, building colors, building entries, and signage.

Several AHO properties are located within the Mixed Use (MU) District and Business Park (BP) District of the Specific Plan. The MU District aims to encourage commercial projects paired with residential and non-residential uses including office, retail, and public spaces. Mixed-use blocks, stacked units, recessed court, or live-work building types are permitted in the MU District. The BP District is dedicated to office, professional, light manufacturing, and light industrial uses.

Proposed design guidelines for AHO properties will be consistent with the development standards and design guidelines listed in both the Specific Plan and General Plan.

North Main Street Specific Plan, continued.

**PERMITTED USES**

Permitted residential uses in the Mixed Use District include:

- Single family detached condominiums (must be a component of mixed use development)
- Multiple family residential uses including senior facilities (must be a component of mixed use development)
- Recreational facilities intended for the private use by the residents of a permitted residential development and their guests
- Pet keeping

The Business Park District is reserved for office, professional, light manufacturing, and light industrial uses, and aims to provide a high quality business park environment with comprehensive landscaping and signage guidelines.

Other allowable land uses are listed in *Section 4.3 Permitted Uses in Each District* of the North Main Street Specific Plan. Development and design standards for the Mixed Use District and Business Park District are listed on the following pages.

*Table 2. Mixed Use District Development Standards*

Maximum Structure Height	None. Height limited by Floor Area Ratio (FAR)
<b>Lot Requirements</b>	
Minimum Lot Area (sf)	No requirement
Maximum Lot Coverage (Building Coverage)	No requirement
Maximum Lot Dimensions	No Requirement
Floor Area Ratio (FAR)	Commercial only: 0.5 Mixed Use: 2.0
<b>Building Setbacks</b>	
Front	No requirement
Street Side	10 ft. landscape setback from property line
Interior Side and Rear	Buildings under 30 ft in height: 10 ft Buildings over 30 ft in height: 10 ft plus 2 1/2 ft for every 10 ft of height to a maximum of a 25 ft setback.
Minimum Setback from BP Zone	15 ft. A minimum 5 ft wide landscape buffer is required directly adjacent to BP Zone boundary.
<b>Parking<sup>1</sup></b>	
Commercial	Per CMC 17.76
Residential (ancillary to commercial uses)	
Studio or single bedroom units	1 covered spaces per unit
Two or more bedroom units	2 covered spaces per unit
Guest parking	1 space per every five units
Commercial/Residential Ratio	3 Residential Units per 1,000 s.f. of commercial
<b>Usable open space for residential users</b>	
Private Usable Open Space	No requirement
Common Usable Open Space	Minimum 100 sq ft per unit per site
Storage Area	Minimum 100 cu ft per unit with no dimension less than three ft

<sup>1</sup>Shared parking arrangements are encouraged per Section 4.4.1(A)(4) of this specific plan.

*North Main Street Specific Plan, continued.*

#### **MU DISTRICT DESIGN STANDARDS**

1. Mixed Use buildings on street frontages must contain retail, commercial or office uses on the ground level. Residential uses may begin on the second floor of a live/work or mixed use building or in one or more separate buildings at the rear of the property.
2. All new projects within ¼ mile of the Metrolink station must be designed and oriented to enhance pedestrian movement between adjacent uses, particularly the Metrolink station and transit hub.
3. All new projects within ¼ mile of the Metrolink station and transit hub shall provide a clear pedestrian pathway to facilitate movement from the project to the station/hub
4. Projects on Blaine Street shall be designed to minimize the impact of the nearby railway on residential units. Buildings, windows, balconies, and patios should be oriented to reduce the impact of noise, rail emissions, and traffic on project residents. Design suggestions include courtyards, forecourts, or galleries as designed below:
  - Courtyard: Units built around a central open space.
  - Forecourt: Recessed entry or side-oriented courtyard
  - Gallery: Public sidewalk along primary frontages covered with single story "patio" cover; upper story units begin at property line.
  - Arcade: Interior sidewalks in larger projects covered by upper story units.
5. Building form an articulation in mixed-use projects shall emphasize commercial and public entrances and de-emphasize residential and service areas. Building articulation and detailing should avoid monotonous facades, be compatible with the scale of surrounding development, and incorporate architectural detailing.
6. Portions of the front building elevation should be set back to allow for outdoor uses such as patio dining, entry forecourts, and other amenities appropriate to the Mixed Use District.
7. Fences and walls are discouraged unless needed for a specific screening, safety, or noise purposes. If needed, they style and materials shall blend with

North Main Street Specific Plan, continued.

<i>Table 3. Business Park (BP) Development Standards</i>	
Maximum Structure Height	3 stories or 50 feet, whichever is lesser, provided that residential buildings and structures shall not exceed 30 feet in height.
Lot Requirements	
Minimum Lot Area (sf)	No requirement
Maximum Lot Coverage (Building Coverage)	No requirement
Maximum Lot Dimensions	No Requirement
Setbacks	
Grand Boulevard	15 ft landscaped setback from property line.
Front Yard Setback	15 ft from the property line, provided that a front yard located immediately adjacent to or across the street from an area zones for residential use shall have a front yard of not less than 25 ft.
Street Side Yard Setback	15 ft from the property line
Interior Side Yard Setback	10 ft building separation required. Interior side yards may be equal (no less than 5 ft) or unequal (10 ft and 0 ft)
Rear Yard Setback	10 ft from the property line
Interior Side and Rear Yard Setbacks for Non Residential Parcels Abutting Residential Uses	20 ft from the property line. No less than 10 ft of this required setback shall be landscaped directly adjacent to the Business Park Zone boundary.
Special Yard Requirements	The provisions of section 17.64.030 in the Corona Municipal Code shall apply.
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.

**DESIGN GUIDELINES**

According to the North Main Street District Specific Plan, most of the properties located within the project area were built between the 1970s and 1990s and consist of a variety of building typologies and architectural styles. The Specific Plan provides architectural design guidelines for future development, retrofitting existing buildings, and enhancing retail centers. Design guidelines are divided into four categories:

- Corona Retail District
- Corona Business Center (includes the Industrial use area)
- Single Family Condominium
- Other Districts

AHO properties fall under the Corona Business Center and Other Districts (MU) category.

**CORONA BUSINESS CENTER DESIGN GUIDELINES**

*Architectural Design*

- Architecture shall contribute to consistency in the entire Corona Business Center whenever possible.
- Inconsistencies in building design from one building to another shall be granted, within reason, to allow for varying functional and programmatic requirements of respective businesses.
- Buildings shall be contemporary in design and appearance. Design shall incorporate clean lines devoid of historic or stylistic allusions or imagery.

*Building Massing/Height*

- Buildings shall strive to complement each other in massing and height with an overall consistency in building forms encouraged.

*Building Materials*

- Building materials are intended to express economy and efficiency of design conducive to a clean, appropriate and professional work environment. Materials should be durable and convey a sense of permanence. They also should not call attention to themselves, but contribute to the overall visual and architectural consistency of the entire Corona Business Center. For example, a concrete block building may contain painted aluminum window frames, painted metal doors, and painted metal light fixtures. A painted wood trellis may frame and shade a walkway from an adjacent parking structure.

*North Main Street Specific Plan, continued.*

- Two categories of building materials are emphasized:
  - Primary, or Base, Building Materials.** These materials constitute the majority of the building. Acceptable materials include: stucco, concrete, brick, and stone.
  - Accent Building Materials.** These materials provide an additional layer of building components, enhancing building exteriors and refining pedestrian scale. Building components using accent materials include: window frames, trellises, lighting fixtures, handrails, etc. Acceptable accent materials include: metal, tile, glass, decorative brick or stone, and wood (as accent pieces only).
- Unacceptable exterior materials include: highly reflective and mirrored glazing and wood siding.
- Materials suggested here do not constitute an exhaustive list. Additional materials considered to enhance the design intentions of the North Main Street Specific Plan area shall be permitted.
- The actual building materials and materials palette for each development within the Corona Business Park Center shall be reviewed by the City as part of the Precise Plan review process.

*Building Colors*

- Primary building colors shall be neutral and contribute to overall consistency within the Business Park.
- The following general color classifications apply to development within the Corona Business Park:
  - Primary Building Colors** shall be chosen from a range of off whites.
  - Accent Building Colors** for element such as trellises, metalwork, window mullions, etc. shall be subdued. These colors shall be chosen from a range of purples/mauves, blues, and blue-greens.
- The actual building colors and color palette for each development within the Corona Business Park shall be reviewed by the City as part of the Precise Plan review process.

*Roofing*

- Roofs should be flat, except in certain circumstances where programmatic usage requires otherwise.
- Composition shingles and other similar types of roofing material are not permitted, except in exceptional circumstances where matching existing conditions deems otherwise.

*Architectural Detailing*

- As with building materials, detailing should be used to reflect technology and efficiency of design. Detailing also should be used to contribute to an overall consistency within the Business Park. Again, the highest level of detail should be used in the areas of most intense human activity. Also, to reduce historical allusions, detailing should be clean. For example, roof forms should be flat, with simple parapet details. Sloping, hipped, gabled, etc., roof forms with various roofing materials should be avoided. As a second example, fenestration should be simple, reflecting function and structure when appropriate; arbitrary and/or decorative patterns, sloping glazing, etc., should be avoided.

*Building Entries:*

- Building entries shall be readily visible by both pedestrian and vehicular users. Building entries shall incorporate a level of detailing that respects, reinforces, and heightens pedestrian scale.

*Mechanical Equipment:*

- Exterior components of mechanical, electrical, and plumbing systems shall not be located on the exterior of the building, nor be visible from the exterior ground plane, unless such components from an integral part of the building's design as instructed by the architect.

**CORONA MIXED USE DISTRICT ARCHITECTURAL GUIDELINES**

- Architectural innovation is encouraged in the MU District
- The Actual building materials and materials palette for each commercial retail development shall be reviewed by the City as part of the Precise Plan review process



## DOWNTOWN REVITALIZATION SPECIFIC PLAN (1998)

The Downtown Revitalization Specific Plan for the City of Corona serves to guide and shape future development of the downtown over the next 10 to 15 years. The Plan aimed to reinvigorate the heart of the community by creating a more pedestrian-oriented destination, preserve and celebrate the City's historic and cultural heritage, foster a strong sense of place for visitors and residents to shop, live, and play, while catalyzing economic development and reinvestment. The Specific Plan outlines policies, design guidelines, and implementation strategies to achieve this vision.

The Specific Plan area consists of the commercial, industrial, residential, and public property within Grand Boulevard Circle and adjacent properties along Main Street and 6th Street. The most notable structures with a heavy influence on its surrounding architecture include City Hall, Landmark Theater, and Corona Mall at Main. AHO properties are congregated near Main Street and on vacant or commercial sites along West 6th Street. General residential and multi-family residential standards and design guidelines are listed on the following pages.

Several AHO properties are located in the General Commercial (GC), Community Services (CS), Transitional Commercial (TC) and Business Park (BP) Districts of the specific plan. Multiple family housing is allowed by conditional use permit in the TC District with senior housing allowed by conditional use permit in the TC and CS District. Mixed-use commercial and residential is allowed by conditional use permit in the TC and GC Districts.

*Downtown Revitalization Specific Plan, continued.*

**Table 4. Multi-Family Residential Development Standards**

Residential Density	None. Height limited by Floor Area Ratio (FAR)
<b>Maximum Dwelling Units per acre</b>	
MF-1	15.0
MF-2	20.0
MF-3	10.0
MF-4	15.0
<b>Minimum Lot Area (sf)</b>	
Minimum Lot Area (sf)	1 ac
<b>Minimum Lot Width (ft)</b>	
Minimum Lot Width (ft)	80
<b>Minimum Lot Depth (ft)</b>	
Minimum Lot Depth (ft)	100
<b>Building Height</b>	
Maximum Stories	26
Maximum Feet	30*
Minimum Building Height (ft)	N/A
<b>Maximum Floor Area Ratio (FAR)</b>	
Maximum Floor Area Ratio (FAR)	N/A
<b>Maximum Lot Coverage (% of lot area including accessory structures)</b>	
Maximum Lot Coverage (% of lot area including accessory structures)	50%
<b>Minimum Yard/Parking Setbacks</b>	
Front Yard Setbacks (ft)	25
Side Yard Setbacks, Interior (ft)	5 feet for one-story building; 7.5 feet for two-story building; 10 feet for three-story building
Side Yard Setback, Street (ft)	20
Rear Yard Setback (ft)	15

\*The Planning Commission may approve an increase in the overall building height would be compatible with, and would not be detrimental to, adjacent property or improvements; and would advance the goals of the Specific Plan

**GENERAL RESIDENTIAL STANDARDS**

1. Garages shall be set back at least 10 feet behind the primary front facade. The primary front facade must comprise at least half of the overall width of the residence and does not include projections such as bay windows and porches. Detached garages and accessory units shall be separated from the primary unit by at least 10 feet.
2. Porches shall be at least 50 square feet and be at least (5) feet in any direction.

**TRADITIONAL RESIDENTIAL STANDARDS (FOR LOTS UNDER 7,200 SF)**

3. Front Porches: A covered porch or patio at the first floor level shall be provided for each unit and be oriented towards the front yard and street.
  - Porches elevated above grade are preferred.
  - Porches shall be a minimum of five (5) feet deep from the front wall of the dwelling to the enclosing porch rail and a minimum of ten (10) feet in length.
4. Front Door and Windows: The front door and front windows shall be located in the front wall of the dwelling under the roof of the porch.
5. Covered Parking: Tandem parking spaces shall be permitted. Such spaces may be located in line behind one another provided that all spaces are setback at least twenty (20 feet) from the property line.
6. Garage: Rear access from an alley for a garage structure is required unless otherwise approved by the Planning Director. If driveway access is provided from the street, the garage or carport may not face the street, unless it is located a minimum of 20 feet behind the front facade of the principal structure.

**GENERAL RESIDENTIAL NEIGHBORHOOD DESIGN GUIDELINES**

*General Residential Rehabilitation Principles*

- Rehabilitation of historic residential buildings should try to retain and restore original elements. If damage or deterioration is too severe, the element should be recreated using original materials to match the design, color, texture and any other important design features.
- When replacement is necessary and original materials cannot be obtained, substitution materials should incorporate the design, color and texture that conveys the traditional visual appearance of the original material.

*Downtown Revitalization Specific Plan, continued.*

*Exterior Materials*

- Original exterior residential building materials should be retained whenever possible. It is not desirable to use mismatched materials of different sizes, shapes, textures, or finishes.
- Residential buildings with original wood clapboard siding should not be stuccoed in an attempt to “modernize” their appearance.
- Brick surfaces should not be sandblasted in an attempt to remove old paint. Sandblasting will damage the natural fired surface of the brick and cause it to lose its water repellent qualities. Paint should be removed by chemical stripping.

*Windows*

- Historically, most older residential structures had wood framed windows that were either fixed, double hung, or casement. The size, shape and style of windows are important architectural features and the original type window should be used again.
- When window replacement is necessary, it is preferred that the new window be an exact match of the original, which may require special milling.
- An alternative to special milling may be the use of an “off-the-shelf” standard window that closely matches the original. While this may compromise the true architectural integrity of the building it may be an economical alternative for areas of the building that are not visible from the public right-of-way.
- It is strongly recommended that aluminum frame windows not be used as replacements on any part of a residential structure.

*Doors*

- Historically, residential structures had solid wood doors that fit the particular style of the building. The front door of the residence was the most ornate with secondary doors usually more utilitarian in appearance. The size, shape and style of doors is an important feature of all historical architectural styles and the original type/design should be used again.
- If the original door is missing, select an appropriate design by studying the doors of similar residential structures in the neighborhood or consulting books on architectural styles. Many older style panel doors are still available from material suppliers and may match original doors very closely.

*Porches and Stairs*

- During rehabilitation efforts, the design integrity of the front porch should not be compromised. There is often a desire to “modernize” or change the

appearance of the building by changing the details of the original porch design, usually through the installation of wrought iron or aluminum railings. Temptations to change these items should be strongly avoided, as any change in the structural or decorative elements of the front porch will usually compromise the original architectural integrity of the entire building.

- The stairs leading to the front porch are an integral part of the overall style of the building. When stairs require rehabilitation, they should be rebuilt according to the style of the building. Avoid the use of off-the-shelf, ready-made wrought iron or aluminum railings.

*Ornamentation/Trim*

- Most often it is the authentic decoration and trim on a residential structure that lends character and identifies the building with its particular architectural style. Great care should be taken in handling these materials during renovation because many times they are the very components that make a building so special.

*Roofs*

- Most often it is the authentic decoration and trim on a residential structure that lends character and identifies the building with its particular architectural style. Great care should be taken in handling these materials during renovation because many times they are the very components that make a building so special.
- The determination of what material to use for the replacement of wood shingles or shakes on historic buildings is a hard decision. The desire for the most aesthetic material is often superseded by the desire to provide maximum fire protection. Many of the newer “architectural” styles of asphalt roofing (e.g. thick butt composition) closely resemble wood shingles and provide good fire resistance.

*Additions to Existing Structures*

- Additions to historically significant residential structures may be necessary to
- ensure their continued use. Modifications (e.g. additions, seismic strengthening, new entrances and exits) should be made with care so as not to compromise a residential building’s historically valuable features, materials, or finishes.
- Additions should be carefully placed to minimize changes in the appearance of the residence from the street (public right-of-way). It is strongly recommended that additions be placed to the side or rear of the residence and should not obstruct the appearance of the building from the street (public right-of-way).

*Downtown Revitalization Specific Plan, continued.*

- The roof of a residential structure, especially its style, materials and pitch, is an important architectural element that must be taken into consideration when planning an addition. The roof style, pitch and materials on the addition should match the original.
- Adding an additional story to an existing residential structure will always change the building's proportions and should be carefully designed to follow similar two story examples of that particular architectural style found in the neighborhood. Integrating the new second story addition into the original design of the residence may be easier if the addition is setback or "stepped" back from the front facade so that it is less noticeable from the street (public right-of-way).

*New Infill Residential Structures*

- New residential development should continue the functional, on-site relationships of the surrounding neighborhood. For example, common patterns that should be continued in Corona are front porches and entries facing the street and garages/parking located at the rear of the parcel.
- Garages in front are prohibited.
- Front yard setbacks for new residential infill development should match existing setback patterns of surrounding dwellings.
- New infill residential structures should incorporate the traditional architectural characteristics of existing residences found in the surrounding neighborhood, for example: window and door spacing, exterior materials, roof style and pitch, finished-floor height, porches and decoration/detail.
- The proper use of building materials can enhance desired neighborhood qualities such as compatibility, continuity, harmony, etc. The design of infill residential structures should incorporate an appropriate mixture of the predominant materials found in the neighborhood. Common materials are brick, stone, wood, horizontal clapboard siding and shingles.
- Because new infill residential structures are potentially likely to be taller than one story, their height and bulk can impose on smaller adjacent residences. The height of new residential structures should be considered within the context of surrounding residential structures. New residential structures with greater height should consider setbacks or "stepping back" at the second story to reduce impacts on adjacent existing single story residences.
- The incorporation of traditional balconies, verandas and porches within the building form is strongly encouraged.
- Color schemes for infill residential structures should consider the color schemes of existing residences in the surrounding neighborhood in order to maintain compatibility and harmony. Avoid sharp color contrasts with existing building colors.

*Accessory Buildings*

- New accessory buildings (garages, sheds, second units) that are visible from the public right-of-way should incorporate the distinctive architectural features (e.g. materials, color, roof pitch, etc.) of the main residence. Design features should be applied with less detail on the accessory residence so that it does not compete with the main building and is clearly subordinate to it.

*Secondary Residential Units*

- The entrance to an accessory dwelling should be clearly defined and recognizable as a person enters the rear yard. A ground-level patio or porch should be placed at the bottom of the stairs ascending to the dwelling. The patio or porch should be at least 50 square feet with at least six (6) feet clear in any directions. A trellis or roof should form a canopy over at least a portion of this space.
- At the top of the stairs and at the entry to the unit, the landing may be extended to form a deck or balcony. The doorway to the dwelling should be accompanied by an overhang that is at least three (3) feet deep to provide protection from the rain.
- The location and direction of windows should minimize the loss of privacy to adjacent residences. Windows within 10 feet of an interior property line or primary dwelling (regardless of orientation) should use clerestory windows with a sill height of at least five (5) feet.

*Adaptive Reuse*

The term "adaptive reuse" applies to both non-historic and historic houses and residential structures which were originally designed as residences and which are being converted (or adapted) to a new use. Adaptive reuse is an issue in the RO-Residential Office, R-Residential, and MF- Multi-family Districts in Downtown Corona. Adaptive reuse presents a number of special problems because the needs of the new use (such as increased parking, air conditioning, new entrances and exits, handicapped access, added floor area, etc.) are often substantially different from the old use and yet must be accommodated within the same house.

- The overriding principle of design for adaptive reuse is to be consistent with the significant design of the existing house or residential structure.
- On-parking and driveways should be located to be unobtrusive to the historical appearance of a building from the street. Parking should be located in the back, with access from the street or an alley, if one exists. Driveways should not be "flared" at the street to provide parking in front of the home or in the front yard.

*Downtown Revitalization Specific Plan, continued.*

*Multi-family Residential*

- Site setbacks of new units from public streets should continue the prevailing setback pattern unless a different setback standard is required.
- New multi-family development should respect the site settings of existing properties in the immediate area thorough the use of similar setbacks, building arrangements, buffer yards and avoidance of overwhelming building scale and visual obstructions such as privacy walls, carports and garages.
- New multi-family development should incorporate representative characteristics of the surrounding architecture and a positive, distinctive site layout and/or established functional pattern.
- New landscaping should compliment existing landscape materials, location and massing on adjacent established developments where appropriate.
- Clustering of multi-family units should be a consistent site planning element. Buildings composed of a series of simple yet varied plans assure compatibility and variety in overall building form.
- Buildings should be oriented in random positions to avoid instances where living spaces of one structure face the living spaces of another and significantly reduce indoor privacy.
- Buildings should be oriented to maximize southern exposure to large window areas to encourage passive solar heating in the winter months.
- Buildings should be oriented in such a way as to create courtyards and open space areas, thus increasing the aesthetic appeal of the area.
- Building orientation should provide a series of public spaces for recreation and general open space.
- There should be no more that six (6) spaces of uninterrupted parking, whether in garages, carports, or open parking areas. Each of the six (6) spaces shall be separated from additional spaces by a landscaped bulb of a minimum width of four (4) feet.
- Divide large parking lots. Large parking areas should be divided into a series of connected smaller lots which are laid out in an efficient, straightforward manner.
- Provide access from side streets. Whenever possible, locate access drives on side streets. When this is not possible, design the main site entry with patterned concrete or pavers to differentiate it from the public sidewalk.
- Locate driveways away from street intersections. Access drives, whether located on front or side streets, should be located as far as possible from street intersections so that adequate automobile stacking space is provided.
- Use special accents at entries. Monumentation, special textured paving, flowering accents, walls, shrubs, and the use of specimen trees shall be used to generate visual interest at entry points.
- Screen parking lots. Utilize a 36 inch high hedge with rolling berm or 42 inch high wall to screen parking at the street periphery. (Minimum shrub container size should be five (5) gallon.)
- Carports, detached garages, and accessory structures should be designed as an integral part of the architecture of the projects. These structures should be similar in materials, color, and detail to the principal buildings of the development. Prefabricated metal carports are prohibited.
- Parking courts should be treated as "landscape plazas" with attention to landscape surfaces, softened edges, shade and articulated pedestrian/vehicular circulation.
- The parking area shall be designed in a manner which links it to the building and street sidewalk system as an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and/or landscaping treatment.
- Architectural screening shall be constructed of the same materials and finishes compatible with the adjacent building, and shall be designed and placed to compliment the building design.
- Storage areas shall be completely screened from ground level view using appropriate materials such as solid shrub massing or wood walls.
- Trash bins shall be located within a trash enclosure. The enclosure shall be finished using materials compatible with the surrounding architecture, and shall be softened with landscaping. Gates shall be solid metal painted to match adjacent buildings. Recommended enclosure locations include inside parking courts, or at the end of parking bays. Location of the enclosure should be conveniently accessible for trash truck access.
- Where common mailbox services are provided, they should be located close to the project entry near recreational facilities. The architectural character should be similar in form, materials, and color to the surrounding buildings. Mailbox locations must be approved by the U.S. Postal Service.

*Downtown Revitalization Specific Plan, continued.*

## **MIXED USE PROJECTS DEVELOPMENT STANDARDS**

### *Limitations and Requirements*

1. The land uses within a mixed use project are those allowed by Table III-2 for the D, TC, GC, RO, and BP districts.
2. Residential units shall not occupy the front ground floor space in the Downtown (D) District. In a vertical mixed use project, residential units shall not occupy the ground floor spaces. In a horizontal mixed use project, residential units shall not occupy street front ground floor spaces.
3. Structures shall adhere to the development standards of Table III-3, unless otherwise specified in this section. To create the desired urban corridor ambiance, new projects located on Sixth Street should have the building located up front, close to the street and the parking located to the rear or incorporated into the structure.
4. Residential floor areas, excluding parking areas, in a mixed use project shall maintain the following minimums:
  - Studio units: 600 square feet
  - One bedroom units: 675 square feet
  - Two bedroom units: 800 square feet
  - Three bedroom units: 975 square feet
5. Common recreational space shall be provided at 100 square feet per residential dwelling unit. Common recreational space may include sundecks, rooftop recreation areas, rooftop gardens, recreation rooms, saunas, and other similar amenities. The recreational areas shall be designed and designated for the exclusive use of residents.
6. Parking shall be provided in the following manner: two standard parking spaces per residential dwelling unit, one of which shall be covered, plus one parking space per 200 square feet of commercial floor area, such as coffee houses, bakeries and ice cream shops. Restaurants/eating establishments shall provide parking at one space per 100 square feet of floor area. Residential guest parking can be included in the requirement for commercial parking provided that parking remains open and unassigned. Parking should be conveniently located near non-residential uses, but visibly minimized from arterial streets and public spaces. See Section III E for additional information

in regards to parking standards.

7. Trash enclosures are required per Chapter 17.79 of the Corona Municipal Code. The minimum required enclosure space shall be the aggregate of commercial and multiple family residential standards.
8. All roof-mounted equipment shall be screened. Special consideration shall be given to the location and screening of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans. Noise reducing screens and insulation may be required where such equipment has the potential to impact residential uses.
9. Resident parking areas should be provided with security gates and lighting.
10. Mixed use projects in the Business Park (BP) District must contain an industrial use component whose square footage exceeds the commercial component

## **LIVE/WORK PROJECTS**

### *Limitations and Requirements*

1. Structures shall adhere to the development standards of either Table III-3c or Table III3d, unless otherwise specified in this section. To create the desired urban corridor ambiance, new projects located on Sixth Street should have the building located up front, close to the street, and the parking located to the rear or incorporated into the structure.
2. Permitted uses of the live/work units shall be restricted to the following uses:
  - Antique collectible shops (pawn shop not permitted)
  - Artist studios, galleries and museums
  - Boutiques selling hand crafted and hand sewn items (does not include mass produced items)
  - Dance, martial arts and music studios
  - Photography studios
  - Professional and technical based offices
  - Uses similar to those listed, as determined by the Planning Director

*Downtown Revitalization Specific Plan, continued.*

3. The residential living area shall be a minimum of 900 square feet. Additionally, the work space of the unit shall have an area that is at least 20 percent of the size of the residential living area. The work space shall not be utilized as residential living area.
4. The primary entrance of the work space shall be from the ground floor of the unit with access obtained from parking areas, public spaces, breezeways, interior hallways and corridors, or exterior courtyards.
5. Parking shall adhere to the design standards in Chapter 17.76 of the Corona Municipal Code and shall be provided in the following manner:
  - Two covered parking spaces per unit ( the covered parking spaces shall be used for the parking of automobiles and shall not be used for the storage of materials)
  - Guest parking: one uncovered space per every two units
6. Common outdoor recreation facilities, such as pools, spas, clubhouses, atriums, and/or patio areas shall be provided at 50 square feet per unit.
7. A sign program shall be submitted as part of the project's conditional use permit application.
8. A loading space(s) for parcel delivery services shall be provided within the project. The space shall be 12' w x 25'd.
9. Trash enclosures shall be in accordance with Chapter 17.79 of the Corona Municipal Code. The minimum required enclosure space shall be per the city's multiple- family residential standards.

# 3.1 CZ1-WEST CORONA

## INTRODUCTION

The West Corona Character Zone is defined by strip malls, auto-oriented commercial development, multi-family apartments, and its proximity to the 91 Freeway. Large, industrial lots also dominate this Character Zone. AHO properties front West 6th Street, a major arterial running in an east-west direction that serves as a major thoroughfare into the City’s historic district and downtown core. There are no rezone properties located in this Character Zone. The AHO properties are listed in the table below.

*Table 5. West Corona Character Zone AHO and Rezone Properties*

SITE ID	ADDRESS	AHO OR REZONE SITE	ZONING	LAND USE	YEAR BUILT
<b>24</b>	S Smith Ave.	AHO	C3	HDR	-
<b>25</b>	6th St.	AHO	C3	GC	-
<b>26</b>	W 6th St.	AHO	C	GC	-
<b>27</b>	W 8th St.	AHO	R3	HDR	-
<b>28</b>	W 6th St.	AHO	C3	GC	-
<b>29</b>	W 8th St.	AHO	MP	HDR	-
<b>30</b>	6th St.	AHO	C3	GC	-
<b>31</b>	Pleasant View Ave.	AHO	R1-7.2	LDR	-
<b>32</b>	Peasant View Ave.	AHO	C3	GC	-
<b>33</b>	S Sherman Ave.	AHO	R3	HDR	-
<b>35</b>	Yorba St.	AHO	C3	GC	-
<b>40</b>	W. 8th St	AHO	R3	HDR	-
<b>41</b>	1833 W. 6th Street	AHO	C3	GC	-
<b>58</b>	615 S Sherman Ave.	AHO	C3	GC	1979
<b>77</b>	1180 W 6th St.	AHO	C	GC	1991
<b>81</b>	1210 W 6th St.	AHO	C	GC	1991

<b>82</b>	1330 W 6th St.	AHO	C3	GC	1951
<b>83</b>	1335 W 6th St.	AHO	C3	GC	-
<b>84</b>	1338 W 6th St.	AHO	C3	GC	1952
<b>85</b>	1341 W 6th St.	AHO	C3	GC	-
<b>86</b>	1334 W 6th St.	AHO	C3	GC	-
<b>87</b>	1362 W 6th St.	AHO	R3	HDR	1950
<b>88</b>	1434 W. 6th St.	AHO	C3	GC	-
<b>89</b>	1535 W 6th St.	AHO	C3	GC	1964
<b>90</b>	1539 Yorba St	AHO	C3	GC	1928
<b>91</b>	1541 W. 6th Street	AHO	C3	GC	1959
<b>92</b>	1545 Yorba St.	AHO	C3	GC	1964
<b>93</b>	1549 Yorba St.	AHO	C3	GC	1990
<b>94</b>	1553 Yorba St.	AHO	C3	GC	-
<b>95</b>	1625 W. 6th Street	AHO	C3	GC	1964
<b>96</b>	W. 6th Street	AHO	C3	GC	1966
<b>97</b>	1833 W. 6th Street	AHO	C3	GC	-
<b>98</b>	1865 W 6th St.	AHO	C3	GC	1975
<b>99</b>	1910 Frontage Rd.	AHO	C2	GC	-



## RESIDENTIAL SETTING

Within the immediate vicinity of the AHO properties, residential neighborhoods are present to the north and south of West 6th Street. Higher density, multi-family apartments are clustered along Via Santiago and Avenida Del Vista Street, including Meadowood Apartments and Country Hills. Density for these two properties range between 25 to 28 units per acre. Single-story apartments, including Las Casitas Apartments, provide approximately six units per acre, and are situated along Pleasant View Avenue and South Smith Ave, directly south of SR 91. Magnolia Townhomes, a more recent multi-family development is located northeast of Las Casitas Apartments.

Single family residential properties are located further from the AHO properties to the north and south of West 6th Street. Most single-family homes are clustered along Pleasant View Avenue east of Smith Avenue.

Several mobile home communities reside in this Character Zone. Village Grove Mobile Home is located on Roseglen Way south of West 6th Street. Established in 1971, the mobile home park features 120 units ranging from 1,140 to 1,760 square feet. Countrywood Estates, constructed in 1980, is a 90-unit mobile home park located north of Pleasant View and south of SR 91 and features homes ranging from 1,440 to 1,810 square feet. Mobile homes are typically lower in density, averaging two to three units per acre.



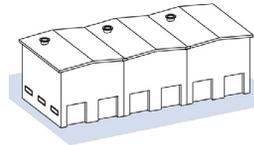
## BUILDING TYPOLOGIES AND ARCHITECTURAL STYLES

### TYOLOGIES

The character zones include a variety of buildings typologies that can be summarized into the following categories.



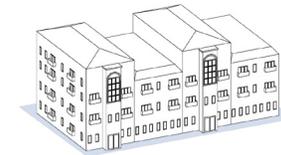
**SINGLE FAMILY RESIDENTIAL:** Single-family residential includes 1- to 2-story residential homes that are representative of the post-WWII suburban expansion. They highlight the importance of the automobile in the urban environment by attaching garages to homes, often a side unit served a driveway.



**WAREHOUSE & MANUFACTURING BUILDINGS:** Warehouse and manufacturing buildings are common among industrial properties. They are usually large, single story rectangular structures with side-loading areas that are used for a company's the production, sorting and/or shipment of goods.



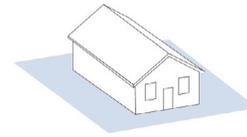
**LOW-RISE APARTMENT:** Low-rise apartments are detached buildings that are 1- to 3- stories in height. Low-rise apartments typically feature shared common courtyards, private balconies, exterior staircases, and carport parking.



**HOTEL:** Hotels in Corona are usually 2- to 4- stories in height, and provide a number of amenities for guest, including guestrooms, self-parking pools, fitness centers, and business centers. Constructed in the past 20 years, hotels display modern, curated styles.



**TOWNHOUSES:** Local townhouses are 2- to 3- stories in height. Most townhouses in Corona were recently constructed, and consequently feature more modern facades and decor. These homes usually have private gardens and parking spaces.



**MOBILE HOMES:** Also known as manufactured homes, these buildings are smaller than single family homes and are simple in design, prioritizing function over form. A few RVs or camper trailers communities have also formed in Corona. In contrast to mobile homes, RVs are not typically kept on a single site for an extended period of time.



**AUTO-ORIENTED COMMERCIAL:** Auto-oriented commercial buildings include strip malls, shopping centers, and general commercial retail that cater to vehicular traffic, including drive-thru services. Properties are often dominated by surface parking.

## ARCHITECTURAL STYLES

With many buildings built in the mid- to late-1900s, neighborhoods in this Character Zone were designed in architectural styles of this period. Architectural styles as well as their applicable building typologies are discussed in further detail below.

### *Strip Mall*

Strip malls are common along 6th Street. This architecture style, dating back to the mid- to late-1900s, is defined by single-story buildings that arrange multiple stores in a row. Strip malls are dominated by large parking lots that front the store, and often face busy roadways. Strip malls are often paired with large monument signage that advertise tenants.

### *California Ranch*

California Ranch architectural styles are embodied in single-family residential neighborhoods near SR 91. These homes feature L-shaped masses, low-pitched cross-gabled roofs with shallow eaves, stucco exteriors, shallow entry porches, wood-framed double hung windows, and simple decorative accents.

### *Commercial*

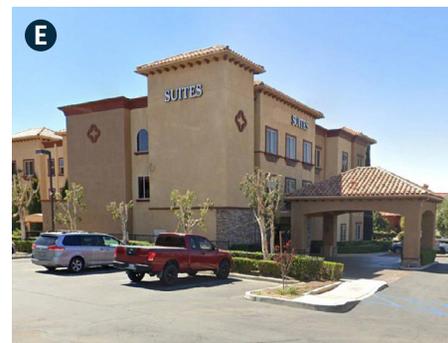
Commercial properties in this Character Zone include drive-thrus, auto-shops, restaurants, and hotels. These buildings are generally one to three-stories in height, and typically feature boxy massing, large parking lots, minimal landscaping, and simple earth tone stucco.



**EXAMPLES OF STRIP MALL ARCHITECTURE**  
SOURCE: GOOGLE EARTH 2022



**EXAMPLES OF CALIFORNIA RANCH ARCHITECTURE**  
SOURCE: GOOGLE EARTH 2022



**EXAMPLES OF COMMERCIAL ARCHITECTURE**  
SOURCE: GOOGLE EARTH 2022



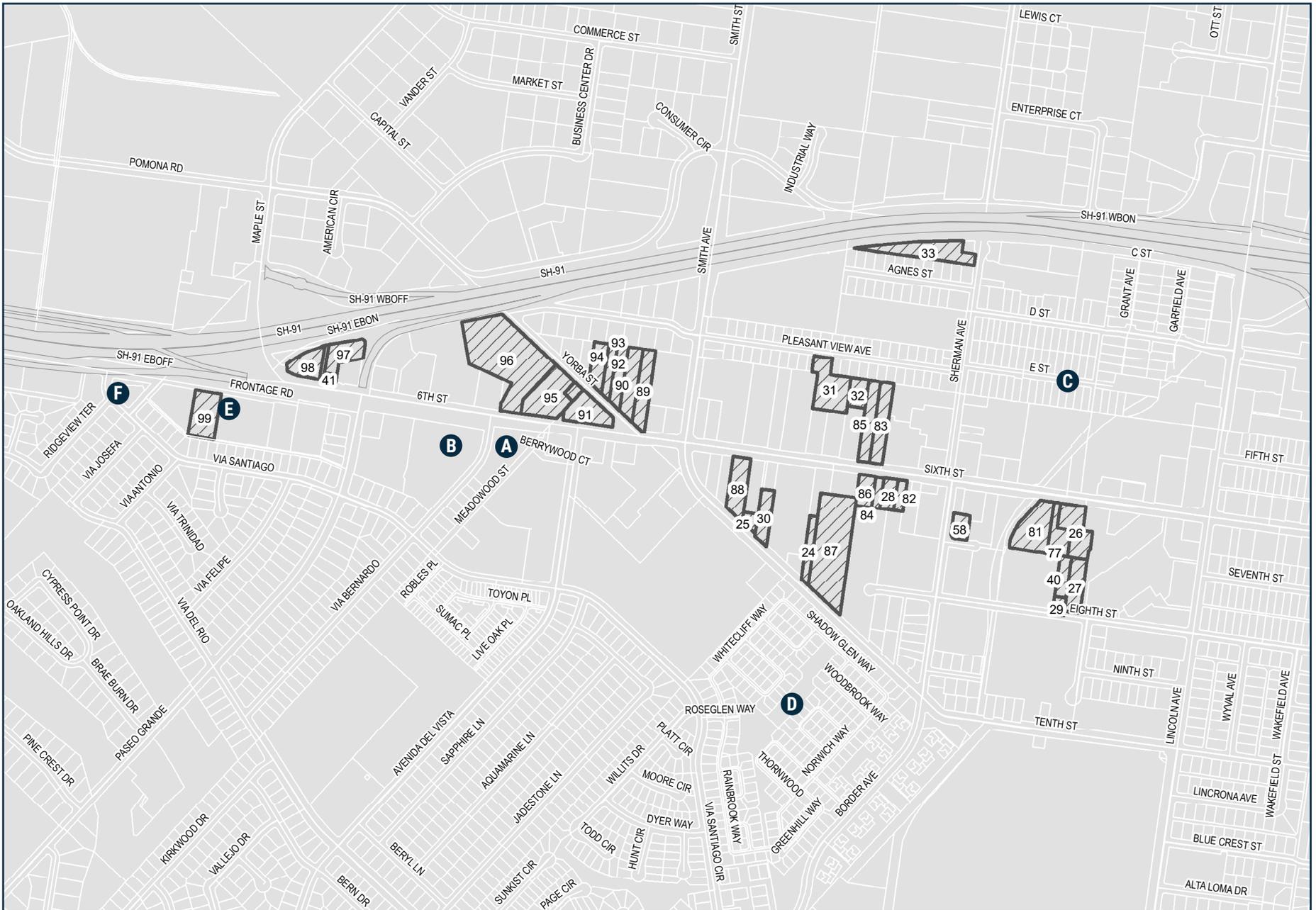


EXHIBIT 8.

**CZ1  
ARCHITECTURAL  
STYLE**



SOURCE: CITY OF CORONA

## PUBLIC REALM

### STREETSCAPE

#### *Commercial*

Many AHO properties are located along West 6th Street, a major thoroughfare into the City's downtown center. With off ramps from SR 91 leading directly into 6th Street paired with auto-oriented land uses, the streetscape along this corridor is dedicated to heavy vehicular movement. Sidewalks are narrow with few trees and landscaping. Gaps in the sidewalk and unmarked crossings are also common along 6th Street. Car dealerships, industrial storage, and strip mall commercial properties with large surface parking lots front 6th Street, dissuading pedestrian travel.

#### *Residential*

Residential neighborhoods to the north and south of West 6th Street are composed of narrower local streets. With the exception of Pleasant View Avenue, which features drought resilient landscaping, sidewalks in residential neighborhoods are typically three to four feet in width and with narrow landscaping strips and sparse street trees reminiscent of modern suburban development. On-street parking is common among single-family residential neighborhoods. Several residential neighborhoods surrounding Via Felipe and Paso Grande lack sidewalks.

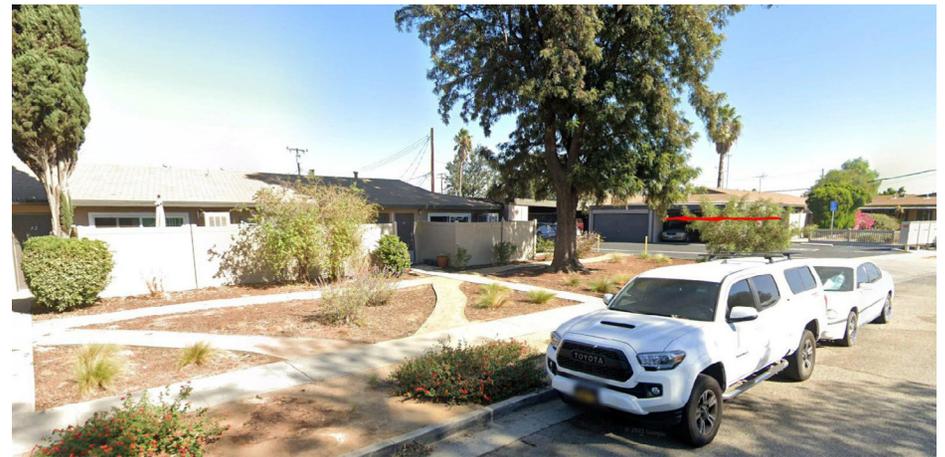
### PARKS AND OPEN SPACE

There are no public open spaces or parks in this Character Zone. Most parks are congregated near the downtown core and east Corona. Several apartment communities offer residents shared common spaces for recreation.



**6TH STREET - COMMERCIAL STREETSCAPE**

SOURCE: GOOGLE EARTH 2022



**PLEASANT VIEW AVE - RESIDENTIAL STREETSCAPE**

SOURCE: GOOGLE EARTH 2022



EXHIBIT 9.  
CZ1 OPEN SPACE



 Tree canopy

SOURCE: USDA FOREST SERVICE

## CIRCULATION

### VEHICULAR

Major roadways that define this Character Zone include SR 91, 6th Street, Smith Avenue, and Lincoln Street. SR 91 is a major highway that serves several regions throughout the Inland Empire, and provides entry into the City of Corona. Running east-west, 6th Street begins as a six-lane major arterial before narrowing at the intersection of Smith Avenue into a four-lane divided/undivided mixed use boulevard.

Smith Avenue and North Lincoln Avenue are both secondary four-lane roadways bisecting 6th Street. Running in a north-south direction, these roadways provide access to many local streets leading to industrial properties to the north and residential neighborhoods to the south of 6th Street.

### TRANSIT

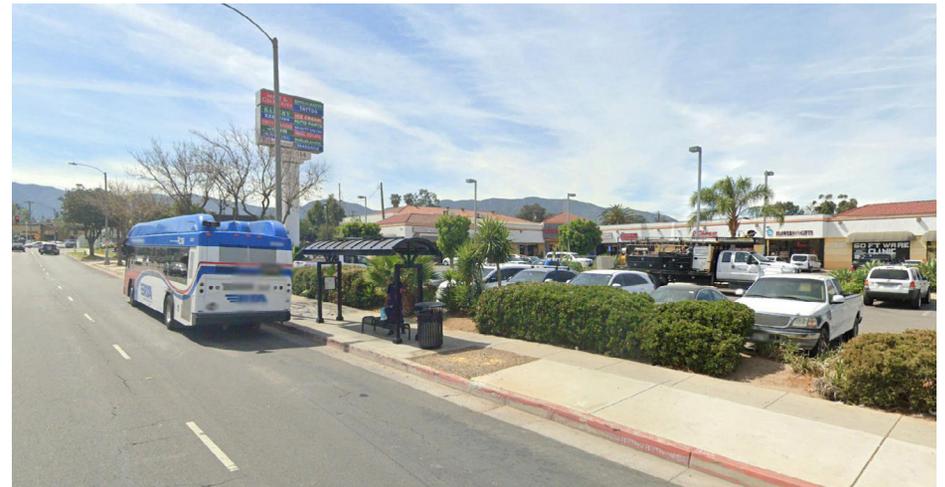
Several transit routes operated by the City of Corona and Riverside Transit Agency (RTA) serve this Character Zone, including the Corona Cruiser Red Line, which provides connections to Corona North Main Metrolink Station, and RTA Route 1, which provides connections to Riverside and UCR.

### BICYCLE

An existing Class III bike route and Class II bike lane run along West 6th Street. Class II bike lanes are located on roadways adjacent to vehicular travel lanes and are delineated by striped lanes and pavement markings. Class III bike routes are shared bicycle facilities that are not separated from vehicular traffic and are indicated by pavement markings and bike route signage. A Class II bike lane is also located on Avenida Del Vista running south toward Via Pacifica. Class III bike routes are proposed along Via Santiago. Class II bike lanes have also been proposed along Smith Avenue to improve bicycle connections to north and south Corona.

### PEDESTRIAN

Due to the amount of auto-oriented uses and large surface parking lots fronting 6th Street, there is a low level of walkability around this Character Zone. Pedestrian amenities, including sidewalks and lighting, are congregated around residential neighborhoods and lack connections to commercial activity centers. The typical roadway system in residential neighborhoods are somewhat grid-iron, with curvilinear collector roadways that feed into larger arterial roads. Long blocks, winding streets, and lack of neighborhood-oriented uses provide little support for pedestrian travel.



**RTA TRANSIT STOP ON SMITH AVE**

SOURCE: GOOGLE EARTH 2022

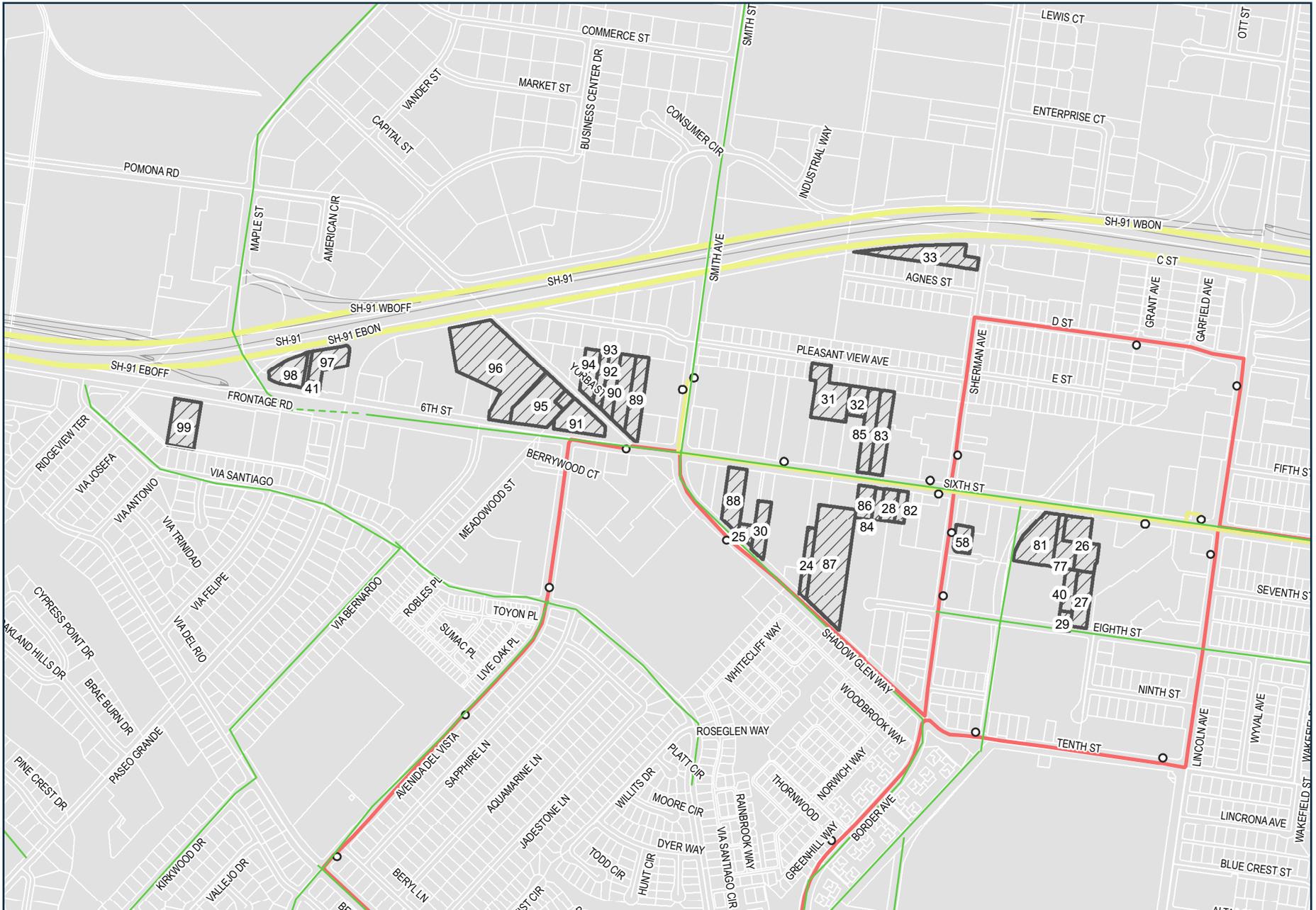
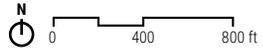


EXHIBIT 10.  
**CZ1 CIRCULATION**



- Corona Cruiser Red Line
- RTA Bus Routes
- Bikeway
- Bus Stop

SOURCE: CITY OF CORONA

# 3. 2 CZ2 - DOWNTOWN CORONA

## INTRODUCTION

Downtown Corona is bounded by Grand Boulevard, a circular roadway with a half-mile radius. Constructed in the late 1800s, this historic route has played a fundamental role in shaping the surrounding roadway system and built form. The Downtown Corona Character Zone consists of a wide array of building typologies, including single family residential homes, auto-oriented commercial, institutional, and religious buildings. AHO and rezone properties identified in this zone are located within the City's Downtown Revitalization Specific Plan.

*Table 6. Downtown Corona Character Zone AHO and Rezone Properties*

SITE ID	ADDRESS	AHO OR REZONE SITE	ZONING	LAND USE	YEAR BUILT
0	S Main St.	AHO	CS	OP	-
3	E 3rd St.	AHO	TC	MU1	-
4	915 S Main St.	AHO	CS	OP	-
6	904 S Ramona Ave.	AHO	CS	OP	-
46	211 S Joy St.	AHO	TC	MU 1	-
47	229 Grand Blvd.	AHO	CS	GC	1915
52	507 S Vicentia Ave.	AHO	CS	MU1	-
53	510 W 6th St	AHO	TC	MU1	-
54	511 S Vicentia Ave.	AHO	CS	MU1	1923
55	514 W 6th St.	AHO	TC	MU1	-
57	612 S Vicentia	AHO	GC	MU1	1920
59	802 W 6th St.	AHO	GC	MU1	1958
60	808 W 6th St.	AHO	GC	MU1	-
61	812 W 6th St.	AHO	GC	MU1	-
62	816 W 6th St.	AHO	GC	MU1	1971
63	820 W 6th St.	AHO	GC	MU1	-
64	826 W 6th St.	AHO	GC	MU1	-
65	828 W 6th St.	AHO	GC	MU1	1922
66	832 w 6th St.	AHO	GC	MU1	-

67	836 W 6th St.	AHO	GC	MU1	1967
68	844 W 6th St.	AHO	GC	MU1	1928
69	852 W 6th St.	AHO	GC	MU1	1955
70	901 S Ramona Ave.	AHO	CS	OP	-
71	901 W 6th St.	AHO	CS	MU1	-
72	904 S Ramona Ave.	AHO	CS	OP	-
73	905 W 6th St.	AHO	CS	MU1	-
74	912 S Ramona Ave.	AHO	CS	OP	-
4	E 8th St.	Rezone	SF	LDR	-
5	E 8th St.	Rezone	SF	LDR	-
6	S Merrill St.	Rezone	SF	LDR	-
9	6th St.	Rezone	MF1	MDR	-
23	312 S Merrill St.	Rezone	SF	LDR	-
24	551 S Joy St.	Rezone	RO	MU1	-
31	801 S Victoria Ave.	Rezone	SF	LDR	1900
39	820 S Victoria Ave.	Rezone	SF	LDR	1936
40	822 S Victoria Ave.	Rezone	SF	LDR	1948

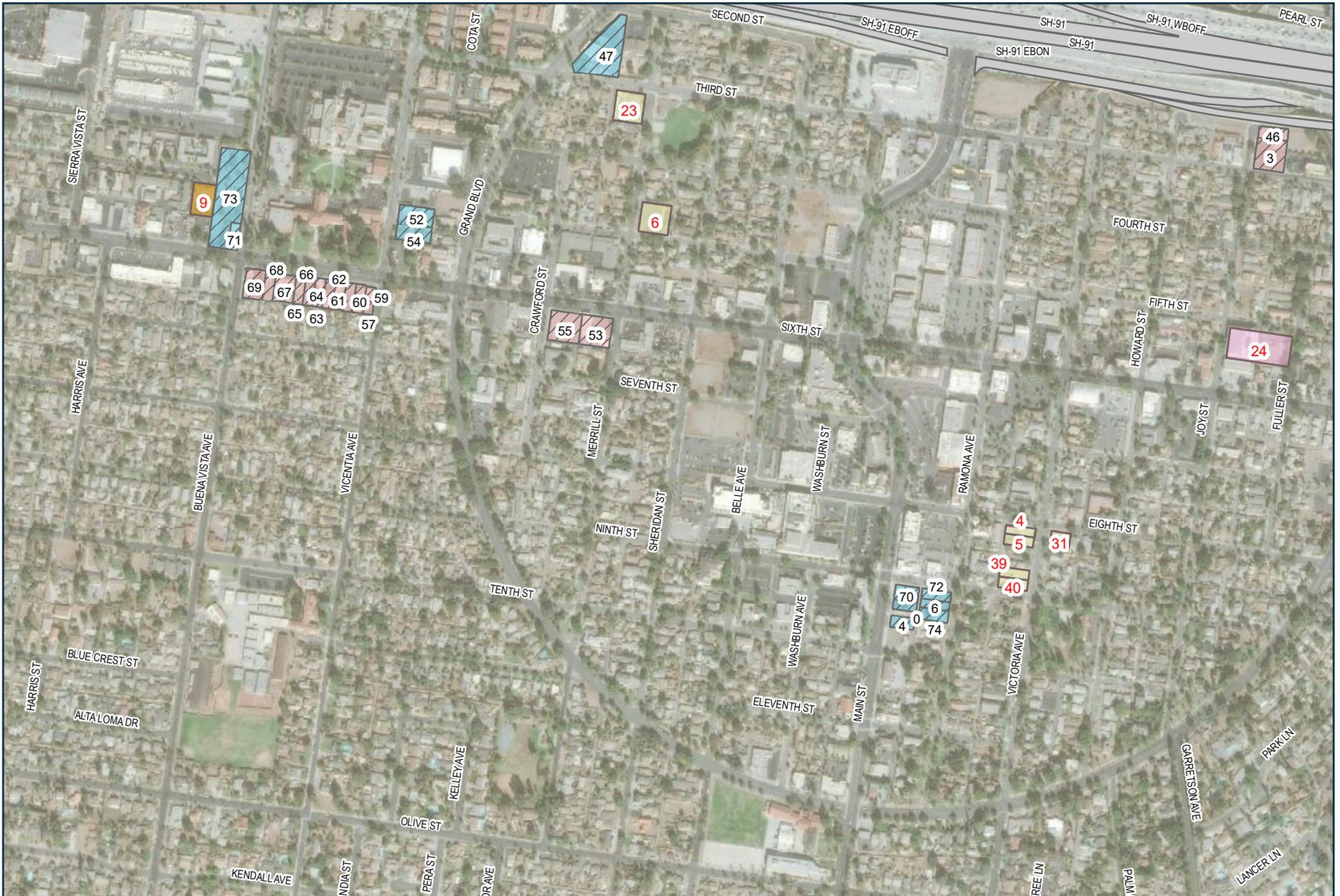
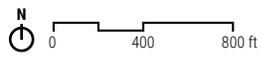


EXHIBIT 11.  
**C2Z PARCELS  
 AND ZONING**



- AHO Sites
- Rezone Sites
- Commercial
- High Density Residential
- Low Density Residential
- Quasi Public

SOURCE: CITY OF CORONA

## RESIDENTIAL SETTING

Residential neighborhoods within and adjacent to the downtown core predominantly consist of historic single family residential homes, with multi-family style homes clustered near Main Street. Density around this neighborhood averages three to six units per acre. In 1982, City of Corona librarian Gloria Scott Freel and several volunteers, surveyed about 400 properties in the downtown core to document historic buildings in Corona. The group eventually became the Corona Historic Preservation Group (CHPG), and later the Corona Historic Preservation Society, aiming to undertake projects relating to historic preservation and outreach. In order to preserve its historic and cultural buildings, City Council rezoned the historic downtown residential neighborhoods from multi-family residential to single-family residential to preserve the area's character. The City has also prepared Design Guidelines for Historic Buildings that detail architectural styles and design guidelines to preserve homes in the historic core. Single family homes within the historic district can be traced back to the early 1910s, are typically one- to two-stories in height.

Higher density apartments, approximately 15 to 18 units per acre, are clustered near SR 91 west of Grand Boulevard and north of 6th Street, including Corona de Oro Apartments, Vicentia Apartments, and Citrus Circle Apartment Homes. These complexes average two stories in height and feature covered carport parking. Summer Palms, a two-story apartment building, is located near the intersection of 6th Street and Grand Blvd, just east of Corona City Hall.



## BUILDING TYPOLOGIES AND ARCHITECTURAL STYLES

### TYOLOGIES

The character zones include a variety of buildings typologies that can be summarized into the following categories.



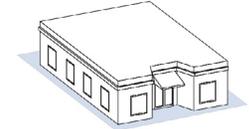
**SINGLE FAMILY RESIDENTIAL:** Single-family residential includes 1- to 2-story residential homes that are representative of the post-WWII suburban expansion. They highlight the importance of the automobile in the urban environment by attaching garages to homes, often a side unit served a driveway.



**AUTO-ORIENTED COMMERCIAL:** Auto-oriented commercial buildings include strip malls, shopping centers, and general commercial retail that cater to vehicular traffic, including drive-thru services. Properties are often dominated by surface parking.



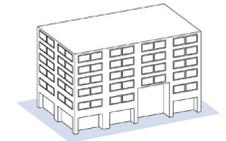
**LOW-RISE APARTMENT:** Low-rise apartments are detached buildings that are 1- to 3- stories in height. Low-rise apartments typically feature shared common courtyards, private balconies, exterior staircases, and carport parking.



**NEIGHBORHOOD COMMERCIAL:** This type includes 1-story buildings housing one or more retail shops, restaurants or other commercial uses. These buildings typically include large storefront windows and pedestrian-oriented architectural details at ground level, contributing to the diversity and character of the public space.



**TOWNHOUSES:** Local townhouses are 2- to 3- stories in height. Most townhouses in Corona were recently constructed, and consequently feature more modern facades and decor. These homes usually have private gardens and parking spaces.



**INSTITUTIONAL:** Mostly located in Downtown, these buildings include services that are governmental or public in nature and tend to be of significant heights and simple volumes. Their architecture is characterized by a simplicity that emphasizes function over form.



**RELIGIOUS:** This building type is exemplified in the various churches in the historic area. Characteristics include cross-gabled roofs, elevated front entrances, and square rectangular towers.

## ARCHITECTURAL STYLES

Also known as the City's historic core, downtown Corona is composed of buildings dating back to the early 1900s. Residential neighborhoods adjacent to the rezone and AHO properties in this Character Zone were designed in architectural styles of this period, including Victorian/Gothic Revival, Craftsman/Bungalow, California Ranch, and Spanish Mission. Architectural styles as well as their applicable building typologies are discussed in further detail below.

### *Victorian/Gothic Revival*

Victorian/Gothic Revival architecture are seen in single-family homes in the historic core. These homes are typically one to two stories, and are defined by steep pitched roofs, colorful exteriors, ornate gables, and small gardens in the front yard.

### *Craftsman/Bungalow*

The Craftsman architectural style is represented by most single-family residential homes in this Character Zone. This bungalow style is defined by covered porches, overhanging trims, double hung and single hung windows with exterior frame matching the trim, columns, and window combinations in groups of two or three.

### *Commercial Architecture*

Commercial architecture is characterized by boxy angular masses, flat rooflines, smooth stucco, concrete exteriors, brick or stone as an accent material, projecting frames around windows, and pronounced canopies over entrances.

### *California Ranch*

California Ranch architectural styles are embodied by single-family residential neighborhoods near SR 91. These homes feature L-shaped masses, low-pitched cross-gabled roofs with shallow eaves, stucco exteriors, shallow entry porches, wood-framed double hung windows, and simple decorative accents.

### *Spanish Mission*

The Spanish Mission architectural styles are clustered near the civic center on 6th Street, and are seen in institutional and commercial buildings, including the Historic Preservation Center near City Hall, and several restaurants adjacent to this area. This style is defined by arched openings and windows, terracotta clay tile roofs, white stucco walls, and wooden doors.



**EXAMPLES OF VICTORIAN/GOTHIC REVIVAL ARCHITECTURE**

SOURCE: GOOGLE EARTH 2022



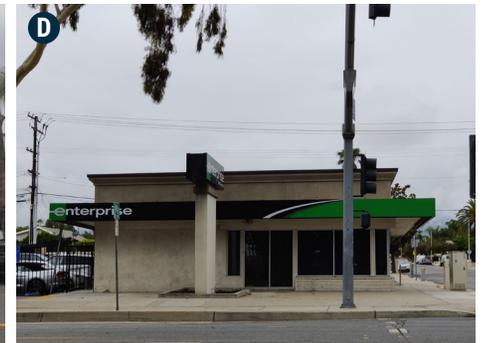
**EXAMPLES OF CRAFTSMAN/BUNGALOW ARCHITECTURE**

SOURCE: GOOGLE EARTH 2022



**EXAMPLES OF COMMERCIAL ARCHITECTURE**

SOURCE: GOOGLE EARTH 2022



**EXAMPLE OF CALIFORNIA RANCH ARCHITECTURE**

SOURCE: GOOGLE EARTH 2022



**EXAMPLE OF SPANISH MISSION ARCHITECTURE**

SOURCE: GOOGLE EARTH 2022



## PUBLIC REALM

### STREETSCAPE

#### *6th Street*

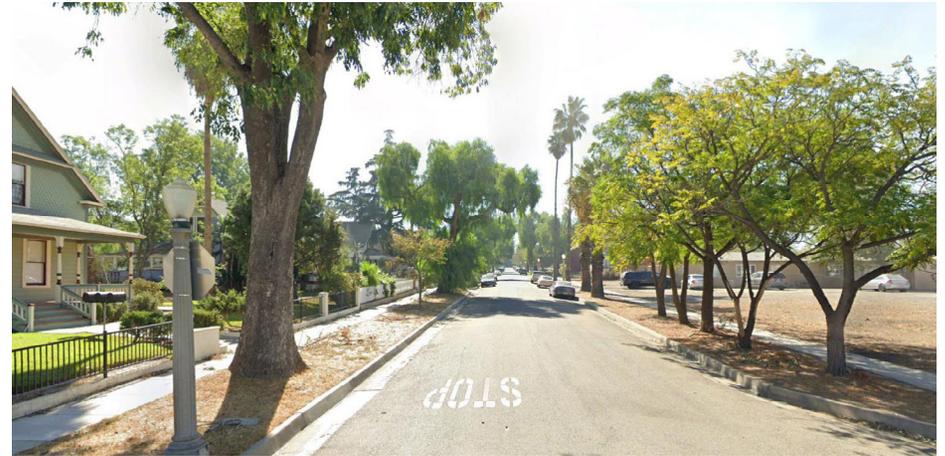
Many AHO-designated commercial properties are located along 6th Street, between South Buena Vista Avenue and South Vicentia Avenue. Large eucalyptus trees line this corridor, but become sparser and more sporadic outside of Grand Boulevard. There are no planters or landscaping strips adjacent to sidewalks that are typically four to five feet in width. Street lighting paired with banners and signage are also common around 6th Street. Pedestrian-oriented spaces, which consist of wider sidewalks, large shade trees, and green space, are isolated near the Corona Historic Preservation Building and City Hall.

#### *Residential*

Residential neighborhoods within Grand Boulevard are composed of narrower local streets. Sidewalks in residential neighborhoods are typically three to four feet in width and include with narrow landscaping strips and sparse street trees reminiscent of modern suburban development. On-street parking is common among single-family residential neighborhoods. There are few designated crosswalks at residential intersections.

### PARKS AND OPEN SPACE

There are several parks within the historic circle, including Sheridan Park, Victoria Park, and Joy Park. The AHO and rezone properties within his Character Zone are all within walking distance from these parks. Victoria Park also features a community center that offer shared amenities for residents. City Hall Park, located south of City Hall just outside Grand Boulevard, features a green field that offers opportunities for more passive recreation.



**RAMONA AVE - RESIDENTIAL STREETSCAPE**

SOURCE: GOOGLE EARTH 2022



**VICTORIA PARK**

SOURCE: GOOGLE EARTH 2022

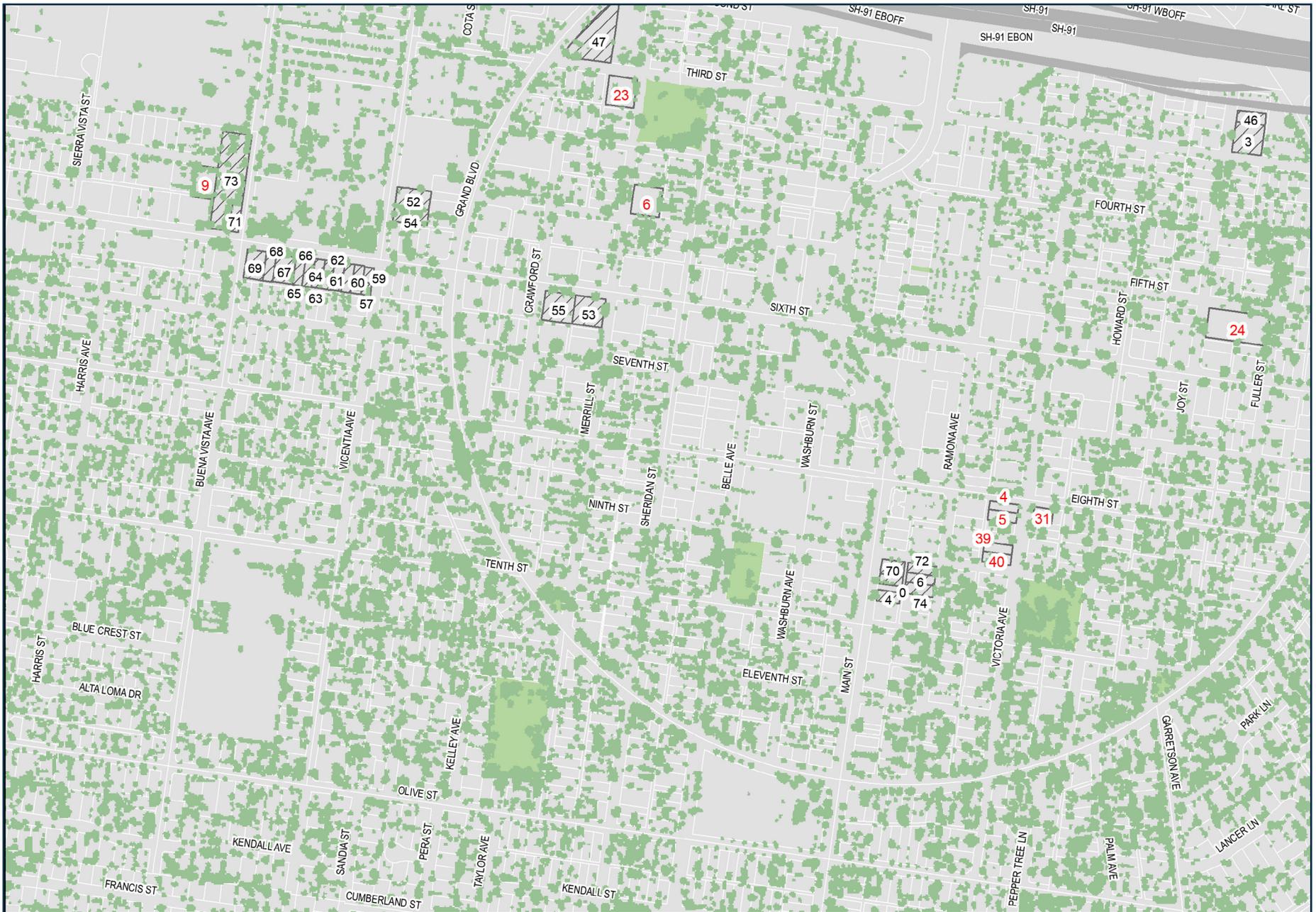


EXHIBIT 13.  
C22 OPEN SPACE



SOURCE: USDA FOREST SERVICE

## CIRCULATION

### VEHICULAR

Major roadways that define this Character Zone include 6th Street, Grand Boulevard and Main Street. Grand Boulevard, as well as Main Street south of 6th Street are classified as major four-lane arterials. Main Street north of 6th Street is classified as a major six-lane arterial, and serves as a major thoroughfare into the City's historic core from the north and south. 6th Street is classified as a mixed use 4-lane divided/undivided roadway; medians are present between Ramona Avenue and Belle Avenue. Several collectors and local streets bisect the Circle in a grid pattern, adding to downtown's roadway network. Narrow alleyways providing garage access behind residential homes are also common in the downtown area.

### TRANSIT

Several transit routes operated by the City of Corona and Riverside Transit Agency (RTA) service this Character Zone, including the Corona Cruiser Red and Blue Line, which provide connections to Corona North Main Metrolink Station, and RTA Route 1, 2, 3, 4, 5, and 6. RTA Bus routes primarily run through 6th Street and provide connections to Riverside and other destinations around the Inland Empire.

### BICYCLE

Existing Class II bike lanes are located along 6th Street and Buena Vista Avenue . A Class II bike lane is also located on Avenida Del Vista running south toward Via Pacifica. Proposed Class III bike routes are proposed along Via Santiago. Class II bike lanes have also been proposed along Smith Avenue to improve bicycle connections to north and south Corona. Class III bike routes have been proposed along Grand Boulevard and Main Street to improve bicycle connectivity. In 2021, the City prepared a Trails Master Plan that also proposes the addition of new recreational paths along Main Street and Grand Boulevard.

### PEDESTRIAN

Pedestrian-oriented streetscapes are located among residential neighborhoods within the Character Zone. Although the typical roadway design within the Character Zone is relatively gridded in pattern, pedestrian facilities are limited to narrow sidewalks, planting strips, and street lights. Auto-oriented businesses and surface parking lots fronting 6th Street do not support a walkable environment.



**CLASS III BIKE ROUTE ON VICENTIA AVE**

SOURCE: GOOGLE EARTH 2022



**TRANSIT STOP ON 6TH ST**

SOURCE: GOOGLE EARTH 2022

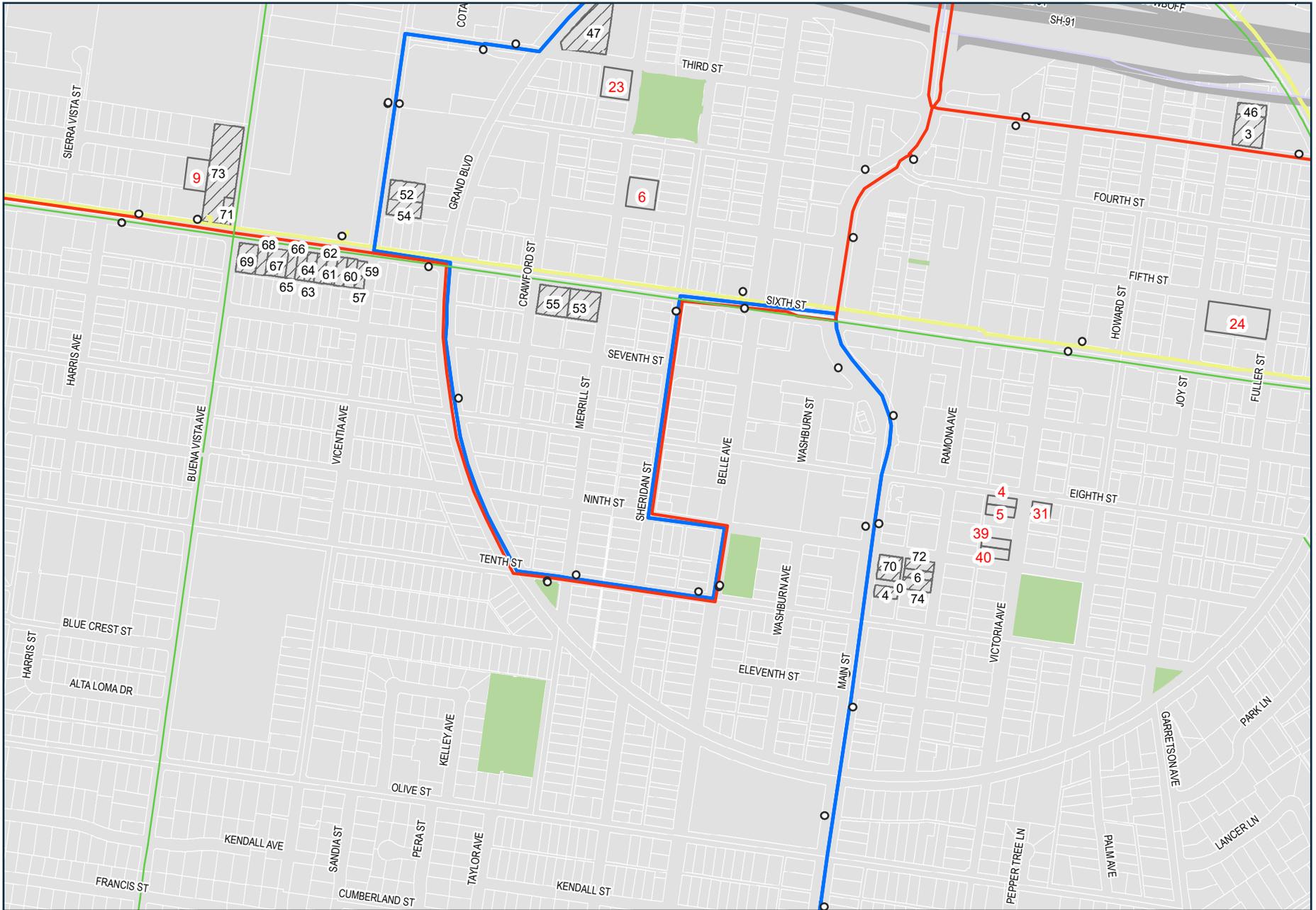


EXHIBIT 14.  
C22 CIRCULATION



- Corona Cruiser Red Line
- Corona Cruiser Blue Line
- RTA Bus Routes
- Bus Stop
- Bikeway

SOURCE: CITY OF CORONA

# 3.3 CZ3 - NORTH CORONA

## INTRODUCTION

The North Corona Character Zone encompasses the Corona – North Main Metrolink Station, and is anchored by its corresponding railway and SR 91. This zone is characterized by manufacturing and warehouse buildings, transit-oriented development, few single-family residential neighborhoods, and auto-oriented commercial properties. The majority of the AHO properties fall within the North Main Specific Plan. The AHO and rezone properties are listed in the table below.

*Table 7. North Corona Character Zone AHO and Rezone Properties*

SITE ID	ADDRESS	AHO OR REZONE SITE	ZONING	LAND USE	YEAR BUILT
5	E Blaine St.	AHO	MU	MU1	-
7	E Blaine St.	AHO	MU	MU1	-
8	400 E Rincon St.	AHO	BP	LI	-
9	Railroad St.	AHO	M1	LI	-
10	E Blaine St.	AHO	MU	MU1	-
11	E Blaine St.	AHO	MU	MU1	-
13	E Blaine St.	AHO	MU	MU1	-
14	E Blaine St.	AHO	MU	MU1	-
15	E Blaine St.	AHO	MU	MU1	-
16	E Blaine St.	AHO	MU	MU1	-
36	E Blaine St.	AHO	MU	MU1	-
37	E Blaine St.	AHO	MU	MU1	-
43	100 E Harrison St.	AHO	MU	MU1	1979
44	122 E Harrison St.	AHO	MU	MU1	1973
45	E Blaine St.	AHO	MU	MU1	-
48	240 E Harrison St.	AHO	MU	MU1	1973
49	280 E Harrison St.	AHO	MU	MU1	1973
50	320 E Harrison St.	AHO	MU	MU1	-
51	400 E Rincon St.	AHO	BP	LI	-

56	526 Railroad Street	AHO	M1	LI	-
75	1065 Railroad St	AHO	C3	GC	-
11	44 E Grand Blvd.	Rezone	GB	GC	1907
12	45 W Grand Blvd.	Rezone	GB	GC	1954
13	49 W Grand Blvd.	Rezone	GB	GC	1947
14	101 S Sheridan St.	Rezone	GB	GC	1925
15	103 N Sheridan St.	Rezone	GB	GC	-
16	108 N Victoria Ave.	Rezone	GB	GC	1951
17	110 N Victoria Ave.	Rezone	GB	GC	1981
18	110 N Belle Ave.	Rezone	GB	GC	1912
19	111 N Victoria Ave.	Rezone	GB	GC	1928
20	114 N Belle Ave.	Rezone	GB	GC	1961
21	115 N Victoria Ave.	Rezone	GB	GC	1895
22	116 N Victoria Ave.	Rezone	GB	GC	1910

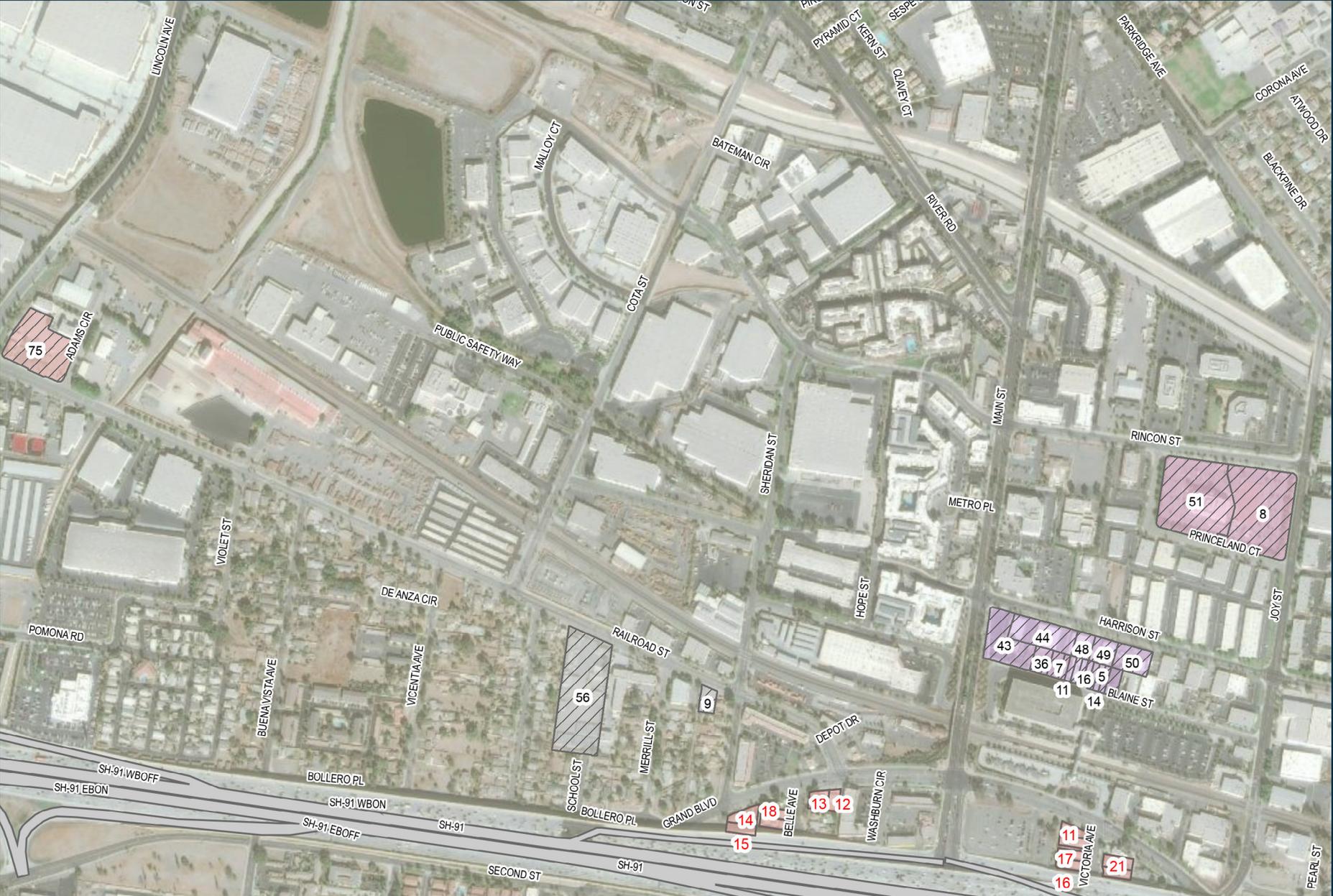


EXHIBIT 15.  
CZ3 PARCELS  
AND ZONING



- AHO Sites
- Rezone Sites
- Commercial
- Commercial/Office
- Light Industrial
- Mixed Use

SOURCE: CITY OF CORONA

## RESIDENTIAL SETTING

Residential development within this Character Zone is clustered along Main Street and near Railroad Street, north of the tracks. Land uses in this Character Zone are dominated by industrial and commercial businesses. Residential buildings off Main Street include Metro at Main and Artisan at Main Street Metro Apartment Homes, which are both intended as transit-oriented development due to its proximity to the Metrolink Station. Constructed in 2017, Metro at Main is a 289-unit mixed-use apartment complex featuring restaurants and retail stores on the ground floor serving both residents and visitors. Artisan at Main Street Metro, directly north of Metro at Main off Rincon Street, consists of 404 residential units and shared community amenities. Both apartments average approximately 24 to 36 units per acre.

Smaller apartment complexes are located north of River Road and Artisan at Main Street. Constructed in the past decade, these gated neighborhoods in northern Corona reflect more suburban architectural styles.

Single-family homes with a density of three to six units per acre are congregated around the southwest corner of the Character Zone south of Railroad Street and north of SR 91. This also includes a few rezone properties located between SR 91 and Grand Boulevard. These residential properties are situated amid several industrial or auto-oriented commercial lots.



## BUILDING TYPOLOGIES AND ARCHITECTURAL STYLES

### TYPOLOGIES

The character zones include a variety of buildings typologies that can be summarized into the following categories.



**SINGLE FAMILY RESIDENTIAL:** Single-family residential includes 1- to 2-story residential homes that are representative of the post-WWII suburban expansion. They highlight the importance of the automobile in the urban environment by attaching garages to homes, often a side unit served a driveway.



**AUTO-ORIENTED COMMERCIAL:** Auto-oriented commercial buildings include strip malls, shopping centers, and general commercial retail that cater to vehicular traffic, including drive-thru services. Properties are often dominated by surface parking.



**MIXED-USE APARTMENTS:** This type includes 3- to 4-story buildings that include ground floor retail with residential units on upper floors. The architectural treatment of the facade and ceiling heights provide clear differentiation between retail/commercial and residential uses.



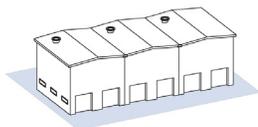
**INSTITUTIONAL:** Mostly located in Downtown, these buildings include services that are governmental or public in nature and tend to be of significant heights and simple volumes. Their architecture is characterized by a simplicity that emphasizes function over form.



**MID-RISE APARTMENTS:** Local mid-rise apartments are 3- to 4-story residential buildings housing multiple families. Recently developed, they have a modern urban style.



**OFFICE:** Office Buildings are characterized by their small footprint and can include one or more stories. These buildings have a specific internal layout that impacts their external appearance. Office buildings often feature standardized ceiling heights, flat roofs and repetitive windows.



**WAREHOUSE & MANUFACTURING BUILDINGS:** Warehouse and manufacturing buildings are common among industrial properties. They are usually large, single story rectangular structures with side-loading areas that are used for a company's the production, sorting and/or shipment of goods.

## ARCHITECTURAL STYLES

With the Metrolink Station and railway dominating this Character Zone, many buildings in this area are reminiscent of industrial use and its design implications of prioritizing function over form. Residential buildings, however, were constructed in the past decade, consequently displaying a more modern design. Older residential neighborhoods to the southeast embody more minimal architecture that was more common in the mid-1900s. Architectural styles as well as their applicable building typologies are discussed in further detail below.

### *Post-Modern Multifamily*

Post-modern multifamily architecture, as seen in Metro at Main and Artisan at Main Street Apartments, feature boxy angular masses, geometric accent pieces, concrete exteriors, flat rooflines, and bright bold, colors

### *California Craftsman*

California Craftsman architectural styles are prevalent among older residential neighborhoods south of Railroad Street and north of SR 91. These homes are typically single story, have long, rambling masses, low pitched cross-gabled roofs with shallow eaves, shallow entry porches, wood-framed double hung windows, and simple decorative accents.

### *Office/Industrial Park*

Industrial and office buildings, as seen on the AHO properties north of the Metrolink Station, are typically two to three stories with a boxy exterior, tall windows, and monochromatic colors.



**EXAMPLES OF POST-MODERN MULTIFAMILY ARCHITECTURE**

SOURCE: GOOGLE EARTH 2022



**EXAMPLES OF CALIFORNIA CRAFTSMAN ARCHITECTURE**

SOURCE: GOOGLE EARTH 2022



**EXAMPLES OF OFFICE/INDUSTRIAL PARK ARCHITECTURE**

SOURCE: GOOGLE EARTH 2022

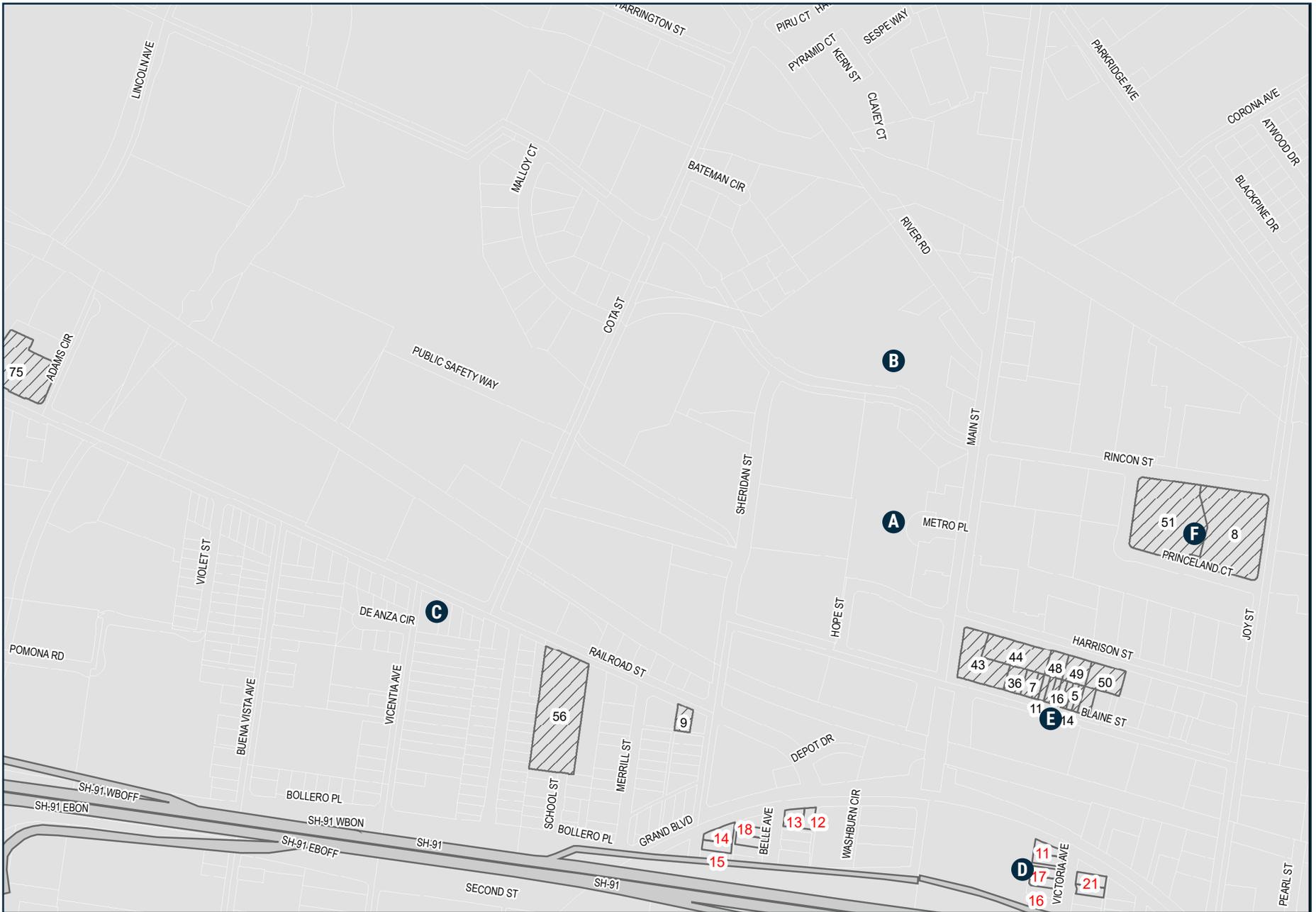


EXHIBIT 16.

**CZ3  
ARCHITECTURAL  
STYLE**



SOURCE: CITY OF CORONA

## PUBLIC REALM

### STREETSCAPE

#### *Main Street*

Main Street is a major thoroughfare into the City that carry heavy vehicular traffic daily. As a result, high vehicle speeds and wide roadways fail do not support a vibrant and pedestrian-oriented streetscape. Main Street is lined with tall palm trees, vegetation, but narrow sidewalks. Main Street also features specially designed lighting fixtures and signage unique to the district. A few segments of the sidewalk are challenging to navigate through due to the width of the sidewalk and multiple tree plantings. The North Main Street District Specific Plan has recommended improvements to public sidewalks, intersections, bridges and overpasses, and linkages to private businesses to improve existing conditions and enhance the pedestrian experience.

#### *Auto-oriented commercial/Industrial*

Industrial and auto-oriented commercial buildings as well as their surface parking lots front Railroad Street, Blaine Street, Harrison Street, and Rincon Street. As a result, these streets are typically prioritize vehicular travel and goods movement. Sidewalks and planting strips are narrow and are often interrupted by large driveways. There is little shade due to a sparse tree canopy. These streets dominate a majority of this Character Zone.

#### *Residential*

Single family residential neighborhoods southeast of Main Street are composed of narrower local streets. Sidewalks are typically three to four feet in width, but feature wider landscaping strips that accommodate a diversity of large shade trees, including willows, oaks, and palms. Some landscaping strips are barren with sparse patches of grass.

### PARKS AND OPEN SPACE

There are no parks and open spaces in this Character Zone. Trees are clustered along major commercial corridors including Main Street, but are sparse near industrial lots along Railroad Street. Circle City Center, located across Metro at Main, is a recreation building that serves the Corona community. It provides a number of shared amenities, including basketball courts, game rooms, and rental facilities.



**BLAINE ST STREETSCAPE**

SOURCE: GOOGLE EARTH 2022



**MAIN ST SIDEWALK CONDITIONS**

SOURCE: GOOGLE EARTH 2022

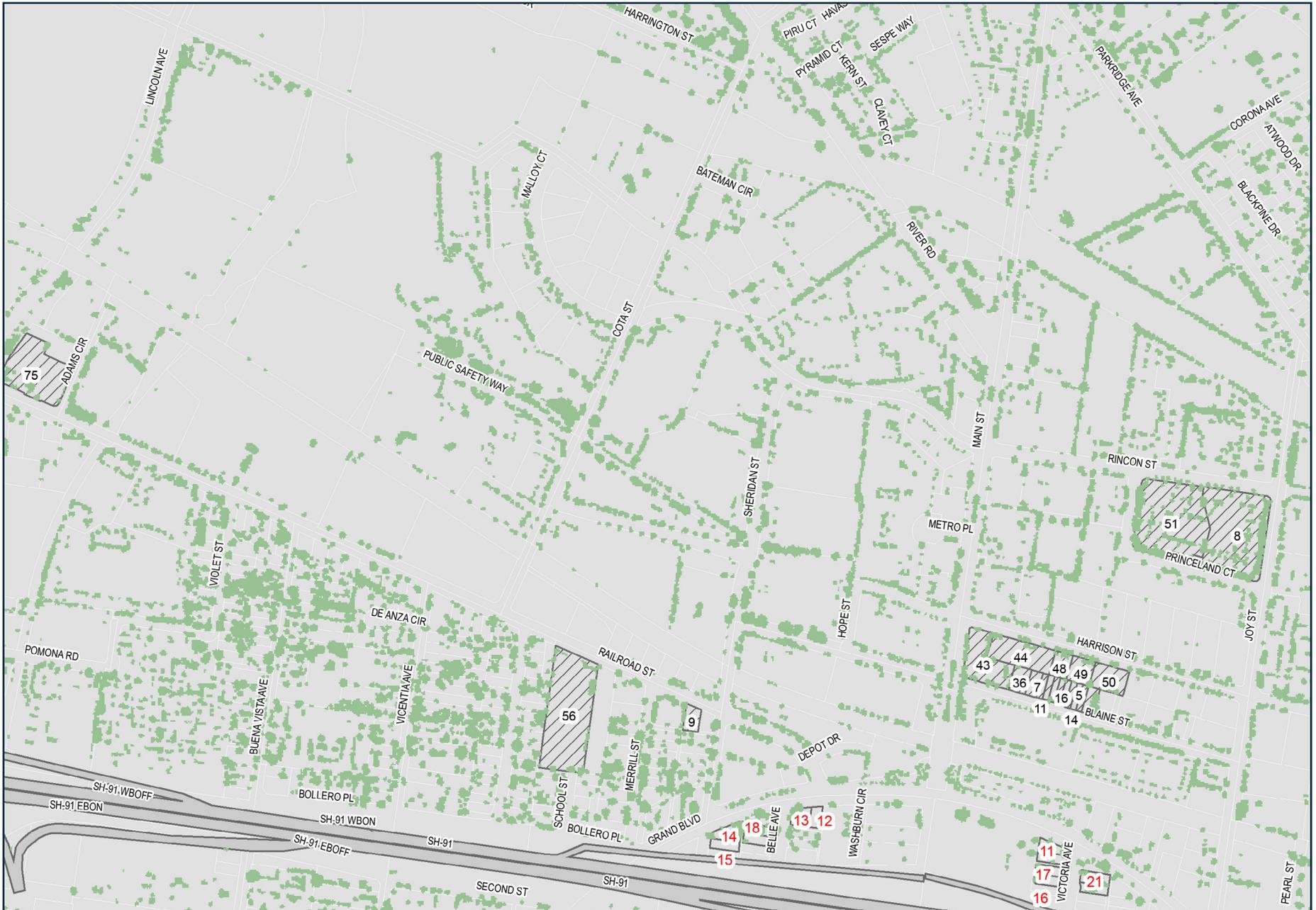
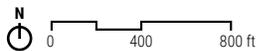


EXHIBIT 17.  
CZ3 OPEN SPACE



Tree Canopy

SOURCE: USDA FOREST SERVICE

## CIRCULATION

### VEHICULAR

Major roadways that define this Character Zone include SR 91 and North Main Street. North Main Street, a major 6-lane arterial, doubles as the City's commercial downtown corridor. It runs in a north-south direction and bisects Grand Boulevard to provide residents access to the Metrolink Station and additional retail opportunities. Although the development within Grand Boulevard consists of a gridded layout, there is a lack of structure in the roadway system north for the Metrolink Station. This can be attributed to auto-oriented land uses, large blocks, and winding roads.

Single family residential neighborhoods are incorporate a more traditional grid layout, but are disrupted by several large industrial or commercial lots. Rezone properties within Grand Boulevard terminate in cul-de-sacs near SR 91.

### TRANSIT

The Corona – North Main Metrolink Station operates two train lines: Metrolink 91/ Perris Valley Line and Metrolink Inland Empire-Orange County Line. The station also provides a five-story parking structure and surface parking off Blaine Street. A second park-and-ride lot, as well as the Corona Transit Center is located across the pedestrian bridge on Grand Boulevard. The Transit Center offers additional bus connections that link bus and train services to destinations around the City and County, including the Corona Blue and Red Cruiser, RTA local bus routes (1, 3, 205, and 206), and Corona Dial-A-Rides. Bus stops are located along Main Street and Grand Boulevard.

### BICYCLE

Class II bike lanes are provided along Railroad Street, Parkridge Avenue, Harrison Street, and Blaine Street east of Main Street. SR 91, rail crossings, and grade separation are major barriers to cyclists. In 2001, the City prepared a Bicycle Master Plan that recommended the addition of Class III routes along North Main Street and Grand Boulevard to improve bicycle accessibility to commercial corridors. The 2021 Trails Master Plan also proposes the addition of new recreational paths along Main Street and Grand Boulevard.

### PEDESTRIAN

Due to the amount of auto-oriented and industrial uses, this Character Zone does not comfortably accommodate pedestrian travel. Underpasses and large, long blocks with narrow sidewalks deter people from walking. Residential neighborhoods consist of a better connected pedestrian network, but lack major destinations and points of interest that are easily accessible by foot.



**CORONA TRANSIT CENTER**

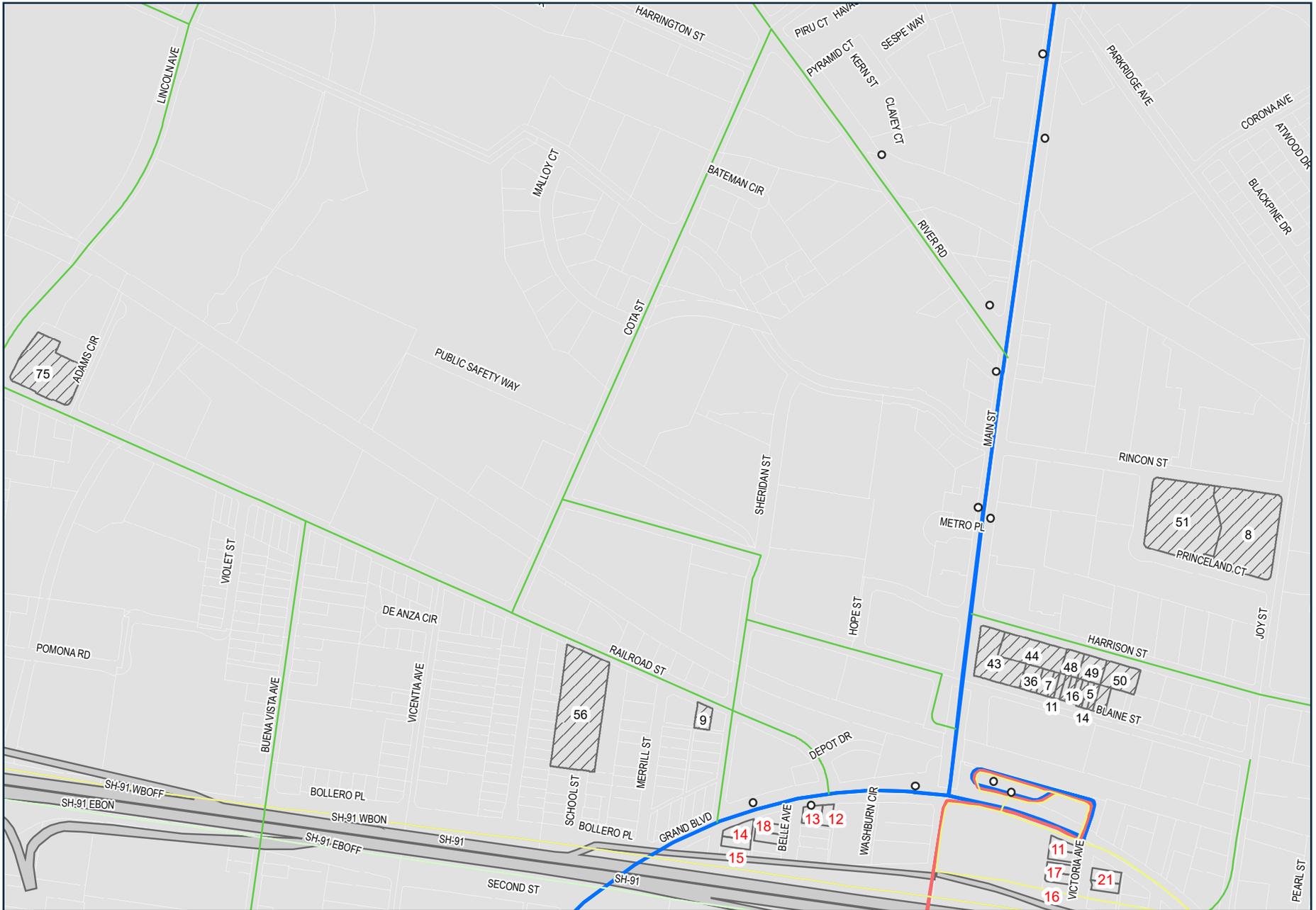


EXHIBIT 18.  
**CZ3 CIRCULATION**



- Corona Cruiser Red Line
- Corona Cruiser Blue Line
- RTA Bus Routes
- Bikeway
- Bus Stop

SOURCE: CITY OF CORONA

# 3.4 CZ4 - EAST CORONA

## INTRODUCTION

The East Corona Character Zone is located near East 6th Street and Highway 15. This zone is defined by vacant industrial lots, mobile home communities, residential, and auto-oriented commercial uses. Several AHO and rezone properties fall within the Downtown Revitalization Specific Plan Area. The AHO and rezone properties within this Character Zone are listed in the table below.

*Table 8. East Corona Character Zone AHO and Rezone Properties*

SITE ID	ADDRESS	AHO OR REZONE SITE	ZONING	LAND USE	YEAR BUILT
1	E 6th St.	AHO	GC	MU2	-
2	E 6th St.	AHO	GC	MU2	-
3	E 3rd St.	AHO	TC	MU1	-
12	Circle City Dr.	AHO	M1	MU2	-
17	1210 E 6th St.	AHO	BP	MU2	-
18	1210 E 6th St.	AHO	FP1	OS/G	-
19	E 6th St.	AHO	M1	MU2	-
20	Circle City Dr.	AHO	M1	MU2	-
21	Circle City Dr.	AHO	M1	MU2	-
22	n/a	AHO	M1	MU2	-
23	Circle City Dr.	AHO	M1	MU2	-
34	E 5th St.	AHO	BP	MU2	-
38	6th St.	AHO	GC	MU2	-
39	Circle City Dr.	AHO	M1	MU2	-
42	E 6th St.	AHO	M1	MU2	-
46	211 S Joy St.	AHO	TC	MU1	-
76	1154 E 6th St.	AHO	GC	MU2	-
78	1201 E 6th St.	AHO	BP	MU2	-
79	1203 Circle City Dr.	AHO	R3	HDR	-
80	1210 E 6th St.	AHO	BP	MU2	1969

0	6th St.	Rezone	MU2	GC	-
1	6th St.	Rezone	MU2	GC	-
2	5th St.	Rezone	MU2	GC	-
3	Quarry St.	Rezone	SF	LDR	-
7	Quarry St.	Rezone	SF	LDR	-
8	6th St.	Rezone	BP	MU2	-
10	Ford St.	Rezone	R1-7.2	LDR	-
24	551 S Joy St.	Rezone	RO	MU1	-
25	716 Barth St.	Rezone	R1-7.2	LDR	1941
26	724 Barth St.	Rezone	R1-7.2	LDR	1932
27	730 Barth St.	Rezone	R1-7.2	LDR	1934
29	779 Ford St.	Rezone	R1-7.2	LDR	-
30	801 Quarry St.	Rezone	SF	LDR	2004
32	801 Ford St.	Rezone	R1-7.2	LDR	1981
33	802 Barth St.	Rezone	R1-7.2	LDR	1920
34	805 Quarry St.	Rezone	SF	LDR	1973
35	807 Ford St.	Rezone	R1-7.2	LDR	1928
36	808 Barth St.	Rezone	R1-7.2	LDR	1927
37	813 Ford St.	Rezone	R1-7.2	LDR	1927
38	814 Barth St.	Rezone	R1-7.2	LDR	1926
41	901 Quarry St.	Rezone	SF	LDR	1957
42	907 Quarry St.	Rezone	SF	LDR	1944
43	911 Quarry St.	Rezone	SF	LDR	1960
44	915 Quarry St.	Rezone	SF	LDR	1942
45	919 Quarry St.	Rezone	SF	LDR	1958
46	923 Quarry St.	Rezone	SF	LDR	1962
47	1001 Quarry St.	Rezone	SF	LDR	1940
48	1019 Quarry St.	Rezone	SF	LDR	1943
49	1023 Quarry St.	Rezone	SF	LDR	1958
50	1025 Quarry St.	Rezone	SF	LDR	1945
51	6th St.	Rezone	MU2	GC	-
52	1108 E 5th St.	Rezone	MU2	GC	-
53	1111 E 6th St.	Rezone	MU2	GC	-
55	1410 E 6th St.	Rezone	MU2	GP	-

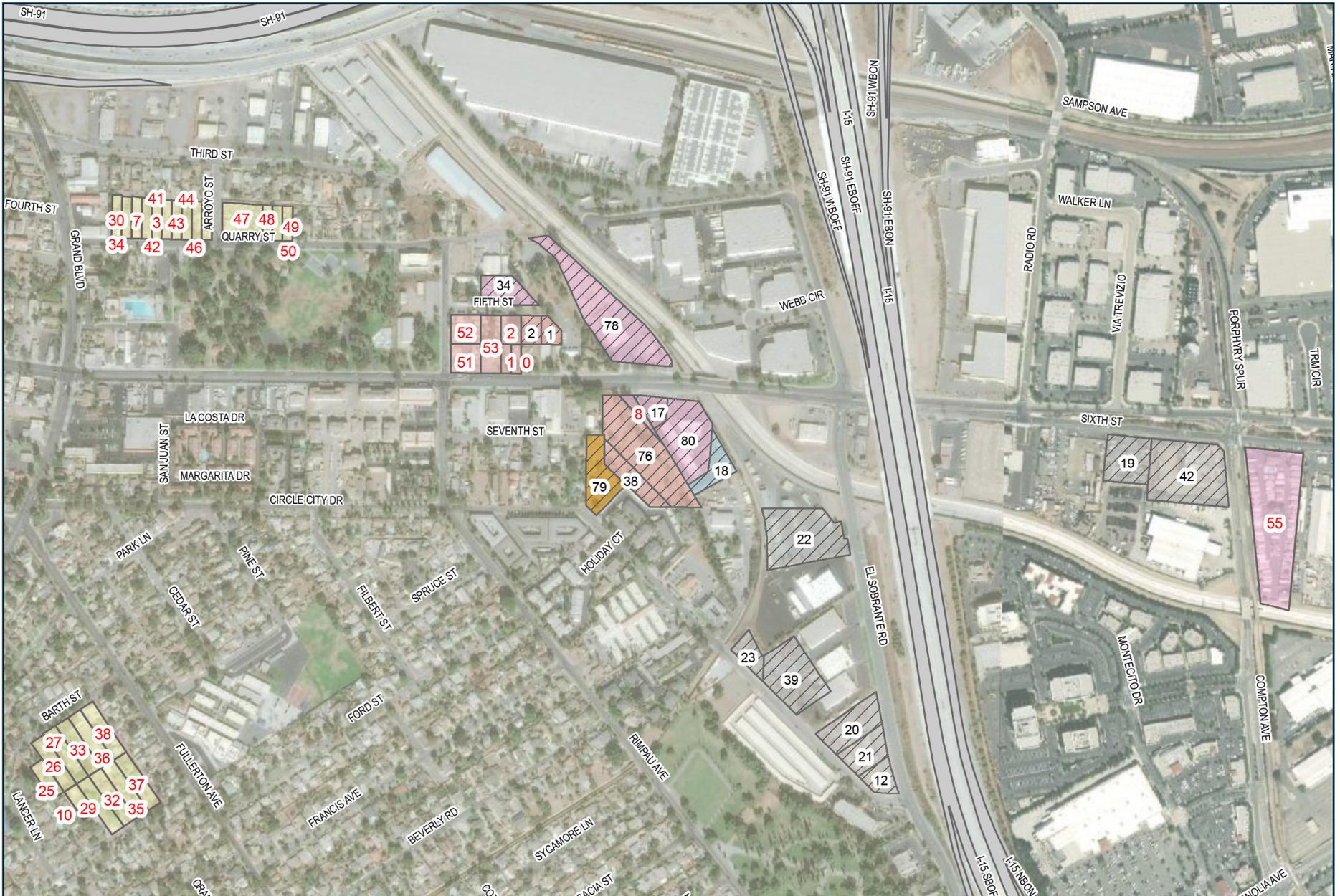
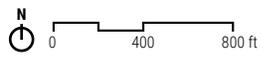


EXHIBIT 19.  
**CZA PARCELS  
 AND ZONING**



- |   |              |   |                   |   |                          |
|---|--------------|---|-------------------|---|--------------------------|
|  | AHO Sites    |  | Commercial        |  | Flood Control            |
|  | Rezone Sites |  | Commercial/Office |  | High Density Residential |
|   |              |  | Light Industrial  |   |                          |

SOURCE: CITY OF CORONA

## RESIDENTIAL SETTING

Most residential development is situated to the south of 6th Street. A few blocks of single family residential homes are located north of City Park. A mobile home community is located at the intersection of Rimpau Avenue and 6th Street.

Residential development south of 6th Street consist of single family homes and low-rise apartments ranging between three to six units per acre. Two-story apartments complexes range between 15 to 30 units per acre. Vintage Apartments, Las Palmas, Las Brisas, Cinnamon Creek Apartments, and Jasmine Spring Apartments are clustered near Circle City Drive and Rimpau Avenue. Circle City Villa, Contadora Condominiums, and Gianni Villas are additional apartment developments located off of Circle City Drive west of Rimpau Avenue. Low-rise apartments in this Character Zone typically feature two-story buildings that provide shared courtyards and carport parking.



## BUILDING TYPOLOGIES AND ARCHITECTURAL STYLES

### TYOLOGIES

The character zones include a variety of buildings typologies that can be summarized into the following categories.



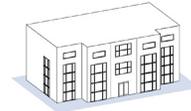
**SINGLE FAMILY RESIDENTIAL:** Single-family residential includes 1- to 2-story residential homes that are representative of the post-WWII suburban expansion. They highlight the importance of the automobile in the urban environment by attaching garages to homes, often a side unit served a driveway.



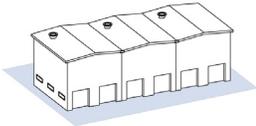
**INSTITUTIONAL:** Mostly located in Downtown, these buildings include services that are governmental or public in nature and tend to be of significant heights and simple volumes. Their architecture is characterized by a simplicity that emphasizes function over form.



**LOW-RISE APARTMENT:** Low-rise apartments are detached buildings that are 1- to 3- stories in height. Low-rise apartments typically feature shared common courtyards, private balconies, exterior staircases, and carport parking.



**OFFICE:** Office Buildings are characterized by their small footprint and can include one or more stories. These buildings have a specific internal layout that impacts their external appearance. Office buildings often feature standardized ceiling heights, flat roofs and repetitive windows.



**WAREHOUSE & MANUFACTURING BUILDINGS:** Warehouse and manufacturing buildings are common among industrial properties. They are usually large, single story rectangular structures with side-loading areas that are used for a company's the production, sorting and/or shipment of goods.



**AUTO-ORIENTED COMMERCIAL:** Auto-oriented commercial buildings include strip malls, shopping centers, and general commercial retail that cater to vehicular traffic, including drive-thru services. Properties are often dominated by surface parking.

## ARCHITECTURAL STYLES

Just outside of the City's historic core, the architectural styles is still implicative of design dating back to the early 1900s. Residential neighborhoods adjacent to the AHO and rezone properties were designed in architectural styles of this period, including California Ranch and Mid-Century Modern Vernacular. Commercial, institutional, and industrial buildings feature more modern architecture reminiscent of the 21st century. Architectural styles as well as their applicable building typologies are discussed in further detail below.

### *California Ranch*

The California Ranch architectural style is seen among residential neighborhoods near the rezone properties north and south of 6th Street. This style can be defined as horizontal, rambling layouts, low-pitched gabled or hipped roofs with overhanging eaves, attached garages, and stone and brick used for accent elements. Stucco, board and batten, shingles, clapboard, or a combination of materials are also popular among this architectural style.

### *Mid-Century Modern Vernacular*

Mid-century modern vernacular architectural styles are embodied by offices along 6th Street and apartment buildings along Circle City Drive. Constructed in the mid-to late 1900s, these buildings are characterized by flat roofs, expansive planes, large windows, angular details, and muted colors.

### *Southwest*

Several apartment buildings that were more recently constructed exhibit Southwest architectural styles, such as Meridian Apartments. These buildings incorporate earth tone stucco, stacked stone veneer, and vertical windows.



**EXAMPLES OF CALIFORNIA RANCH ARCHITECTURE STYLE**

SOURCE: GOOGLE EARTH 2022



**EXAMPLES OF MID-CENTURY MODERN VERNACULAR ARCHITECTURE**

SOURCE: GOOGLE EARTH 2022



**EXAMPLES OF SOUTHWEST ARCHITECTURE STYLES**

SOURCE: GOOGLE EARTH 2022

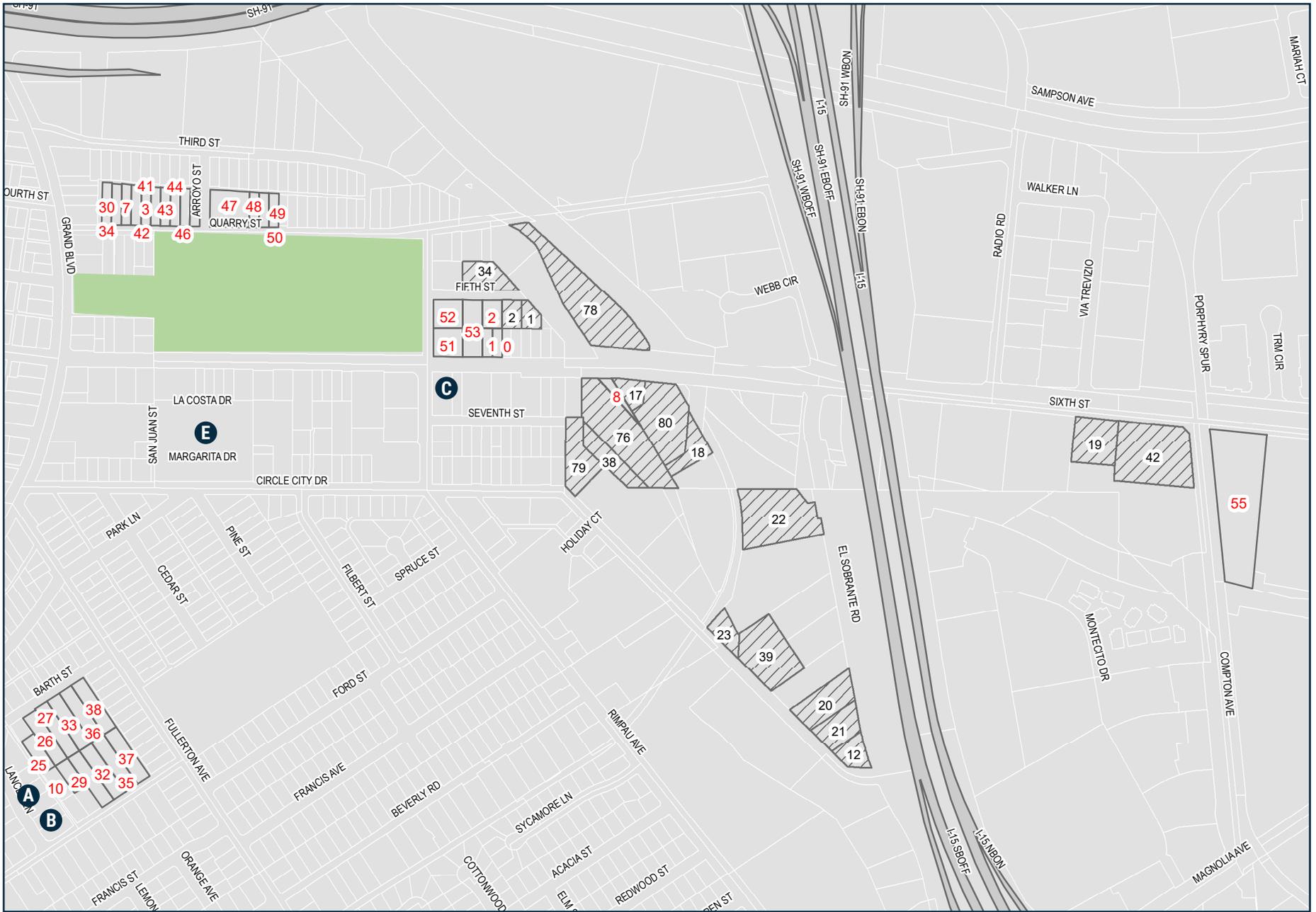


EXHIBIT 20.

**CZ4  
ARCHITECTURAL  
STYLE**



SOURCE: CITY OF CORONA

## PUBLIC REALM

### STREETSCAPE

#### *East 6th Street*

East 6th Street is very similar to its western counterpart due to its proximity to Highway 15 and auto-oriented uses fronting the street. However, development is less dense with large lots that are vacant or dedicated to auto repair. Gaps in the sidewalk, wide roadways, and unmarked crossings do not foster a pedestrian-oriented streetscape. There are also fewer street trees lining East 6th Street traveling away from downtown, especially to the east of Highway 15 where industrial lots and business parks dominate. Recent improvements to East 6th Street include the addition of landscaped medians that incorporate a variety of native plants and shrubs. 6th Street also traverses Temescal Creek, a 29-mile long channel that connects Lake Elsinore to Santa Ana River.

#### *Residential*

The residential streetscape in this Character Zone is analogous to other single family neighborhoods in the City of Corona. Most local streets provide sidewalks with landscaping strips and street lighting that are reminiscent of modern suburban development. Trees are sparse near rezone properties in this Character Zone.

### PARKS AND OPEN SPACE

City Park is a 20-acre park that provides a variety of passive and active recreational opportunities, including an open field, basketball courts, swimming pool, playground, and picnic areas. Kellogg Park is located less than a mile south of 6th Street, and was scaled to serve neighboring residential communities. Kellogg Park provides picnic and play areas, tennis courts, playgrounds, and horseshoes.



**6TH ST IMPROVEMENTS**

SOURCE: GOOGLE EARTH 2022



**CITY PARK**

SOURCE: GOOGLE EARTH 2022

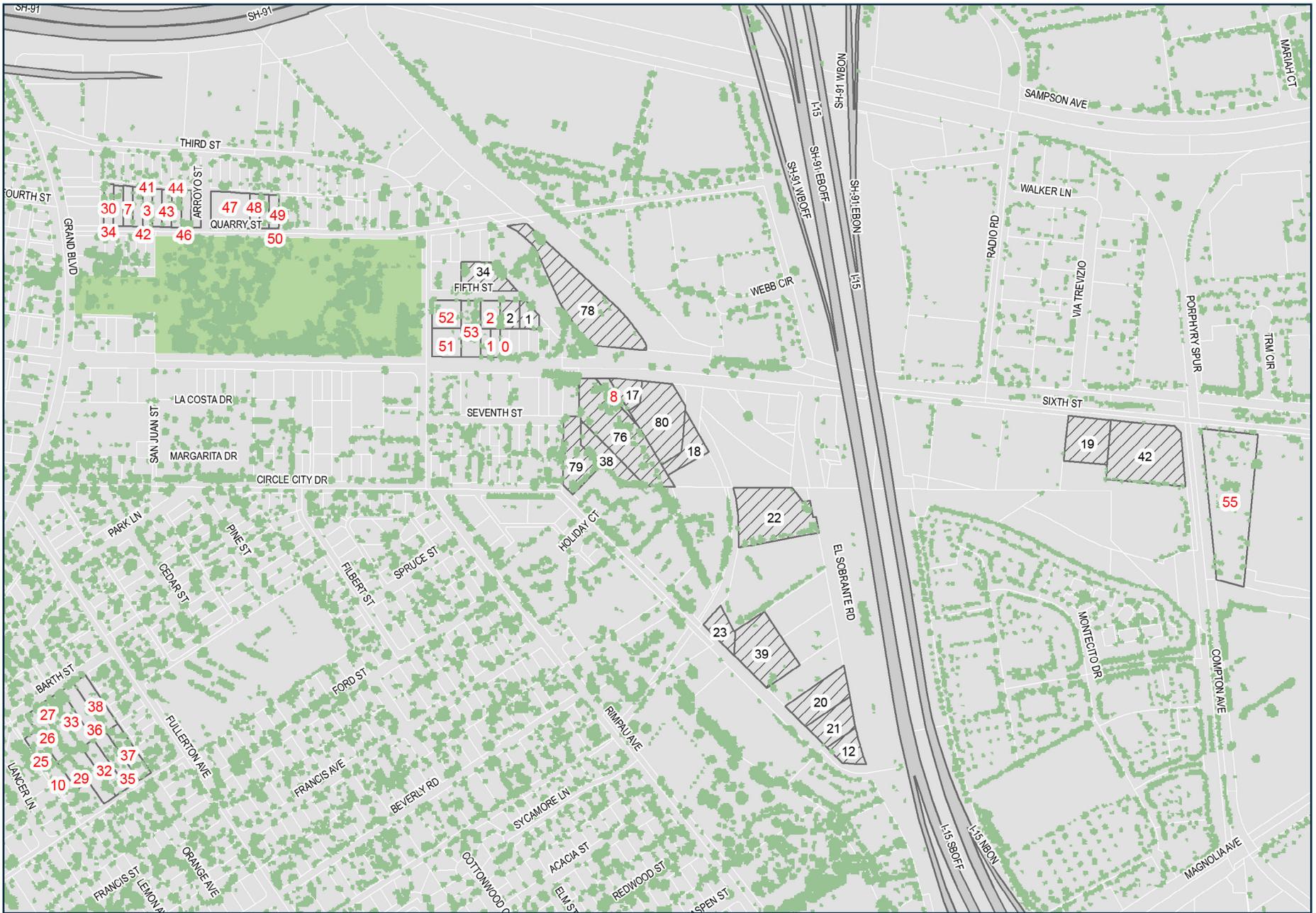


EXHIBIT 21.  
**C24 OPEN SPACE**



## CIRCULATION

### VEHICULAR

Major roadways that define this Character Zone include Highway 15, East 6th Street, SR 91, Circle City Drive, Rimapu Avenue, and Fullerton Avenue. As a major 4-lane arterial, 6th Street is a major thoroughfare that delivers traffic from Highway 15 and intersecting collectors through the City's historic core. Rimapu Avenue is a secondary 4-lane that primarily serves residential neighborhoods south of Circle City Drive, and is intended to carry through traffic with limited access to abutting properties. Fullerton Avenue, running parallel to Rimapu, is classified as a special residential arterial in the City's General Plan. Special residential arterials intend to complement land use patterns around Grand Boulevard, and include more traffic calming measures such as raised medians, roundabouts, and parking cutouts, to accommodate residential neighborhoods. Local streets within residential neighborhoods are relatively gridded in pattern, but occasionally terminate at T-intersections.

### TRANSIT

This Character Zone is served by the Corona Cruiser Red and Blue Line, which provide connections to the Metrolink Station, as well as local RTA buses, which provide connections to Riverside and other destinations around the County. Routes run through major roadways, including 6th Street, Rimapu Avenue, and Fullerton Avenue.

### BICYCLE

Existing Class II bike lanes run along 6th Street and portions of Rimpau Avenue and Fullerton Avenue between Highway 15 and Kellog Avenue. Circle City Drive and the northern segment of Fullerton Avenue offer Class III bike routes that connect to Grand Boulevard and downtown. Class I multi-use trails have been proposed along Temescal Creek. Class I multi-use trails are completely separated from vehicular traffic and are shared by both cyclists and pedestrians.

### PEDESTRIAN

Due to the high concentration of commercial and industrial land uses, the level of walkability within this Character Zone is low, especially along 6th Street east of Highway 15. Residential neighborhoods to the south of 6th Street have a more coherent pedestrian network due to the grid layout, smaller block sizes, sidewalks, and proximity to schools and parks. Residential neighborhoods on Quarry and 3rd Street near SR 91 have more breaks in the sidewalk, resulting in a weaker pedestrian network. Paired with auto-oriented uses such as Circle City Towing, these neighborhoods do not foster a comfortable walking environment.



**6TH ST BUS STOP AT CITY PARK**

SOURCE: GOOGLE EARTH 2022

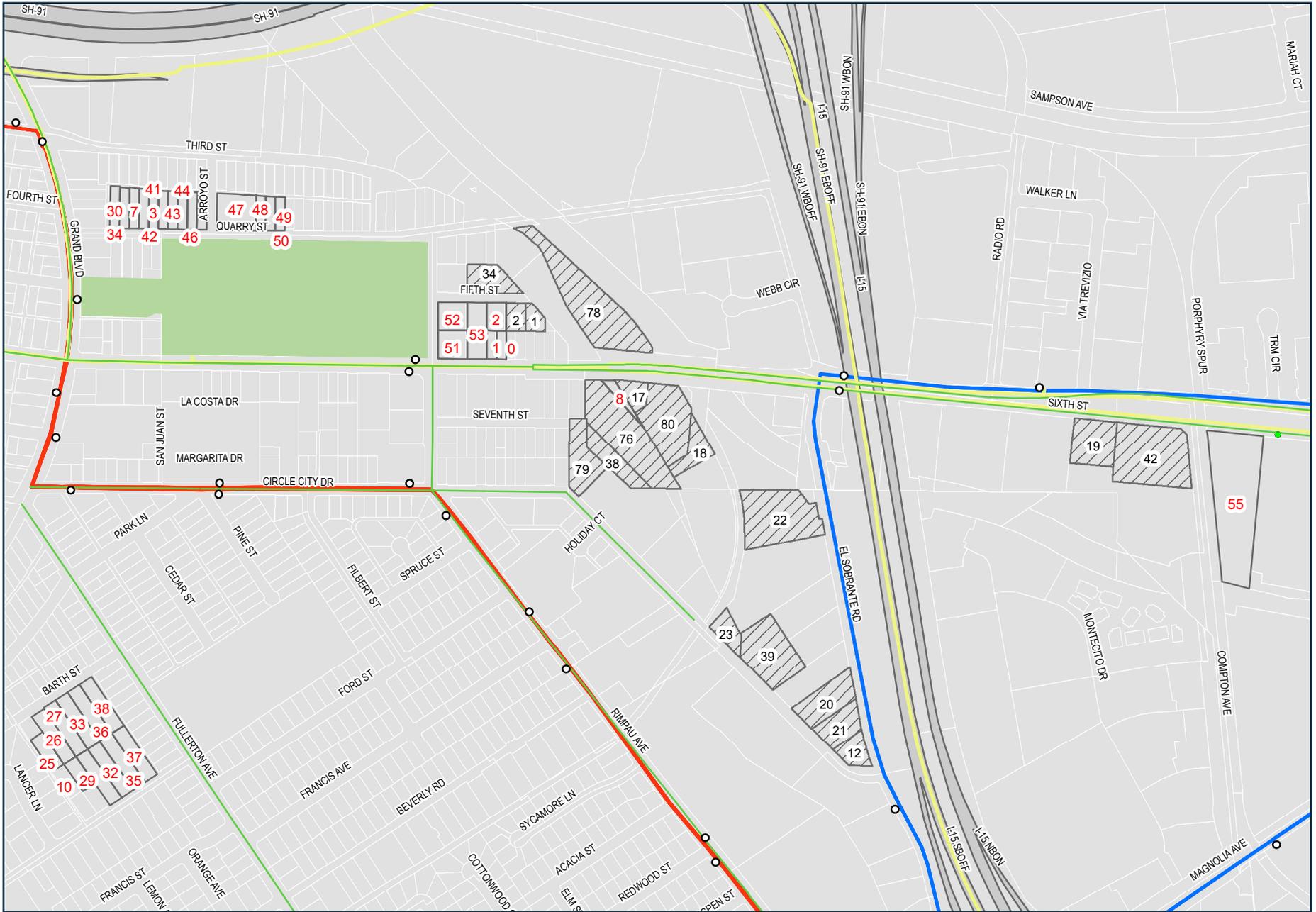


EXHIBIT 22.  
CZ4 CIRCULATION



- Corona Cruiser Red Line
- Corona Cruiser Blue Line
- RTA Bus Routes
- Bikeway
- Bus Stop

# 3.5 OTHER SITES

## INTRODUCTION

Three rezone properties fall outside the four character zones. Two of the sites, both existing church properties, are located south of Grand Boulevard among single family residential neighborhoods. The third site consists of a mobile home community, and is situated east of Character Zone 4.

Table 9. Other AHO and Rezone Properties

SITE ID	ADDRESS	AHO OR REZONE SITE	ZONING	LAND USE	YEAR BUILT
54	E 6th St.	Rezone	GC	MU2	-
56	E 6th St.	Rezone	GC	MU2	-
28	E 3rd St.	Rezone	TC	MU1	-

### SITE ID 54: CORONA FRIENDS CHURCH

This rezone property resides among recently developed single family neighborhoods. The site is bounded by churches to the east and west, West Ontario Avenue to the North, and single family homes to the south. Single-family homes are typically two stories in height. Brookwood Villas Apartments, located a quarter mile from the site, is the closest apartment complex around this area.

### SITE 56: AMAZING GRACE LUTHERAN CHURCH

The second rezone property is located approximately one mile from Corona Friends Church, near the intersection of Magnolia Avenue and South Main Street. This site is surrounded by single family residential development to the north and west, additional churches to the east, and a nursing home to the south. Valencia Terrace, a retirement community, is also located north of the site along Montoya Dr. Similar to the previous property, residential development around this area is dominated by of recently constructed two-story single-family homes.

### SITE 28: MOBILE HOME COMMUNITY

The last rezone property is located near the City's eastern boundary. The site currently houses a mobile home community, Corona La Linda. A smaller mobile home community, Park Lane Home Estates, is located across Magnolia Avenue. Single-family homes that are typically one story in height are located north and east of the property.



**CORONA FRIENDS CHURCH**

SOURCE: GOOGLE EARTH 2022



**AMAZING GRACE LUTHERAN CHURCH**

SOURCE: GOOGLE EARTH 2022



**CORONA LA LINDA MOBILE HOME COMMUNITY**

SOURCE: GOOGLE EARTH 2022

## PROJECT DESCRIPTION

A Supplemental Programmatic EIR has been developed as part of the Rezoning Program. The “project description” is provided below for background and additional detail regarding the Corona Rezoning Program:

The City’s General Plan was recently updated in 2020 and included adoption of the City of Corona General Plan Update Environmental Impact Report (General Plan Update EIR), a Programmatic EIR certified on June 30, 2020. As part of the General Plan Update effort, the City’s 2021-2029 Draft Housing Element Update was adopted by the City Council on November 3, 2021 and has been reviewed by the California Department of Housing and Community Development (HCD). The City is continuing to work with HCD on obtaining Housing Element compliance. The General Plan Update EIR anticipated an additional 5,494 residential units; however, the RHNA allocation for the Housing Element Update now exceeds the City’s housing unit projection for Year 2040 in the General Plan Update. The City’s total RHNA allocation is 6,088 units with 3,888 allocated to low- and moderate-income housing units, consisting of 2,792 units and 1,096 units, respectively. Currently, the City’s RHNA allocation of 6,088 exceeds its projected housing growth by 594 units, in addition to accommodating an additional buffer.

As such, the City has established a rezoning program to accommodate the planning of low- and moderate income households as required by the state’s RHNA allocation for the City. These additional 594 housing units from the RHNA were not known at the time the General Plan Update EIR was prepared, potentially resulting in additional impacts that were not evaluated in the General Plan Update EIR. Therefore, supplemental environmental evaluation pursuant to CEQA is required to address the potential impacts from growth that could occur as a result of Project implementation. The proposed Project is ultimately implementing the General Plan. As such, the General Plan Update EIR is incorporated by reference herein, as the evaluations of potential environmental impacts associated with adoption of the General Plan include mitigation measures and consistency evaluations which are directly applicable to the proposed Project.

The City’s Housing Element Update includes an inventory of properties that are intended to be rezoned to high density residential or an AHO zone in order to plan for potential sites to accommodate the RHNA allocation of units that would also be suitable for low- and moderate-income units. The AHO zone is a new zone being proposed by the City to establish by-right development standards for affordable housing projects. The AHO zone will cover existing properties that are currently developed with non-residential land uses. General Plan designations and zoning

would remain, with overlays added, which would allow property owners to have the option to develop under either set of standards (the underlying General Plan and zoning or the AHO).

The City is proposing to create development standards (i.e., criteria for building setbacks, parking, building height, landscaping, open space amenities, lot coverage, etc.) and architectural design guidelines for the AHO zone. In addition to the RHNA allocation, a buffer is necessary to ensure that if one or more of the identified candidate sites are developed at lower densities or with non-housing uses, there would be remaining capacity to ensure an ongoing supply of sites for housing during the eight-year-cycle of the Housing Element. If there were no buffer provided, then the City could be obliged to identify new sites and amend the Housing Element if an identified site were developed with a non-housing project or developed at a density less than that anticipated in the Housing Element. The need for a substantial buffer is even more important during this cycle because of new rules in the Housing Accountability Act’s “no net loss” provisions. Senate Bill (SB) 166 (2017) requires that the land inventory and site identification programs in the Housing Element always include sufficient sites to accommodate the unmet RHNA. This means that if a site identified in the Housing Element as having the potential to accommodate the lower-income housing portion of the RHNA is actually developed for a higher income level, the locality must either: 1) identify and rezone, if necessary, an adequate substitute site; or 2) demonstrate that the land inventory already contains an adequate substitute site. Providing an adequate buffer is necessary to ensuring that the City remains compliant with the provisions of SB 166.

*Table 1. Residential Units Allocated by Income Category*

<b>INCOME CATEGORY BASED ON AREA MEDIAN INCOME (AMI)</b>	<b>NUMBER OF UNITS TO ACCOMMODATE</b>	<b>PERCENTAGE %</b>
Very Low Income between 31 and 50% AMI	1,752	28.8%
Low Income between 51 and 80% AMI	1,040	17.1%
Moderate Income between 81 and 120% AMI	1,096	18.0%
Above-Moderate Income greater than 120% AMI	2,200	36.1%
Total	6,088	100.0%

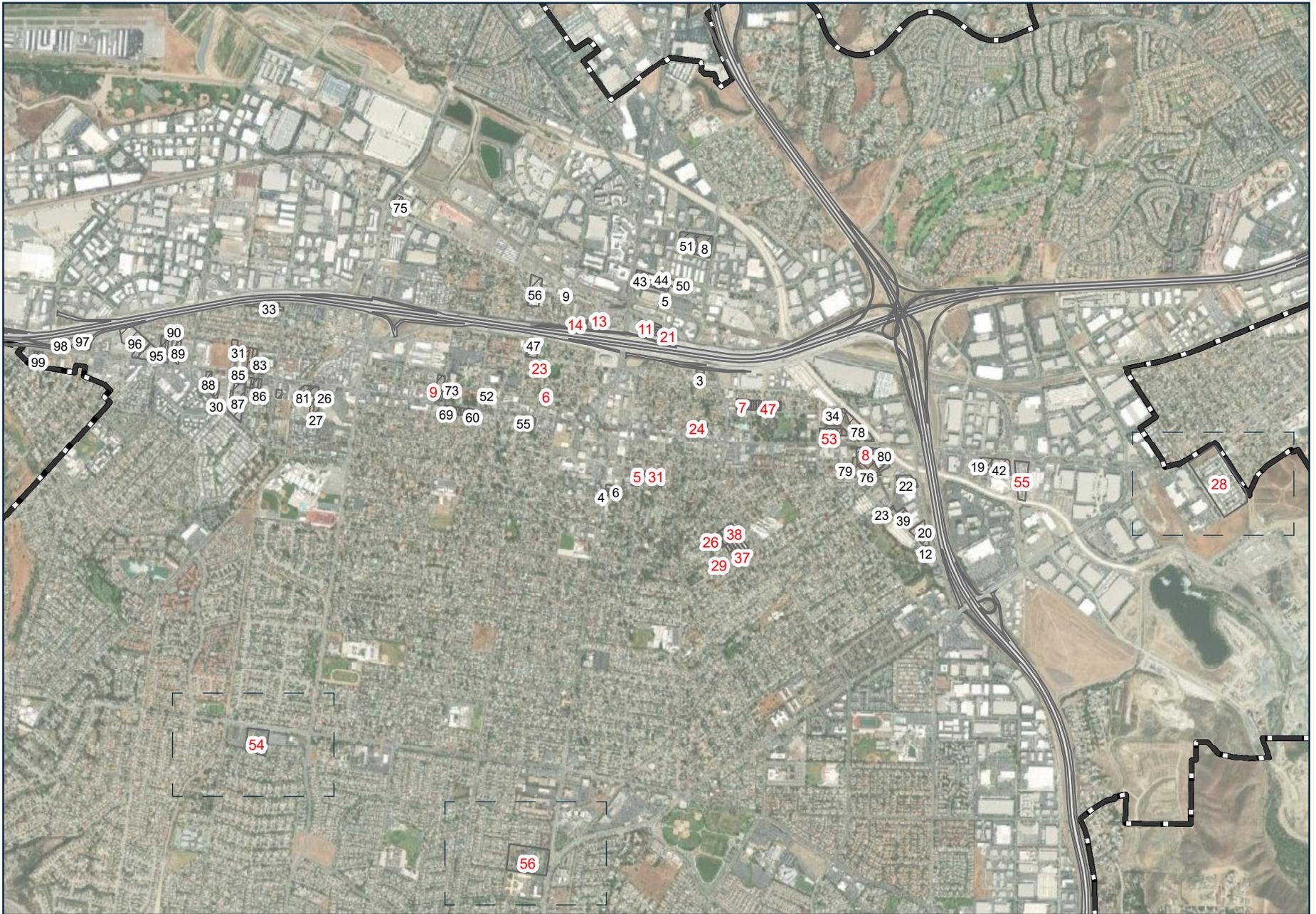
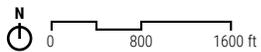


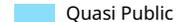
EXHIBIT 23.  
OTHER SITES



-  City Limits
-  AHO Sites
-  Rezone Parcels

-  Commercial
-  Commercial/Office
-  Flood Control

-  High Density Residential
-  Low Density Residential
-  Light Industrial

-  Mixed Use
-  Quasi Public
-  Agriculture





CORONA CITY HALL



**APPENDIX D**  
**DEVELOPMENT PLAN**  
**REVIEW FORM**



**DEVELOPMENT PLAN REVIEW SUBMITTAL REQUIREMENTS**

**A. ITEMS REQUIRED FOR FILING:**

- 1. Complete Application Form.
- 2. Processing fees of: **Refer to the City's Latest Fee Schedule**
  - a. Industrial/All Others
  - b. Extension of Time
  - c. Precise Plan for Single Family Residential subdivisions with 5 or more lots
  - d. Precise Plan for Multiple Family Residential projects with 4 or more units
  - e. Specific Plan
  - f. Specific Plan Amendment (Major)
  - g. Specific Plan Amendment (Minor)
  - h. Parcel Map
  - i. Tentative Tract Map
  - j. Urban Lot Split (SB 9)
- 3. Twelve (12) full size (24"x36" folded to 8.5" x 14") copies of each, drawn to scale (placed in sets with the plans described by Item #3)
  - a. Site plan
  - b. Parcel Map or Tentative Tract Map
  - c. Preliminary grading plan and cross sections
  - d. Utility Plan (existing and proposed wet and dry utilities)
  - e. Building elevations with exterior materials clearly depicted.
  - f. Floor plans.
  - g. Preliminary landscape plan.
  - h. Sign program details (if applicable).
  - i. Fence Plan showing location, materials and height (if applicable).
  - j. Page(s) from the specific plan document showing the code section(s) with the amendments (for specific plan amendments)
- 4. Submit one (1) USB flash drive containing the following information organized in the following folders:
  - a. Application Materials: Including but not limited to a completed application, environmental application, grant deeds, noticing package, letter of authorization, title reports, legal descriptions, photograms, applicant letter etc.
  - b. Technical/Environmental Studies if applicable.
  - c. Plans: Including but not limited to a subdivision maps, site plans, grading plans, utility plans, architectural elevation plans and renderings, floor plans, conceptual landscape plans, sign program, etc. as applicable to the respective application type.

**B. NOTICE TO APPLICANTS:**

## DEVELOPMENT PLAN REVIEW SUBMITTAL REQUIREMENTS

### PAGE 2

#### **THE FOLLOWING PROPOSALS REQUIRE DEVELOPMENT PLAN REVIEW PER CMC SECTION 17.102.020:**

- a. Conceptual development plans.
- b. Municipal reorganizations and annexations.
- c. Specific Plans and Specific Plan Amendments.
- d. Tentative Tract Maps.
- e. Parcel Maps.
- f. All attached and multi-family housing
- g. Precise Plans or Architectural Review.
- h. Conditional Use Permit applications where new buildings or substantial alterations are proposed.
- i. Conversion of residential structures to commercial or industrial uses consistent with the zoning for the property.
- j. New commercial and industrial buildings at or exceeding six hundred and fifty (650) square feet in floor area.
- k. Building additions at or exceeding (2,000) square feet in floor area associated with an existing industrial or commercial use.
- l. Site plans and architecture for residential units in all subdivisions of five (5) lots or greater.
- m. Establishment of a use on a vacant or undeveloped property, which does not include a building pursuant to section 17.102.020 (l). Examples of such uses would include, but are not limited to: parking lots, storage yards, recreational facilities, and other permanent or temporary uses as determined by the Planning & Development Director.

#### **C. ITEMS TO INCLUDE:**

**ALL PLANS SHALL BE DRAWN AT AN EASILY READABLE SCALE. ALL PLANS SUBMITTED SHOULD BE FOLDED TO A MAXIMUM OF 8" X 14" WITH THE TITLE BLOCK VISIBLE. ALL SITE PLANS SHALL INCLUDE:**

1. Name, address and telephone number of owner and developer of subject property.
2. Name, address and telephone number of person preparing plan.
3. North arrow.
4. Scale.
5. Vicinity map showing site location.
6. Property lines of entire legal parcel(s).
7. Names of adjacent streets and intersections.
8. Width of adjacent streets and alleys and distance to centerline.
9. Legal description of subject property.
10. Street address of subject property (if assigned).
11. Zoning designation of subject property and surrounding properties.
12. Existing land uses of surrounding properties.
13. Area of subject property.
14. Topographic contour lines on grading plan.
15. Building setback lines for front, sides and rear of each lot per the zoning of the site.
16. Archaeological survey (if prepared and/or applicable).
17. Biological survey (if prepared and/or applicable).
18. Traffic Study (if prepared and/or applicable).

## DEVELOPMENT PLAN REVIEW SUBMITTAL REQUIREMENTS

### PAGE 3

19. Drainage study (if prepared and/or applicable).
20. Noise study (if prepared and/or applicable).
21. Soils report (if prepared and/or applicable).
22. Geotechnical report (if prepared and/or applicable).
23. Photos of site and surrounding areas.
24. Proposed plotting of buildings.
25. Street or alley dedications, if applicable.
26. All existing and proposed public improvements within adjacent streets and alley right-of-way (curb, gutter, streetlights, sidewalks, parkways, power poles, fire hydrants, water and sewer lines, etc.). Show existing curb, gutter and sidewalk with dashed lines and label. Show new curb, gutter and sidewalk with solid lines.
27. Existing or proposed public rights-of-way within subject property.
28. Street centerline radii.
29. Existing or proposed easements within or immediately outside subject property (public and private).
30. Location of on-site and off-site drainage facilities.
31. Lot Width, Depth and Area of each parcel (gross and net) in a table a format.
32. Pad elevations.
33. Physical features on property lines and immediately adjacent to property lines (fences, walls, power poles, buildings, slopes, etc.)
34. Location of all buildings (main and accessory), fences and walls, paved areas and landscaped areas labeled existing or proposed.
35. Percentage of area covered by buildings on each parcel.
36. Location of existing and proposed on-site waterlines, sewer lines or septic tanks and fire hydrants.
37. Type of construction per California Building Code.
38. Height of all buildings and structures.
39. Dimension from building(s) to property line and to other buildings on subject property.
40. Uses of all buildings (existing and proposed) on subject property.
41. Off-street parking including dimensions of individual parking spaces, internal circulation pattern for pedestrian and vehicular traffic, wheel stops, and type of surfacing proposed.
42. Driveway widths.
43. Computation of total covered and uncovered parking spaces required by Corona Municipal Code for each parcel and the number proposed to meet the requirements.
44. Computation of square footage of landscape areas.
45. Location of landscaping including existing and proposed trees (including existing street trees), shrub masses and ground cover area.
46. Loading spaces, including dimensions.
47. Estimated quantities of earth to be moved.
48. Direction of drainage flow with slope in percentage.
49. Signs, including area, location, height, illumination and mechanical movement.
50. On-site lighting.
51. Trash enclosures.
52. Outdoor storage areas.
53. All entrances.
54. Mechanical equipment and proposed screening.
55. Proposed swimming pools or patios.

The Planning & Development Director may waive any information described above upon determination that it is not

# DEVELOPMENT PLAN REVIEW SUBMITTAL REQUIREMENTS

## PAGE 4

relevant to the review, or the Planning & Development Director may require additional information as needed.

### **FOR ALL DPR, TTM OR PM SUBMITTALS**

Show linear footage of each street on the map or on a separate sheet. Include both sides of the street for street tree calculations:

For example:

Rimpau Avenue	110 L.F.
Street "A" (new unnamed streets)	200 L.F.
Street "B"	<u>315 L.F.</u>
GRAND TOTAL	625 L.F.

### **D. ATTACHMENTS:**

CMC Section 17.102

Revised 5/16/22

**APPENDIX E**  
**OBJECTIVE DEVELOPMENT  
STANDARDS AND  
DESIGN GUIDELINES  
COMPLIANCE CHECKLIST**

## High Density Residential and Mixed-Use Development Standards and Design Guidelines Compliance Checklist

---

### Applicant Information

Applicant's Name:  
Firm/Company/Name:

Address/City/State/Zip Code:  
Email:  
Phone number:

### General Project Description

Location:  
Project Address:  
General Description of Proposed Project:

## High Density Residential and Mixed-Use Development Standards and Design Guidelines Compliance Checklist

YES: Meets standards/guidelines

NO: Does not meet standards/guidelines

N/A: Not applicable

INC: Incomplete - additional information needed

### High Density Residential and Mixed-Use Development Standards

#### Development Standards

#### Intent

The development standards apply to the AHO zone regulated by CMC Chapter 17.31. The AHO zone is intended to facilitate the development of multifamily at a higher density to accommodate affordable housing units for low and moderate income households. Proposed standards would allow for additional multi-family housing types such as multiplexes, stacked flats, multi-family and podium-style, courtyards, and adaptive reuse development in the City of Corona. Design Guidelines are applicable to all AHO sites.

Item	Development Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
	Is the project's proposed density between 45 to 60 units/acre?					
	Does the project comply with the FAR (floor-area ratio) of 2.0 or per the General Plan requirements?					
	Where affordable housing units are proposed, is the minimum unit size at least 400 square feet?					
	Where market rate housing units are proposed, is the minimum unit size at least 550 square feet?					
	If a residential-only/multi-family building is proposed, is the building height equal to or less than 60'?					
	If a mixed-use building or a building with podium style parking is proposed, is the building height equal to or less than 80'?					
	Is at least 15% of the project site landscaped?					
	Does the project include at least 100 square feet of open/amenity space per unit?					
	Of the required open space, is 50% within private open space (balconies or patios) and 50% in common space (25% of common space can be in the form of indoor space)?					
	Does the project have a minimum street frontage setback of 5 feet, or 8 feet if retail is proposed?					
	Does the project have a minimum interior side yard setback of 8 feet?					
	Does the project have a minimum rear yard setback of 5 feet?					
	If the project is adjacent to single family residential, does the project have a minimum setback of 8 feet for single story elements, 15 feet for two story, and 25 feet for three stories and higher?					
	Does the number of parking for affordable units comply with the standards presented in the California Government Code Section 65915-p1?					
	Are the parking requirements for market rate units in compliance with the City of Corona Municipal Code Chapter §17.76?					
	Are the parking requirements for commercial developments in compliance with the City of Corona Municipal Code Chapter §17.76?					

## Building Design Guidelines

### A. Building Form and Articulation

#### Intent

How building mass relates to pedestrians at the ground level shapes the way buildings are perceived and contributes to a pedestrian-friendly environment. Buildings should be visually interesting, with varying facades, and seamlessly transition into the massing of adjacent structures.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A	Are the façades of buildings fronting the street articulated with wall offsets, projections, or recesses that are at least two feet deep and spaced no more than 30 feet apart?					
B1	Does the project comply with architectural styles of Spanish Revival, Craftsman, Tuscan and Modern listed in the Western Riverside Council of Governments (WRCOG) Objective Design Standards Toolkit?					
B2	If the project is located in a specific plan, does it comply with the specific plan's architectural style and design guidelines?					
C	If row housing is being considered, do units vary the distance between the primary façade and the setback line (up to 30") to create visual interest and articulation?					
D	Where louvers and other sun-shading features may be located above residential windows or storefronts, are these features no more than 30" deep and not project into the public right-of-way?					
E	For building wings located on the same side of adjacent residential uses (within the first 25 feet), is there a transition in density so that the number of floors located within this zone is no greater than two stories?					
F1	Do upper-level residential units have a floor-to-floor clearance of at least 10', including trusses and mechanical equipment?					
F2	Are upper-level units set-back from the ground-level façade by at least one-foot (1') but no more than two-feet (2') to visually differentiate between the upper and lower floors?					
G	Does the building ground-level have between 15' and 20' of floor-to-floor clearance?					
I1	Do buildings that are over three stories have massing breaks at least every 100 feet along any street frontage or adjacent open space?					
I2	Where massing breaks are proposed, will breaks be five feet deep and extend the height of the floor?					
I	Do buildings that are three stories and higher provide horizontal planes using trim, awnings, eaves or other ornamentation?					
J1	If proposed, are stairways designed as an integral part of the overall architecture of the building, complementing the building's mass and form?					
J2	If exterior stairways are proposed, are they solid and not prefabricated metal stairs?					
K	Do buildings that are over three stories have various roofline heights to create variation in the building height?					

### B. Retail Design Guidelines

#### Intent

Retail uses along major arterials serve to provide amenities for meeting daily needs, but also activate sidewalks and make them more inviting for patrons and residents. Retail buildings should promote transparency, be oriented to the sidewalk with limited setbacks, and be accessible for patrons arriving on foot, bike, transit, or car.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A1	Does housing with ground-level retail have pedestrian access from surface parking facilities located behind the building to the primary street, either along the perimeter of the building or through the building using a publicly-accessible arcade?					
A2	With the presence of an publicly-accessible arcade, are arcades at least 10' and no more than 70' long?					
B	Is there a clear visual separation between ground-floor retail uses and upper floors provided through the use of louvers, canopies, or change of material or building plane?					
C	Do retail storefronts have at least one (1) publicly-accessible door located along the primary street?					
D	Do ground-level retail storefronts have a minimum clearance of at least 15'?					
E1	Is at least 60% of the primary façade of retail storefronts featuring transparent windows?					
E2	If opaque and/or smoked-glass windows are proposed, are they limited to at most 20 percent of the window area?					
E4	If proposed, is permanent and temporary shelving located away from windows?					
E5	Is there is clear access and visibility provided between the interior and exterior of the building?					
F	If a consolidated semi-public restrooms that serve multiple retail uses are included within the building, is there a clear path of access provided to its facilities and are the facilities sized in conformance with the City of Corona Municipal Building Code?					
G1	Does signage avoid projecting into the sidewalk zone/public right-of-way?					

G2	Does the project use signage other than neon and backlit signs?					
H	For mixed-use buildings with retail, is there an uninterrupted grade transition between the sidewalk and ground-floor storefronts?					
I	Do retail entrances have alcoves between 15 and 100 square feet in size, paved to match the sidewalk?					
J1	Are window frames recessed and not flush against walls?					
J2	Do windows have frames and sills, molded surrounds, or lintels to enhance window openings and add relief?					

**C. Ground-level Guidelines**

**Intent**

An active and attractive ground-level, particularly along the primary building frontage, fosters a pedestrian-friendly environment. Active uses such as residential walk-up units, common area amenities like leasing offices, day care centers, and fitness centers should be located along the sidewalk for visual interest where retail is not present.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A	Are active uses located on the ground floor adjacent to the primary sidewalk including retail storefronts, gathering areas, leasing offices, community rooms, and fitness centers, among others?					
B	Does glazing comprise of 60-80% of the ground plane and 40-60% of the upper floors for residential buildings?					
C	Are utilities, trash, and other storage screened from view by pedestrians along the primary facade?					
D	If additional setback is provided along the primary facade for retail uses, are these areas programed with active uses such as tables, seating, verandas, street furniture, shade structures, and public art?					
E	If residential units are located at grade along the sidewalk, is access provided through a primary or secondary entrance from the sidewalk into the unit?					
F	Do expansive, blank walls that have no doors, windows, articulation, or landscaping treatment span less than 20 feet in length?					

**D. Parking**

**Intent**

While the development standards and guidelines promote multi-family housing that supports transit, cycling, and walking, parking is required for commercial and housing uses. Parking should be located behind the building and screened or within enclosed structures that are integrated into the architectural character of the rest of the building.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comments
A	Is on-site surface parking located to the rear of the building?					
B	Are surface parking lots being buffered along the perimeter with hedges and/or fencing that are no more than five (5') tall?					
C1	If proposed, do surface parking lots include a landscaped finger island or diamond with trees that are located no more than 30' on-center along the length of the parking module?					
C2	Is adequate irrigation provided to tree wells through a drip irrigation system or through surface-level stormwater management techniques using, for example, runnels and bioswales?					
C3	If tree wells without permanent drip irrigation systems are proposed, is there at least one outdoor spigot that will be provided to hand-irrigate trees and vegetation?					
D1	Are above-grade/podium parking structures screened and fully integrated into the façade of the building using glass panels, perforated panels, or artistic elements that are of the same architectural character as the rest of the building?					
D2	If naturally ventilated, above-grade parking structures are proposed, are they at least 90% enclosed along the perimeter?					
E1	Are access ramps to above- and below-grade parking structures being integrated into the building?					
E2	For access ramps located along the secondary edge (side yard) of the building, is it screened or include artistic treatment?					
F1	Where lighting is present, does light area directed downward with a minimum of 1 foot candle?					
F2	Where lighting fixtures are present, is there a shielded light source and is it designed so light is not directed off site?					
G1	Are at least two stairwells connecting above- and below-grade parking facilities to grade for egress?					
G2	Are there direct points of entry provided from the primary sidewalk or within a walkway at the side of the building for publicly-accessible parking facilities to minimize the use of the elevator?					
H	In the case that fully-automated parking structures (hydraulic or mechanical systems) can be provided in lieu of traditional structured parking facilities, are the provided points of access are in conformance with the Site Circulation and Access and screening guidelines provided within the design standards?					
I	In the presence of parking lifts, is adequate clearance provided for passenger vehicles?					

**E. Sustainability**

**Intent**

With California's climate crisis, the state is becoming hotter, drier, and energy strained, particularly in the Inland Empire. Buildings should conform to the State's Net Zero Energy standards for energy efficiency, promote stormwater infiltration and aquifer recharge, and use drought-tolerant landscape and hardscape to reduce irrigation needs.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comments

A	Does the site design prevent off-site discharge of untreated stormwater from rainfall events up to and including the 95th percentile storm event by incorporating low-impact development best practices, such as rain gardens, bioretention and infiltration planters, porous pavements, vegetated swales, green roofs, tree boxes, and rainwater harvesting?					
B	Does the project comply with Net Zero Energy (ZNA) standards as outlined in Title 24 of the California Energy Code?					
C	Where possible, does the orientation of the building's longitudinal axis in the eastwest direction minimize façade exposure to the sun and promote natural ventilation and cooling?					

## Site Design Guidelines

### F. Setbacks and Screening

#### Intent

Buildings that are oriented to the primary street provide street-wall enclosure, which promotes sidewalk activity and a sense of place. Active uses should be directly connected to the sidewalk, with well-designed patios and public space as appropriate. Undesirable uses, such as utilities, parking lots, and others, should be screened.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A1	If proposed, are fencing, hedges, or vegetation that enclose sidewalk-adjacent dining areas less than three-feet (3') tall?					
A2	If fencing is used, is it made of durable materials consistent with the architectural character of the building?					
B	Are facades facing side yards located at least 8' from the edge of the property?					
C	Where additional screening in the form of fencing and/or hedges are being proposed, is side and rear fencing in compliance with CMC Section §17.70.060?					
D	Are parking lots and structured parking facilities screened in conformance with the Parking guidelines provided herein?					

### G. Site Circulation and Access

#### Intent

Sites should be accessible and safe for all people, particularly pedestrians and those who are mobility impaired. Breaking a larger site into smaller blocks with publicly accessible walkways promotes better pedestrian movement and provides access to transit and other amenities.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A1	Where sites with at least fifty-feet (50') of frontage along the primary street are proposed, is there a recessed curb to accommodate at least one (1) on-street parking stall along the curb for transit network companies (e.g. Uber and Lyft) or for loading/unloading?					
A2	Where there's the presence of on-street parking stalls for loading/unloading, is the time limit within the range of 15-30 minutes?					
A3	Are the loading area requirements for non-residential uses in compliance with City of Corona Municipal Code Chapter §17.78?					
B	Within sites located at the middle of the block, along the primary street, and with no site access from an alley, is there a minimum of one curb cut and a driving lane of up to 15' or as approved by the Public Works Department to access on-site parking facilities?					
C	If an existing, adjacent alley is present, does the site provide access to on-site parking facilities via the alley?					
D	For sites located at the intersection of two streets, is access to on-site parking facilities provided from the secondary street (end of block)?					
E	Do all parking facilities provide clear paths of pedestrian travel to publicly-accessible doors?					

### H. Sidewalk and Public Realm

#### Intent

Buildings that are oriented to the primary street provide street-wall enclosure, which promotes sidewalk activity and a sense of place. Active uses should be directly connected to the sidewalk, with well-designed patios and public space as appropriate. Undesirable uses, such as utilities, parking lots, and others, should be screened.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A1	Are trees present within the transition zone, commonly known as the parkway, located between the edge of the curb and the walkway?					
A2	Are canopy trees sited along the transition zone at a frequency in accordance with CMC Chapter §12.22?					
B	Do the sidewalk improvements conform to Americans with Disabilities Act (ADA) standards?					
C	Are walkways at least 4' wide and be free of obstructions?					
D	Where utility poles and boxes and other obstructions are present, will they be located within the transition zone at the edge of the sidewalk and avoid encroaching into the walkway?					
E	If sufficient right-of-way is available, are sidewalks being buffered from moving traffic with parkway trees, on-street parking, or bike lanes?					
F	Is a frontage zone of one-foot (1') provided between the edge of the curb and the transition zone in order to provide space for TNCs (e.g. Uber or Lyft), pick-up/drop-off, and delivery zones?					
G	If sufficient right-of-way is provided and improvements are proposed, are public amenities such as on-street parking, bike lanes, and pickup/drop-off and delivery zones included?					
H1	When present, are pedestrian-level street lights (with luminaries mounted 12'-14' above the sidewalk) provided within the transition zone next to the sidewalk?					
H2	When present, will lighting be cast downward and provide adequate illumination for pedestrians, while minimizing incursions into storefronts and residential units?					
I1	Where privately-owned, publicly-accessible open spaces (POPs) are being considered, will access be provided from the adjacent public sidewalk?					
I2	Where privately-owned, publicly-accessible open spaces (POPs) are proposed, are they enclosed with fencing and/or vegetation no more than three-feet (3') tall?					

I3	If proposed, are privately-owned, publicly-accessible open spaces (POPs) located next to active uses (including retail storefronts, ground-level residential units, leasing spaces, indoor gyms, etc.)?					
J1	When proposed and applicable, do POPs and other open spaces have a slope of no more than 10%?					
J2	When proposed and applicable, will POPs with a slope use durable, dust-free materials?					
K1	If freestanding public art is proposed within the public right-of-way, is it located outside of the walkway and extension zones?					
K2	If proposed, does public art complement the architectural character of the building?					
L	If sufficient right-of-way is available, is at least one two-person bench located every 25 feet within the length of the transition zone?					

**I. Cycling & Transit**

**Intent**

The vast majority of AHO sites are located along corridors with high-frequency transit, including RTA Route 1, which is the system's busiest. Housing projects should take advantage of the transit and bicycle amenities present by providing bike storage facilities, fix-it stations, bus shelters, and other amenities as needed.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A	Are on-site bike parking facilities located at-grade, either next to the building or within a readily-accessible bike room within the building(s)?					
B1	For buildings with a non-residential component, is the ratio of on-site bike racks proposed in compliance with the California Green Building Standards Code, section §5.106.4.1?					
B2	For residential buildings, is the ratio of on-site bike racks proposed in compliance with the California Green Building Standards Code, section §4.106.9?					
C	If in-building bike storage rooms for residents are proposed, do they include secure access through assigned key cards?					
D	Is there at least one freestanding bicycle fix-it station provided within the sidewalk transition zone or on-site near bicycle storage areas?					
E1	Are proposed bus shelters located within the transition zone?					
E2	Do proposed bus shelters conform to the Riverside Transit Agency shelter design standards?					

**J. Public Safety and Security**

**Intent**

Design of the built environment plays a large role in the safety of the public realm. People feel safer when there is significant retail or other activity present, adequate lighting, buildings that are oriented to public sidewalks, and well-defined semi-private and private spaces that clearly demarcate more secure areas within a site.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A1	If multi-family residential units with ground-level public access are proposed, is there a patio space that is enclosed with no more than a five-foot (5') tall fence?					
A2	If fences are proposed, are they built using permanent high quality materials such as stucco, brick, or iron?					
A3	If secure gates are proposed, are they at most five feet (5') tall?					
B1	If closed circuit security cameras are proposed, are they mounted on pedestrian-level lighting (12'-14' in height) instead of freestanding utility poles?					
B2	If closed circuit security cameras are installed, are they located below the fascia or roof of the building?					
C1	Are semi-private uses (publicly-visible patios, terraces, accessible entrances to residential areas, public-to-private space transitions) physically defined by fences, signs, and/or shrubs?					
C2	Are areas programmed with sensitive uses (playgrounds, day care facilities, etc.) located in front of staff rooms and retail windows to maximize surveillance?					
C3	Are screen areas at the perimeter of the building and site (such as utility boxes, meters, emergency egress, etc.) secure?					
C4	Are publicly-accessible spaces with active uses being programmed to promote passive surveillance, including spaces for breaks and lunch, waiting areas for pick-up/drop-off or transit, etc.?					
D1	Where multi-family residential units with ground-level public access are being proposed, will paseos and parking lots be illuminated with a minimum of 1 foot candle?					
D2	Where multi-family residential units with ground-level public access are being proposed, will building mouted security lights avoid projecting above the fascia or roof of the building?					
D3	Where multi-family residential units with ground-level public access are being proposed, will building entrances be well lit from the street, parking lots, and walkways?					

**K. Landscape**

**Intent**

While California regularly experiences multi-year droughts, smart landscape design strategies should be employed to ensure that places are attractive, comfortable, and restorative, while limiting the use of irrigation. California native plants, including succulents, desert landscapes, and other drought-tolerant species, should be prioritized.

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A1	Where no parkway trees exist, do new parkway trees with sufficient canopy provide shade for pedestrians?					

A2	Are new parkway trees in conformance with the City's tree planting standards and be provided with adequate irrigation and space?					
B	Are drought-tolerant plants and those native to Southern California being prioritized for all landscape installations with vegetated areas?					
C	Is permeable paving and below-grade stormwater infrastructure integrated for stormwater capture?					
D	Do hardscape pedestrian areas use durable, attractive materials such as stained concrete, decomposed granite, brick, and artistic pavers that are consistent with the architectural character of the building(s)?					
E	Is adequate irrigation and respiration being provided for all trees onsite and within the public right-of-way through tree wells, protective materials such as mulch or decomposed granite, amended soils, drip irrigation systems, etc.?					
F	Where necessary, do building setback areas include landscaping and support pedestrian movement, such as pedestrian paths?					
G	Where turfed areas are proposed, are they intended for recreational use (e.g. sports field, parks, etc.) only?					

**L. Common Area Amenities**

**Intent**  
*The standards promote multi-family housing projects that maximize lot coverage and yield enough affordable housing units to meet the City of Corona's RHNA goals. As a result strategies such as rooftop terraces, outdoor balconies, and small ground-level pocket parks should be considered to provide spaces for residents to recreate and gather.*

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A1	Is outdoor amenity space and common amenity space being provided to units based on compliance with the development standards?					
A2	Where outdoor amenities are proposed, do they include seating areas, shaded areas, barbecues and/or recreational space?					
A3	If proposed developments are 20 units or more, is a pool within the common amenity space included?					
B	If shared open/amenity space is proposed, is it located outside of the required setbacks unless it directly abuts a public park?					
C	In projects proposed to have 20 units or more, is at least one shared amenity space 500 square feet or greater?					
D	In non-age restricted developments with 15 or more units, are children's play areas and structures be provided?					
E	Are outdoor amenity areas being designed to be visible from dwelling units while minimizing potential conflicts between users of the space and nearby units, such as noise from pools or cooking areas?					
F	Are interior shared amenity spaces located along a common path of travel and with sufficient access to natural light?					
G1	Does private outdoor space located on the ground floor have dimensions equal to or greater than 10 feet?					
G2	Does private outdoor space located above the ground floor have dimensions equal to or greater than 6 feet?					
G3	Do outdoor amenity spaces, including rooftop space, have horizontal dimensions equal to or greater than 15 feet?					
H	Where indoor amenity spaces are present, do they function as space for social gatherings (fitness rooms, community rooms, ect.)?					

**M. Utilities and Mechanical Equipment**

**Intent**  
*Mechanical equipment, utilities, and refuse areas are essential for the maintenance, comfort, and safety of multifamily housing projects but can detract from the visual quality of the site and streetscape. Adequate screening and enclosures can mitigate the impact of these systems.*

Item	Design Standards	Staff Status/Comment				
		YES	NO	N/A	INC	Comment
A	Are mechanical equipment and other utilities be located away from the primary street?					
B	Are ground-level utilities and mechanical equipment being screened from public view through the use of hedges and/or fencing?					
C	If consolidating utility equipment, electrical meters, and junction boxes in enclosed utility rooms is not feasible, will equipment be integrated into the design of the building and appropriately screened?					
D1	Are enclosures provided for freestanding dumpsters and refuse zones?					
D2	Are trash enclosure requirements in compliance with the City of Corona Municipal Code Chapter §17.79?					
D3	Are refuse zones located behind the building, close to the rear of the site and adjacent the alleyway if applicable?					
E	Is adequate circulation provided to the refuse zone for regular trash pick-up?					
F	Is there sufficient clearance around meters, fire hydrants, sewer laterals, and fire standpipe connections provided in conformance with City of Corona standards?					
G	Is rooftop mechanical equipment screened by the building's parapet walls or other screening material that complements the architecture of the building?					